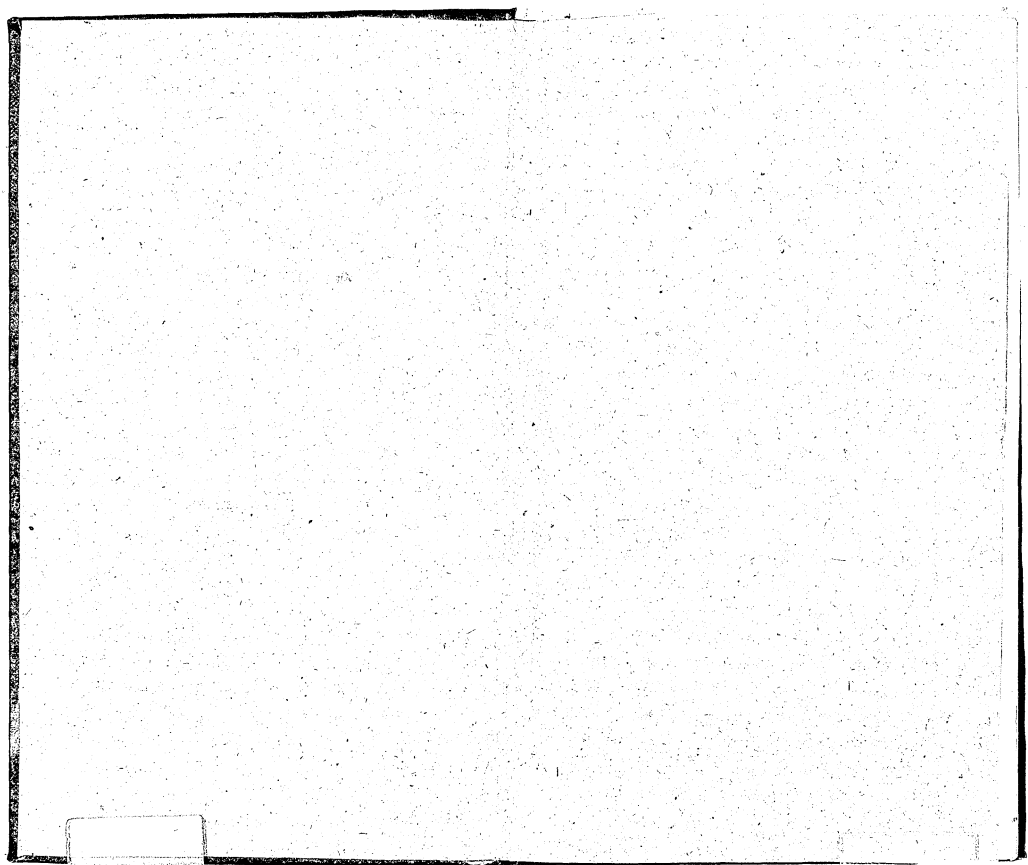
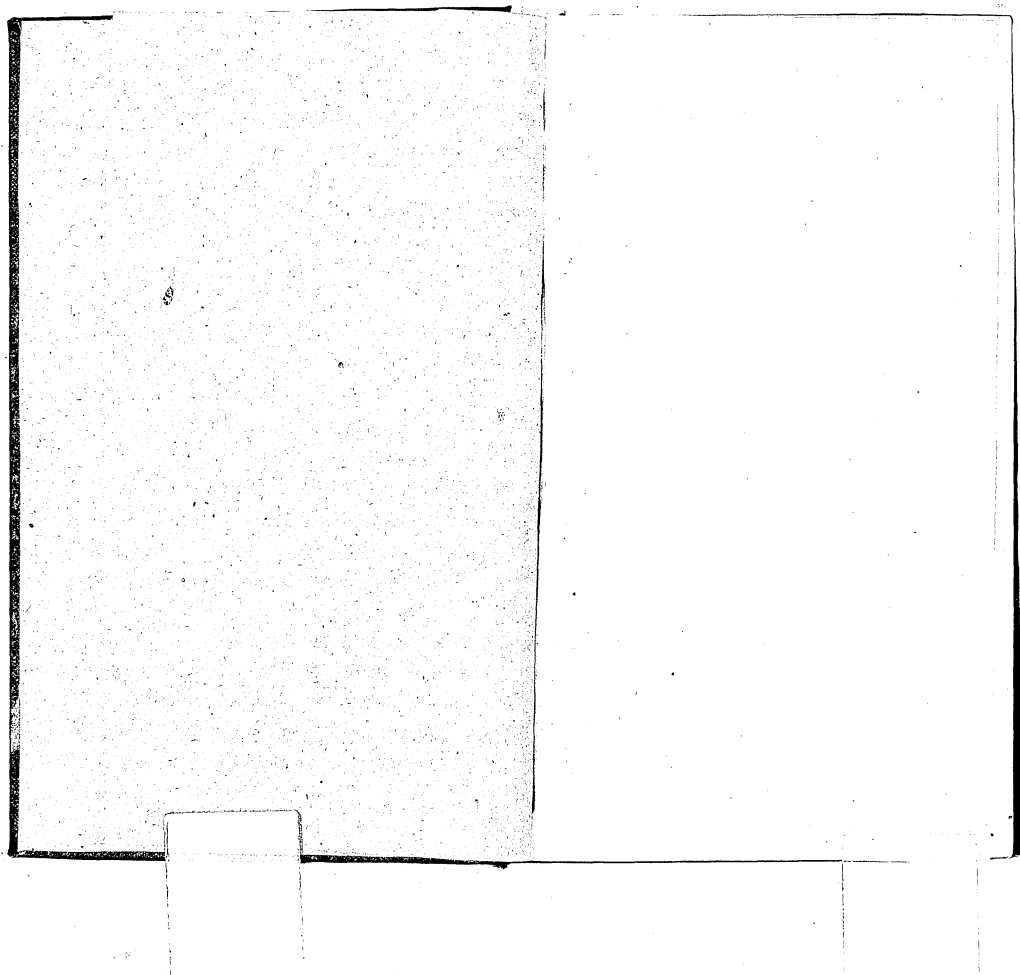


REPORT  
OF THE COMMITTEE  
OF THE  
BANGAL CHAMBER  
OF COMMERCE  
31st OCT 1882





(REPORT)  
OF  
THE COMMITTEE  
(OF THE)  
(BENGAL CHAMBER OF COMMERCE.)

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For the half-year ended 31st October 1882.

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## *Proceedings of the Half-yearly General Meeting of the Bengal Chamber of Commerce, held on Wednesday the 31st of January 1883.*

The Hon'ble ROBERT MILLER, *President*, in the Chair.

The advertisement convening the meeting having been read by the Secretary, the Chairman addressed the members present, as follows :—

GENTLEMEN,—It falls to me to move the adoption of the half-yearly report which is to-day presented to you. The report deals with a variety of subjects, many of which are of great practical interest. With some of them your Committee have been able to deal in a measure satisfactorily—that is to say, finally; but most of the others have been before this Chamber on former occasions and seem likely to continue to demand attention.

Of the more prominent of these, I may first mention the correspondence relating to the arrangement of the trading facilities of our port and town. This subject is likely before long, when the opinion or views of the Government of India as to a site for the principal goods depôt

of the East Indian Railway are made known, to become of active interest to merchants generally. Intimately connected with this is the much vexed question of the rates of freight on the East Indian Railway and their bearing upon the business of that line, and as a consequence upon the trade of Calcutta, taken in connexion with the development of railway communication between our former sole preserve, the Delhi country, and Bombay.

Within the period under review, no further railway extension in that direction has occurred, but the experience gained during 1882 and the main features of the traffic of that year are now sufficiently defined to enable us to judge better than at any time hitherto of the ultimate effect on our trade of the opening of the new route from Delhi.

There can be no doubt that for the present the admission of a competitor into the territory between Allahabad and Delhi is a cause of serious loss to us, and that it will be an embarrassment to our trade for some time to come.

It provides for consumers of English goods in the North-West Provinces—in Oudh and at Delhi—two sources of supply to choose between, and to producers there two customers for their former one; but in the long run there is reason

to hope the injury may be relative rather than actual. No amount of railway extension can wholly exclude Calcutta from the North-West of India, and the enrichment, which must inevitably follow the opening of new railways, to the countries served by them must re-act on Calcutta. It is the period of transition through which we are now passing that is uncomfortable rather than the final results.

The questions arising out of the contest between Calcutta and Bombay in their honourable rivalry for the Delhi country trade has been treated from its own point of view by the Bombay Chamber in the very interesting correspondence between that body and the Government of India, a copy of which has been furnished to your Committee through the courtesy of the Bombay Chamber, and to which we may refer so far as it concerns our interests.

The gist of the Bombay complaint is that the lines through Rajpootana do not bring to that Port its fair share of the trade of the Delhi country, and the main argument relied on is this: The Rajpootana Railway belongs to the Government. The East Indian Railway is practically State property. It is of no consequence from which side or from what portion of the entire line the

profit comes, so long as a fair interest on the gross capital is realized. The words used are—

"It seems an indisputable general rule that if two Government lines are competing for traffic from the same place, the charge per mile ought to be the same for both."

The argument I believe to be founded on a fallacy, the nature of which may appear from words taken from another part of the correspondence in question, where it is asked, "if it is a fair and equal footing to charge 25 per cent. more for carriage for 7 per cent. less distance, or in other words, to paralyse the Bombay route by an extra average charge per mile of 32 per cent."

The effect of this argument, which ignores altogether the fact that it costs less to carry grain from Delhi to Howrah than from Delhi to Bombay, is that the rate of freight from the Delhi country to Bombay should be adjusted with reference to the rate from Delhi to Howrah so as to throw the trade towards Bombay, which, by reason of its harbour and its lower freight to Europe, is the natural outlet for the productions of India which are consumed in Europe.

The above is the basis and the effect of the Bombay contention. It exhibits forcibly some

of the anomalies and difficulties which attend the State ownership of Railways, and if adopted and acted upon by the Government would certainly affect our interests most critically.

It may suffice, as I hope it will, for us to know that this argument has not been accepted by the Government of India as the basis on which the rates between Delhi and the rival seaports are to be regulated. The Railways are treated separately. A fair return on the separate capital involved in each is required. Due regard being given to that point, the principle which governs the rates of freight on the East Indian Railway, and we may presume also on the Rajpootana lines, is the cost of haulage and the working expenses of each. So long as this principle is maintained, and, while fully admitting the possibility of our interested position warping our views, it is difficult to know what other is tenable. I hope this Chamber may not have occasion to concern itself greatly about the matter.

From Delhi to Calcutta the East Indian Railway has an almost flat line. It possesses economical organisation and commands cheap coal. With the natural advantages of a level road and an inexhaustible supply of cheap fuel (which surely must count for something if the Rajpootana line is to

have credit for the splendid harbour of Bombay,) the East Indian Railway, and, therefore, Calcutta, can for, some time continue to command a very substantial share of the trade.

It was stated in a Bombay paper lately that a despatch has been received from the Secretary of State disapproving the Rajpootana Railway rates being manipulated in the interests of the East Indian Railway. If such is true, it is only as it should be; but if it be so, the converse also holds good that the East Indian Railway rates should not be manipulated in the interests of the Rajpootana lines.

We would base our claim to whatever share in the Delhi trade belongs to us on the principles of Free Trade and on

"The good old rule, the simple plan  
That he shall take who has the power,  
And he shall keep who can."

To what extent Calcutta is now able to share in the trade of the North-West under existing terminal conditions at Howrah may be judged from the following statistics which have been prepared from returns furnished by the East Indian Railway.

Statement shewing the weight of Piece-Goods and Twist despatched from Bombay and Calcutta respectively.

| From Bombay.   | During the six months ended. |                 |                 | From Calcutta<br>21st Nov. 1881<br>to 21st Nov. 1882 |
|--|------------------------------|-----------------|-----------------|--|
|  | 30th June 1881.              | 31st Dec. 1881. | 30th June 1882. |  |
| To Delhi ... ..  | 54,231                       | 45,994          | 60,001          | .....  |
| Via Delhi ... ..   | 8,558                        | 12,020          | 26,453          | 16,529   |
| To Agra ... ..   | 1,058                        | 1,128           | 1,622           | .....  |
| To Cawnpore ... ..   | 63,107                       | 46,262          | 75,434          | 63,406   |
| To other Stations above<br>Allahabad ... ..                              | 20,693                       | 20,024          | 25,849          | 17,020   |
| Total maunds ... ..  | 137,602                      | 125,382         | 199,449         | .....  |
| From Calcutta.   |                              |                 |                 |  |
| To Delhi ... ..  | 89,824                       | 86,372          | 82,810          | 65,309   |
| To Agra ... ..   | 3,154                        | 7,258           | 3,328           | 1,763  |
| To Cawnpore ... ..   | 94,487                       | 86,422          | 95,528          | 80,944   |
| To other Stations above<br>Allahabad not included in<br>the above ... .. | 85,470                       | 67,694          | 71,656          | 61,816   |
| Total maunds ... ..  | 272,941                      | 247,641         | 253,321         | 209,831  |

Statement shewing the weight of Goods despatched from Cawnpore, Agra and Delhi, respectively, to Calcutta and Bombay during the following half-years:—

| During the half-year ended | From Cawnpore. |            | From Agra.   |             | From Delhi.  |             |
|----------------------------|----------------|------------|--------------|-------------|--------------|-------------|
|                            | To Calcutta.   | To Bombay. | To Calcutta. | To Bombay.* | To Calcutta. | To Bombay.* |
|                            | Mds.           | Mds.       | Mds.         | Mds.        | Mds.         | Mds.        |
| 31st Dec. 1881.            | 3,18,108       | 57,142     | 8,471        | 7,146       | 1,408        | 548         |
| 30th June 1882.            | 4,14,940       | 23,400     | 19,258       | 9,408       | 1,743        | ...         |
| 31st Dec. 1882.            | 5,74,850       | 25,071     | 33,567       | ..          | 38,500       | ...         |

Statements shewing the weight of Wheat despatched from Cawnpore, Agra and Delhi, respectively, to Calcutta and Bombay, during the following half-years:—

| During the half-year ended | From Cawnpore. |             | From Agra.   |             | From Delhi.  |             |
|----------------------------|----------------|-------------|--------------|-------------|--------------|-------------|
|                            | To Calcutta.   | To Bombay.* | To Calcutta. | To Bombay.* | To Calcutta. | To Bombay.* |
|                            | Mds.           | Mds.        | Mds.         | Mds.        | Mds.         | Mds.        |
| 31st Dec. 1881.            | 6,81,355       | 1,382       | 820          | 15,088      | 4,67,530     | 13,070      |
| 30th June 1882.            | 2,18,570       | 2,750       | 1            | 20          | 51,040       | 2           |
| 31st Dec. 1882.            | 2,44,597       | ..          | 3,770        | ...         | 1,61,450     | ...         |

\* Via Jubulpore.

If there is doubt as to the extent and the permanency of the share Calcutta will maintain in the trade of the North-West, there can be none as to the advantages this Port will derive from the development of Railways within Bengal itself, and in this direction the progress made in 1882 gives much cause for congratulation. At the beginning of the year some 500 miles of Provincial Railways were open and earning profit, 525 miles more were under construction, and nearly 800 miles had been surveyed. The next report of the Railways in Bengal will be looked for with great interest.

The next subject in close connection with the progress of the trade of this Port is the means at our disposal for handling the trade.

It is within your recollection that the want of space at Howrah, in spite of extensions and improvements at that station, has been grievously felt many times in 1882. The Committee now in office have refrained from further correspondence than that now laid before you on this subject, only because they believe the most was being done that, under existing circumstances, is practicable to relieve the congestion at the terminus and to facilitate business, and that, for the present, further correspondence would be useless.

But the fact remains that the export trade of the place is most heavily handicapped by the absence of convenience for handling and removing cargo from the Railway station. Just at this moment when the trade in produce which comes in by the East Indian Railway is comparatively at a standstill the inconvenience is not felt, but in April and May next and onwards we may expect, judging by past experiences, to find old complaints revive. It seems to me to be small use to call upon the East Indian Railway to protect their traffic, or on Government to develop Railways in Bengal, if we are already unable to handle the trade we possess. So far as has yet been made public, the only steps we know as actually in progress to extend our facilities in the Port are the works now going forward on the foreshore opposite the East Indian Railway Station at Howrah, by which it is believed greater space and accommodation may be given to consignees of cargo for export, and the erection of import warehouses in the jetty compound. It is not known when the former will be completed, or the exact nature of the facilities to be given. It is of importance, however, that such facilities as are given shall be without extra cost to the trade.

In former correspondence with the East Indian Railway, it was urged that it is the duty of the

Railway and in their own interest, to add the business of warehouse-men to that of carriers. To this view the Company demurred, and the contest was not pursued. Let the duty be whose it may, the fact remains that, while the Railway is able to discharge 4,000 tons of cargo daily, merchants can only take delivery of that amount at the expense of or almost total neglect of many of those small additions to the mere act of removal which constitute the difference between a safe and a reckless way of doing business, and business is limited by that fact. Let it be granted that the Railway Company is not bound, as such, to give facilities for examining, sampling, weighing, and marking; the fact remains that, if it did so, it would be asked to carry vastly more cargo than it is asked to carry now, for merchants would then be free of one of the most serious dangers to the export business. It may not be the duty of the Railway Company to provide these facilities, but it certainly seems to be their interest.

For this reason, assuming the East Indian Railway to know their interest better than we can teach it to them, and to be limited in the assistance they give the public only by the space now at their disposal, your Committee have awaited with great interest the report expected from the Committee appointed by Government to consider the ques-

tion of stations in Calcutta to be made when the new Railway bridge at Hooghly brings the East Indian Railway over to the East bank of the river. That report has not been made public, but it is sincerely to be hoped, it will lead to the whole question being dealt with by Government in a comprehensive manner.

It is difficult to see how a goods depôt at Scaldah or on the Canal, or even on the bank of the river at Chitpore, would greatly assist us. Our wants or present deficiencies are two. The practice on the part of exporters of buying produce up country, the same being packed by the seller and despatched by him for delivery at the Railway station at the Port, is gradually extending until it has become almost the rule; but these sold consignments cannot be accepted and shipped without test or examination, and the want of space for these operations limits business. What we want, in the first instance, is, therefore, elbow-room, and, secondly, a site convenient for loading on the vessels which are to take the cargo away.

It would be better for us to accept one of these facilities if we really cannot have both, but now that the entrance of the East Indian Railway into Calcutta is a sanctioned fact, it seems a pity to

deal with the advantages which it will undoubtedly give in a half-hearted manner. The decision which would seem to me, speaking from a very limited experience, likely to be most approved by shippers here would be to treat the depôt at or near Scaldah as a depôt or station only; but to carry the main line round Calcutta to Garden Reach, and then from Metea brooz downwards to open up new moorings, and establish new warehouses for handling our export cargo. An arrangement of this sort would do justice to the possibilities at our hand in the Port itself, and provide at the same time both the required space and the required river frontage in close proximity to the ships to be loaded. It would not interfere with the business of the jetties, which would still be availed of by the liner steamers which bring in import cargoes, and take away assorted and fine cargoes, but it would be eminently convenient to the chartered vessels which carry rough and grain cargoes to Europe.

Our great want at Howrah is "room." This is what the Railway people themselves tell us in effect:—"We can, with our present regulations, deliver 4,000 tons per day at our warehouses at Howrah. If we gave you room there for sorting, sampling, and weighing, we could



not deliver 2,000 tons per day. What, then, is the good to us of reducing our rates? We should require very much more space than there is at Howrah to enable us to deal with the 4,000 tons a day if we gave you the facilities you demand. Let us come into Calcutta; make up your minds where to locate us; and give us room for doing what you say we must do." This seems to me to be practical sense, and that it is by doing all that circumstances may permit to induce the Government or other authorities to facilitate these works of improvement that this Chamber will best be fulfilling its duty with the view to enabling the Port of Calcutta to take full advantage of the extraordinary development in the means of inland transport that is in progress within the Province of Bengal.

The import warehouses in course of construction behind the jetties is a step to be warmly supported by the Chamber. When they are completed, it will be within the power of importers to distribute their consignments to every part of India within reach of the Railway system which centres on Calcutta without any expense on the score of cartage. The process, if our local system of railway were as complete as it could, without insuperable difficulty, be made, would be simply to land Manchester cargoes and transfer them

to the jetty warehouses, where they can be stored until required for distribution. When so required, they can be loaded at the warehouse door on to the railway trucks, and thence removed along the Port Commissioners' line to the dépôt at Chitpore or Scaldah, where they join the united main lines of the East Indian and Eastern Bengal Railway system.

While I venture to think that a bold measure of this sort is desirable now and will be necessary in the not distant future, it seems a pity to risk delay by opposition or dispute of the decision at which the Government may arrive.

The plan I mention would, no doubt, cost a large sum, and some time would elapse before it could be of practical use; but it would be less costly and more quickly available than the Diamond Harbour scheme, for example, and it would be less experimental. When it has been perfected and found insufficient, the Diamond Harbour scheme may be undertaken; but I would again urge the attention of this Chamber to the extreme importance of doing "something," and of uniting amongst ourselves to beg of Government, in whose hands the matter practically rests, to lose no time in putting the East Indian

and Eastern Bengal Railways in a position to avail fully, by means of proper terminal facilities, of the enormous traffic that now lies dormant, cramped, and confined within the limits of Bengal and Assam.

The next point to which I would refer, as still of interest to the Chamber among the topics treated in the report now before you, is that of the proposed legislation about petroleum.

This trade has been growing enormously, and is likely, if only proper facilities are given it, to continue to expand and to effect very important results in the internal trade of this country.

Your Committee resisted, and I think rightly, a proposal to alter temporarily, but hastily and without notice, the law for the regulation of the trade which was passed two years ago, but none the less are we convinced of the importance of fostering the trade and of doing everything that may be possible to remove oppressive restrictions. The foundation of the objection to the proposed alteration of the law was that it was to be done without notice.

The alteration may or may not have been otherwise admissible, but the difficulties of the immediate case should have been met by the

formulation of rules as permitted under the Act. It was to the absence of any rules rather than to defects in the Act itself that the difficulty had arisen, and the remedy seemed to lie more properly in passing rules than in hastily, and, in contravention of the principle advocated by former Committees of consultation with all the parties interested before legislation is effected, altering in one day a law which had been made after lengthened consideration.

The merchants interested in the petroleum trade have now formulated for themselves a proposal, which your Committee hope may be accepted by the Government, having for its object the construction of a permanent convenient dépôt below Garden Reach, for the landing, storing and delivery to consumers of the imported oil. If the railway is carried round Calcutta to a river-side terminus at Garden Reach, an extension to the petroleum dépôt is a simple matter, and with the facilities thus provided, under rules both secure and comprehensible, there seems nothing to prevent a very much greater expansion of the trade, to the advantage of shipowners and of the railways, which are in want of inward cargo, and of poor consumers in every part in India within reach of the yearly increasing railway system.

For my own part, I do not see why tests effected in America should not be accepted in India, provided it once be proved, as probably the public would expect and the Government would require in the interests of public safety, that no chemical or other change in the nature of the oil can take place during the voyage, or, in the event of any change, what is the extent of it. There may be a well-founded objection to allowing oil to go into consumption here on the certificates of an American Inspector as such, but, speaking for myself, I do not know why the certificates of officers licensed by the Indian Government and certified to be competent by the scientific advisers of the English Board of Trade should not be accepted in India just as Consular certificates are accepted in America.

Another subject that has occupied your Committee's attention has been the expenses lying on the shipping which enters our port in the form of Pilotage dues, and, what is akin thereto, the conveniences the ships get for the money they have to pay.

For reasons which are not yet by any means clear, the number of pilot brigs available for service during 1882 has been insufficient. It needs no saying that one brig is not able to per-

form all the work required at the Sandheads yet on several occasions, for not short periods, one only was there, whereas two at sea, and two in reserve, is not an extravagant supply to meet the demand for service. In view also of the very large receipts from the pilotage dues, full particulars of which are to be found on page 7 of the Port Commissioners' Report for 1881-82, your Committee felt it very desirable to obtain, if possible, from Government, some statement to show how this large revenue was disposed of.

I am sure the Chamber will agree with me in thinking that any approach towards meddling with the Pilot Service ought to be taken with great circumspection. The port of Calcutta owes much to the service of pilots on the river, and whilst the charge is high the work done is good. If, without knowledge of all the facts, we meddle to have dues reduced, our request may be granted to our own disaster, but it is another matter to be fully informed as to how the revenue derived from the shipping is disposed of, and to be put into a position to make practical suggestions to Government for the more economical administration of the receipts.

These are the points which seemed to me gentlemen, to be deserving of special attention,

and which I have endeavoured to bring to your notice. There may be other matters which to you may seem interesting, and I shall be glad to have an expression of opinion from you on them.

In conclusion, I have to inform you that the following firms have been provisionally elected members of the Chamber, and your confirmation is now needed:—Messrs. F. C. Pallachi & Co., and Messrs. Salligram Khunnah & Co.

Mr. E. E. Bigge moved, and Mr. H. B. H. Turner seconded, that the election of the new members be confirmed.

The motion was put and carried.

Mr. L. King said he had much pleasure in seconding the adoption of the report. He agreed very strongly with several of the remarks which had fallen from the President, and particularly about the great difficulty which merchants had to contend against in loading cargo at Howrah. He thought the Committee of the Chamber could do a great deal towards removing the difficulties under which they at present laboured, and improving the present facilities for the reception and despatch of goods at Howrah. The President in his speech, had referred to several improvements and remedies which he thought might be

made for the facility of traders, and Mr. King thought that the idea of having warehouses at Garden Reach was a very good one indeed. He believed it would be a very good thing if they could also have a large warehouse built at Howrah, which would always continue to be a very important railway terminus. It may happen, and, in fact, did often happen, that a firm had 500 or 1,000 tons of goods lying at Howrah, which they were not desirous of shipping that day, and if they had a suitable warehouse at hand they could leave it there. A warehouse built on improved principles, with hydraulic lifts and other useful accessories, would, he thought, be a great boon, and would soon pay its own way. While he said this of a warehouse at Howrah, he believed that a similar construction at Garden Reach would go a great way towards doing away with the block at Howrah.

Mr. King then adverted to some conditions of the present bills-of-lading. Many people were of opinion that under the terms of the present clause in those bills ships were responsible for the marks. He believed it was found that the clause in question was not suitable. If a vessel were able to deliver goods with their marks intact, well and good; but if not, then shippers, as

in the case of his own firm, were great losers. He thought that some steps should be taken to secure that ships should be responsible for the marks, and hoped that the attention of the Chamber would be directed to the subject.

Captain Wilkinson (P. & O. Co.) offered a few remarks on the arrangements for the supply of pilots at the Sandheads. There appeared to be great difficulty in obtaining any information as to what becomes of the large amount collected for pilotage and light dues. It was generally believed that there was over a lakh of rupees surplus on this account; if so, there could be no excuse for allowing the brigs to drift into the state they were in last year, as such a sum would be ample to keep in an efficient state *two* more brigs than are now employed. He had been informed that a new Brig was indented for *two* years ago. Now as a 4,000-ton steamer with engines complete can be built in 12 months, two years seems a long time to build a vessel very little larger than many a river cargo boat. As far as he could learn, the brig had not yet left England, so that it will be impossible for her to be on the Pilot Station before the change of the monsoon.

There appeared to him to be gross neglect somewhere, and he considered it was the duty of

the Chamber to urge upon Government the necessity of making some better arrangement for the supply of pilots to incoming vessels during the next bad weather season. The subject was of great importance to ship-owners and Insurance Companies, and should be sifted more than it had been hitherto.

Referring to the great block at Howrah, in the delivery of grain, he thought something might be done to relieve it by laying rails on the Hooghly Bridge, and having the trucks hauled into the Jetty sheds. If necessary, the bridge might be strengthened to allow of this being done.

As regards the question of marks referred to by Mr. King, he regretted to say that the losses were entirely thrown on the ship-owners, who were heavy losers in consequence of traders not marking their goods properly.

Mr. Donald Graham, referring to the subject of railway rates as affecting the export trades of Calcutta and Bombay, said, he believed a general reduction would make plenty of traffic for both places. It should be a general reduction; for the question, as he looked at it, was not a small one of Calcutta *versus* Bombay or *vice versa*, but India and other great wheat producing

countries, America for instance. The cost of carrying wheat to Liverpool from India is fully twice as much as carrying it from Chicago to Liverpool, and as long as that continued to be the case he did not see how India could compete in wheat with America. Much could be done, he thought, by a general reduction of railway rates. At present the freight on wheat from Delhi to Bombay or Calcutta is something like 25 per cent. of its value in the English markets.

The President had hit the proper nail on the head in connection with this question when he referred in his address to the defective traffic arrangements which at present prevailed on the East Indian Railway. The same might be said of all Indian Railways: they could all be greatly improved both in their carrying and terminal arrangements, and the matter could not be too strongly represented.

Mr. W. Petrie drew attention to the fact that a terminal charge of one rupee was charged on every 100 maunds of grain that passed over the Hooghly Bridge—a fee which, he thought, could well be knocked off.

The President, speaking, first, on the subject of pilotage arrangements, said, that while the members of the Committee of the Chamber were

all agreed that the arrangements in connection with the Pilot Service required looking into, they did not see their way towards putting forward any suggestions, or waiting in deputation on His Honour the Lieutenant-Governor, till they were possessed of more satisfactory and definite information. The *personnel* of the service, it was certain, could not be improved. The Chamber of Commerce owed a great deal to the Pilot Service and if they meddled with them on insufficient *data* it was more likely to result in harm to them than good. But if the Chamber were allowed time to ascertain facts, they would, perhaps, be able to put forward some useful suggestions. He was in a position so far as to be able to tell the meeting that of the four brigs which were supposed to constitute the pilot fleet, one did not exist at all; the third was unfit for duty; and of the two supposed to be on service one was laid up in port, and only one was actively employed. And he was also in a position to be able to tell them that for 143 days of last year only one brig was on service, and for two days there was no brig at all at the Station. There was a statement of the revenue derived from the Pilot Service, but there seemed to be none as to how the money was spent. A report in this connection had, however, been prepared by the Port

Officer, and would soon be placed at the disposal of the Chamber. It would be unwise, therefore, for the Committee to go up to the Lieutenant-Governor without being in possession of some tangible facts to support their position.

In the next place, he thought they should all combine to have better terminal accommodation for their goods. That would also bear on the question of marks; for it was the want of accommodation which led to improper tallying, and gave rise to the difficulty spoken of by Mr. King. With regard to the fee of one rupee charged on every 100 maunds of goods which passed over the Hooghly Bridge, he thought till the construction charges were fully paid for the toll was inevitable. The bridge, there could be no doubt, would have to be paid for, and so soon as it was, the charge would probably be done away with. The bridge, it was undeniable, had been most useful to trade in Calcutta, and naturally traders had been selected as parties who should pay their quota towards it.

As regards the honourable rivalry between Calcutta and Bombay in the trade with the Upper Provinces it was likely to result in great advantage to Delhi, and if to Delhi, then to Calcutta also as a principal customer of Delhi. In his

opinion, they should by all means renew their contest with the East Indian Railway for a reduction of the rates; they should continue to urge this point on the attention of the Government till they obtained proper terms: and if even then they they could not get the Railway Company to reduce their rates, why, then, the Chamber should simply endeavour to make them see that it was their interest to do so.

The motion that the report be adopted was put and carried.

Mr. H. B. H. Turner then proposed a vote of thanks to the President and the Committee for their services during the past half-year.

Mr. E. E. Bigge seconded the motion, which was carried.

A vote of thanks to the Chair closed the proceedings.

H. W. I. WOOD,  
*Secretary.*

## BENGAL CHAMBER OF COMMERCE.

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Report of the Committee of the half-year  
ended 31st October 1882.

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

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### RAILWAY RATES.

The Committee have felt that, the interests of the East Indian Railway and of the Port of Calcutta being identical, the question of the scale of freight chargeable by the Company should be left in the hands of the responsible executive who carries as much as it can discharge, and as much as the present appliances and space in the Port are equal to removing, and a reduction in downward rates might under existing circumstances lead only to a loss of profit to the Railway. When the new station is fixed upon and storage accommodation increased, it may then be advisable to return to the subject of rates.

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*From Government of India to Government  
of Bombay.*

No. 472 R.T.—*Simla, May 19th, 1882.*

I am directed to acknowledge the receipt of your letters Nos. 374 and 846, dated 24th February and 26th April 1882 respectively, forwarding copies of correspondence on the subject of through rates from Northern India to Bombay *via* Rajputana.

2. It would appear that the Bombay Chamber of Commerce contend that, in fairness to the mercantile community of Bombay, the through rates from Delhi and Agra *via* Rajputana should not be in excess of the rates from these stations to Calcutta. The question of the division of the special through rates to Bombay between the two Railways concerned is also connected with this case.

3. In reply, I am directed to state that, after a careful consideration of all the arguments adduced on this somewhat complicated question, His Excellency the Governor-General in Council has come to the conclusion that, in fixing the charges for the carriage of the same commodity on different Railways, the cost of carriage cannot be neglected, nor can this important element be omitted in arranging the division of through rates between lines working in connection.

4. The principal items which cause the cost of carriage to vary on different lines are the cost of fuel and the gradients worked over. The cost of coal per ton on the three lines concerned was as follows during the first-half of 1881.—

|                     | Rs.  |
|---------------------|------|
| East Indian Railway | 4.47 |

Rs.

|  |       |
|--|-------|
| Bombay, Baroda and Central India Railway | 17.6  |
| Rajputana Railway                        | 23.88 |

and the cost of coal consumed per 1,000 ton-miles was—

|  | Rs.   |
|--|-------|
| On the East Indian Railway                 | 305   |
| " Bombay, Baroda and Central India Railway | 1.116 |
| " Rajputana-Malwa Railway                  | 2.336 |

5. As to gradients, the Bombay, Baroda and Central India Railway has the advantage of passing through a very level country, and the East Indian Railway has for the greater part of its length a similar advantage; while the Rajputana line runs through a hilly country, and is consequently heavily weighted with the cost of haulage up steep gradients, which not only enhance the consumption of fuel, but every item of expenditure directly due to the running of trains.

6. From the above facts it appears perfectly clear that the Rajputana line cannot afford to carry at as low a mileage rate as the East Indian Railway; and to keep up the charges on the latter line to an equality with those on the former would be manifestly unjust to the country served by the East Indian. The rates on both lines should be fixed at the lowest limit possible to secure a fair profit on working. This principle must also be considered in dividing through rates over connected lines. To regulate these charges on the basis of an equal mileage division would in the case in question practically over-weight them in order to secure a larger proportion of

profit for one line than for the other. An equal mileage division is not compatible with the lowest paying charge.

7. As the Government has relegated to Guaranteed Companies the power to vary rates within certain maxima, it only remains to fix the lowest rate which the Rajputana-Malwa Railway can for the present be permitted to charge for the carriage of country produce, such as is comprised under the special class A, leaving the Manager to arrange with the Agent, Bombay, Baroda and Central India Railway, the total charge for through traffic.

8. The Government of India, however, understands from the Manager, Rajputana-Malwa Railway, that the Agent, Bombay, Baroda and Central India, whilst agreeing to a through rate of 5 annas 5 pies per maund over his line for traffic of this class booked from Agra or Delhi, will not agree to the same rate for similar goods booked to Bombay from any other stations on the Rajputana-Malwa Railway; but insists on a rate of 7 annas per maund as the share of the Bombay, Baroda and Central India Railway for such goods, thus making his reduced rate simply a competitive rate for the East Indian Railway traffic; and I am to observe, with reference to this point, that if 5 annas 5 pies is a paying rate for the Bombay, Baroda and Central India Railway for goods coming from Agra or Delhi, it must be equally remunerative to that Company for similar goods coming from Ajmer, Nasirabad, or indeed any station on the Rajputana-Malwa Railway above Sabarmati; and, therefore, that if the Agent was in earnest in lowering his rates for the benefit of the trade of Bombay, he would be prepared to accept the lower rate for this class of traffic when put into the Bombay, Baroda

and Central India wagons at Sabarmati without reference to where it comes from. The Government of India has now under consideration proposals from the Manager, Rajputana-Malwa Railway, for an alteration in the minimum rate at present sanctioned, which is 10 annas per maund from Delhi to Sabarmati, or about  $\frac{3}{4}$ th pie per maund per mile; but as it cannot permit differential competitive rates with reference to special stations served by other Railways, I am to say that orders on the Manager's proposals will be deferred, pending an assurance from the Government of Bombay that the Agent, Bombay, Baroda and Central India Railway, is prepared to grant the same rate over that Railway to this traffic from whatever station of the Rajputana-Malwa Railway the goods may be booked.

9. Referring to paragraph 4 of your letter No. 374 of the 24th February, I am to observe that the adoption of the metre gauge for the Rajputana Railway is justified by its smaller capital cost, and by the fact that the Government could not, looking to the general requirements of the whole country, have allotted sufficient funds to this Railway to enable it to have been carried out as a broad gauge line. The question has, indeed, really been between a metre gauge railway or none at all, and not between a broad or a metre gauge railway.

10. In regard to the allegations of the Bombay Chamber of Commerce that the action of the Government has hampered the trade of Bombay, it is only necessary to observe that the complaint has been clearly made without due consideration. Less than 50,000 tons of wheat have been carried from Delhi and Agra, or past

the Gaziahad junction, during the year 1881, and of this about half has gone to Bombay and half to Calcutta; while the total export of this staple from Bombay has apparently increased during 1881 to thirty-six times what it was in 1879, while the export from Calcutta has about trebled in the same period.

11. The Government of India has certainly no wish to favor either the port of Calcutta or that of Bombay in this matter; both ports have their respective advantages and disadvantages as regards the export of country produce. Bombay has a magnificent harbour and a convenient dock, combined with lower freight charges to Europe; but as regards inland transport it has the disadvantage of costly fuel and hilly country. Calcutta, on the other hand, has a somewhat dangerous river for its approach, no docks, and heavier freight charges to Europe; but in respect of inland transport it has great advantages, not only from the abundant supply of cheap coal, but also from its river transport. The competition of the river compels low charges on the railways, while the cheap coal enables these low charges to be remunerative; and it appears to His Excellency the Governor-General in Council that if the Government ruled that the rates from Delhi and Agra to Bombay and Calcutta were to be the same, such ruling would be distinctly favoring Bombay at the expense of Calcutta, and placing an artificial restriction on the East Indian Railway traffic, thereby depriving the districts served by it of the natural advantages of their position.

I have the honor to be,

Sir,

Your most obedient Servant,

W. S. TREVELYAN, Colonel, R.E.,

Secretary.

No 504 R. T.

Forwarded to the Government of Bengal, Public Works Department, for information, with reference to that Government's letter No. 323 R., dated 21st January 1882.

By order,

(Sd.) FRED. FIREBRACE, Major, R. E.,

Under-Secretary.

Govt. of India, P. W. Dept. }  
Railway Traffic. }  
Simla, 29th May 1882.

#### INSUFFICIENCY OF ACCOMMODATION AT HOWRAH FOR BOAT TRAFFIC.

The insufficiency of the accommodation to export and load cargo boats at the Railway pontoon at Howrah is becoming a very serious matter, especially during the busy season; and it is to be regretted that valuable time should have been lost in the discussion whether the Port Commissioners or the Railway Company were to undertake the work required.

The Committee trust that having in view the great increase in the traffic of produce through the East Indian Railway, and the impetus which is daily given to direct shipments from Howrah, the Board of Directors will take energetic steps to meet the requirements of the trade by supplying shippers with proper accommodation for exporting goods from their jetties.

*From Chamber to East Indian Railway.*

*Calcutta, 26th July 1882.*

I am desired by the Committee of the Chamber of Commerce to address you on the subject of the present state of the accommodation at the Railway pontoons at Howrah. The block of boats opposite the pontoons has now become so serious that the business of a great majority of the smaller shippers of the port is almost suspended owing to their being unable to obtain delivery of their cargo into their boats.

The following is an extract from a letter addressed, yesterday to the Committee by a Member of the Chamber, and it serves to illustrate, but only very partially as the Committee from their individual experience believe, the present condition of things on the river front at Howrah.

"Leaving aside for the moment the want of space at the station generally, I wish now more particularly to refer to the adjoining jetties, which are quite out of proportion to the traffic that is going on. I think that something should be immediately done to meet the wants of shippers, and give them more elbow room for loading their produce, and that any extension of those jetties, even of a temporary nature, would be a step in the right direction. The jetty room is so small, and the number of boats waiting to be loaded so large, that there is a continual block going on, and it is often a question of many hours before a cargo boat can approach near enough to load. The result is delay, confusion, and, with loss of time, loss of money.

"As an instance, I might mention that last Saturday morning we had at Howrah four boats to load 100 tons of wheat. The obstruction was so great that our boats could not begin working before Monday afternoon, and then they had to load one by one."

The Committee feel it to be unnecessary to enlarge to you on the injury to the interest of the East Indian Railway which arises from the want of delivery space at your command. One effect of it, however, is, that unless individual shippers are in the way of doing so extensive a business as to make it possible, on the score of expense, to maintain a separate special establishment for the sole purpose of taking delivery of their cargo at Howrah and of placing it in boats at the pontoon, they are practically debarred from the trade altogether, a result which is in no respect desirable.

The Committee are unable to suggest to you a remedy for the present congestion at Howrah: they must for the present be content with recording their opinion that in the interests of all members of Calcutta trade it is greatly to be deplored, and that it calls for immediate attention at the hands of Government.

*From East Indian Railway to Chamber.*

*No. 9726—Calcutta, 7th August 1882.*

I beg to acknowledge your letter dated 26th ultimo, complaining that the block of boats opposite to the Howrah pontoon has now become so serious, that the business of a great majority of the smaller shippers of the port is almost suspended owing to their being unable to obtain delivery of cargo into their boats.

The Chamber further state that they are unable to suggest a remedy for the "congestion" at Howrah.

In reply to the Chamber's representation, I beg to remark that the inadequacy of the accommodation at Howrah for loaded traffic, such as we have recently had, was foreseen some months ago, and for the purpose of affording greater facilities in this respect for the present season's traffic, the Company's Board of Directors were requested by telegram in January last to sanction a boat dock and retaining wall at Howrah.

The Board authorized the work by telegram, and in order that it might be put in hand before the season was too far advanced, and that the additional accommodation might become to some extent available for the present traffic, the sanction of the Government authorities was solicited to the scheme.

Thereupon the Port Commissioners objected to the execution by the Railway Company of work of the kind proposed which they contended should be undertaken by themselves.

Valuable time was lost in the discussion whether the Port Commissioners or this Company should do the work, and when His Honor the Lieutenant-Governor decided that this Company should provide the accommodation, it was then too late to give the present season's traffic any of the benefit to be derived from it.

*From Chamber to Port Commissioners.*

*Calcutta, 26th July 1882.*

By the desire of the Committee of the Chamber of Commerce, I beg to hand you copy of a letter of this date addressed to the Agent of the East Indian Railway with reference to the block of traffic on the river front opposite the Howrah station.

The extract from a letter from a Member of the Chamber mentioned in the Committee's letter to Mr. Leslie, gives a very faint idea of the difficulty of obtaining delivery into boats from the Railway pontoons.

It is needless to point out to you the serious effects on the trade of this port that follow from the difficulty of obtaining prompt shipment from Howrah.

The export trade in wheat and seeds is now practically thrown into the hands of a few shippers, who by reason of the extent of their business are able to maintain a separate establishment solely occupied at the Howrah station. The trade of the port is seriously curtailed by the very limited resources at the command of the East Indian Railway in regard to giving delivery.

The Committee are unable to suggest either to you or to the Agent of the East Indian Railway any remedy for an evil, the existence of which is no doubt even more plainly evident to the management of the Railway than to this Committee. I am to say, however, that if a remedy could be indicated either by the Port Commissioners or by the Agent of the East Indian Railway, this Committee

would earnestly co-operate in pressing it on the attention of the Government.

### THE PETROLEUM BILL.

The ground taken up by the Committee in opposing hasty legislation has been endorsed by all those interested in this question; and the efforts of the Committee have principally been directed to the promulgation of intelligible rules for the administration of the Act as it now stands.

*From Chamber to Government of India,  
Calcutta, 3rd June 1882.*

UNDER instructions from the Committee of the Chamber of Commerce, I had the honor to address to you the following telegram, dated the 31st ultimo.

"*Englishman* newspaper of to-day states a Bill is to be introduced and passed to-day amending Petroleum Act upon suggestion of Secretary of State. If such is the intention of Government, the Committee of the Chamber would respectfully urge that the commercial community of Calcutta should first be allowed an expression of opinion before the Act is altered, because large interests are affected."

The immediate cause of sending that message was an article in the *Englishman* newspaper of the same date,

and which, no doubt, has since come under your observation.

The Committee of the Chamber have delayed further correspondence upon the subject, in expectation of receiving from the Government of India some authoritative communication of what alterations in the Act, regulating the import of Petroleum, were contemplated.

The Committee would still have adhered to the original intention of awaiting such a communication from Government before taking any further steps in this matter, had it not been for certain communications addressed to them by members of the Chamber, with copies of correspondence, relative to the importation of a large quantity of oil which is now in course of landing, but regarding the quality of which divergent opinions are expressed; whether the same comes under the denomination of dangerous Petroleum, or can be passed as the ordinary article of commerce, which under the Petroleum Act can be dealt in without the more stringent conditions attached to dealing in the first-named quality.

The Committee do not feel justified in expressing any opinion on the merits of the pending dispute. Their attention is confined solely to the fact, that an amendment radically affecting the existing Act is to be passed by the Viceroy in Council without the mercantile community, who are largely and primarily concerned, having had an opportunity of considering the terms and effects of the intended amendment.

The Committee would point out that the trade in Petroleum has largely developed under the existing law,

and large interests are now involved, and that the trade has settled itself into certain custom and method, so that any sudden change in the law under which the trade has been hitherto carried on may, and it is alleged will, cause most serious inconvenience and loss to many of those concerned in it.

The opinion of the mercantile community has previously been sought by Government and acted on in connection with the Petroleum Act, as may be proved by reference to the proceedings of the Legislative Council of the 4th February 1881.

It would appear to the Committee that the necessity for due notice being given to the trade, and to the public at large, which existed when the present Act was passed, are now greatly intensified, owing to the fact already noticed that under the Act the trade has become large and important; and if due notice were thought necessary when the Act was passed, at least no less notice should be given in respect of any amendments.

The article in the *Englishman* alluded to also states that the contemplated alteration or amendment of the Act is to be carried out immediately, under special orders from the Secretary of State communicated by telegram to His Excellency the Viceroy. Hitherto the Chamber of Commerce have had the assurance—if not definitely expressed, at all events implied—that the Secretary of State would like to see the commercial community consulted in any question affecting large commercial interests; and it is upon these grounds that the Committee of the Chamber urge their respectful request

to be made acquainted with the intentions of the Supreme Government in order to give warning to their fellow merchants of any material change in the Act or in the working of it.

*From Government of India to Chamber.*

*No. 652, Simla, 1st June 1882.*

With reference to your telegram of yesterday's date, I am directed to enclose a copy of the Petroleum Bill introduced in the Legislative Council yesterday, together with copy of the Objects and Reasons of the same; and to inform you that it is proposed to pass the Bill next Wednesday (7th inst.), as the relief it is intended to afford to dealers in Petroleum is represented to be urgently called for.

STATEMENT OF OBJECTS AND REASONS.

COMMUNICATIONS received by the Government of India by telegraph within the last two or three weeks afford ground for apprehending that petroleum which, when tested in America and elsewhere in the manner prescribed by the Petroleum Act, 1881, flashes at a point above 73° Fahrenheit may, when tested in the same manner on its arrival here, flash at a point below 73° Fahrenheit, and consequently have to be placed under the restrictions to which dangerous petroleum is subject. It has been suggested that this is probably due not to any want of care on the part of those applying the test in either country, but to the difference of climate. Steps have been taken with a view to having the matter fully

inquired into; but as this will take some time, and as it is but fair that importers should in the meanwhile be relieved from the hardship to which they are exposed, it is proposed for the present to exclude from the class of dangerous petroleum all petroleum covered by a certificate granted at the place of export and of such a description that, in the opinion of the Governor-General, it may be accepted as proving that the petroleum it refers to, if tested at the place of export according to our method, would be found to have a flashing point above 73° Fahrenheit.

C. P. ILBERT.

*The 31st May 1882.*

A  
BILL

*To modify temporarily certain provisions of the Petroleum Act, 1881.*

WHEREAS there is reason to doubt whether the mode of testing petroleum prescribed by the Petroleum Act, 1881, is in all cases to be relied on in India, and it is therefore expedient, pending the removal of that doubt, or the adoption of an improved mode of testing petroleum, to afford, in respect of petroleum imported under certain guarantees as to its quality, some relief from the difficulties under which, owing to the said doubt, persons dealing in such petroleum might otherwise labour; it is hereby enacted as follows:—

Short title.

1. This Act may be called the Petroleum Act, 1882.

It shall come into force at once, and shall continue in force only until the first day of January 1883, or such later date as the Governor-General in Council may, from time to time, by notification in the *Gazette of India*, fix in this behalf, and as long as it continues in force, shall be read with and taken as part of the Petroleum Act, 1881.

2. Whenever it appears to the Governor-General in Council that certificates of any description are commonly granted in any place beyond the limits of British India in respect of petroleum exported from that place to British India, and that a certificate of that description is sufficient to prove that the petroleum therein referred to would, if tested in the manner prescribed by the Petroleum Act, 1881, at the place from which it is exported, have a flashing point not below seventy-three degrees of Fahrenheit's thermometer, the Governor-General in Council may direct that petroleum imported from that place and covered by a certificate of that description shall not be deemed to be dangerous petroleum.

While any such direction continues in force, petroleum to which it applies shall not be deemed to be dangerous petroleum.

*From Government of India to Chamber.*

*Telegram, 7th June 1882.*

Petroleum bill not passed to-day; any representation of your views submitted promptly will be fully considered.



*From Chamber to the Government of India,*

*Calcutta, 6th June 1882.*

In continuation of my letter of the 3rd instant, I have the honor to acknowledge the receipt of your letter No. 652 of the 1st instant, forwarding copies of the Petroleum Bill with copies of Statement of the Objects and Reasons for the bill which it is proposed to pass tomorrow, on the ground that the relief it is intended to afford to dealers in petroleum is represented to be urgently called for.

At a Special Meeting of the Committee of the Chamber held yesterday, the subject of your letter was fully discussed; and after giving attentive consideration to the circumstances under which it is proposed to introduce the bill to modify temporarily certain provisions of the Petroleum Act 8 of 1881, the Committee came to the conclusion that, in their judgment, the reasons given for that important measure did not justify the hasty legislation which it is proposed to adopt.

It was therefore resolved to send you a telegram, of which I here give a copy.

*"Your letter and Petroleum Bill received. Committee of Chamber are of opinion that the Statement of Objects and Reasons does not justify hasty legislation. Nearly six months previous notice was conceded for existing Act and the Committee upon same grounds now think that reasonable notice should be given for amendment. Will write fully by post."*

The Committee cannot refrain from expressing their regret that in a matter of such moment and urgency, which had been for some days before the Government of India, they had no direct intimation of the purpose of Government, and that they had no knowledge of it except that obtained from the columns of a local newspaper, which the Committee took as their authority in telegraphing to you on the 31st of last month.

The Committee respectfully submit that the provisions of the bill appear to be such as to render practically useless and to supersede the Act of last year, which was not passed until after the most careful and deliberate consideration and discussion, and under which ample time was allowed for the trade to make their arrangements in accordance with the requirements of the law; the Honorable mover of the bill concluding his remarks in Council on the 4th February 1881, with these words:—"To guard against the possibility of hardship to holders or consignees of dangerous Petroleum the bill had been amended, so that it would not come into force till 1st July 1881,"—or nearly 5 months from the date on which the Bill was passed.

If it was at that time held to be just that ample notice should be given to those interested in the Petroleum trade, it appears to the Committee of the Chamber no less just to afford equally ample notice now before any partial alteration of the Act comes into force.

The most essential part of the Act was the authoritative test required to determine the quality of Petroleum, and the recommendation of the Select Committee who

had fixed the flashing point of dangerous petroleum at 73 degrees F. by Abcl's test, equal to 100 degrees F. by the old test, was adopted as the lowest point which could safely be taken.

It is now proposed to abandon that resolution, and to exclude from the class of dangerous petroleum all petroleum covered by a certificate granted at the place of export, and of such a description that, in the opinion of His Excellency the Governor-General, it may be accepted as proving that the petroleum it refers to, if tested at the place of export according to the Indian method, would be found to have a flashing point above 73 degrees Fahrenheit.

The Committee submit that this amendment completely changes the fundamental character of the Act by removing the operation of testing from the place of destination and consumption to the place of production and shipment, and the resulting condition necessarily will be not what the quality of petroleum actually is on arrival in India, but what it was when it left America. The primary object of last year's legislation—*viz.*, the prevention of consequences that might result from the importation and storage of dangerous petroleum—is obviously defeated if the safeguard afforded by tests made in India is removed; and the admission of certificates of quality issued in America, however carefully granted, in lieu of the tests required by the Act, may be attended with results which the provisions of the Act are intended to obviate.

As already stated in their first letter, the Committee do not venture to express any opinion on the merits

of the circumstances which have led the Government to take up the position defined in the Statement of Objects and Reasons for the Bill: they simply submit that the change involved in the proposed measure is one which demands further inquiry and consideration, and that it should not have effect until the petroleum traders have been sufficiently advised of the important alteration.

Under the law the trade has been carried on in a largely increasing volume until the present time. The proposed amendment in the opinion of the Committee is an unsettling amendment, which, if carried into law, would introduce a new element of risk in the trade, and so far alter its conditions.

*From Government of Bengal to Chamber.*

*No. 399, Calcutta, the 5th June 1882.*

I am directed to invite your attention to your letter dated the 4th September 1880, in which the views of the Chamber of Commerce were expressed regarding the Bill which was subsequently passed as Act VIII of 1881, (The Petroleum Act), and to request that the Lieutenant-Governor may be favored with the opinion of the Chamber as to the standard which should be maintained for dangerous petroleum.

The Lieutenant-Governor desires to communicate the opinion of the Chamber to the Government of India *to-morrow*, and I am therefore to ask that a reply may be sent to this letter as early in the day as possible.

*From Chamber to Government of Bengal.  
Calcutta, 7th June 1882.*

I have submitted to the Committee of the Chamber of Commerce your reference No. 399 of the 5th instant, relative to the standard which should be maintained for dangerous petroleum.

In reply, I am directed to state that since the Chamber has no other evidence than that furnished by the Special Committee appointed to report on the subject in 1879, and as there is nothing to show that the standard of quality can be safely reduced, the Committee are of opinion that the flashing point of dangerous petroleum fixed by the Select Committee of the Legislative Council of the Governor-General at 73 degrees Fahrenheit by Abel's test, equal to 100 degrees Fahrenheit by the old test, should be adhered to.

*From Chamber to Government of Bengal.  
Calcutta, June 29th 1882.*

I am instructed by the Committee of the Chamber of Commerce to place you in possession of the representations which they deemed it necessary to make to the Government of India relative to the proposed amendment of the Petroleum Act. Their letters of the 3rd and 6th instant contain all that has passed between the Government of India and the Chamber, until the Committee were advised of the orders issued by His Honor the Lieutenant-Governor for the re-ship-

ment of a considerable quantity of petroleum which had been landed, but not allowed to pass into consumption, unless it satisfied the tests established by Act 8 of 1881.

On receipt of this announcement, the Committee of the Chamber transmitted the following message to the Government of India—"Committee beg Government to suspend order to re-ship petroleum until fresh tests have been made. This step is highly desirable in public interests with the view to ascertain whether oil improves or deteriorates after landing. Moreover, it is currently reported that former tests were irregular. The Committee consider further tests both desirable in public interests, and just to importers concerned. Re-shipment within 72 hours impossible."

In reply, the Committee received the following message by telegraph, dated the 23rd instant :—

"Bengal Government requested to arrange for further tests if consignees can indicate differences in cargo, or if sufficient number for fair average not yet made. Views of Chamber on this point, if represented to Bengal would doubtless receive attention. Bengal also requested postpone re-shipment, pending consideration of possibility of raising standard by exposure."

Availing themselves of the permission to represent their views on the point indicated in their reply, the Committee desire to submit the following remarks for the consideration of His Honor.

The Committee have employed the interval in making careful inquiry from those who are engaged and inter-

ested in the Petroleum trade, and they submit, in original, the answers to a series of questions which, they thought, sufficiently embraced the points upon which information was considered desirable.

There seems to be a consensus of opinion that the standard of 73° fixed by the Act of 1881 is a proper standard, and that no alteration is called for.

There is considerable difference of opinion amongst importers and others as to whether an average test should be permitted, and as to the amount of discretion to be given to Government officials in regard to the admission of oil testing slightly under standard.

After consideration of all the replies received, the Committee concur in thinking that there is no necessity for fresh legislation on the subject. The present Act provides that rules may be passed by the Local Government for the administration of the Act, and it seems to the Committee that this may sufficiently meet the requirements of the case. So far it does not appear that any rules have been passed in Calcutta under the Act, and the Committee fear that it is in a great measure to this omission that the present deadlock is due.

The Committee are of opinion that an average test may be permitted, provided it be incumbent on the Official Examiner to test not fewer than some specified percentage of the whole cargo, say, 1 case out of every 5,000 cases landed. As a precaution against an undue proportion of oil below standard being landed,

it might be ruled that in the event of, say, 5 cases out of those tested proving to be below standard, a more frequent test, say of 1 case in every 1,000 cases, be imposed; and that in the event of five per cent. of the oil so tested being found below standard, the cargo to be deemed dangerous and detained for further examination, the result to be left to the discretion of the Government. As general publicity would necessarily attach to these proceedings, the Committee consider the safeguard to the public and to the trade practically secured. The point which the Committee wish to make is that, the number of the cases which the Official Examiner must examine shall be specified by rule, in order that importers may know what amount of examination they are to be subjected to, and that all may be treated alike.

It would further appear from enquiries made that there is a want of uniformity between the method used in testing here and in Bombay. This is to be regretted. It is desirable that not merely the same test but the same way of applying the test should be used everywhere under the Act. It has been proved to demonstration that the test made first, after the opening of a case, shows a lower standard than the subsequent tests; and as an example, the case of the Dove's oil ex "Antoinette" may be quoted. It appears to the Committee that a rule might be made by the Local Government to provide that the test should be applied, 1st, as instantaneously as may be possible after the opening of the case, or, 2nd, after an interval

of say, 5 minutes, or 10 minutes, as may be decided. Whatever the interval be, let it be a uniform interval and fixed, and not left to the discretion of the testing officers.

With regard to the oil now landed and stopped the Committee think that rules on the general lines indicated above might, under the existing Act, be passed forthwith by the Government of Bengal, and that no further delay should take place.

*From Chamber to the Government of Bengal.*

*Calcutta, 10th October 1882.*

The Committee of the Chamber of Commerce have been furnished with copy of a memorial recently addressed to the Hon'ble the Lieutenant-Governor by sundry merchants, agents and dealers, interested in the petroleum trade, and they have carefully considered the various points submitted for His Honor's attention.

With the general tenor of the memorial the Committee cordially agree; and the matter is of so great importance, in all respects, that they do not hesitate to accord to it the support which the Chamber is bound to give to all well considered measures for the protection and promotion of any branch of the commerce of Calcutta.

Although the petroleum trade is an industry of comparatively recent introduction into this port, yet it has assumed very large proportions during the last few years, and its expansion can only be arrested by a failure of the supply. Consequently, any preventable limitation of a trade which endeavours to freely meet the wants of all

sections of the community, is an injustice not only to those who carry it on, but also to the large masses of the people who constitute their chief customers.

To the poorer classes, therefore, who may be regarded as the far largest proportion of consumers, an abundant supply of cheap oil is an economic necessity of great importance and interest in their household requirements; and it cannot but be admitted that it is the obvious duty of the State to give all legitimate aid to a trade upon which those classes are entirely dependent.

The memorialists have pressed upon the Lieutenant-Governor's consideration various ways in which that aid can be given, and the measures by which the trade can be fostered; and the Committee of the Chamber are of opinion that the memorialists have submitted a case, the urgency of which demands that it should be dealt with by the Government promptly, and on a scale commensurate with the necessities of the trade.

The authoritative limitation of the test of quality of petroleum, with the view of ascertaining the character of the oil, its freedom from danger to public safety, and the means adopted for ascertaining that quality and character, are questions which the Committee of the Chamber are not prepared to discuss, as these are subjects with which scientific experts alone can properly deal; but they venture to express their opinion that the standard test of 73 degrees Fahrenheit, which is commonly adopted in Europe and America, and hitherto in this country, is sufficiently high for all practical purposes; and that the contention of the memorialists, that a higher

standard would prejudicially affect the trade by increasing the cost of oil, and thereby restricting its importation and consumption, rests on reasonable grounds.

The representations of the memorialists on the subject of accommodation for the trade and the locality best suited for it are points worthy of special consideration. The Committee are of opinion that the reasons assigned for maintaining Metebrooz as the most convenient for all interests concerned place the question of locality, in all its bearings on the trade and public convenience and safety, beyond any conceivable objection to the permanent establishment of the petroleum depôt at the place it now occupies. The site is capable of being converted into spacious and commodious premises for the trade the river frontage presents all that can be desired for the safe and convenient discharge of vessels; and with the measures suggested by the memorialists for the delivery of cargoes, their conveyance to, and storage in, suitably constructed godowns, and other points in connection with the business, there will be ample and adequate provision for the proper carrying on of a trade which so closely affects the comfort and convenience of the public at large.

The Committee of the Chamber trust that the apprehensions of the memorialists that the Government has ever contemplated the establishment of a depôt at Diamond Harbour are unfounded. To quote the words of a representative of numerous corporations and firms exporting petroleum from the United States, in a recent letter to the Chamber—"it seems to me that, aside from any

other question, the distance presents insuperable objections, complicating every detail of receiving and distributing, and imposing a transportation tax, increasing both cost and handling, without benefit to any one but the carrier. Any policy that lessens the handling of petroleum and brings its discharge and distribution under the easy supervision of the parties interested is greatly to be desired."

The Committee of the Chamber concur in the soundness of these remarks, which quite confirm their view as to the absolute necessity for abandoning all idea of Diamond Harbour as a temporary or permanent depôt.

Metebrooz is beyond question the proper locality; and with the view of conducting the petroleum traffic with the Upper Provinces by means of the East Indian Railway when its junction at Sealdah is completed, and with the Eastern districts of Bengal by means of the Eastern Bengal and other lines of Railway, the depôt might advantageously be connected with Sealdah, by a line via Buntally, Ballygunge and Alipore, which would at certain hours run regular oil trains, and at other times run passenger trains, and thus afford a valuable and profitable link of communication between the southern suburbs and the centre of Calcutta. Industrial works springing up in all directions necessarily drive the laboring population to greater distances from the town, and this line would give the working classes the means of carrying them quickly and cheaply to those places where remunerative employment is to be found. It would also afford those engaged in the petroleum trade ready access to the depôt, and at the same time be the means of keeping

the streets of Calcutta free from much cumbersome traffic.

*From Government of Bengal to Chamber.*

No. 1303 J. Darjeeling the 30th October 1882.

I am directed to acknowledge the receipt of your letter dated the 16th instant, in which the attention of Government is invited to the memorial recently submitted by certain merchants, agents, and dealers interested in the Petroleum trade in Calcutta, containing suggestions for the protection and encouragement of the trade. The Committee of the Chamber fully concur in the proposals made by the memorialists, and recommend them for the consideration of Government.

In reply, I am directed to state, for the information of the Committee of the Chamber of Commerce, that the suggestion made by the memorialists that screw pile jetties and godowns should be erected at Metiabrooz for the landing and storage of petroleum cargoes is already under consideration in the General Marine and Public Works Department of this Government. The Board of Revenue have also been asked to ascertain whether the land referred to by the memorialists, as that on which godowns should be erected, could be acquired on reasonable terms. The representations made by the Chamber and by the memorialists will receive full consideration before the matter is finally decided by Government.

*From Messrs. Kettlewell, Bullen & Co. to Chamber.  
Calcutta, 21st June 1882.*

We request you to lay the enclosed order of Government herewith before the Committee, as a special matter, as quickly as possible.

You will observe the Government of India intend to maintain the provisions of Act VIII. of 1881 in their entirety, and give us notice to re-ship and remove from the Port the cargo of kerosine oil ex *Viscount*, now stored at the Metiabrooz Ghāt, within 72 hours.

Apart from the question of sampling and testing Petroleum here under the said Act, a question, which we understood was under consideration the Government of India order us to perform what is practically impossible, and under the circumstances we would ask the assistance of your Committee to prevent the great hardship and heavy loss which the enforcement of this order, even within a reasonable time, must necessarily entail. It is not, we think, too much to request the Government of India to withdraw this order until further tests of the cargo have been made, as we think it very likely that the cargo of kerosine oil has appreciated in quality since it was landed. The request, we suggest to the Committee, is not unreasonable, and in common fairness, we think, it would be attended to. No delay should be made in putting forward a telegram from the Committee to the Government of India.

*P.S.*—The copies of your Committee's letters of the 3rd and 6th instant just to hand, appear to us to form the main

causes which have influenced the decision arrived at by the Government of India, and early action by your Committee is absolutely necessary. We understand the cargo of the *Antoinette*, Devoe's oil, to one of our neighbours, is found "dangerous." This proves there is something wrong in the sampling and testing of oil here, as pointed out to the Committee.

*From Government of Bengal to Messrs. Kettlewell, Bullen & Co.*

*No. 140. Calcutta the 21st June 1882.*

I am directed to inform you that it has been resolved by the Government of India that no oil shall be admitted as ordinary petroleum which does not satisfy the tests established by Act VIII. of 1881 (the Indian Petroleum Act.) The Commissioner of Police, Calcutta, has been instructed to see that any petroleum, not satisfying the requirements of the Act, which has been temporarily landed, is now reshipped and removed from the port within 72 hours in accordance with the undertaking under which the landing was permitted.

FROM MESSRS. KETTLEWELL, BULLEN & CO.  
HOBSON, CONOR & CO.  
ERNSTHAUSEN & OSTERLEY.

*Calcutta, 11th July 1882.*

A conference of the Importers of Petroleum into this port was held yesterday with the Commissioner of Police and the Board of Analysts, and at which the President of the Chamber was present.

The deadlock to which the trade in Petroleum has been brought, by (as we believe) the arbitrary system of sampling and testing recently adopted by the Chemical Examiner to Government, and followed out by the Board of Analysts, was fully gone into, discussed, and explained, and the parties present were almost unanimous, there being only one dissentient, *viz.* Messrs. Schroder, Smith and Co., that the only course open to the authorities was to admit the Petroleum now stored at Metabrooz, as well as all cargoes shipped up to the end of June, on the American certificates. It was felt that the present deadlock, considering the season of the year, and the great want of accommodation for the trade, as well as the want of a sufficient organization to make the number of tests required, or that may be rendered necessary, left no other course open to Government but that referred to, and in this view we coincide.

The Chemical Examiner to Government admitted that Petroleum at 69° or 70° is not less safe than if it tested 78° by Abel's instrument,—in other words, the public would not be better protected by the oil testing up to 78° than if it tested 69° or 70°, and we should direct the attention of the Committee to this opinion.

We have now to advise the arrival of two more ships with Petroleum this morning, *viz.*, *Exporter* and *Hannibal*. These cargoes are sold and may be delivered in the ordinary course of business if the Petroleum is passed by the Chemical Examiner to Government, which we are by no means sanguine of under the present system of sampling and testing. Should these cargoes



not pass the present difficulty and deadlock will be much increased and severe hardship will be suffered. There are still 10 or 12 cargoes afloat, part due or nearly due, all of which will be in the position of the four cargoes now at Metabroz, and the two cargoes just arrived.

Our object in addressing you on the subject now, is to request you to be good enough to lay this letter before the Committee of the Chamber as quickly as possible, in the hope that the President and the Committee will see their way to represent the present unfortunate state of things to His Honor the Lieutenant-Governor in continuation of the Committee's letter of the 29th ultimo, and to ask His Honor to order that the American certificates for all cargoes shipped up to 30th June be admitted. We would also ask them to solicit His Honor the Lieutenant-Governor to order that the present system of sampling and testing be relaxed, and that the oil should be tested either from samples drawn into bottles (which would be sealed by the Police) or from tins which have been emptied into an earthen vessel, or *gumtah*, large enough to contain 10 gallons, before being sampled for actual testing.

We see no way out of the present difficulty but to accept the American certificates. We would point out to the Committee that new business in Petroleum is almost stopped: our principals will not entertain any offers whilst the position of the trade is so uncertain here.

FROM MESSRS. KETTLEWELL, BULLEN & Co.

" " HOBSON, CONOR & Co.

" " ERNSTHAUSEN & OSTERLEY.

*Calcutta, 13th July 1882.*

With reference to our letter of the 11th instant, and to the copies of correspondence between the Chamber and the Governments of India and of Bengal, we have further to say that we agree with the Committee in the position that they have taken up as regards the undesirableness of hasty legislation in this matter. Sufficient time has, however, now elapsed for a reconsideration of the question.

It is, we consider, possible to adjust the difficulty which has arisen without having recourse to an alteration of the Petroleum Act, and our main object in now addressing the Committee is to lay before them a distinct statement of our reason for holding this view, and to ask the Committee to assist us, as members of the Chamber of Commerce, in carrying it into effect with the Government of Bengal, to whom, we believe, the question has been referred for settlement.

It seems to us that the absence of Rules to provide for the administration of the Act, and for the sampling of the Petroleum, and mode of application of the test thereto, is, to a large extent, answerable for the present deadlock, and we give below some of the main points where rules are absolutely necessary. We believe our arguments are amply supported by facts, and that it is entirely within the power of the Government to relieve us, and all concerned, without fresh legislation.

The points on which we rest our present argument are as follows :—

*First.* It has been elicited that the method of sampling the cargoes of oil on arrival in Port has been changed since, or shortly before, the present Act came into force. Formerly the procedure was as follows :—

The Superintendent of the River Police was ordered to proceed on board the ship, and there drew off from tins, which were opened for him on deck, samples of oil, which were then sealed up and taken to the Chemical Examiner to Government, to be tested : under this simple procedure the oil was subjected, previously to being tested, to a process similar to that to which it would be subjected previously to use. The tin, at all events, was opened, and the oil which was to be tested was not hermetically fastened.

There is nothing in the Act to forbid this plan, nor is there anything in the Act to direct or compel the Examiner to alter it. At his own discretion, however, and no doubt with a view to making the test as severely scientifically accurate as possible, the Examiner abandoned this system, and adopted that which is now in force, namely :—In the lid of the tin a small hole is made large enough to admit a glass tube. By this means a portion of the oil is drawn off into a bottle which is at once tightly corked, and the test is made from this sample ; that is to say, under the new method the chemical condition of the oil in the tin, scientifically speaking, is proved ; under the old method the condition of the oil is ascertained as it would have passed into consumption.

It is true the Examiner in reply to this argument says that the short period of exposure allowed to the oil under the bottle system, can have little or no effect on the results of the test. If so, that gentleman can have the less objection to revert to the old system.

We need hardly point out the desirableness of a fixed rule on this point. The absence of a rule to provide for the method of sampling and applying the test makes it conceivably possible to render the whole Act, and the test itself, entirely nugatory. Moreover, we would urge that it is not right that it should be in the power of any official to alter the method of sampling and testing of his own free will, and without notice to any one.

The second point we have to bring forward has reference to the testing instrument.

It is extremely difficult to discover what is a correct instrument. We think this fact has been demonstrated by Dr. Warden and Mr. Peller in testing the cargoes of the "Viscount," "Rosedun," "Tintern Abbey" and "Celtic Monarch;" each member of the examining Board used a different apparatus, and worked in a separate room. Although operating on the same oil, only in two instances were the mean results identical. There was a difference of from 1° to 2°, and in the separate tests, of as much as 4° in one instance.

It has been proved in England that if several, say 4 or 6, Abel instruments be used for making simultaneous tests on the same subject tin, there is no certainty of obtaining the same result for all. The probability is the

other way. Each gives a different result, and it is impossible to decide which is correct.

This is not a mere allegation of ours. We would refer you to the results obtained by the Chemical Examiners on the cargoes as above.

We would urge that when so much uncertainty attaches to the testing instrument, and when so much depends on the manipulation of the machine by the operator, a stringent scientific regard to the method—in the first place of drawing the sample, and in the second place to the value of the results obtained—is not either necessary or desirable.

The third point we rely on has reference to the description of the test employed.

The Act provides that the test may be applied by means of either, 1st, the flame of an oil lamp, or, 2nd, by a gas jet. The former is the method first mentioned in the Act, and it is the method specified and described in para 3 of the directions pertaining to the Act. We would beg you to observe this, as well as the words of the directions,—“when gas is available it may be used.”

It has been found that the oil lamp flame-test gives a much better result than the test by gas jet. We believe Drs. Warden and Waldie put the difference in result at as much as from 4° to 6°. That is to say, if two tests are made simultaneously, on the same subject tin, the oil subjected to the gas jet will flash at 70°, while the oil subjected to the oil lamp flame will not flash below 74° or 76°.

Seeing the Act expressly describes and recognises the oil lamp flame-test, we would urge that it may be adopted as a fixed rule.

Having regard to the admitted uncertainty of the testing machine, we fail to see why such extraordinary stringency should be insisted upon in the matter of sampling and of using the gas jet, and we would strongly urge this point on the attention of the Committee of the Chamber.

We feel confident that if the method of examining the oil, which is now in use, be amended in the following particulars, the difficulty the trade is now in may be removed: namely, 1st, the old system of bottle samples be reverted to; 2nd, the test to be applied with several separate instruments, and the average be taken not of all the results but of those which most nearly resemble each other; 3rd, that the oil lamp flame-test be used instead of the gas jet.

We urge the foregoing strongly on your attention, because we have every reason to believe that if our suggestions, which are entirely within the Provisions of Act 8 of 1881, be adopted, the present deadlock, which cannot fail to increase as time goes on, may be removed without any alteration of the law.

We would conclude by repeating that any hasty legislation on this or any other subject is to be deprecated.

In the event, however, of the arguments brought forward above failing to convince the Government of the possibility of passing the oil now in dispute, and so removing

the present serious and daily increasing deadlock, we would then represent to your Committee that the objection to an amendment of the Act no longer exists on this ground. It is nearly six weeks since the commencement of the public agitation on this subject, and every one concerned has had opportunity to investigate the matter. It is of really most serious and pressing urgency to put an end to the difficulty and prevent the interruption to this new and rapidly increasing trade which has already occurred.

#### THE INDIAN FACTORIES' ACT.

Your Committee have had submitted to them by the Local Government Mr. Meade-King's very interesting report on the working of the Indian Factories Act in Bombay, and have been asked to express an opinion on the suggestions therein made. As will be learned from a reference to the annexed correspondence that opinion is decidedly opposed to the adoption of Mr. Meade-King's proposals, and it is supported emphatically by the Agents and Managers of the Calcutta Factories, whose views were specially applied for. Your Committee trust that the industrial enterprises of Bengal, which are assuming such important dimensions, will ever remain unfettered by unnecessary legislation; and in this hope they bear in mind not only the interests

of the country and of employers, but also the well being of the labouring population.

*From Government of Bengal to Chamber.*

No. 1209, Calcutta, the 8th September 1882.

WITH reference to the enclosed copy of a letter No. 17—1175, dated the 12th August 1882, from the Secretary to the Government of India in the Home Department, forwarding a general report on the working of the Indian Factories Act in Bombay, and a supplementary report on the application of the Act to small mills and factories, by Mr. W. O. Meade-King, Inspector of Factories, Bombay, together with a summary of the modifications in the law proposed by that officer, I am directed to request that you will be good enough to favor the Lieutenant-Governor with an expression of the opinion of the Chamber of Commerce on the several suggestions made by Mr. King.

The report of the Chamber should, if possible, be submitted within one month from the date of this letter.

I am directed by the Governor-General in Council to forward herewith copy of a general report on the working of the Indian Factories\* Act in Bombay, and of a supplementary report on the application of the Act to small mills and factories, by Mr. W. O. Meade-King, Inspector of Factories, Bombay, together with a summary of the alterations proposed by him in the Act.

2. I am to request that the several suggestions made by Mr. King may be categorically noticed by His Honor the Lieutenant-Governor of Bengal when submitting the report, now overdue, on the working of the Indian Factories Act, which was called for in paragraph 5 of Home Department Circular No. 12—710-719, dated the 27th May 1881.

In compliance with instructions contained in Government Resolution No. 1251, dated 4th April 1882, I have the honor to submit the following report on the working of the Indian Factories Act in Bombay, together with certain suggestions and proposals which I was invited to offer for the consideration of Government. In order that I may set forth the result of my observations and such suggestions as occur to me with coherence and regularity, I propose to take the Act section by section, stating what I have found to be the operation of each section, and giving reasons for modification or amendment where I consider it desirable. Before proceeding to that course, however, I desire to offer a few remarks on certain details which have appeared to me, in my tour of inspection, to be of great importance in the consideration of factory legislation, but which cannot be conveniently connected with any particular section of the Act before us.

The thought continually presents itself to my mind that it will probably be considered an act of presumption on my part to propose alterations in an Act which has only been passed one year, by those whose experience of India and her requirements is so much more comprehensive than mine can possibly be. I trust I may not be

considered to have exceeded the scope of my commission. My only desire is to bring to the assistance of Government whatever technical knowledge I may have acquired during fourteen years' experience in the inspection of factories.

*General Observations.*—Assuming that this Act may be regarded as a foundation stone, I venture to point out for the consideration of Government the direction in which extension may be desirable, when it is resolved that the time for extension has arrived.

*Sanitary Provisions.*—The total omission of all sanitary provisions struck me at first as being remarkable. Observing with pleasure how beautifully clean the outsides of several of the mills were, I was naturally surprised, on going inside some few of them, to find they had not been whitewashed for two, three, or four years. I think this should be done at least as often as it is required to be done in England, *i.e.*, once every fourteen months, and I believe it is done quite as often as that in some of the Bombay mills. In one mill I found the effluvia arising from some latrines attached to a neighbouring mill so bad, that I felt it my duty to call the attention of the Municipal Commissioner to the nuisance. The work-people in general seem to be allowed ample space, and I have only on one or two occasions had to direct attention to overcrowding.

Ventilation is good in some mills, deficient in others. Some blowing-rooms and carding-rooms have more dust and fluff flying about than there is any necessity for; the temperature is frequently higher than that required by any manufacturing process. I have frequently observed

it at 95°, and in a few mills, where no sufficient means is provided for carrying off the vapours from the process of sizing and mixing the size, the atmosphere is rendered very obnoxious, if not actually injurious, to health.

There are plenty of windows, but a strong disinclination to open them seems to prevail among the work-people. In the spinning-rooms, I know, a certain temperature must be maintained, and a strong current of air is apt to break threads; but considering the low counts which are usually spun in Bombay, more air may be admitted than one usually finds without any detriment to the process.

Roof ventilation and apertures between the windows and roof are very serviceable in dry weather, but have to be closed during the rainy season. Some of the cotton used in Bombay is very dusty, and the carding-rooms in which a thorough current of air cannot be maintained should be artificially ventilated by flues and exhausting fans, and especially where—as I observed in a few mills—the operation of grinding is performed in the carding-rooms. If the grinding machines are placed in a separate room, with a fan arranged under each machine to drive the dust into a dust chamber, the operation may be said to be harmless if the workmen use ordinary care. But I have seen these machines at work in the middle of a carding-room without any means of collecting or carrying away the dust, which, containing a quantity of metallic particles, must of course be very injurious to health. Men engaged at the grinding machines usually tie cloths around their mouths and noses. I found the sizing

machines placed in different rooms—amongst other machinery—sometimes in the weaving shed, sometimes in the reeling or winding rooms. It would be very much better, I think, if the process of sizing could be carried on in a separate building or shed, especially in a hot climate like this. However serviceable the presence of steam may be in some other processes—weaving for example—the acrid steam arising from size which may have been kept too long—and many sizers hold the opinion that it is then most valuable—cannot be conducive to the health of those who have to inhale it. In one mill where the sizing machines were placed in the weaving shed, containing some hundreds of looms, the whole shed was filled with the most acrid steam. The heat of the sizing room, too, is necessarily very great. If there are apertures which can always be kept open through the roof immediately over the machines, the atmosphere in the remainder of the room need not be materially affected, and I admit that in a majority of mills careful attention was paid to that matter, but in others I found quite the reverse.

But if sanitary provisions to promote cleanliness and improve ventilation are needed in what are at present “factories,” how much more necessary will they be in those cotton-ginning, wool-cleaning, and similar places in Bombay, which, it is devoutly to be hoped, the Government will ere long see fit to constitute “factories.”

*Hours of Work.*—So far as labour is concerned, the Indian Factories Act protects children under 12 years of age only, and a stranger is naturally surprised to find

that women and all others over 12 years of age are allowed to work from sunrise to sunset every day in the week, including Sundays.

This means in the winter time about 11½ hours, and in the summer nearly 14 hours, of daily labour. The machinery is usually stopped for half an hour in the middle of the day.

True, it is customary to stop work on alternate Sundays for the sake of the machinery, which requires to be cleaned, &c., but the work-people have to be there to clean it, and the Hindu holidays, about 15 days in the year, are usually observed. Children have but little idea of time, and are to be seen lying outside the mills, sometimes an hour or more before the doors are opened. If any person absents himself from the mill for one day without leave, it is customary in some mills to deduct two days' wages. I have endeavoured to ascertain whether factory work is continued for 13 consecutive days, without one whole hour's cessation in the daylight, in any other country in the world. In every country concerning which I have been able to collect information, women and children are not allowed to work in factories on Sundays. I am told, too, that in the Calcutta mills no work is done on Sundays. Can the factory operatives of Bombay bear this continuous strain without injury either to themselves or to those who come after them? Are they stronger, or have they greater powers of endurance, than the operative classes of other nations? I think the reverse is the fact. One usually finds in an Indian mill at least three persons assigned to work that would be

done by two in an English mill. One woman in Lancashire attends to two, three, or sometimes four looms. In Bombay I have generally seen a man at each loom. If the women seen working in the mills are compared with those of the same race and class working outside the mills, a very marked difference in favour of the latter cannot fail to be observed. At present the women are not, in many mills, working as long as the men, but it is necessary to consider what the Act allows, and what will undoubtedly be the practice as mills increase—and they are increasing very rapidly—and manufactures become busy again, if the Act remains as it is. I have searched the evidence given before the Commissioners appointed to enquire into the condition of the operatives in the Bombay factories in 1875. Of 22 witnesses examined, eight were of opinion that mills should be closed every Sunday, and six thought there should be one day's rest in every seven, while an eminent physician testified that a day's rest after a week's work was a physiological necessity. One naturally asks whether wives and mothers (supposing their constitutions and minds are capable of bearing this continuous work of a monotonous character) have no home or domestic duties that require attention, or whether the young people should not be allowed some time for recreation, or some opportunity of enlarging their ideas by learning *something* in addition to the one branch of a trade in which they are engaged from day to day. The only answer I ever hear from dissentients is, that the work-people do not want any relaxation; therefore why force it upon them, and needlessly strangle the manufacturing industry still in

its infancy. The first part of the answer is possibly true. Many of the factory operatives have experienced the horrors of famine, and being now in a position to earn more than ordinary wages, hesitate to run the risk of sacrificing a few annas for a gain of which they know not the value. But it is questionable whether this fear, apathy, or indifference on the part of the Indian factory operatives does not demonstrate more than anything else the necessity of doing something to improve their condition, to elevate them from the degrading effects of excessive monotonous labour to a higher view of their family and industrial life. The history of factory legislation in England will prove that judicious improvement of the condition of the work-people will never injure the manufacturing interest. On the contrary, the surest guarantee of productiveness has been said to lie in proper conditions of labour. The English Legislature extended its protection to women and children, gradually and steadily, in the face of a powerful opposition, but it cannot now be denied that the Factory Acts have conferred the greatest possible benefit on the operatives, while the employers are realizing the advantage to be derived from a superior set of work-people.

To the alarmists I would commend the words of Sir James Graham, addressed to the House of Commons after he had for many years strenuously opposed all interference with factory labour. He said, "I have a confession to make to the House. Experience has shown to my satisfaction that many of the predictions formerly made against the Factory Bill have not been verified by the result, as, on the whole, that great measure of relief of

women and children has contributed to the well-being and comfort of the working classes, while it has not injured their masters. By the vote I shall give to-night, I will endeavour to make some amends for the course I pursued in earlier life in opposing the Factory Bill."

I venture to submit that women, young persons, and children, should have one day's rest in every seven days, and that that day should be permanently fixed by the Legislature, and that on the remaining six days they should not be allowed to work before 6 A.M., or after 6 P.M., and that they should have one hour's interval for food and rest. It is not too much to predict that such legislation, while adding materially to the daily comfort and well-being of every woman and child working in the factories, will tend to promote in succeeding generations that energy and vigour which are at present so conspicuous by their absence.

*Certificates of Age and Fitness.*—The efficiency of the Act, so far as it relates to children, seems to have been considerably impaired by the inadequacy of means provided of ascertaining the ages of children with any degree of accuracy. This difficulty evidently became apparent very shortly after the Act came into force, and was temporarily met, or attempted to be met, in a commendable spirit by the Collector of Bombay, who was charged with the administration of the Act in the Town and Island of Bombay, realizing the importance of the age question; and finding objections raised by occupiers of factories on the one hand, and by certifying surgeons on the other, he undertook, as Inspector of Factories to examine and



certify all the children himself. In the first instance, he visited the mills and certified all the children he found in them, and afterwards allowed all the newly engaged children to be sent to his office for examination.

A glance at sections 4 and 5 shows that such a course was not contemplated when the Act was passed, and the reasons are manifest why the practice, useful as it may have been while the Act was in its infancy, should not be continued longer than is absolutely necessary.

The best evidence of age, when available, is of course a certified copy of registration of birth, and if registration was made generally compulsory, it would be easy to make the production of such a certificate the first condition of employment. Finding that the Bombay Municipal Act provided for the registration of births within the Presidency Towns, I obtained the assistance of the Municipal Commissioner and Health Officer in ascertaining to what extent we could avail ourselves of such registration for Factory Act purposes, with the following result. Out of 45 children casually collected in a factory, we found that seven only were born in Bombay, and when search was made for the registration of those seven births, one only could be found. In the Presidency there is no registration of births. This mode of proving age must therefore be abandoned for the present. Vaccination certificates might also be made available as evidence of age, but if vaccination is now compulsory, it has not been so long enough to serve our purpose. For many years the certifying surgeon's certificate was the only proof of age required by the English Factory Acts, but a long experience

taught that the avidity of parents, striving to obtain "full-time" wages for their children's work, the deception of children themselves, and the irregularity in their physical development, too often baffled the skill and care of the surgeons, and children were constantly found working "full-time" long before their real ages warranted their promotion from "half-time" employment.

The Factory and Workshop Act of 1878 remedied this by providing that no certificate of fitness for employment should be granted except on the production of a certificate of birth or "other sufficient evidence" of age. In the absence in India of certificates of birth or other documentary evidence of real age, I am strongly of opinion that the certifying surgeon's certificates provided for by sections 4 and 5 should be made compulsory, and not be left dependent on the possible order of an Inspector, or the request of any person employed or about to be employed. Many children working in factories must of necessity escape the observation of the Inspector, not a few will take care to keep out of his way, and many will neglect to apply for certificates when ordered to do so by the managers of the factories in which they work. Apart from the question of age, it appears most desirable that children seeking employment in factories for the first time should be examined by the certifying surgeons, with a view to testing their physical fitness for the work to be allotted to them. Nothing has impressed me more in the course of my inspection of the Bombay mills than the unhealthy, stunted, and puny appearance of a great number of the children whom I have seen at work, and I find that a similar impression has been made on the

minds of professional men who have had the same opportunities that I have of seeing the children, and who are better judges of their condition.

If certifying surgeons believe them to be of the required age, they are obliged to grant certificates, which they frequently do with great reluctance. Two or three have told me how much they have regretted, on different occasions, that the Act gave them no power to withhold certificates on account of physical incapacity. When pointing out these pitiable specimens of humanity to managers, I have been told that they came from the country in that state. Very possibly. But, if so, is factory work in a heated and dusty atmosphere a change of condition from which they are likely to derive benefit? Is it not far more likely to confirm their weakness or maladies? I submit, therefore, that all children should be examined by certifying surgeons previous to employment in factories, and that they should be certified as to their physical fitness as well as their age.

*Obstruction.*—The Act contains no provision for the prevention or punishment of obstruction. I have no reason to anticipate any act of wilful or flagrant obstruction, but in the absence from the mills of the higher authorities, I have occasionally found the subordinates needlessly alarmed by the sudden appearance of an Inspector. I have found them every now and then, not frequently I admit, busily engaged in hustling all the smallest children they can meet with out of the mill.

I think it desirable, when any amendment or extension of the Act is under consideration, that some such provision

as that contained in section 68 of the English Factory Act of 1878 should be inserted.

*Registers.*—Occupiers should be expressly required to produce registers, &c., as well as to keep them.

*Wages.*—Just a word on the subject of payment of wages, though I fear it scarcely comes within the scope of my enquiry. It seems to be customary to pay the operatives monthly, payment being made in about the second week of one month for work done during the preceding month. I have been told that this system conduces to, if it does not actually compel, a habit of borrowing at exorbitant rates of interest, and money-lenders may often be seen hanging about the factory gates in Bombay on pay-days, ready to pounce upon their prey.

It is not perhaps a matter to be settled by legislation but I am convinced it would be a great advantage to the work-people if they could be paid weekly instead of monthly.

*Commission of Medical Men.*—Should Government be of opinion that the time has not yet arrived for any extension of its protection to women and children, I beg respectfully to suggest for their consideration the appointment of a small Commission, consisting of two or three members of the medical profession, to enquire into and report upon the health of women and children engaged in factories, with reference to the hours and ages of employment.

*Operation of the Act and Proposals for amendment.*

*Section 2 (b).*—It seems very important that this

proviso, exempting places in which less than 100 persons are employed from the operation of the Act, should be reconsidered.

There is abundant evidence to show that small factories and workshops generally need even closer and more frequent inspection than large ones. The occupiers of the smaller places are often men whose pecuniary circumstances do not admit of their going to the best market for their machinery, or of paying much attention to the sanitary condition of their workshops and the comfort and well-being of their work-people. Nor do the profits, as a rule, warrant the employment of a skilled and careful manager to exercise such supervision as is necessary in the absence of the master, who cannot always be on the spot. And, again, those who possess the least amount of machinery are apt to make the greatest, possible use of what they have, and this entails excessive hours of manual labour, and occasionally night work, the two conditions of labour in which so-called "accidents" are of the most frequent occurrence.

The work-people get tired and sleepy, and fall amongst dangerous unguarded machinery often from sheer exhaustion. A sad example of this most painful description of accident, was reported to the Secretary to Government by the Coroner of Bombay in March last.

Manufacturers who are at present subject to the Act may naturally consider that they are unfairly burdened in the labour market, if not otherwise, while they have to compete with those who, employing less than 100 hands, are in a position to take every advantage of the

immunity which the law at present allows to them from both restriction and inspection. Permission to employ children as long as they please, without having to appoint fixed interval for meals or rest and other privileges, must, especially when so much is done by "piece-work," give a two-fold advantage to those who possess them. Previously to 1878, when a distinction was drawn by the English Acts between certain classes of factories and workshops, the line of demarcation being the employment of 50 persons, some manufacturers were known to have purposely kept down the number of their work-people, in order to escape the more restrictive provisions to which they would have been subject had they employed more than 50. There is no reason to suppose that manufacturers in India will be differently influenced. It may readily be supposed that factories in which less than 100 persons are employed are apt to become places of refuge for children rejected or discharged on account of their tender age from surrounding mills in which they have sought employment. Those parents who are anxious to make their children contribute to the maintenance of the household at the earliest possible moment, will not be slow to discover such means of evading the restrictions imposed by the Act. And, if so, how much better that they should work in places where some regard must be paid to their hours of labour and personal safety. The Commissioners appointed to enquire into the working of the Factory and Workshop Act (England), 1876, reported (paragraph 19) "that there is no reason whatever why the regulations for securing such matters as the protection of life or limb from dangerous machinery,

or even, in general, the limitation of the hours of labour, of persons whom it is expedient to protect, should be deliberately made less efficient in the smaller places of work, where they are likely to be more needed, in proportion to the greater facilities for escaping observation, than in the larger." For the reasons which I have mentioned I venture strongly to urge the reconsideration of this definition with a view to the total repeal of paragraph "b." I say "total repeal," because I submit that all the arguments produced in favour of it would be equally applicable to any given number that may be proposed as a substitute for 100.

"Child." As I have elsewhere referred more fully to the ages, condition, and employment of children, to whom I have given particular attention during my tour of inspection, I will here only suggest that the age of thirteen is quite young enough for a child to commence "full-time" work in an Indian factory, and that this definition should therefore be altered by substituting the word "thirteen" for "twelve."

An additional reason for this alteration arises from the impossibility of ascertaining the exact age of children, and the fact of the benefit of the doubt being usually given to them, who (on their parents' account perhaps) are doing their utmost to obtain "full-time" employment.

That the change may be introduced gradually, such a proviso as this may be added to the definition: "Any child who, previously to the commencement of the year 1883, has been duly certified to be above the age of 12 years, may continue to be employed in any factory in like manner as if he were a child above the age of thirteen years."

"Employed." The following words might with advantage be added to this definition:—

"If a person above the age of eight years is found in any room or part of a factory in which any manufacturing process is carried on, except while all the machinery of the factory is stopped, such person shall, until the contrary is proved, be deemed for the purposes of this Act to have been then employed in the factory."

I have frequently found children working in mills in which I have a few minutes previously been told that no children were employed. In one such instance, I found as many as 15 children working in a weaving shed. Being "learners," managers and overlookers are apt to ignore the employment of them, and to consider that they are not affected by the Act. I have constantly been told, when questioning such children, that they are "not employed in the mill," although they may have been seen at that moment hard at work.

The introduction of such words as I have proposed would at least cause some managers and overlookers to exercise more careful supervision in this matter than is at all times their wont.

Section 3.—Without in any way anticipating the views of the Government with regard to the future administration of the Act, I may be allowed to point out that, useful as accompanying assistants often are to Inspectors when visiting factories, assistants with an independent right of entry into factories, acting under the Inspector's directions, and able to visit any particular factory at any given

moment, may be able to render the most valuable services. If, for example, the Bombay Government thought fit to appoint an Inspector of Factories resident at Bombay, local officers, whose new duties would be almost nominal, could be appointed in various parts of the Presidency, in or near which factories are situate, to act as Assistant Inspectors when required by the Inspector, I merely throw this out as a passing suggestion for the consideration of Government, believing, as I do, that they *may* find the power to appoint Assistant Inspectors as well as Inspectors of Factories very useful.

*Section 4.*—If the preceding suggestion is adopted, section 4 should of course commence "Any Inspector or Assistant Inspector of Factories may," &c.

*Section 4 (c).*—This clause confers on an Inspector power to immediately discharge, or suddenly to restrict the hours of labour of an unlimited number of children in any factory. The exercise of such a power by an Inspector may entail the stoppage of one or more departments in the mill, and it is impossible to estimate the damage that may be sustained by the mill-owner, who, if he *has* committed an offence against the Act, will have already rendered himself liable to a commensurate penalty. For this and other reasons, which I have mentioned in my general observations, I submit that this clause should be repealed.

*Section 5.*—By this section, any child "desirous of being employed" may demand examination and a certificate from the certifying surgeon, and there is nothing to prevent an unlimited number of children from calling

upon the surgeon, believing that the possession of his certificate will go far to insure employment in some mill. A certifying surgeon told me that he regarded this as a very probable result. In a thickly populated manufacturing district, like Bombay, this may cause a very material and unnecessary addition to the duties of the certifying surgeon; and again, if children are allowed to present themselves to the surgeon for examination unaccompanied by some responsible person from the factory in which they are about to be employed, there is reason to fear that a wide field will be opened to a practice of personation, or even of traffic in the certificates. I am loath to say, in the absence of any direct proof, that such practices are already in vogue, but it must be apparent to any observant person who walks leisurely through the mills, that a large proportion of the children employed "full-time" in the Bombay factories, on the strength of certificates that they are above 12 years of age, are in reality under that age.

A certifying surgeon told me the other day that in the course of one morning three children, giving the same name, called on him for certificates. If the surgeon's certificates are granted only at the request of any occupier of a factory or his agent on the production of the recently prescribed register, in which the names of the children will have been entered by the occupier, the objections to which I have alluded will be removed.

*Section 6.*—Provides that no child shall be employed if he is under the age of seven years. Admitting that the younger a child is trained to factory work, the more pro-

ficient he usually becomes, I think the minimum age may reasonably be fixed at eight instead of seven. We must remember that the youngest child in a mill is engaged at the same work as the child between 11 and 12, during the same number of hours, in the same atmosphere, and we should also remember the risk that these very young children run of getting caught in the machinery. I think I have only seen one or two children under eight working in factories since I came to India, and we may safely infer that in the Bombay Presidency children under eight are not wanted, and are only engaged under very exceptional circumstances, in consequence of the earnest solicitation of parents, or of their own precocity.

*Section 7.*—This section, restricting the daily employment of children to nine hours, and requiring certain intervals to be given for food or rest, seems to be incapable of enforcement, and to have caused more difficulty and dissatisfaction to mill-owners and managers than any other section of the Act, and the practical effect of it has been (unless some other cause of which I am ignorant has been in operation) the absolute dismissal of some hundreds of children for whose protection the Act was passed. Up to the 1st July 1881, when the Act came into operation, children (under 12) seem to have been employed in large numbers in all the 31 mills in the Island of Bombay except one, and in all the other 11 mills in the Presidency without an exception. At that time notice was given by the owners of two mills, in one of which 250 children were then employed, in the town of Bombay, and of three mills in the Presidency, of their intention to dis-

continue the employment of children under 12. After six months' operation of the Act, it was reported that the employment of children under 12 had been discontinued in *twelve* of the mills in the town of Bombay, and in *four* of those in the Presidency. At the present time children under 12 are not professedly employed in *sixteen* of the mills in the Town of Bombay, and 465 is the aggregate number of children in the remaining 15 mills. Such a result, I am sure, was never anticipated or desired. In some few instances I have been told that children of 12, who may work as long as the engine runs, are to be had at the same rate of wages; therefore, it is said, why should occupiers lose four or five hours' work of each child per day? That reason has, as I observed, been assigned but seldom.

A far more general reason is the difficulty experienced in working in accordance with the terms of the section and Government rule 12.

Managers have told me again and again that in the present state of the law it is utterly impossible to employ children without running a daily risk of violating the Act, and having to pay a penalty for an offence which they have done their utmost to avoid. The fact is that being neither "half-timers" nor "full-timers," there is nothing to mark their time of commencing or finishing work nor the intervals to be allowed to them; all this has to depend on overlookers or "jobbers," who have an abundance of other matters to attend to. Different plans have been attempted: in some mills one period of employment has been fixed, as, for example, from 7 P. M. to

5 P. M. with an hour's interval in the middle of the day; in other mills different periods are fixed for different sets of children; for example, one set from 6 A. M. till 6 P. M. with an interval from 10-30 A. M. till 1-30 P. M., and another set from 10-30 A. M. till 6 P. M., with two intervals of half an hour each. The first method, fixing one period of employment only, is possible, but as the machinery is only stopped for *half an hour* in the middle of the day, and the children rarely leave the mill, it is scarcely probable that they will abstain from work for *an hour*, nor are they in all mills very particular about the time of commencing and leaving. It is, however, preferable to the second method, which I can but regard as utterly impracticable: in nearly every mill in which I have seen it attempted the accounts given by the children of their periods of employment and intervals for food, &c., have essentially disagreed with the stated periods fixed by the mill authorities. On taking 12 children out of a mill at 6 o'clock one evening, and questioning them separately, each one said that he had been in the mill since the machinery was set in motion at about 5-30 A. M., and had attended no school in the meantime, though I was assured that all the children in that mill were compelled to attend school in the mill for three hours each day. I saw two children sitting on a form in the lodge, and was told that was the school. It was needless to add that the schoolmaster was abroad on that occasion. Several managers have told me, and convinced me, that it is quite impossible to adhere strictly to the stated intervals for food and rest. Circumstances in this respect differ materially from those in England. The children here are allowed to take,

and are in the habit of taking, their meals at odd times and odder places all over the mills. This appears to be the custom of adults as well as of children. It does not therefore seem necessary to insist on any particular periods being fixed for that purpose, provided the total period of employment be not too long.

The children appear to relieve each other. It would be difficult to pass through a mill at any time in the forenoon without seeing some children perched about in nooks and corners, devouring their meals, and evincing little less anxiety to escape observation and contact than to satiate their appetites.

Reference to the detailed reports of my visits given in the office register forwarded herewith, will show that in almost every mill in which children are employed, irregularities with regard to their employment have been observed, and in no single instance have I been able to satisfy myself that the stated intervals for food and rest have been adhered to. In many cases it is quite impossible to ascertain whether these provisions of the Act are complied with or not.

The dismissal of the children as a means of avoiding the difficulty is to be deplored, if only on the ground that to them, most certainly "half a loaf is better than no bread."

I am led to think from past experience in similar circumstances, that the extension of the age of childhood from 12 to 13, which I have suggested in the early part of this report, will have the effect of re-introducing children to

some of the mills from which they have been discarded. Many of those who determined to dispense with the services of all under 12, will very probably arrive at a different conclusion when the question relates to all under 13. But another and more important remedy which I desire to suggest, after consultation with many experienced men who have been connected with Indian mills for a number of years, is a further restriction of the hours of work, needed on all grounds, coupled with an abolition of the fixed intervals to be allowed for meals and rest.

My proposal is, that the children should be allowed to work for six instead of nine hours, either from the time the engine starts in the morning till the midday stopping time, or from the midday stopping time till closing time in the evening; that no child who had been employed before noon should be employed in the same or any other mill, after one o'clock p. m. on the same day.

This leads to the chief objection to the proposal—the possibility of children working during the forenoon in one mill, and the afternoon in another; but I think if the factory registers receive due attention, and if the children's parents or guardians are made jointly liable with the employers for any infringement of this regulation, they will be of rare occurrence. It is by no means improbable that in some mills in which large numbers of children are employed, schools will be opened by the occupiers, and thus the most profitable occupation will be supplied to the children for the half-days when they are not at work in the mill.

I think the prescribed notice mentioned in this (7th) section should be required to be set up and maintained in every factory, whether children are employed or not.

*Section 8.*—Occupiers seem to experience no difficulty in complying with this section. Notices fixing the four days to be given to the children are sent with regularity. I have only had to write to one factory (in which I knew children were employed) to remind the occupiers of their obligation. For the month of May, notices fixing the holidays were received from 13 factories; in six of these the four Sundays in the month were the days appointed, and five of the remainder gave three of the Sundays. For the month of June notices were received from 14 factories, and seven of these fixed the four Sundays in the month for holidays, and five of the remainder appointed three Sundays. I mention this as an indication (amongst others which I think have been given) that there is a disposition amongst many of the mill-owners in Bombay to close their mills on Sundays.

*Section 11.*—This section has not received that care and attention at the hands of occupiers which are due to its importance. Devotion of regularity or irregularity in the employment of children is much facilitated by a well-kept register, and is, on the other hand, rendered most difficult, or even impossible, if the register is neglected. In many of the Bombay mills, I found no such register as that prescribed by Government kept at all. In others, sheets of paper containing lists of children, who were said to have at some time obtained certi-



scales from some one, took the place of the register, but, except in a few very well-regulated mills, it was hopeless work attempting to find any given child's name in the so-called register. It is of still more importance that a correct register should be kept of those children who have been recently promoted from short-time to full-time employment. If an Inspector questions the full-time employment of an unusually small young person, the manager, who is careful to abide by the law, points with pride to his authority, a certificate that the person in question has attained the required age. A form of register for this purpose was also prescribed by Government, but I cannot report that they are generally kept. If I ask to be allowed to see such a person's certificate, I am usually told that the child took it home, or that it has been lost, or at best, is only forthcoming after a very prolonged search. I have already attempted, with the sanction of Government, to remedy these defects by combining in book form the forms "B," "C," and "D," prescribed for the registering and certifying of children, and have sent a copy of the book, with instructions for its use, to every mill in the Presidency.

Occupiers should be specially required to produce this register when called for.

*Section 12.*—In thirteen of the factories which I have visited, I have observed serious deficiencies in the fencing of fly-wheels and engines. In many instances there has been no rail or fencing of any description around either fly-wheel or engine. I have been assured in every instance that my complaint on this score

shall receive prompt attention, and in a few of the worst cases I have since verified the assurance.

*Section 12 (b).*—Factory buildings in Bombay are, comparatively speaking, so low—scarcely ever exceeding two, or, at the outside, three stories—that hoists and ladders are but little used. In the few mills in which I have observed them, the approaches were by no means securely fenced. In other respects the machinery and mill-gearing are well fenced. Nearly all the machinery has been made in Lancashire, and the requisite shields for the protection of the dangerous parts have been sent with the machinery.

In one or two of the oldest mills, some of the cog-wheels are left a little more exposed than those supplied at a more recent date.

*Section 13.*—Forty accidents have been reported to me during the two months that I have been here. As this number includes many of a most trivial nature, it cannot be considered excessive. In some cases the reports have not been made in the prescribed form, and the information concerning them has been meagre. I forward a copy of form used in England for the purpose of reporting accidents, published by authority, and purchased by occupiers of factories. In Bombay some similar form would, I think, be found serviceable. The most serious accident reported to me happened to two men engaged at the top of a ladder, in placing a strap on a pulley: one man died from injuries received, the other had an arm broken. Such accidents, which are far too

common, may be almost said to be preventible by the use of a stick shaped like an elongated crutch, but it is useless to recommend its adoption, as the work-people never will take the trouble to use it, except for two or three days after the occurrence of a bad accident. Three or four injuries, though not of a serious nature, have been inflicted by shuttles flying from looms. I am not aware that any means have been discovered of preventing the occasional escape of shuttles from the looms, and it would be too much to expect wire netting or similar protection to be placed on each side of every loom, or between every two; but I have observed in several weaving sheds in Bombay that the windows have such protection.

#### Conclusion.

While considering the suggestions and proposals which I have ventured to offer with a view to amendment and extension of the Indian Factories Act, I have endeavoured to bear in mind, that although at the present moment there are less than 70 factories in the Presidency of Bombay, there is every indication that in the course of a very few years the number will be doubled or trebled. The number will doubtless also increase rapidly in other parts of India. If the extension of protection to women and children which I have suggested is will add to the necessity for it; deterioration of the race of factory operatives will ensue; and whatever opposition there may now be to factory legislation, such opposition will surely grow as the number of factories

increases, for they dread it the most who have yet to experience the advantages to be derived from it.

I have not arrived at my conclusions without consulting certifying surgeons and other well-known members of the medical profession, as well as those whose philanthropy has led them to take more than ordinary interest in the well-being of the working classes.

Nor have I neglected opportunities of collecting every possible information with regard to the habits and customs of the operatives in their domestic as well as in their factory lives.

Before closing my report, I wish to express my grateful acknowledgment of the uniform courtesy, attention and assistance which I have received from secretaries and managers of mills. I have been assured on all sides not only of their desire to comply as closely as possible with the provisions of the Act and the rules of Government but also of their willingness to adopt any suggestion that I might deem it my duty to offer with regard to fueling of machinery, &c.

I am not so vain as to imagine that such blind confidence is placed in the judgment of a comparative stranger in consequence of any personal merit of his own.

I rather recognise in it a desire on the part of the mill authorities, who have spent the best part of their lives in factories, to see the executive administration

of the Indian Factories Act placed in the hands of one who has been intrusted with the administration of similar law, and trained to the inspection of similar factories,

Lastly, I desire to place on record my gratitude to Mr. Khursetji Nasarwanji Sirat for his willing and able assistance during my official visit to Bombay. His perseverance and ability will doubtless insure his eventual advancement in the service of the Government, but in the meantime I venture respectfully to request that the services which he has rendered to Government through me may not be lost sight of.

*From Chamber to Government of Bengal,*

*Calcutta, 10th October 1882.*

The Committee of the Chamber of Commerce direct me to acknowledge the receipt of your letter No. 1209 of the 8th ultimo, forwarding copies of reports on the working of the Indian Factories Act in Bombay, and of its application to small mills and factories, by Mr. Mende-King, Inspector of Factories, Bombay, together with a summary of the modifications of the law proposed by that officer.

The Committee desire me to state that in their judgment, fortified by the opinion of the Agents and Managers of mills in this presidency, the remarks which have been submitted by Mr. King on the factories in Bombay have but little force or bearing as regards the mills and factories in the neighbourhood of Calcutta, for Mr. King bases his report

on observations on the Bombay mills only, and several of the alterations proposed are not applicable to the Calcutta mills, where the evils which his amendments are meant to remedy do not exist, *viz.* defective sanitary arrangements, excessive hours of labor, and Sunday work.

It is a matter of much regret that for the mere sake of legislative uniformity any endeavour should be made to burden the manufacturing industries of Bengal with rules and regulations which may be considered necessary for the better protection of the operatives in factories in Bombay, but which are absolutely uncalled-for as far as Calcutta is concerned.

The greater number of the mills and factories are situated in the suburbs of Calcutta, mostly on the banks of the Hooghly, or in close proximity thereto, with all the advantages of the healthful influence of a large stream. Sanitation is well cared for; the work-people have an inexhaustible supply of drinking-water, and free access to the river for bathing; latrines are provided and kept in proper order; and the arrangements for ventilation and promoting the health and comfort of the people are all that could be desired. Indeed, the operatives, especially the children and young persons, have the freest opportunities of a far healthier life than they can possibly possess in their crowded huts surrounded by a vitiated atmosphere, and all the evils arising from contaminated tanks or stagnant pools, neglected drainage, and the impurities that abound in native villages.

The interest of the work-people is, in these respects, fully recognised as identical with the success of their employers;

and the competition for labor is so keen that it will place at a disadvantage any mill or factory that may be deficient in any of the conditions necessary to secure the health of the employes.

Work in mills on Sundays is seldom or never resorted to and may be said to be unknown, except when repairs to machinery may be necessary. Press-houses are an exception in this respect during the busy season; no children, however, are employed, and only a comparatively small number of women; but frequently work is slack on week days, and sometimes presses are absolutely without any work. In these, too, work is generally done under contractors, the engines and machinery alone requiring skilled labor, which is supervised by the proprietors themselves.

The question relating to the age of children and of their capacity for labor had the attention of the Chamber when the original Factories Bill was under consideration, and their views were fully communicated to the Government of Bengal in a letter, dated the 22nd February 1879; and the Committee are not aware of any circumstances that would justify the disturbance of arrangements which now exist between laborers and their employers.

The proposed alteration—in section 2 of the Bill—of the age of young persons from 12 to 13 years is regarded with the strongest objection, as likely to be the means of depriving factories of the labor of many boys as spinners, who are quite capable of doing a light kind of work well suited to them, and requiring only ordinary attention on their part. In this country children reach maturity much

faster than at home, and at 12 years of age are quite equal to the light factory work in which they are employed.

Sections 7 and 8 contain provisions as to hours of labor which are considered specially disadvantageous to the mill industry of Calcutta, and at the same time, of no benefit to the employes.

The reduction under section 7 of the limit of working hours for children from 9 to 6 will largely increase the working expenses of the mills, as so many more hands will be required; the work to be done by children is very light and intermittent, and they have constant opportunities for resting; and it is questionable whether the provision will have the intended benefit, as the children would not fail to make as much as they could by going to other mills when released from work at their own regular place of employment, notwithstanding the proposed prohibition and penalty in this respect.

Section 8.—A. proposes to prevent the employment of females and young persons before 6 A. M., or after 6 P. M. This is regarded as simply restricting labor to 11 hours, for, as the services of women are required at all working times in several of the mill departments, men would also be similarly prevented from work, and the mill would in consequence be stopped, and the general manufacturing industries severely inconvenienced.

In the hot-weather months work is continued for close on 14 hours, but it is so arranged by a system of shifts, or relieving hands, that no individual woman or young person

has more than 10½ to 11 hours work in the course of the day; and these hours are so interspersed with intervals, that they are not equal to the same number of hours in an English factory. To work 14 hours, work must of necessity, be commenced before 6 A.M., and continued after 6 P.M. The proposed alteration would have the effect of completely closing the mill during the best working time—before and after the heat of the day—and of having the work done during the hottest hours.

It has been represented to the Chamber that the matter of schooling for children employed in mills and factories should not be recognised by the Act, and it is suggested that if relaxation from physical labor is needed, attendance at a school-room is by no means the most appropriate means of affording such relief. There is, moreover, an aversion on the part of children to enforced schooling, and there appears to be no use in reducing the hours of work to enable children to attend voluntarily.

The inspection of the sanitary and other conditions of factories, &c., should not, it is represented to the Chamber, be left to an assistant of the Inspector of Factories. So much power is given to an Inspector that, if so disposed, he can raise such vexing and harassing objections as to seriously interfere with the working of a mill. It is important that Inspectors should be of such a class as to place beyond doubt the honesty of the means employed to enforce the law; and probably an Inspecting Committee, upon which mill owning interests were represented, would be sufficient; and periodical visits without previous notice would serve to discourage any abuses.

As a rule, workmen in mills and factories are paid weekly; the artisan class only—such as assistant engineers, vicemen, tindals, &c.,—receiving monthly wages.

The Committee of the Chamber are not aware of the establishment of any woollen manufactures near Calcutta, and Mr. King's remarks as to the injurious effects of that industry upon the health of the operatives cannot be rightly judged of here, nor their beneficent purpose properly appreciated.

The Committee having thus noticed the salient points of Mr. King's proposed amendments of the Factories Act, are of opinion, that whatever weight his suggestions may be entitled to as applicable to establishments in the Bombay Presidency, they are altogether uncalled for by the conditions prevailing on this side, and would be attended with most mischievous results.

The Committee believe that the manufacturing industries of this Province are conducted with every regard for the well-being of the thousands of operatives to whom they give employment, and they, therefore, see no sufficient grounds for the proposed amendments of the Act.

In conclusion, the Committee have to express their earnest hope that the influence of English manufacturers, who view with a well-founded jealousy the rising industries of cotton and jute factories in India, has not as much (or more) to do with this Factory Act as a desire to protect the Indian operatives. The agitation in favour of the Act was begun in England; no sign of discontent has ever been visible nor sound of complaint heard in

Calcutta on the part of the people themselves. The fact that the real interests of employes and employed are identical is clearly recognized and acknowledged by these mills; and the intervention of such an Act as that now proposed can only result, so far as Calcutta is concerned, in injuring the best interests of those for whose protection it professes to interfere.

**PROPOSED GREATER PUBLICITY TO MEASURES UNDER CONSIDERATION OF THE LEGISLATURE.**

It is certainly a step in the right direction on the part of the Government to place it in the power of the public at large to acquaint themselves with the nature of the measures about to be proposed by the Legislature. Indifference on the part of the public is common, until the effects of an Act are felt, but it is none the less to the general interest that the principle of publicity of all measures proposed shall be admitted to be a maxim of State by the Government.

*From Government of Bengal to Chamber.  
No. 846 B, dated Darjeeling the 9th October 1882.*

I AM directed to forward the accompanying copy of a letter No. 1032, dated the 9th September 1882, from the Secretary to the Government of India, in the Legislative

Department, on the question of giving greater publicity to measures under the consideration of the Indian Legislative Council, and to request that you will be good enough to move the Chamber to favor the Lieutenant-Governor with an expression of their opinion upon the subject.

As the Government of India have asked for an early answer to their letter, I am to request that your reply may, if possible, be submitted before the end of the current month.

I am directed to invite the attention of His Honor the Lieutenant-Governor to the question which has been recently raised in the Legislative Council and in the Press as to the possibility of giving greater publicity to measures under the consideration of the Legislature, and to request that the Government of India may be favoured with any suggestions which His Honor may desire to make for the improvement of the existing procedure generally, and, in particular, in regard to the points to be presently referred to.

2. I am, in the first place, to observe that more direct steps are already taken by the Government in India than are taken in England to make the bills before the Legislature known to the public. In Bengal, and it is believed in other parts of India, the Vernacular Gazettes are sent to all the courts, and are there read by the pleaders and muktears. Public bodies of weight or influence are consulted on bills of importance. Besides the large Associations to which the Local Government refers direct, there

are local Associations which the district officer usually consults. Every district and sub-divisional officer is expected not only to express his own opinion but also to ascertain the opinions of the natives around him; and, as a matter of fact, the papers which are printed regarding important Bills commonly contain many valuable opinions from Native Associations and from individual native gentlemen.

It must, however, be borne in mind that some of the most important Bills which come before the Council, and, in particular, measures like the great codifying Bills, in connection with which this question has arisen, are, no matter how clearly they may be drafted, of such a nature that, even with the aid of the fullest explanations, none but experts can hope to master their contents sufficiently to offer any useful criticism on them. Similar measures meet with but little criticism in England outside professional circles, and in India the prospect of obtaining useful criticisms on measures of this class is much diminished by the difficulties of translation to which I am presently to refer.

3. The Governor-General in Council would not have it supposed that these observations are made with any view to deprecating further efforts being made to attain the object desired. He is, on the contrary, fully sensible that it is the duty of the Government to give the largest practicable amount of publicity to legislative proceedings, and to afford the public every opportunity of examining them and expressing an opinion upon them, and he is satisfied that more can be done in this respect than is

done at present. The matter is, however, I am to observe, one which is not altogether in the hands of the Government. The Press is the most effective agency for bringing the measures of the Government before the public, and securing for them a full discussion. Without its co-operation little can be done; and the first aim of the Government accordingly should be to give the Press all the information in its power as to the object and necessity of any proposed legislation.

4. Bearing this in mind, the first change in the existing practice which is contemplated by the Government of India is the publication of a fuller and more popular Statement of Objects and Reasons, showing why the measure is required, and giving a short history of the circumstances which have led up to it, and an explanation of the effect it is likely to have on the subject-matter and on the people. Pains will in future be taken to make such statements as clear and intelligible to the ordinary unscientific mind as possible; and when the Bill has been brought in, the Bill itself and the Statement of Objects and Reasons, and (when this appears desirable) the speech made by the Member in charge in moving for leave to introduce it, will be printed in separate form on cheap paper, so as to be available (with the translations to be presently referred to) for gratuitous distribution to the Press and to such Municipalities, Local Boards and Associations interesting themselves in public questions as it may be considered desirable to supply them to. These papers will further be sold at a low price to the public, and might be made available for perusal without fee at court-houses and kachahris.

5. The matter of translations is that which next demands attention, and it is by no means so simple. The difficulties of translating the technical wording of our Bills into oriental languages, and especially into such of those languages as are so rude and meagre as to require to be supplemented from the Arabic or Sanskrit, are on all hands admitted to be very great. Whether these difficulties are at present overcome to the full extent to which it is practicable to overcome them the Government of India is not in a position to say. It is alleged by recent critics that they are not, and the point is one which must be enquired into; but, however this may be, the Governor-General in Council desires that no pains may be spared to make these translations as perfect as the difficulties of the case will permit.

The matter is one which, in the case of most of the languages into which translations are made, must be dealt with directly by the local Government; and I am to request that full information may be furnished to the Government of India as to the languages into which Bills, Statements of Objects and Reasons, and Reports of Select Committees are translated in the territories administered by His Honor, as to the nature and cost of the agency by which the work is done, as to the means adopted for testing the accuracy of the work, and as to the quality of the work, and the measures which may be suggested for improving its quality and for ensuring an earlier publication of the translations.

6. As regards translations into Urdu, it has been suggested that it might be advantageous to have translations

into that language prepared in the Translating Branch of this Department for distribution to all those parts of British India in which that language is understood. It has been said that, in most parts of the country where the people do not speak any form of Urdu, educated persons are generally able to read Urdu or understand it so as to be able to read it in a transliterated version. If this is the case, and if local Governments are of opinion that it would be an advantage to have at least one translation available which would be understood by a considerable number of intelligent persons in each province, and which might be relied on as being as good as the ablest translators could make it, the Government of India would be prepared to make such arrangements in the Translating Branch of this Department as might be necessary to admit of Urdu translations of Bills, Statements of Objects and Reasons, and Reports being prepared here for distribution throughout British India. I am accordingly to solicit an expression of opinion on this matter.

7. Assuming the Statement of Objects and Reasons to have been prepared in the manner above indicated, and proper translations of it, and of the Bill, and of any other document it may be desirable to circulate with them, to have been made, the next question that presents itself is that as to the mode in which those documents are to be brought to the notice of the persons whose opinions it is desired to elicit. I have already said that it is the intention of the Government of India to have copies of the English versions prepared here for sale at a low price to the public, and for gratuitous distribution in certain quarters. The same thing will have to be done by the



local Governments in regard to the translations prepared under their orders; but it remains to be considered to what persons or public bodies these documents, as well as the English versions prepared here, should be distributed gratuitously, and what means should be taken to render them readily available for purchase by the public generally. This matter is one to be dealt with by the local Governments, and I am to request that you will state what steps are at present taken by His Honor in regard to such distribution and sale, and what additional steps it is proposed to take in order to further the object in view; as for example, by submitting copies of the Bills and the papers connected with them to meetings of persons interested in them or otherwise.

8. I have already intimated that the Governor-General in Council attaches the greatest importance to the co-operation of the Press in this important work, and it has been determined that the comments of the Press, English and Vernacular, shall be more closely watched here than they have heretofore been, and that in some cases abstracts of, and in others full extracts from, newspaper articles shall be circulated to members of the Legislative Council in the same way as regular official communications now are circulated. I am accordingly to request that particular attention may be paid to the matter of distributing copies of Bills and the documents connected with them gratuitously to the Press, and that the Government of India may be informed as to what papers, both English and Vernacular, in your Province are of sufficient importance to make it desirable that they should be supplied with copies.

9 It will be remembered, in connection with this portion of the subject, that exception has been taken to the present procedure of the Legislative Council on the ground that, under that procedure, sufficient time for forming opinions is not allowed, especially to those who are dependent on translations which cannot be brought out for some time after the publication of a Bill; and it has been suggested that a rule of business should be framed which would preclude the Select Committee to which all Bills of any importance are referred from reporting on a Bill until a specified period has elapsed from the date of its publication in the Vernacular languages. Any such hard-and-fast rule would, in the opinion of the Governor-General in Council, be altogether unworkable. The time to be allowed in each instance must depend upon all the circumstances of the case; but with a view to imposing a check upon over-haste, it has been determined to make a rule of business to the effect that, when publication in the vernacular has been ordered by the Council (as it always is in the case of any Bill in which the people are interested), the Select Committee shall in their report state the date on which the Bill has been published in each language. The result of this will be that if in any case the Committee propose to proceed with a Bill before any particular section of the community has been allowed the time to form its opinion which would ordinarily be considered sufficient, the fact will be brought prominently to notice, and some special grounds of urgency will have to be adduced in support of the course proposed.

10. With respect to the republishing of Bills as amended in Select Committee, it appears to the Governor-General in Council that, as a rule, it is only the first or principal Report of a Select Committee that should be published. It would be impossible to go on republishing every time a Bill was amended during its passage through the Legislative Council. Such a process would indefinitely postpone the final passing of Bills, or would prevent very useful changes, such as are constantly suggested at a late stage of a measure, being introduced except at the cost of a delay which it might not be worth while to encounter. As regards republication in English, this matter seems to be adequately provided for by the rule of business which requires a Select Committee to report whether in their judgment the Bill has been so altered by them as to require republication.

11. As regards republication in the vernacular languages, it should be stated that, though the rules of business contain no express provision on the point, the more important Bills are at present republished in vernacular as well as in English. The question is whether this practice should not be extended.

The Governor-General in Council considers that, as a rule, when a Bill is of such a nature that the Council thinks it necessary to order it on its introduction to be published in the vernacular, and the Select Committee thinks it has been so altered as to require republication, there should be a republication in the vernacular languages as well as in English. But this, I am to observe, is not always so. It occasionally happens that the alterations in a Bill which

lead the Committee to recommend its republication are alterations merely in drafting or in matters of procedure, and that republication is recommended, not because the interests of any persons concerned are supposed to be affected, but simply because, owing to the complication of the subject, or to the danger of there being some flaw which would cause a hitch in the working of the Bill as amended, it is thought desirable to submit it once more to the judgment of experts. In a case of this sort a republication in English is obviously all that is required.

This being so, it appears to the Governor-General in Council that it would be impracticable to lay down any hard-and-fast rules, and that the requirements of the case will be best met by adding to the present rules of business a provision to the effect that, when the Committee recommend the republication of a Bill originally published in a vernacular language, the republication shall, as a rule, take place in the vernacular as well as in English, and that if in any case the Committee do not consider republication in the vernacular to be necessary they shall give their reasons for that opinion in their Report. When an amended Bill with its accompanying Report is to be republished in the vernacular languages, the Report, it need hardly be said, will be drawn up in the full and popular style which is to be adopted in the Statement of Objects and Reasons; and the publication, translation and distribution, and the time to be allowed for the formation and communication of opinions, will be governed by the same rules as in the case of an original Bill.

12. In conclusion, I am to inform you that this letter will be published in the *Gazette of India* and com-

municated to the Press with a view to eliciting suggestions; and I am to request that it may be published also in the local Gazette, and communicated to such public bodies and leading members of the native community as may be expected to give intelligent opinions on the points to which it refers.

I am to request that your reply to this letter may be sent at an early date.

*From Chamber to Government of Bengal.*

*Calcutta, 9th November 1882.*

The Committee of the Chamber of Commerce direct me to acknowledge the receipt of your letter No. 846 J. D. of the 9th of last month, with an expression of their regret that the intervention of the Doorga Puja holidays prevented an earlier submission of their views on the subject of your reference.

The Committee have read with much interest the communication from the Government of India on the question of giving greater publicity to measures under the consideration of the Legislature, and they desire to express their appreciation of the reasons which have prompted His Excellency the Governor-General in Council to propose the amendments of the existing procedure, and of the means which it is suggested should be adopted with the view to obtain the fullest discussion and information.

The object in view being to secure the greatest possible publicity of all measures before the Legislative Council and their freest criticism on the part of the public at large, the

Committee are of opinion that the most effective way of accomplishing such a purpose is that indicated by the Governor-General in Council in the 4th paragraph of His Excellency's letter.

The first change in the existing practice which is contemplated by the Government of India is the publication of a fuller and more popular statement of the Objects and Reasons of each Bill; and this is the step which appears to the Committee of the Chamber as the most likely to be really effective. In addition to it, the practice of giving precise interpretations of specified clauses and sections might be usefully introduced, for it is not infrequently found that the wording of a section imposes on the community a law which was in reality outside of the wish and intention of the Legislature at the time of the Bill being passed. Instances of this nature may be found in the License Act of Bengal, 2 of 1880, in the Petroleum Act, in the Inland Emigration Act of 1881.

The plan heretofore in use of publishing draft bills in the *Gazettes*, in the vernacular or otherwise, is no doubt very direct, and has no exact parallel in English practice; but in the absence of a lucid and comprehensive statement of Objects and Reasons it is far from being effective, and falls very short of that practical and crucial examination by the Press, and by the many representatives of those interested, of all Bills of whatever sort or kind introduced into Parliament, which is the outcome of long custom and practice in England.

So far as relates to matters in which the European commercial community are interested, the Committee of the

Chamber think that a full but at the same time precise statement of the Objects and Reasons of the proposed Bills, together with more detailed explanation of the force and effect of specified clauses and sections would meet the requirements of the present time, and would enable such individuals as may be interested to recognise and comprehend the laws and regulations which were from time to time being prepared for the public at large. In this manner the Committee hope that not only may the risk of hasty legislation be diminished, but also that of hasty amendments being passed or proposed just when the public are becoming accustomed to a new law.

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#### THE IMPERIAL LICENSE TAX.

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The Committee have not dealt directly with this well-worn subject, as no especial appeal to them has been made during the half-year by any of the Chambers. The arguments put forward by the Madras Chamber in their address to the Finance Minister are fully appreciated. Still, indirect taxation in some form is, it is to be feared, a necessity in this country; and the Committee would prefer to endeavour to deal with separate cases of hardship or injustice as they occur rather than to attack the Act in general arguments which have often been used and as often been rejected by the Government.

#### *From Madras Chamber to Chamber.*

*Madras, 5th April 1882.*

I have the honor to hand, for the information of your Chamber the accompanying copy of a letter addressed to-day by this Chamber to the Finance Minister on the subject of the continuance of the Imperial License Tax.

I am to add by desire of this Chamber that it is hoped, the remonstrance will be supported by an expression of the views of your own Chamber.

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#### *From Madras Chamber to Finance Minister.*

*Madras, 5th April 1882.*

In your Financial Statement, 1882-83, you are reported to have said with reference to the Imperial License Tax, that "the justice of imposing some tax upon the trading classes of the community cannot be questioned . . . The fact that those classes, who, perhaps, more than any others have benefited by British rule in India, pay so little, has long been recognised as a blot upon the Indian fiscal system."

I am desired by the Chamber to do myself the honor of communicating their respectful dissent to the inference that the trading classes have hitherto escaped their fair share of the burden of taxation. It seems to be assumed that because the trade of the country has attained great proportions, it necessarily follows that those who are actively engaged in its benefit more largely than other

classes from the rule which renders such trade possible, and are therefore better able to pay direct taxes. The argument overlooks the fact that the European official class in this country is remunerated on a scale which has no parallel in any other part of the world. The Chamber consider that whether an Englishman leaves his native land to become an official or a merchant in India, he does so primarily with a view to gaining a livelihood. The large salaries that tempt Englishmen to enter the public service of this country, ought not, in fairness, to carry with them an exemption from liability to taxation. Yet the aim of recent legislation has been to free the official class referred to from taxation, and to maintain a burden on the trading classes generally for no better reason than that they are assumed to be exceptionally affluent. It seems to be sometimes forgotten that the trading classes in innumerable ways confer great benefits on the country, and that if they had not been as energetic and enterprising as they have been, the means for the very liberal payment of the official class might have been wanting. The Chamber do not challenge the assertion that it is just to impose some tax upon the trading classes. But they demur to the conclusion that while it is just to tax these classes, it is also just to exempt professional men and officials, some of whom are in receipt of incomes that, in these days of fine margins, most merchants may well envy. In England, where trade is regarded as the backbone of the country, it has been the laudable ambition of modern financiers to relieve from taxation those who promote the prosperity of the country by means of trade.

The exemption of the professional and official classes from the Imperial License Tax was so contrary to justice and so repugnant to the practice that obtains in England with regard to the Income Tax—a practice sanctioned by the Queen's voluntary payment of taxes—that it was condemned in Parliament by the present Prime Minister and by public opinion at large. The Chamber regret, therefore, that the Government of India have again declined to seize a favorable opportunity for removing an anomaly in their fiscal system which is inequitable and inconsistent. They have frequently expressed their views on the License Tax, and they would not do so again were it not that they are reluctant to let their silence be regarded as assent to the argument you have employed in defence of the retention of the impost. You admit that "there can be no doubt that the present License Tax is open to serious objections." You remark that "not only are there great inequalities in its incidence in various Provinces, but also it is open to the very great objections that, in respect to those classes who are taxed, it falls with disproportionate hardship on the less wealthy, and further that other classes, who might with justice be called upon to pay the tax, are altogether exempted." And yet, although the License Tax "in its present form cannot be incorporated into the permanent fiscal system of the country," and although the Government "fully recognise the validity of the objections which may be urged against the tax as it now exists," they "do not propose that any changes should be made at present." The Chamber could not desire a more emphatic condem-

nation of the tax than is afforded by your own words, and they are disappointed at finding that the occasion offered by the command of a large surplus has not been, first of all, employed in removing a blot in their fiscal system; that the Government of India cannot justify, and that Her Majesty's Government have never approved.

Your predecessor practically admitted the injustice of the tax when, in December 1870, he introduced a Bill to substitute a comprehensive Imperial for the several local License Tax Acts. He then said that "every local Government in India has now concurred with the Supreme Government in the opinion that taxation similar in amount to that already borne by the wealthier classes of traders should be extended to the wealthier classes of officials." But on second thoughts the proposed Bill was abandoned, and in March 1880 he denied that it was desirable to impose the License Tax on officials and professional men "merely for the purpose of making our system of taxation more theoretically equal, and removing to some extent the reproach which undoubtedly is true, that certain classes do not at present bear their full share of the public burdens." Two years have passed since this singular extenuation of a palpable blunder in statesmanship was offered to the public, and there is yet no sign that the blunder will soon be remedied.

The trading classes of Madras have peculiarly good reason to know that the inequality of the incidence of

the tax is not its least objectionable feature. On the 28th December 1877 your predecessor, speaking at a meeting of the Viceroyal Legislative Council, said :— "The highest amount which under any circumstances any individual or Company can ever be called upon to pay annually will be Rs. 200. The lowest fee of all is Re. 1. These will be the maximum and minimum rates in every Province, but the detail of classification will necessarily vary." Yet, in the following March, the Madras Government placed the maximum tax at Rs. 800 in this Presidency, although in Bengal the maximum was fixed at Rs. 500, and in Bombay at Rs. 200. The minimum tax was fixed at Rs. 4 in Madras, Re. 1 in Bengal, and Rs. 2 in Bombay. The Chamber remonstrated, but were met by the argument of your predecessor, that as a large trade in grain had been created in Madras by the famine which had rendered a License Tax necessary, those who had engaged in that trade must have made such unusually large profits as to admit of their paying the sums demanded. It was in vain that the Chamber endeavoured to show that the trade in grain had been monopolised by Madras merchants, but had been largely shared in by people in Bengal and Burmah, and that as the famine had temporarily checked, if not stopped, other branches of commerce, the general result of trading operations was not as satisfactory to the classes concerned as in ordinary years. At length, in 1880, the local maximum was reduced to Rs. 500 and at this moment the Madras, like the Calcutta, merchant pays a License Tax of Rs. 500 per annum, while the Bombay merchant continues to be let off with

the payment of Rs. 200. The Chamber may assume that the Bombay merchant is at least as well able as the Madras merchant to pay Rs. 500 as License Tax, but the anomaly involved in the existing schedules remains.

It is observed, that you hold out no promise of the tax being abandoned at the end of the present financial year, and the Chamber cannot but apprehend that if the small surplus that will remain after the remission of taxation which has been announced takes effect, should prove insufficient to provide for unexpected contingencies the tax will be continued for an indefinite period. The Governor of Madras said in a recent speech, that he could not defend the tax, and that he could not "deny that a more scientific direct tax might easily be devised." The tax is acknowledged in all quarters to be indefensible, yet the Government consider it desirable to continue it in its present form, "objectionable though it be, at all events until the experience of another year has enabled us to judge more thoroughly than is at present possible of the policy which should in the future be adopted in respect to this tax." It seems to the Chamber a hardship to the classes affected by it that a tax which is wrong in principle, and vicious in incidence, and which has already been four years in existence, should be continued for an indefinite period, chiefly because the executive need more time to devote to its consideration. If the executive had had the advantage of personal experience of the inconvenience

or invidiousness of the tax, their final decision on the subject would most probably have been accelerated.

I have the honor to be,  
Sir,

Your most obedient Servant,  
(Signed) CLEMENT SIMPSON,  
Chairman.

*From Chamber to Madras Chamber.*

*Calcutta, 31st May 1882.*

On the 28th of last month I acknowledged the receipt of your letter of the 5th, and promised to send you a reply as soon as the Committee for the current year had been appointed.

I am now directed to inform you that the representation which has been submitted by your Chamber to the Financial Member of the Governor-General's Council with reference to the Imperial License Tax has had the attentive consideration of the Committee, who desire me to assure you that they cordially appreciate all that has been advanced in your forcible remonstrance against the inequitable and incalculable means adopted to supplement the Imperial Revenue.

That your objections to the License Tax are shared by the merchants of Calcutta will be seen from the accompanying copy of a letter \* which was addressed by this Chamber to the Government of India shortly before the Budget for the current year was brought for-

\* Published in the Chamber's last report.

ward; and an opportunity was taken to point out that the exceptional incidence of the tax, the injustice of existing distinctions, and the relatively heavy burden borne by the poorer classes, were as keenly felt as ever by all who are subject to its imposition.

But while my Committee sympathise with your own in all material respects, and would gladly support the movement you have made, it appears to them that having so recently addressed the Government on the subject, it would at present be inopportune to re-open the question of abandoning a tax the proceeds from which have been included in the estimated income of the current year.

#### ASSESSMENT UNDER THE LICENSE ACT.

The following reference to the Government of Bengal relative to the correct assessment under the License Act of a sole partner in a business in Calcutta, but trading in other districts in Bengal under different names and styles with other partners, has resulted in an authoritative ruling, under which each firm is separately assessable in respect of its own profits.

*From Chamber to Government of Bengal.*

*Calcutta, 17th August 1882.*

The Committee of the Chamber of Commerce have been requested to obtain a decision from the Govern-

ment of Bengal upon a License Tax case which has arisen under the present Act, and in submitting it for consideration, the Committee trust it may be convenient to favor them with an expression of the opinion applied for.

"A is trading in Calcutta under the name and style of A. & Co., he is the sole partner in the business, the profits of which cause him to be assessed under the highest class, and he pays tax accordingly.

"He is also trading in other districts in Bengal under the name and style of A. B. & Co. and A. C. & Co. B. & C. are managers of the respective firms, and are partners in those firms. Here again the profits amount to the highest class of tax. All three firms are assessed separately, but A. contends that his payment in Calcutta covers all his business, and that he is not further liable: that if A. B. & Co. and A. C. & Co. are to be taxed, they should be so upon the proportion of B. & C's interest only, and that A's share should not be taxed again and again. The Act clearly says that the highest payment by an individual is Rs. 500; but as A's interest in A. B. & Co. and in A. C. & Co. is 12 annas in each firm, his payments under the assessments amount to Rs. 500 for A. & Co.;  $\frac{2}{3}$  of Rs. 500, say—375 his share of A. B. & Co.;  $\frac{1}{3}$  of Rs. 500, say—375 his share of A. C. & Co., and so on. Is this a correct assessment under the Act?"



*From Government of Bengal to Chamber.*

No. 1868 T. F., the 28th September 1882.

I am directed to acknowledge the receipt of your letter dated the 17th ultimo, in which you enquire whether a person who, as sole partner of one firm, or as a partner with others in several firms, has paid singly or in the aggregate, license-tax amounting to Rs. 500, is liable to pay any further assessment in respect of his share in some other business.

2. In reply, I am desired to say that, as will appear from a reference to section 14 of the Act, and to Rule 3 of the rules passed by Government under section 32, a "firm" is a "person" within the meaning of the License Act. The assessment of a firm is accordingly made on the firm as on one person. The license is granted in the name of the firm, and the question of the liability of any particular partner in the business does not arise. It is evident that any other view of the law would lead to much confusion and inequality in assessments. For, if it be held that each partner should be dealt with separately, the result would be that the partners of a firm between them would frequently have to pay considerably more than a full single assessment of Rs. 500; while, in other cases, it might possibly happen that a large Company, the shares in which are distributed among a number of small holders, would escape unassessed.

3. If then, in the case of a firm, the firm itself be taken as the unit of assessment, each of the three firms

mentioned in your letter is separately assessable in respect of its own profits, as will be seen from the notification, dated the 30th June 1881, the partners in each case not being the same. The question of A's separate liability does not arise, as the license in each case is given in the name of the firm, and so long as it is admitted that the three firms are not branches of one and the same firm, the Revenue authorities are not concerned to know who the persons composing each firm are, or what share of the assessment in each case is debited in the firm's books to each individual partner.

**THE INSUFFICIENCY OF PILOT BRIGS  
AT THE SANDHEADS.**

The following correspondence resulted from the several complaints in the newspapers as to the inefficiency of the pilot arrangements at the Sandheads. The letter from the Master of the *St. Mildred* would appear to argue the absolute necessity for a thorough reorganisation of the arrangements for supplying incoming vessels with pilots, and the Committee would be glad to hear that the subject was receiving the attention of the Bengal Government. There seems no valid reason why a vessel arriving at the Sandheads should not be certain of obtaining a pilot immediately, whether during the day or night; and if the present briggs are unable

to safely put pilots on board incoming vessels in all ordinary monsoon-weather steam vessels should be substituted for them. The Committee regret that the Government do not yet see their way to adopt the Chamber's recommendation that the pilot service, like the harbour-master's department, should be placed under the orders of the Port Commissioners.

*From Chamber to Government of Bengal.*

*Calcutta, 15th June 1882.*

The attention of the Committee of the Chamber of Commerce has been directed, by anonymous statements in the *Englishman* and the *Indian Daily News* of this day, to the alleged insufficiency of pilot vessels, and that at the present moment there is only one brig on the pilot station to meet the necessities of shipping bound to and proceeding from this port.

If the statements referred to contain any degree of information which can be relied on, the Committee of the Chamber trust that His Honor the Lieutenant-Governor will be pleased to give the matter his earliest attention; for it is essential that every precaution should forthwith be taken to avert any possible casualty, especially at this season when such precaution is of urgent need.

If any thing happened to the single vessel doing duty, it might be days before any information reached Calcutta,

and in the meantime ships arriving at the Sandheads would be in serious difficulty and even in danger. The present arrangements of the Marine Department would appear to be exceptional in regard to a proper complement of pilot vessels; and the circumstances which point to a deficiency of means for promptly meeting the requirements of vessels arriving at the Sandheads and of those proceeding to sea will no doubt engage His Honor's consideration as to the best mode of dealing with the serious difficulty which, it is represented, now exists.

*From Government of Bengal to Chamber.*

*No. 158 T—G. dated Darjeeling, 23rd June 1882.*

I am directed to acknowledge the receipt of your letter, dated the 15th June 1882, regarding the alleged insufficiency of pilot vessels in the Hooghly River.

Until recently there were three brigs at the disposal of the Bengal Government, of which two were always at the Sandheads, and one in town; but in May last the *Chinsurah* was condemned, subject to the alternative of an extensive repair which would occupy six months, and as a new brig is expected from England within that time, the idea of repairing the *Chinsurah* has been abandoned. Towards the close of May the *Coleroon's* cruise of four months expired, and she came to Calcutta to receive water and provisions, to make good defects that might have occurred during the cruise, and to ship a new crew. She was to have left for the Sandheads yesterday the 22nd, and on her arrival there would be as usual two brigs on the station.

It has been ascertained from the Port Officer that, except on the 12th, 13th and 14th instant when ships that had pilots even could not enter the river owing to the bad weather which prevailed, there has been no delay in supplying incoming vessels with pilots. The Lieutenant-Governor, however, fully recognizes the importance of the matter to which the Chamber of Commerce refers.

*From the Government of Bengal to the Vice-Chairman of the Port Commissioners, Calcutta.*

No. 187 T—G, The 30th June 1882.

A report has been received from the Port Officer to the effect that the Pilot Brig *Cassandra*, which has come to Calcutta for repairs, will not be ready for duty in less than three weeks' time. Consequently, there is at present only one Pilot Brig on the station at the entrance to the Hooghly.

2. Until recently, three brigs were available for service, two of which were always at the Sandheads, and one in Calcutta. In May last the *Chinsurah*, one of the three brigs, was condemned, and a new vessel ordered from England.

Recently the *Coleroon*, one of the two brigs on duty at the Sandheads, having had to come to Calcutta to make good certain defects, the Chamber of Commerce complained that one brig was not sufficient to supply the requirements of the port, and that inconvenience and danger to the shipping visiting it was therefore to be apprehended.

3. The pilot station having again been left with only one pilot brig, Messrs. Mackinnon, Mackenzie and Co.,

who represent large shipping interests, have made a representation similar to that previously made by the Chamber of Commerce. The Lieutenant-Governor thinks there is much reason in these complaints, and considers it very unsatisfactory that the pilot station should be served by only a single brig at this season of the year. In His Honor's opinion it is essential that there should be two brigs on the station during the south-west monsoon. The very fact of repairs to the *Cassandra* being necessary shows that any small accident may deprive the station altogether of a pilot vessel if only one vessel is maintained there.

4. I am therefore to enquire whether the Port Commissioners can suggest any suitable arrangement whereby to fill the *Cassandra's* place during her absence. A very early reply is requested.

No. 188T—G.

COPY forwarded to the Secretary to the Bengal Chamber of Commerce for information, in continuation of my letter No. 158T—G, dated the 23rd June 1882.

By order of the Lieutenant-Governor of Bengal,

A. P. MACDONNELL,

*Off. Secretary to the Government of Bengal.*

DARJEELING,

The 30th June 1882.

*Telegram from Chamber to Govt. of Bengal.*

*Calcutta, 30th June 1882.*

Committee of the Chamber learn that *Coleroon* is the only Pilot Brig at Sandheads: *Cassandra* in dock and not likely to be ready for month or six weeks. Committee therefore recommend hire of suitable vessel until *Cassandra* rejoins station or arrival of new brig from England.

*From Chamber to Government of Bengal.*

*Calcutta, 20th July 1882.*

In continuation of the Chamber's letter of 15th and telegram of the 30th of last month, relative to the insufficiency of pilot brigs at the Sandheads, I am instructed to forward for submission to the Honorable the Lieutenant-Governor the accompanying copies of letters from the Commander of the British ship *Saint Mildred*, and his Agents, Messrs. Turner, Morrison & Co., to the address of the Port Officer, relative to the detention of that vessel at the Sandheads for no less than a week for want of a pilot, as well as to the position which the pilot brig took up, involving considerable risk to inward-bound vessels.

As this case amply illustrates the necessity which the Chamber has urged for the pilot station being adequately served, the Committee content themselves by placing it before His Honor without comment.

They will only further represent that the reported employment of the *Celerity* as a temporary substitute for

a pilot brig at this season of the year is an arrangement the utility and prudence of which are very much questioned, as that vessel is held to be totally unequal to such service; and the Committee regret that no more efficient vessel has been engaged.

The Committee venture to suggest that the pilot brig establishment requires a thorough investigation with the view to ascertain the perfect seaworthiness of the vessels in commission, and their capacity for the work they have to do.

P. S.—I am to add that Messrs. Turner, Morrison & Co. in forwarding the correspondence referred to, say—"We understand the *Aïssa* and *Hesperides* were also detained from the same cause for some days outside."

*Calcutta, 18th July 1882.*

ARTHUR STIFFE, Esq.,

*Port Officer of Calcutta.*

DEAR SIR,

We beg to enclose a letter from Captain Murray of the ship "*Saint Mildred*," and shall feel obliged by your kindly forwarding same through the proper channels to the Government of Bengal for their information and report. We think you will agree with us that the delay is such that calls for prompt remedy, as it is monstrous to think that vessels should be kept for a week at the Sandheads in the South-west monsoon in heavy weather: and, further, that signals should be made calculated to decoy vessels into positions of difficulty and danger

as mentioned by Captain Murray, to say nothing of the loss of market sustained by the owners owing to the non-arrival of the ship.

Yours faithfully,

(Sd.) TURNER, MORRISON & Co.

P. S.—We may further state that after all the ship was not supplied with a pilot from the Brig, but got one from an outward bound ship!

(Sd.) T. M. & Co.,

TO THE PORT OFFICER, *Fort William*.

SIR,—I wish to bring to your notice the fact that I have been delayed no less than seven days at Sandheads in consequence of a want of pilots on the Station.

During that period I communicated frequently with the brig, in most cases off the Station, and invariably getting the same reply, coupled with the advice to work to windward, while at night I found him on several occasions, showing signals calculated to decoy vessels into positions of difficulty and danger.

I wish in particular, to report that on the 13th instant the brig took up a position of some danger in the western channel, thereby occasioning considerable risk to inward bound vessels; and for my own part, while endeavouring to approach him, in answer to his signals and flare up, I found myself in less than seven fathoms water with a strong tide, and not sufficient wind to manœuvre a large vessel.

In conclusion, I would submit that one pilot vessel is totally inadequate to the duties of the Station, it being evident to all that for one vessel to receive pilots from the outward bound vessels and supply inward bound ones, and at the same time keep the Station, is nothing less than a pure impossibility.

I am, Sir,

*Calcutta, July 17th 1882.*

Your obedient servant,

(Sd.) J. P. MURRAY,

*Master, Ship St. Mildred.*

*From Government of Bengal to Chamber.*

*Marine, No. 1399. Calcutta the 5th September 1882.*

In acknowledging the receipt of your letter dated the 20th ultimo, I am directed to state that the Lieutenant-Governor has caused an enquiry to be made into the circumstances under which the ship *Saint Mildred* was detained at the Sandheads for want of a pilot, and desires me now to communicate the result for the information of the Chamber.

2. It appears that the *Saint Mildred* first made signals to the *Coleroon* for a pilot on the 8th July, on which date no pilot was available, as no less than twenty ships had been supplied with pilots on that and the two previous days. The *Saint Mildred* then stood out to sea, and did not return to the station until the 12th July, when there was again a temporary absence of pilots. Had the master not taken this action, he could without difficulty have been supplied with a pilot on the 9th, 10, or 11th,

On the 13th, pilots were again available, but the *Saint Mildred* was then to leeward, and was unable to reach the brig, owing to strong easterly wind. On the 14th, the *Saint Mildred* appears to have obtained a pilot from an outward-bound ship. The demand for pilots at the Sandheads must necessarily fluctuate considerably; notwithstanding the endeavours made on the part of the Government to keep up a sufficient supply, it must occasionally happen, as it happened on the occasion in question, that the number of pilots actually at the Sandheads is insufficient to meet an unusual demand; and this is a state of things which no increase in the number of brigs could possibly remedy, without an increase in the strength of the pilot service, which it is neither necessary nor advisable to make. The temporary nature of the inconvenience is very evident from the fact that had the master of the *Saint Mildred* applied for a pilot on any of the three days during which he stood out to sea, one would at once have been put on board.

3. The statement made by the master of the *Saint Mildred* that on several occasions the pilot brig showed signals calculated to decoy vessels into positions of difficulty and danger seems to have been made under a total misapprehension of facts. It appears that no signals whatever were shown on board the brig, except the usual maroons burnt for the benefit alike of outward and inward bound vessels. It may perhaps be well to quote here the remarks made by the Commander of the *Celeron* with regard to the danger to which the *Saint Mildred* was exposed: "The position," he writes, "in the Western Channel, or rather South Channel, was made dangerous

by the *Saint Mildred* not anchoring on the flood, as he at one time intended to do, but ran to the northward reducing sail, and then set sail again. This made a safe weatherly position into a very unsafe leeward one."

4. The Lieutenant-Governor concurs in the opinion of the Chamber that it is very desirable that there should, when possible, be two brigs at the Sandheads, in order that in case of an accident, or of one brig being driven off the station by stress of weather, the Sandheads may not be left entirely without pilots; and with a view to securing the presence of a second pilot vessel while one of the only two vessels available was in dock, Mr. Rivers Thompson recently ordered the *Celerity*, a Government steamer, to the Sandheads, and this vessel remained there until relieved by the *Cassandra*. As the Chamber are no doubt aware, a new brig has also been ordered from England. The general question, however, of the number of brigs which should be stationed at the Sandheads is entirely foreign to the present case, in which the complaint is not that the number of brigs but the supply of pilots was insufficient. That this should have been the case is a matter for regret; but, as already observed, the inconvenience to which the *Saint Mildred* was exposed for five days out of the six for which she was detained, was due less to the insufficiency of pilots than to the movements of the *Saint Mildred* herself.

5. The last paragraph of your letter, in which the Committee of the Chamber suggest "that the pilot brig establishment requires a thorough investigation, with the view to ascertain the perfect seaworthiness of the vessels

in commission, and their capacity for the work they have to do," would seem to indicate that the Committee are under some misapprehension as to the true state of the case. There were until recently three pilot brigs in commission—a number which admitted of two being present at the Sandheads, while the third was undergoing repairs or refitting. Unforeseen circumstances necessitated the *Chinsurah* being put out of commission earlier than had been expected, but there is every reason to believe that the other two brigs are in perfectly serviceable condition.

*From Chamber to Government of Bengal.*

*Calcutta, 12th October 1882.*

On receipt of your letter No. 1319 of the 5th ultimo, in reply to the Chamber's representation of the 20th of July, as to the insufficiency of pilots at the Sandheads, a copy of it was furnished to Messrs. Turner, Morrison and Co., Agents for the ship *Saint Miltred*, the detention of which vessel, as communicated by her commander, was referred to in the Chamber's letter by way of illustration of the matter submitted for the consideration of Government.

Messrs. Turner, Morrison and Co. have placed before the Chamber copy of Captain Murray's letter of 21st of September, in reply, hereto annexed, in which he states that the enquiry into the circumstances of his detention does not altogether represent the facts of the case; and

as there is so much conflicting evidence on the points at issue, the Committee of the Chamber simply forward Captain Murray's letter for such further investigation as may be deemed necessary.

I am also directed to send for your information copy of letter from the Commander of the ship *Combermere* addressed to the Port Officer, by whom no doubt the circumstances of the case have been inquired into and reported upon.

In forwarding these references to the Chamber, Messrs. Turner, Morrison and Co., who at all times represent a very large number of vessels in this port, draw attention to the *Telegraph Gazette* of the 6th instant, which reported several vessels at the Sandheads waiting for pilots, and they point especially to the danger vessels run in being so detained at a critical time of the year when severe cyclonic weather is usually looked for, and inward-bound vessels require the prompt services of pilots for conducting them into safe anchorage.

The Committee of the Chamber feel sure that a subject of so much importance will not fail to receive at the hands of His Honor the Lieutenant-Governor all the attention that is due to it.

*Calcutta, September 21st, 1882.*

MESSRS. TURNER, MORRISON & CO.

GENTLEMEN,

Having been favored by you with a copy of a letter dated 5th September, from the Officiating Secretary to

the Government of Bengal to the Secretary to the Bengal Chamber of Commerce relative to the detention at Sandheads of the *Saint Mildred* under my command, I consider it my duty to point out to you that the letter in question does not fully represent the facts of the case.

In the first place, with reference to para 2, it is true, that I signalled for a pilot on the 8th July, but it is equally true that I first spoke the pilot brig on the evening of the 7th, and was given to understand I would not get a pilot until daylight. Although the night was clear, the wind was light and the water smooth, this questionable custom of not boarding ships during the night, even in fine weather, is peculiar to Calcutta, and would not be tolerated for a moment at any other port. On the morning of the 8th the brig signalled to me, "I have no pilot; work to windward." I did not "then" stand out to sea as the letter states; and the commander of the brig recommended preferring to keep his company, together with several other vessels likewise detained for want of pilots. On the 9th also I was on the station as laid down on the charts published by the Government of India, and where we are told the brigs are always to be found at this season, I "then" stood out to sea on the evening of the 9th, partly, because the weather was threatening, but principally because no pilots nor pilot brigs were on the station. On the 10th I was laying to in a gale in company with several other vessels, all of which, like myself, had been previously refused pilots. I must remark here, that at least one ship stood out at the same time having a Government pilot on board, who it may be presumed approved of

this action, though the Officiating Secretary apparently wishes to show that there was no occasion for such a step. I was in company with the brig on the night of the 11th and all the following day and night, when it is admitted no pilots were available. On the 13th I followed the brig at considerable risk into the western channel, where we had anchored, when I was again refused a pilot, although the Officiating Secretary says, that pilots were "again available" on that day. I was close to the brig at midnight still in the western channel, and although he was burning his munnons and flare up no attention was paid to my signals for a pilot. I then stood out to the station in company with the outward-bound ship *Allanshaw*, and on the morning of the 14th he made signals for a boat which I sent and brought his pilot on board, the pilot brig not being on the station.

In the second place, with reference to para 3, my statement, that the signals shown by the brig were calculated to decoy vessels into danger, was made under no misapprehension of facts. It is true, that only the usual signals are shown, but what makes them a dangerous decoy to inward-bound vessels, is when they are shown off the station in a place like the western channel, where the *Coleroon* undoubtedly was flying her flags and showing her flareup on the 13th. The commander says that I made a safe position into a very unsafe one by not anchoring on the flood and by running to the northward. This is only half the truth. I ran towards his vessel for the purpose of making out a signal he was then flying, and in the hope of getting a pilot from him, when he told me he had none. Being disappointed in my attempt



to secure a pilot, I signalled him the question, "shall I anchor," but got no reply. His statement that my not anchoring made my position dangerous is merely his opinion, and as he would not back it at the time with his advice it can scarcely be of any weight now.

Those best qualified to judge are of opinion that anchoring at Sandheads in the S.-W. Monsoon should only be resorted to when danger is imminent, as it generally ends in the loss of anchors, chains, &c., and frequently with heavy charges for steam here in addition.

Were the pilot brigs continually on the station ready to intercept incoming vessels all this risk and loss would be avoided, and therefore I think it is perfectly clear that I was justified in saying that showing such signals under the above circumstances is calculated to decoy vessels into positions of difficulty and danger.

The actual facts of the case, then, are briefly these, that of the six days I was detained at Sandheads, three (*viz.*, the 8th, 12th and 13th) were passed in close company with the brig. The 9th was spent in cruising all over the station in attempt to pick her up, and the two remaining days the 10th and 11th actually comprise the whole period of my absence from the station; and more than that, I was in company with the brig on the nights of the 7th, 8th, 11th, 12th and 13th when no attention was paid to my signals for a pilot. I have thus shown that the statement that the inconvenience to which the "*Saint Mildred*" was exposed, was due less

to the insufficiency of pilots than to the movements of "*Saint Mildred*" herself is entirely unsupported by facts.

I am sorry I was unable to express myself in fewer words, but I hope the facts here stated may still be worthy of the attention of all those desiring the better regulation of the pilot service.

I remain, Gentlemen,

Your obedient servant,

(Sd.) J. P. MURRAY, *Master*,

Ship "*Saint Mildred*."

#### DUES FOR THE BASSES AND MINICOY LIGHTS.

It is a matter for regret that advantage should be taken of the present low value of the rupee to propose an additional charge for vessels for the Basses Lights and to double the proposed rate for the new light on the Minicoy Island. From the position of these lights, it is assumed that they are worked and maintained from India, and, if so, the value of the rupee should not be considered; even if worked from Home, the Board of Trade would gain as much in sending out funds as they lose in receiving from India the collections made here. It has already been pointed out that owing to the large increase in the number of vessels now trading in Indian waters, far larger collections

must be made than were estimated when the lights were first proposed, and it is hoped that no needless increase of charges on vessels will be permitted in those days of low freights resulting from the increase of vessels which is yielding the larger revenues referred to.

No. 380<sup>g</sup>.

Copy forwarded to the Secretary to the Bengal Chamber of Commerce, with the request that the Lieutenant-Governor may be favoured with an early expression of the Chamber's opinion whether there is any objection to the levy of dues at 5 and 15 pies per ton respectively for the proposed light at Minicoy, and the Passes Lights.

By order of the Lieutenant-Governor of Bengal.

DARRELLING, } (Sd.) A. F. MacDONNELL,  
General Department, } *Offg. Secy. to the Govt. of*  
Marine, } *Bengal.*  
The 15th September 1882.

No. 3312.—*Simla the 29th August 1882.*

READ the following:—

Despatch from the Right Hon'ble the Secretary of State for India to the Government of India, No. 105 (Statistics and Commerce) dated 20th July 1882.

I forward herewith a copy of a correspondence with the

|                        |                     |                      |
|------------------------|---------------------|----------------------|
|                        |                     | Board of Trade * on  |
| * From Board of Trade, | 14th February 1882. | matters connected    |
| To "                   | " 19th March "      | with the site of the |
| From "                 | " 21st "            | proposed Minicoy     |
| To "                   | " 24th "            | lighthouse, and the  |
| From "                 | " 7th July "        | rate at which dues   |
| To "                   | " 1st "             | are to be levied on  |
| From "                 | " (with sketch), "  |                      |
| To "                   | " 5th July "        |                      |
|                        | " 15th "            |                      |

the shipping.

2. I request that such measures as may be necessary be taken with the least possible delay, and that the sanction of Your Excellency in Council to the grant of the site required by the Board of Trade, and to the collection of light dues at 5 pies per ton be intimated to me for communication to the Board.

3. You will observe from this correspondence that the Board of Trade are desirous that the collections for the Passes Lights may be made throughout India at the rate of 15 pies per ton, instead of at 1½d. as at present, the equivalent in English money at the rate of exchange annually fixed at this office being paid to the Board. Should you see no objection to the arrangement, I request that you will give instructions for the collections at that rate being made at Indian ports as soon as the necessary arrangements for the purpose can be carried into effect.

## ENCLOSURE No. 1.

Letter from the Assistant Secretary, Harbour Department, Board of Trade, to the Under-Secretary of State for India, No. H-1510, dated 14th February 1882.

With reference to recent correspondence on the subject of the erection of a lighthouse on the island of Minicoy, I am directed by the Board of Trade to forward a copy of a letter relative to the rate at which the dues payable for this proposed light, and the lights on the Great and Little Basses, shall in future be charged.

From this it will be seen that the Board of Trade propose that the dues shall be levied in India at a rate equivalent to  $\frac{1}{2}d.$  and  $1\frac{1}{2}d.$  per ton in sterling money, instead of, as at present, at an anna per ton.

I am now to request that you will move the Secretary of State to cause this Board to be informed whether he sees any objection to the course proposed.

## ENCLOSURE No. 2.

Letter from the Under-Secretary of State for India, to the Assistant Secretary, Harbour Department, Board of Trade, No. F-525, dated 13th March 1882.

I am directed by the Secretary of State for India in Council to acknowledge receipt of your letter of the 14th ultimo, H-1510, intimating that in the Order in Council about to be obtained, a clause will be inserted to the effect that dues for the Basses Lights, and for the Minicoy Light, will be levied respectively "in India at a rate equivalent to  $\frac{1}{2}d.$  and  $1\frac{1}{2}d.$  a ton in sterling money," the rate of

exchange being that annually fixed between this Office and the Treasury.

In reply, I am directed to inform you that the Secretary of State in Council sees no objection, so far as this Office is concerned, to the proposal; but I am to point out that the arrangement would not seem to be a convenient one for ships, as instead of having a definite rate of pay in Indian currency, it will be a rate fluctuating with the exchange of each year, possibly involving very awkward fractions in the calculation, the rate to be paid on each ton being 24 pence divided by the value of a rupee at the official rate of exchange for the year.

If the Board of Trade see no objection, Lord Hartington would suggest that in the Order in Council about to be obtained the amount of dues to be collected shall, in the case of the Basses Lights, be  $\frac{1}{2}d.$  a ton in English, or 15 pies in Indian currency, and in the case of the Minicoy Light be  $\frac{1}{2}d.$  in English, or  $2\frac{1}{2}$  pies in Indian currency. If this suggestion be adopted, payments of the collections remitted from India will be made to the Board at the amounts respectively of  $\frac{1}{2}d.$  and  $\frac{1}{2}d.$  a ton.

## ENCLOSURE No. 3.

Letter from the Assistant Secretary, Harbour Department, Board of Trade, to the Under-Secretary of State for India, No. H-2462, dated 21st March 1882.

I am directed by the Board of Trade to acknowledge the receipt of your letter of the 13th instant, No. F-525, suggesting, if this Board see no objection, that the dues

payable in respect of the Basses and Minicoy Lights should be fixed at 15 and 2½ pies per ton respectively instead of as proposed by this Board in their letter of the 14th February.

At the present rate of exchange these charges would, as pointed out in your letter, bring in the required amounts in sterling.

But as the rate of exchange varies, and as the object of the Board of Trade is to obtain the equivalent in sterling of the amount paid in currency, they are inclined to think that a general clause, charging the dues according to the rate of exchange annually fixed between the India Office and the Treasury, is preferable to making a fixed charge, which, if the value of the rupee materially alters, would require a fresh Order in Council before a change could be made in the amount of the toll.

I am to add that the Treasury and the Colonial Office have notified to this Board that they see no objection to the proposed charge.

#### ENCLOSURE No 4.

Letter from the Under-Secretary of State for India, to the Assistant Secretary, Harbour Department, Board of Trade, dated 25th March 1882.

I am directed by the Secretary of State for India in Council to acknowledge the receipt of your letter of the 21st instant, No. H-2462, and to state, in reply, that, unless the rate of exchange should appear to be not only

materially, but apparently permanently, altered, it was not the wish of Lord Hartington that any fresh Order in Council should be procured. His intention was that the Board of Trade should be paid in this country the actual sum in sterling of 1½d. a ton for the Basses, and ¾d. at on for the Minicoy Lights, the collection of Indian money being at the rates of 15 pies a ton for the Basses Lights and 2½ pies a ton for the Minicoy Light.

If, with this explanation, however, the Board still adhere to their request that the dues for the Basses Lights and the Minicoy Light should, in the Order in Council about to be obtained, be fixed, for collection in India, at the rate of exchange annually fixed between this Office and the Treasury, Lord Hartington is prepared to acquiesce in that arrangement, and will inform the Government of India accordingly on learning the final decision.

#### ENCLOSURE No. 5.

Letter from the Under-Secretary of State for India, to the Assistant Secretary, Harbour Department, Board of Trade, dated 7th July 1882.

In continuation of my letter of the 16th instant, I am directed by the Secretary of State for India in Council to forward herewith a copy of a letter \* received from the Government of India, notifying their consent to the erection of a lighthouse on the island of Minicoy.

The consent of the Government of India to the imposition of dues will probably be considered to have been

sufficiently implied in the second paragraph of their letter of the 22nd October last, of which a copy was forwarded to the Board of Trade with my letter of the 19th of November 1881.

ENCLOSURE No. 6.

Letter from the Assistant Secretary, Harbour Department, Board of Trade, to the Under-Secretary of State for India, No. 11-5040, dated 1st July 1882.

I am directed by the Board of Trade to acknowledge the receipt of your letter of the 16th ultimo, No. R. S. and C. 1108, stating that the Government of India had been requested to signify, as early as possible, their consent to the erection of the new Lighthouse at Minicoy, and the levying of dues in respect of it.

I am to state that it now becomes necessary to acquire the site on this island at the position denoted on the plan at the south end.

I am accordingly to request that you will move the Secretary of State to sanction, or obtain the sanction of the Indian Government to the grant of a plot of two (hereafter probably to be increased to six) acres, with right of way to the sea on either side, liberty to construct a landing jetty in the lagoon, free use of sand and stones on the foreshore, and the right to remove any of the trees on Small-pox Island that may hereafter be found to hide the light from the sea, at an expense of Rs. 250, which, from the letter (copy of which is enclosed) of the Acting

Collector at Malabar, dated the 10th December last, to Mr. Matthews, appears to be the value fixed by the Madras Government.

Letter from G. McWalters, Esq., Acting Collector, Malabar, to T. Mathews, Esq., No. 4286, dated 10th December 1881.

With reference to Mr. Underwood's letter which you kindly brought over from Minicoy, and to our conversation this morning, I have the honour to inform you that any of the four sites for the Lighthouse at Minicoy selected by you can be procured for Rs. 250, with the following stipulations:—

- (1) The extent not to exceed, say, two acres;
- (2) With right of way to the sea on either side;
- (3) With liberty to construct a landing jetty in the lagoon, and
- (4) With the free use of sand and stones on the foreshores.

2. The island is under the administration of the Madras Government, having been attached, with certain other islands, for arrears of revenue.

ENCLOSURE No. 7.

Letter from the Assistant Secretary, Harbour Department, Board of Trade, to the Under-Secretary of State for India, No. H.-4985, dated 5th July 1882.

Referring to Mr. Farrer's letter of the 5th ultimo, No. H. 4502, I am directed by the Board of Trade to state that, having regard to the possibility that the original estimate for the construction of the proposed lighthouse on the island of Minicoy will be exceeded, and to the consequent uncertainty as to the amounts that will be chargeable to revenue for repayment of the cost of its construction and for interest, they are of opinion that the toll to be levied in this country in respect of Minicoy should be fixed at one half-penny instead of one farthing per ton, as intimated in my letter of the 6th September 1881, No. H. 6106.

With regard to Lord Enfield's letter of the 25th March, No. F. 896, relative to the mode of collecting the Besses and Minicoy light dues in India, I am directed by the Board of Trade to state that they are willing that the tolls should be fixed in Indian currency at fifteen pies per ton for the Besses Lights, as proposed, and at five instead of two and a half pies per ton for Minicoy (taking one half-penny instead of one farthing per ton as the basis for the latter); but they think that the whole amount collected (less the usual commission of five per cent. for collection to be paid to the local officers for their services) should be remitted to them, as at present, at the rate of exchange fixed annually by the India Office.

I am accordingly to request that you will move the Secretary of State for India to obtain the consent of the Government of India to the imposition of dues at the rate of fifteen pies per ton for the Besses Lights, and five pies per ton for Minicoy Lighthouse.

The Board of Trade think the new rate for the Besses Lights should come into force as soon as possible, and the toll for Minicoy Lighthouse from the date of the exhibition of the light.

I am to add that, as the Board of Trade will be unable to obtain funds from the Public Works Loan Commissioners for the construction of Minicoy Lighthouse until they have the consent of the Government of India, both for the construction of the lighthouse and for the collection of the toll in respect of it, and as it is very desirable that steps for its erection should be taken without delay, the Board would be glad if the Secretary of State for India would procure the necessary consent at the earliest possible date.

#### ENCLOSURE No. 8.

Letter from the Under-Secretary of State for India, to the Assistant Secretary, Harbour Department, Board of Trade, dated 16th July 1884.

I am directed by the Secretary of State for India in Council to acknowledge the receipt of your letters, dated the 1st and 5th July, on matters connected with the proposed construction of a lighthouse on the Island of Minicoy, and, in reply, to state that a copy of those letters will be forwarded to the Government of India for their information and for such action as may be necessary, and that, on receipt of their reply, a further communication will be made to you.

The consent of the Government of India to the erection of the lighthouse was intimated to the Board of Trade in my letter of the 7th instant.

The Government of India will also be requested, if they see no objection, to give the necessary instructions for the collection of the Basse Light dues in Indian currency at the rate of 15 pies per ton, instead of 13d. as heretofore. The new rate to come into force as soon as the required arrangements for its collection can be made.

Order.—Ordered, that copy of the foregoing despatch from the Secretary of State, and enclosures, be forwarded to the <sup>Government of Bombay</sup>  
<sup>Government of Bengal</sup>  
<sup>Chief Commissioner, British Bazaar</sup>, with a request that it may be stated, for the information of the Government of India whether <sup>His Excellency the Governor of Bombay in Council</sup>  
<sup>His Honour the Lieutenant Governor</sup> sees any objection to the levy of dues at 5 and 15 pies per ton respectively for the proposed Light at Minicoy and the Basse Lights. The favour of an early reply requested.

R. E. HAMILTON,

*Offg. Asst. Secy. to the Govt. of India.*

*From Chamber to the Government of Bengal.*

*Calcutta, 16th November 1882.*

The Committee of the Chamber of Commerce have had under consideration the correspondence forwarded with your official No. 380 of 15th September, relative to the construction of the lighthouse on the Island of Minicoy and the collection of light dues therefor at 5 pies per ton, and the enhancement of the dues for the Basse Light from one anna to 15 pies per ton; and I am desired to submit the following reply.

In their letter dated the 3rd December 1872, the Committee of the Chamber stated in reply to Government of Bengal No. 3928, of the 12th of the preceding month, that a lighthouse on Minicoy would be of great advantage to the large and increasing trade through the Suez Canal, and expressed a hope that the recommendation of the Board of Trade would influence the early decision of the Government in placing a first-class light on the island.

The Committee are now glad to learn that the consent of the Government of India has at length been given, but they regard with much concern and regret the proposal for levying a rate which would appear to have been suggested by the Board of Trade on an extremely unsatisfactory ground, namely, that the original estimate for the construction of the lighthouse, which involved an estimated toll of one farthing per ton, might possibly be exceeded, and that the consequent uncertainty as to the amounts chargeable for repayment of construction and interest on the outlay rendered it necessary at once to raise the toll by 100 per cent. or to a half-penny per ton.

It appears to the Committee of the Chamber, and the mercantile firms whom they have consulted, that the recommendation of the Board of Trade in this respect rests on an unreasonable ground, and that, before owners of shipping are called upon to pay an additional tax, the charge should be based on actually ascertained expenditure, and not on a rough calculation of possibly exceeded estimates for construction and maintenance.

With regard to the proposal of the Board of Trade that the dues leviable in India shall be charged at rates equivalent to the rates in sterling money, I am instructed to say that the extreme inconvenience of adopting the Board's recommendation is clearly pointed out in the Secretary of State's reply of 13th March 1882, namely,—“that the arrangement would not seem to be a convenient one for ships, as, instead of having a definite rate of pay in Indian currency, it will be a rate fluctuating with the exchange of each year, possibly involving very awkward fractions in the calculation,”—and the Committee of the Chamber are of opinion that this fluctuation would undoubtedly be attended by great confusion with accounts, and lead to endless correspondence between agents in India and owners at home.

It is quite recognised that one anna is not now the equivalent of 1½d. sterling, but at the same time it is suggested that the proposed increase by 25 per cent. in the case of the Besses Light should be reconsidered; and the Committee of the Chamber respectfully urge that before such extra tax be imposed it should be clearly shown that the enhanced rate is absolutely necessary.

The effect of the increase would be felt as a serious addition to the already heavy burden on the shipping: to the British India Steam Navigation Company alone it would mean an additional annual payment of some 5,000 Rupees, and other Companies and owners would suffer relatively to the number and tonnage of their vessels.

The Committee believe that the cost of constructing the Besses Light came to about £62,000, and that the Light

was first exhibited not quite 10 years ago: and it may be safely assumed that the levy of one anna to cover 1½d. per ton was based on the amount of tonnage which it was ascertained, or estimated, would probably benefit by the Light. But in the interval the trade between India and the United Kingdom has been annually increasing, and the Committee find from the 43rd paragraph of the Port Commissioners' Administration Report for 1881-82, that while in 1873-74 the number of steamers from European ports to Calcutta, via the Suez Canal, was 118, aggregating 266,960 tons, in 1881-82 the numbers rose to 230 steamers aggregating 608,017 tons.

Leaving out of calculation all other vessels trading in the Eastern seas which may have had the advantage of the Besses Light, the foregoing figures fully illustrate the Committee's contention that the necessity for any enhancement of the rate now charged should be clearly established: indeed, they are inclined to the opinion that the accounts would probably exhibit the possibility of a reduction in the sterling charge rather than the necessity for an increase of the rate presently levied in India.

#### THE DOORGA POOJA HOLIDAYS.

It will be observed from the following representation from the Chamber, and the reply from the Government of India, that the Committee's latest endeavour to have the Dorga Pooja holidays restricted to those days only which are required for the religious observances of that Hin-



du festival has not been attended with the result which was desired by the mercantile community generally.

*From Chamber to Government of India.*

*Calcutta, 23rd August 1882.*

On the 15th of March last the Committee of the Chamber of Commerce submitted to His Excellency the Governor-General in Council a representation relative to the Durga Puja holidays, and they were informed, in reply, that their memorial had been forwarded to the Government of Bengal for consideration and report.

As the period at which these holidays usually take place is not far off, the Committee venture to bring the subject again to His Excellency's notice, as it is of importance to the commercial public, European and Native, to be advised of His Excellency's determination of the matter.

The Committee have already fully laid before the Governor-General in Council the reasons which impelled them to address His Excellency on a question which materially affects the business of this port: and they will therefore on this occasion only respectfully urge that His Excellency in Council will be pleased to take into consideration the very great inconvenience which attends the closing of public offices—especially the Currency Office—the Custom House only being partially kept open, during an exceptionally long vacation, and to grant the con-

cession applied for by restricting the holidays to those days only which are required for the religious observance of the Hindu festival.

*From Government of India to Chamber.*

*No 3712, Simla the 12th September 1882.*

In your letter dated 15th March last, you laid before the Government of India the views of the Bengal Chamber of Commerce regarding the injury and inconvenience caused to the commercial interests of Calcutta by the annual holidays in connection with the Hindu festival known as Durga Puja, which were stated to be of excessive duration. With reference to this question, you referred to the report of the Committee appointed by the Government of Bengal in 1879, in which it was recommended that, subject to certain limitations, only "the four days required for strictly religious purposes should be close holidays;" to the opinion expressed by the Lieutenant-Governor of Bengal, that it was inexpedient to make any change in existing arrangements; to the decision of the Government of India, dated 4th October 1879, accepting the recommendation of the Committee, and directing that "the public holidays on the occasion of the Durga Puja should be regulated accordingly;" and finally, to the orders of the Government of India, contained in a letter to the Government of Bengal, No. 452, dated 28th January 1880, in which, on further consideration of the inconvenience which would be entailed upon the Hindu community of Calcutta and other parts of Bengal by the

enforcement of the former decision, of the strength of the popular attachment to these holidays, and of the extent to which the complaints of the mercantile community could be obviated or mitigated by special arrangements, the Governor-General in Council directed that the observance of the Durga Puja holidays in the public offices in Calcutta should continue as heretofore.

2. The Chamber of Commerce represent, in your letter above quoted, that the religious holidays are not observed for more than four days; that a large number of the Native traders in the bazar are Marwari and up-country Hindus, who observe the Durga Puja festival on four or five days only; that the inconvenience of the enforced restriction of business due to the closing of the Government offices is as much felt by them as by the great majority of the European traders of Calcutta; and, in consideration of the fact that great and general inconvenience and serious loss are caused by the total closing of the Currency and other Government offices for the whole period of 12 days, and of the possibility of making arrangements by which the employes of Government offices could take leave in relays without stopping the work of the offices, they ask that the Durga Puja holidays should, in future, be restricted to the four close days which are alone observed as religious holidays.

3. In reply to your letter, I am directed to say that the grounds on which the Chamber of Commerce now base their arguments for the limitation of the Durga Puja holidays to four or five days were fully considered by the Government of India before the decision contained in the

letter to the Government of Bengal, dated 28th January 1880, was passed. The Governor-General in Council is aware that the closing of the Government offices in Calcutta for a period of 12 days is productive of some inconvenience to the mercantile community; but, on the other hand, it cannot be overlooked that, in the words of the Lieutenant-Governor of Bengal, "the inconvenience and loss which the mercantile community suffer from the existing state of things, great and serious as they are, cannot be remedied without inflicting a still more serious hardship on a far more numerous, though less influential, portion of the community." The Government of India is bound to attach its proper weight to the strong attachment which the Hindu community of Calcutta manifest to these holidays, and to the serious hardship which any curtailment of them would inflict on a large class; and I am, therefore, to say that the Governor-General in Council regrets that the considerations now put forward by the Bengal Chamber of Commerce do not appear to him sufficient to justify any modification of the orders passed in January 1880, or the re-opening of a question which has already been decided after careful consideration in all its aspects.

#### **WORK AT PUBLIC OFFICES DURING THE DOORGA POOJA HOLIDAYS.**

In consequence of the decision arrived at as recorded in the preceding paragraph, the Comptroller-General was under the necessity of keeping the Currency Office entirely closed during the long

vacation, but he had arranged for the payment of Council Bills and Interest Drafts on the days when the Bank of Bengal was open for business.

*From Chamber to Comptroller-General.*

*Calcutta, 8th September 1882.*

I AM directed by the Committee of the Chamber of Commerce to forward for your information a copy of letter addressed by them to the Government of India on the 23rd ultimo, with reference to the Doorga Pooja holidays, also a copy of a telegram sent yesterday on the same subject.

The Committee have been informed by the Collector that the Custom House will be kept open for public business on the following days during the holidays, viz:—

|           |     |     |              |
|-----------|-----|-----|--------------|
| Wednesday | ... | ... | 18th October |
| Monday    | ..  | ... | 23rd "       |
| Tuesday   | ... | ... | 24th "       |
| Wednesday | ... | ... | 25th "       |
| Saturday  | ... | ... | 28th. "      |

and they instruct me to represent that it is the general desire of the mercantile community, that concurrently with the above arrangement, the offices under your control and the Government Account Department at the Bank of Bengal should be kept open for public convenience.

*From Comptroller-General to Chamber.*

*Calcutta, 9th September 1882.*

I have the honor to acknowledge receipt of your letter of yesterday's date, regarding the observance of the Doorga Pooja holidays in the offices under my control and in the Government Account Department at the Bank of Bengal.

I have submitted the matter to the Government of India for orders.

*From Chamber to Comptroller-General.*

*Calcutta, 18th September 1882.*

Since writing to you on the 8th instant, regarding the observance of the Doorga Poojah holidays in the office under your control and in the Government Account Department at the Bank of Bengal, and receipt of your reply thereto of the following day, the Committee of the Chamber have received from the Government of India a reply to their letter of 15th March on the general subject of these holidays. In handing you a copy of it for your information, I am to observe that the reply makes no reference to the Chamber's application, by telegram of the 8th instant, for keeping the Currency and other offices open on the days on which the Custom House is kept open; and as this special point has been submitted by you to the Government of India, and no reply has yet been received from you on the subject, the Committee are not without hope that the arrangement applied for may be conceded.

The Committee have already advised you of the dates on which the Collector is prepared to keep the Custom House open for public business, and they desire me to say that the Bank of Bengal, in deference to the wishes of the mercantile community, has agreed to open on the same days, but it has at the same time pointed out that no transactions can be passed through the Government Account unless the Bank is specially authorised by you to do so.

*From Comptroller-General to Chamber.*

*Calcutta, 30th September 1882.*

In reply to your letter, dated 18th current, on the subject of the Doorga Poojah holidays, I have the honor to say that I have instructions from Government to arrange for the payment of Council Bills and Interest Drafts on the days when the Bank of Bengal is open for business.

The Currency Office will be entirely closed.

**DUTIES LEVIED IN THE UNITED KINGDOM  
ON INDIAN TEA AND COFFEE.**

In April last the Committee received a letter from the Madras Chamber of Commerce, requesting their co-operation in addressing the Secretary of State for India with the object of recommending the remission of duty on certain Indian products, but more especially on tea and coffee.

The only article that seriously affects this Presidency is tea, and the Committee entirely concur in the opinion expressed by the India Tea Association that it is undesirable to join in any representation on the subject, as the protection thus afforded to Indian tea would not be in accordance with the principles of free-trade.

*From Madras Chamber to Chamber.*

*Madras, 5th April 1882.*

It was resolved by this Chamber last week to invite your Chamber to consider the advisability of a joint representation being addressed by the Chambers of Commerce in India to the Secretary of State on the subject of the remission of import duties on British productions in India, and the continuance of import duty on Indian coffee, tea, and jewellery in England. Since then the news has been received that, on the 27th ulto., Lord Hartington, replying to a question in the House of Commons, remarked that the remission of cotton duties in India was no reason for the remission in England of duties upon Indian tea and coffee.

The anxiety that Her Majesty's Government have shewn to bring about the removal of import duties in India seems to this Chamber to offer a strange contrast to the indifference manifested regarding the burdens imposed upon Indian products in England. The remissions which India, without any choice of her own, has now made,

have to a great extent been made in disregard of the country's chronic want of revenue for the development of communication, the extension of irrigation, and the creation of famine protection works. The trade of Lancashire with this country has been benefited; but this country is compelled to dispense with the revenue that it legitimately derived from Lancashire products. India has had to think less of her own needs than of the demands and theories of England. On the other hand, England derives revenue by taxing Indian products, and, to be consistent, she should regard the collection of revenue as a secondary consideration to that of removing restraints on the commerce of her great dependency.

If the principles of free-trade are accepted, it must be assumed that the abolition of import duties will do more good to India than to any of the countries that send her their products. Yet England, who inspires and prompts the free-trade that now exists in India, in adhering to the duties that she levies on Indian productions, is acting in direct opposition to the doctrines that she inculcates when negotiating with India and with foreign countries for the free admission of her own goods. The Chamber contend that India having sacrificed her import duties in deference to the wishes of England, it is reasonable and politic that England should concede something to India. The coffee and tea of India are weighted with taxation in England to the amount of about 1½ million sterling per annum, and the abolition of this tax, or duty, would tend, like any stimulus giving to Indian exports, to lessen the loss that this country sustains by exchange.

The Chamber therefore trust that it will appear to your Chamber expedient to unite in such a respectful declaration to the Secretary of State as may assist in securing eventually for Indian products on their importation into England a freedom from taxation, such as English productions now enjoy in India.

*From Chamber to Madras Chamber.*

*Calcutta, 19th June 1882.*

I am now directed to reply to the letter, dated 5th of April last, which the Chairman of your Chamber was good enough to address to this Chamber as to the advisability of a joint representation by the Chambers in India to the Secretary of State regarding the continued levy of import duty in England on certain Indian products, now that the duty on British products has been remitted in India.

Tea being the most important—almost only—article of export from this Presidency on which import duty is levied in England, the Committee of this Chamber deemed it expedient to submit your Chairman's letter for the consideration of the Indian Tea Association as the body chiefly interested in the question; and the following is an extract from a communication received from them in reply:—

"The views of the Madras Chamber have been carefully considered so far as they affect the question of remission of duty on Indian Tea, and the Committee are unanimously of opinion that it is undesirable to join in

any representation to the Secretary of State on the subject.

"They have no hope that any representation would assist in having the duty removed from Indian Tea and maintained on China, for this would not be free-trade, but a manner of protecting Indian Tea at the expense of China."

The Committee of the Chamber having thus consulted those most interested, and in view of their unanimous opinion as above expressed—an opinion in which they generally concur—think it inadvisable to join in any agitation having for its object the abolition of English import duties on Indian products.

#### REGISTRATION OF NOTES UNDER 50 RUPEES.

The desirability of reverting to the recently abandoned system of recording at the Currency Office the names of persons presenting notes for Rs. 20 and under, has been influentially represented to your Committee, who regret, however, that they have not been able to convince the Government of the necessity for adopting measures for the protection of the public.

#### *From Chamber to the Government of India.*

*Calcutta, 24th August 1882.*

The circulation of forged Government Currency 20 Rupee Notes having occasioned much public alarm, and holders of Notes of that denomination being unable to satisfy themselves whether they are genuine or otherwise without presenting them promptly at the Currency Office for payment, the attention of the Committee of the Chamber of Commerce has been directed to the orders which were passed about this time last year to discontinue the practice of requiring or recording the names of persons presenting for payment Notes for 5, 10 and 20 Rupees, and of advertising notices of loss or claims for whole Notes of these values.

The reason for the alteration of that practice is understood to be that the public had, by common consent, abandoned all record of the receipt and payment of such Notes, and that, notwithstanding considerable trouble and expense incurred at the Currency Office in registering the particulars referred to, the system of record had been found of no avail in aiding the recovery of lost Notes.

The Committee of the Chamber regret the abandonment of a practice, which, notwithstanding the alleged want of success in helping claimants to recover losses, yet had the negative advantage of deterring the dishonest from dealing with Notes of small value; for, although their numbers were not generally kept, still the fact that notice of loss would be registered and advertised by the Currency Department, followed by the not improbable detection of

theft or other cause of loss, rendered dishonest or malicious dealing all the more difficult, and diminished temptation to crime.

The Committee understand that in declining to take any steps to advertise or enforce claims preferred for lost Notes of smaller values, the Currency Department gave as a reason that it is bound to pay to the bearer on presentation; but this objection would be equally applicable to Notes of higher values, for the same condition of payment to bearer on presentation attaches to all; and, consequently, if the order can be justified as regards the smaller Notes, so it could be as regards Notes of higher denominations.

But the Committee submit that there are ample reasons why the Notes of smaller values should be specially regarded, and the owners of them afforded all facilities for tracing lost property.

From the Report on the operations of the Currency Department for the year 1880-81, paragraph 5, the Committee find that out of 2,883,442 pieces of paper which formed the entire circulation, no less than 2,385,652, or upwards of 80 per cent. of the whole, were Notes of the lower values, *viz.*, 429,075 of fives, 1,425,095 of tens, and 530,582 of twenties.

In these denominations the increase over the two preceding years was considerable, whilst in the higher values—except for Notes for 10,000—there was either a comparatively small advance or an absolute decrease.

This being so, and as Notes of all denominations are legal tender, there appears to the Committee no just ground for excluding the smaller Notes from the protection and privilege which are accorded to the higher.

Indeed, the fact of the circulation consisting of so large a proportion of the former, and presumably in the hands of the poorer classes, would appear to present greater reason for protection and means for their recovery in case of loss.

Any measure likely to disturb or arrest the free circulation of Notes of smaller values is greatly to be deprecated; such currency rather needs all the encouragement that can be extended to it, and the Committee of the Chamber would gladly see the removal of any cause that may tend to depreciate it.

Taking into consideration the very large profit which the Currency system yields to Government—some 25 lakhs annually—it appears to the Committee of the Chamber that, although it may involve additional labour and expense, the system of record should be re-established in the interests of the public.

*From Government of India to Chamber.*

*No. 4493, Simla, 20th October 1882.*

I am directed to acknowledge receipt of your letter, dated 24th August 1882, suggesting, with reference to the recent forgery of twenty-rupee currency notes of the Calcutta Circle, that in the interests of the public the practice of recording at the Currency Offices the names of

persons presenting for exchange or encashment of currency notes for 5, 10 and 20 rupees, and of advertising notices of loss or claims for whole notes of these values, which was discontinued last year, should be re-established; and, in order to avoid the possibility of misapprehension, to point out, in the first instance, that there is no connection between the recent forgery of notes of Rs. 20 and the orders to which the Chamber refer. There has been no change in the practice of the Currency Offices in any point which affects the detection of a forged note or the possibility of tracing it back from person to person.

2. It is stated in your letter that "the Committee of the Chamber regret the abandonment of a practice which, notwithstanding the alleged want of success in helping claimants to recover losses, yet had the negative advantage of deterring the dishonest from dealing with notes of small value; for although their numbers were not generally kept, still the fact that notice of loss would be registered and advertised by the Currency Department, followed by the not improbable detection of theft or other cause of loss, rendered dishonest or malicious dealing all the more difficult, and diminished temptation to crime." With reference to this argument, I am to say, that the Government of India is not in possession of any evidence tending to show that registration and advertisement by the Currency Department of the loss of notes of small value facilitated the detection of theft or of the cause of loss, and thereby rendered dishonest dealing all the more difficult, and diminished temptation to crime. The

public have abandoned the attempt to register the numbers of such notes as they pass from hand to hand.

I have never once, in these last nine years, known of a single instance in which the investigation of crime has been facilitated by the stoppage of currency notes of denominations under Rs. 50.

The reason is that the public do not keep the numbers of such notes, which are consequently, when stolen, on no better footing than coins. In all serious crimes we do our best to trace back all stopped notes; but in the case of notes of Rs. 20, Rs. 10, Rs. 5, we have never been successful. Hence it would seem to matter little, from a police point of view, whether the thief exchanges such notes in the bazar or at the Currency Office. I do not believe that any dishonest person abstains from stealing small notes from the fear of subsequent detection.

In cases where small notes are stolen, unless the offence is a very serious one, we now always reply to a requisition for action by sending a notice in the enclosed form.

Until the public generally keep the numbers of small notes, there is, it seems to me, no use whatever in the Currency Office keeping them. The less natives of this country are troubled in respect of currency notes, the better for the circulation.

were not registered by the public. With reference to this point, I am to refer you to the extract, quoted in the margin, from a letter from the Deputy Commissioner of Police, Calcutta, dated 4th August 1881, which affords the very strongest evidence of the existence of the view held by Government on the point.

3. The Committee of the Chamber also urge that the argument for declining to take any steps to advertise claims preferred to lost notes of small values founded on the consideration that Government is bound to pay the bearer on presentation would be equally applicable to notes of higher values, for the same condition of payment to bearer on presentation attaches to all;



and they observe that the fact of so large a proportion of the total circulation consisting of small notes, presumably in the hands of the poorer classes, appears to present greater reason for protection and means for their recovery in case of loss. The Governor-General in Council fully admits the force of these arguments, so far as they go; but he is confident that on reconsideration the Chamber will admit that they cannot influence the decision on the question at issue until it is shown that the system of record of names of presenters of notes of small value, and of advertisement of loss or theft was really of service in leading to the detection of crime; and of this, as before remarked, there is no evidence, so far as the Government of India are aware.

There has been no change of system as regards notes of the value of Rs. 50 each and upwards, simply because there exists a probability that notes of these values can, to some extent, be traced.

4. The Governor-General in Council agrees with the Chamber in thinking that any measure likely to disturb the free circulation of notes of the smaller values is greatly to be deprecated; it is probable, however, that any degree of confidence in these notes, which may have been due to the supposed likelihood of being able to trace them in case of theft or loss, was more than counterbalanced by the harassment by police investigation to which *bond fide* holders of such notes were liable under the system now abandoned; and it is certain that since the abolition of the system, which

the Chamber desires to see restored, there has been no falling off in the circulation of the smaller notes, but on the contrary an increase.

5. Under the circumstances above stated, I am to say that the Governor-General in Council regrets that he is unable to accede to the request made by the Chamber of Commerce.

#### **SPOILED STAMPS ON BILLS OF EXCHANGE.**

Clause (c) of Section 51 of the Indian Stamp Act requires that in cases where stamps impressed on Bills of Exchange have been spoiled or rendered useless through clerical errors, allowance shall be made, provided that another completed and duly stamped Bill of Exchange is produced identical in every particular with the spoiled bill, except in the correction of any omission or error. This omission or error frequently occurs in press of business, specially on a mail day, and the immediate production of a fresh set of bills, in substitution of the set on which the stamps have been rendered useless, with the formality of presentation to the Collector, &c., may be impossible at the time, and attended with great inconvenience to the merchant who has negotiated his bills and shipping documents for the outward mail.

The Board of Revenue recognise the hardship of such a case, and having inquired whether the inconvenience complained of was a real and general one, the Committee replied that they believed it was so, and that the difficulty in the way might be removed by authorising the admission, within a few days, of such evidence—a certificate by a Bank, for instance, or any other satisfactory proof—as shall enable the Collector to admit the application for allowance and to order payment on a date subsequent to that on which the stamps were rendered useless.

*From Board of Revenue, L. P. to Chamber.*

*No. 1006B, dated Calcutta the 9th September 1882.*

It has been represented to Government by Messrs. Reinhold & Co., that some difficulty is experienced by them in complying with the requirements of section 51 (c) of the Indian Stamp Act I. of 1879, relating to the renewal of stamps affixed to Bills of Exchange which have been spoiled or rendered useless through clerical errors. The provisions of the clause to which exception has been taken are that allowance shall be made by the Collector for the impressed stamp used for any Bill of Exchange, &c., signed by the drawer thereof, but which from any omission or error has been spoiled or rendered useless, although the same... may have been presented for acceptance or accepted or endorsed..... provided

that another completed and duly stamped Bill of Exchange... is produced identical in every particular except in the correction of such omission or error as aforesaid with the spoiled Bill....

Messrs. Reinhold & Co. say that merchants are obliged to keep a large stock of stamped blank Bill of Exchange forms ready for use, and that when business is brisk and the work pressing, especially on a mail day, some clerical errors in writing or calculation may occur which are only detected at the Bank to which the bill with other documents is delivered. The Bank returns such Bills for the purpose of being replaced by a new set of bills, and a fresh set is furnished at once from the stock in hand. If the fresh set is kept back for the purpose of presenting it at the Collectorate, the chances are that the mail may be lost, and the contracts invalidated. Under these circumstances Messrs. Reinhold & Co. have requested that the provision of the clause above cited may not be actually enforced, that the Collector may be authorised to accept the Bank's certificate that the full set of Bills of Exchange has, in the ordinary course of business, been handed to it; or any other proof which may be required showing that there has been no loss to the Government revenue, or any intention of fraud, and that, if the Collector is satisfied on these points, an allowance for the spoiled stamps may be granted on a subsequent date.

There is, perhaps, no doubt that the existing clause (c) of section 51 of the Indian Stamp Act operates with hardship in the case referred to by Messrs. Reinhold & Co.; but before submitting any proposal for the consideration

and orders of Government, the Board desire me to request that you will be good enough to state, with the permission of the Chamber, whether the inconvenience complained of is a real and general one.

*From Chamber to Board of Revenue.*

*Calcutta, 20th September 1882.*

The Committee of the Chamber of Commerce direct me to acknowledge the receipt of your letter No. 1006 B. of the 9th instant, relative to the allowance for spoiled stamps under the Stamp Act No. 1 of 1879.

Your reference is based on a representation by Messrs. Reinhold & Co., of the difficulty experienced in complying with the provision of the clause (c) of section 51, which requires that in the event of the impressed stamp used for any Bill of Exchange, &c., signed by the drawer thereof, being spoiled or rendered useless in consequence of any error or omission, another completed or duly stamped Bill of Exchange shall be produced identical in every particular with the spoiled bill, except in the correction of such error or omission, before allowance can be granted.

The inconvenience attending such requirement of the Act is fully illustrated in the manner submitted by Messrs. Reinhold & Co., and the admission by the Board of Revenue that the existing clause operated with hardship in the case referred to, leave no room for doubt as to the expediency of some rule being passed with the view of giving relief in all similar instances.

As the provisions of section 51 are "subject to such rules as may be made by the Governor-General in Council as to the evidence which the Collector may require," the Committee of the Chamber are of opinion that a simple remedy can be easily applied by a rule being made authorising the admission—within, say, 10 days exclusive of holidays—of evidence which shall satisfy the Collector and enable him to meet cases similar to that under consideration.

The Committee believe that the inconvenience complained of is a real and general one, and they hope the Board will adopt the course proposed in the closing paragraph of your letter.

#### **THE USE OF POSTAGE STAMPS FOR RECEIPTS, &C.**

The special difficulty which attends the introduction into this country of the use of postage stamps in place of the one anna receipt stamps which are at present employed on demand drafts and other documents, is clearly set forth in the Government Resolution which is printed below. Your Committee have given the subject their careful attention, and believe that the interests they represent would benefit in some measure if the proposed change were carried out.

*From Chamber to Government of India.*

*Calcutta, 4th October 1882.*

The Committee of the Chamber of Commerce desire me to acknowledge the receipt of Government of India Resolution No. 3481 of the 30th August 1882, relative to a proposal to authorise the use of postage stamps in payment of the one-anna stamp duty chargeable on instruments under the Indian Stamp Act of 1879.

The Committee have carefully considered this subject.

The objection to adopting the proposal of Government appears to lie in this,—that the practice of defacing postage stamps is very deep-rooted in this country, and it will be a long time before people in the rural districts can become aware of the prohibition except by the practical experience of having their defaced stamps treated as unstamped, and therefore liable to double the prepaid rate; and that loss, distrust of the Post Office, and possibly loss of revenue, may temporarily follow.

Nevertheless the Committee think that, on the whole, the community in the Presidency Towns, and larger Mofussil stations, will be generally inclined to accept the proposed change with favor.

*No. 3481. The 30th August 1882.*

Resolution.—By the Government of India, Department of Finance and Commerce.

Read the certain papers having reference to a proposal to authorise the use of postage stamps in payment of the one-anna stamp duty chargeable on instruments under the Indian Stamp Act, 1879 :

Resolution : It is provided by Act 44 Vic., Chap. 12, Section 47, that "any stamp duties of one-penny, which may be legally denoted by adhesive stamps not appropriated by any word or words on the face of them to any particular description of instrument, may be denoted by adhesive penny postage stamps.

2. Under this provision penny postage stamps are in the United Kingdom allowed to be used to denote

Drafts, receipts, protest, letters of renunciation, policies (other than life policies), proxies, contract notes, delivery orders, certificates of births, deaths and marriages.  
stamp duties of one penny on any of the instruments named in the margin; but several penny postage stamps cannot be used to denote the duty on an instrument liable to a higher rate of duty than one-penny.

Nor can two half-penny postage stamps be used to denote the duty of one-penny. The Governor-General in Council has ascertained that the system has caused no inconvenience, but that on the contrary it has worked well, while the additional facilities afforded to the public have been much appreciated. It is also expected that the system will result in an increase of revenue.

3. In this country a stamp duty of one anna is levied on most of the instruments enumerated above, and on a few others, and there can be little doubt that the adoption of a similar system in India would be a very great convenience to the public in the transaction of business,

particularly in the matter of receipts. Postage stamps can be obtained everywhere, and many people always keep a supply of them; while receipt stamps can only be procured from stamp vendors, and comparatively few people keep a stock of them. The adoption of the system referred to would, therefore, afford facilities to the public in denoting the stamp duty, and by rendering easier the observance of the law would doubtless increase the revenue.

4. The several local Governments have been consulted as to the expediency of adopting the system in India, and it appears that all of them approve generally of the proposal. The only objections raised are—

*1stly*, that it would be difficult to distinguish between postal earnings and the revenue from receipt and other stamps,—a distinction which it is of importance to preserve, both because of the essential difference in the nature of these receipts and because at present stamp revenue is provincial, while postal receipts are imperial;

*2ndly*, that the unified stamp, after being employed for stamping receipts, would be liable to be fraudulently re-used in payment of postage.

The first objection can easily be removed. The amount of the revenue at present derived from one-anna revenue stamps can be readily ascertained, and, with such slight additions as may be requisite in view of the probable normal growth of the revenue from this source, might form the basis for adjustments between Imperial (Postal) and Provincial (Stamp) Revenues.

But the second objection seems to be of a more formidable nature. Against the possible re-use of the stamps after removal of the defacement, it would be necessary to provide by printing the unified stamps in doubly fugitive ink, so that any attempt to remove defacement would involve the destruction of the imprint. This precaution is considered absolutely necessary for the safety of the revenue in the United Kingdom, and would be at least equally necessary in India, while the extra cost will be but small. If this precaution were adopted, there would be little danger of a stamp which had been once used for payment of postage on a letter being employed a second time as a stamp under the Stamp Act, for the Postal Department defaces the stamp in such a manner as to render its fraudulent re-use practically impossible. The danger consists in the possibility of stamps which have once been used in payment of stamp duties being used a second time as postage stamps,—a danger which arises out of the existing practice, which has been encouraged by the Postal Department, under which senders of letters deface the stamps which they put upon their letters in order to prevent the stamps being removed either before the letters are posted, or while in transit through the Post Office.

5. Under Section II of the Indian Stamp Act, 1879, a person affixing any adhesive stamp to any instrument is obliged to cancel it, "so that it cannot be used again." He is not obliged to write his name on the stamp, as is the case under the English law. It would be inex-

pedient to alter the Indian law in such a manner as to bring it into conformity with the English law, as there must be a very large number of persons in India who use the one-anna revenue stamps and who are unable to write. Under these circumstances, it is obvious that if a letter were posted, the stamp on which had been defaced it would be impossible for the departmental officers to know whether the stamp in question was one which had been used as a stamp under the Stamp Act, or whether the defacement was merely due to the very general practice already alluded to. It is clear, therefore, that if the reform is to be introduced, the only course open is to prohibit the practice of defacing the postage stamps affixed to letters. By this arrangement any letter received by the Post Office to which a defaced stamp was affixed would be regarded as an unpaid letter.

6. The proposal to adopt the unified stamp, therefore, resolves itself into the question on which side the balance of convenience to the public will lie. On this point the public alone can decide.

7. Before, therefore, taking any final steps to introduce the reform, His Excellency in Council considers it desirable to ascertain the opinion of the European and Native community as to whether it would be more generally acceptable that the public should have the facility afforded by the use of postage stamps instead of the one-anna revenue stamps, and at the same time incur whatever risks the individual runs in the way of fraud by leaving the stamps attached to letters without

any defacement, or whether the public regard the present practice of defacing postage stamps as so essential to their own interests as to make them willing to forego the advantages afforded by using postage stamps in the place of a revenue stamp in order that they may retain it.

8. Should public opinion be in favour of the proposed change, it would probably be necessary to modify the scheme in one particular. It has been already stated that in the United Kingdom the penny postage stamp only is admissible to denote the duty. Two half-penny stamps cannot be used for the purpose. To the course adopted in the United Kingdom, there could be no reasonable objection. The penny postage stamp denotes the lowest postage payable for a single letter, and is consequently much more used than any other denomination of postage labels. The half-penny stamp is comparatively little used, and it was probably considered that it was not worth while to print it in the doubly fugitive ink.

9. In this country the case is different. The half-anna postage stamp represents the minimum postage rate for all purposes, and in this respect answers to the penny stamp in England. As regards the convenience of the public, therefore, it is of more importance that the use of the half-anna stamp should be permitted for denoting stamp duty than the one-anna stamp should be capable of being so used. It will, therefore, probably be necessary, if the reform is introduced, to allow of the use of either a single one-anna or two half-anna stamps to denote the one-anna stamp duty. This can be

effected by the issue of a Notification under Section 9 of the Indian Stamp Act, 1879.

#### **SPECIAL TRAINS FOR OVERLAND MAILS.**

The arrival at Bombay of overland mails signalled after 9 p.m., involved so serious a detention, that your Committee represented to the Director-General of the Post Office that a late special train might be despatched at midnight to overtake the ordinary train at Jubbulpore by accelerating the rate of speed, or, failing that, to let the special run on to Allahabad to overtake the ordinary train at that station.

The latter alternative was sanctioned, as the authorities of the Great Indian Peninsula Railway were unable to increase the rate of running specials on their line: and the advantages of this arrangement have been felt by the general community, who have on several occasions since its introduction in October received their home correspondence a day sooner than they would have otherwise done.

#### *From Chamber to Director-General of the Post Office.*

*Calcutta, 23rd June 1882.*

The Committee of the Chamber of Commerce desire me to address you on the subject of the unusually long detention at Bombay of the London mails of the 19th May.

The *Telegraph Gazette* of Monday the 12th instant, contained the following notice:—"Bombay, Monday, 12th, 1-10; Mail steamer signalled at 22-50 yesterday (Sunday) Mails for stations beyond Jubbulpore leave by mail train at 6-30 p.m. to-day."

Consequently, allowing 3 hours for the mails to reach the Post Office after the steamer had been signalled, the mails were detained from 2 in the morning till 6-30 in the evening—or 16 hours and a half.

The Committee are aware that 11-30 p.m. is declared to be the latest hour a special train can be started from Bombay to overtake the ordinary train at Jubbulpore.

From Bombay to Jubbulpore the distance is 616 miles, which is run by the ordinary train in 27½ hours or at the rate of about 22½ miles an hour, and by a special, leaving 5 hours later, in 22½ hours or at the rate of a little over 27 miles an hour.

The Committee are not aware what the maximum speed is at which trains can run for several hours consecutively in India; but 27 miles an hour seems a

rate of speed which they think may be considerably increased for special service.

If a higher rate of speed be impracticable—for reasons which do not present themselves to the Committee—then it is suggested as an alternative arrangement, when the mail steamer arrives at such an hour as to admit of its adoption, that the special shall pass on to Allahabad and overtake the ordinary train there instead of at Jubbulpore, and this could be accomplished if the time of departure from Bombay were extended by 2 hours according to your letter of 5th May 1876.

*From Director-General of the Post Office  
to Chamber.*

*No. 7472, Simla the 15th September 1882.*

In continuation of my letter No. 3262, dated 28th June, I have the honor to state that the authorities of the Great Indian Peninsula Railway are unable to increase the rate of speed at which specials travel on the Great Indian Peninsula line of Railway.

But the Government of India has sanctioned the adoption of the alternative measure suggested by you, viz., the substitution of Allahabad for Jubbulpore as the furthest point up to which a special engine is allowed for the carriage of the inward foreign mail.

Under this arrangement, when the mail steamer is signalled up to midnight, a special engine will be ordered, and the ordinary train overtaken at Allahabad. This

represents an advantage of three hours over the present arrangement, under which a special is never used when the steamer is signalled later than 9 p. m.

*From Chamber to Director-General of Post Office.  
Calcutta, 21st September 1882.*

The Committee of the Chamber of Commerce direct me to acknowledge the receipt of your letter No. 7472 of the 15th instant, and to thank you for the information you have been good enough to send them regarding the special mail trains from Bombay.

The Committee are glad to learn that you have obtained the sanction of Government to the adoption of their suggestion, that with the view to obviate the detention at Bombay of overland mails when the steamer is signalled up to midnight, a special engine shall proceed with them as far as Allahabad instead of Jubbulpore, so as to overtake the ordinary train for Calcutta.

This is a satisfactory decision, and the earlier despatch of mails from Bombay will be appreciated by the public.

**THE SUEZ CANAL.  
THE POSITION OF ALL INTERESTS IN THE  
EVENT OF INTERRUPTED TRAFFIC.**

For some time at the commencement of hostilities in Egypt it was feared that the traffic through the Suez Canal would be stopped, and the Committee considered it desirable to take



their solicitors' opinion with reference to the position in which all those interested would be placed by the happening of such a calamity.

The question was exhaustively dealt with in all its points by Messrs. Sanderson & Co., with whose ideas Mr. Evans also agreed.

Fortunately the brilliant *coup de main* by means of which Lord Wolseley secured the principal points on the Canal guaranteed its safety during the war, and ultimately the speedy termination of the campaign rendered any further consideration of the subject unnecessary.

No. 6297.

*Calcutta, 5th July 1882.*

WITH reference to the request of the Committee that we should advise the Chamber on the subject of the difficulties likely to arise from the possible closing for traffic of the Suez Canal with regard to merchandise afloat on board steamers bound for Europe *via* the Canal, we beg to state our views as follows:—

The questions which would arise in the event of the closing of the Canal would be exceedingly numerous, and would be complicated and difficult. They would comprehend the following, *viz.*:—

- The position of the owners of the ship.
- do. of the shippers of the goods.

The position of holders of Bills of Lading under letters of hypothecation.

- do. of persons who have bought goods at home.
- do. of the underwriters.
- of (a) the ship.
- and (b) the cargo.
- do. of the Master as Agent for all interests.

We understand it to be the wish of the Chamber that we should indicate our views with reference to the position in which all the above interests would be placed by the happening of such a calamity to the Eastern Trade as the interruption for any time of the Canal traffic would be.

We think that we can best comply with this wish by dealing with the questions suggested in the letter signed "Nauticus," which appeared in the *Englishman* of the 30th ultimo, and this we propose to do *seriatim*.

In the event of a stoppage of the Canal, homeward bound steamers would be bound to remain as near to Suez as they could safely lie until the re-opening of traffic, and then proceed to deliver their cargo at its original destination.

There is no English authority precisely in point, but a very similar case (*Hands vs. Baynes*) reported in 4 Wharton's Reports, p. 204, and referred to in Angell on Carriers Sec. 177) has been decided in America in which the view above expressed was taken by the Court. That was a case in which the defendant was the owner of a vessel on board which the plaintiff shipped some goods

from Philadelphia to Baltimore, "*vis* Chesapeake and Delaware Canal." The locks of the Canal being out of order, the vessel could not get through, and the Master then proceeded down Chesapeake Bay with the intention of going round to Baltimore, but in a gale of wind the vessel grounded and was lost. In this state of things the Court held that the Master had wrongly deviated from his voyage, and that the defendant was liable for the value of the goods.

The English cases most nearly in point are the following, *viz.* :—

*Schilizzi vs. Derry*, 4 Ellis and Blackburn, p. 873, in which it was held that a ship having to proceed to Galatz was not by reason of her inability to get over the Bar at the mouth of the Danube for two months, excused from performing her voyage.

*Hudson vs. Ede*, 2 Law Reports, Queen's Bench, page 566, same case on Appeal, 3 *idem*, page 412, in which a vessel having to load at Sulina was held bound to wait at her owner's expense to allow of the arrival of her cargo which was prevented from coming down the Danube by ice; and *Metcalf vs. Britannia Iron Works Company*, 2 Queen's Bench Division of the Law Reports, page 423, in which a ship carrying a cargo of iron for Taganrog arriving at Kertch (300 miles from Taganrog by sea), and finding the buoys removed from the mouth of the Sea of Azof, and the navigation of that sea closed by ice, was held to be wrong in landing her cargo at Kertch, and not entitled to freight.

It will be observed that none of these cases deal with a permanent impossibility of reaching the destination of the voyage by the route prescribed, but only with a temporary interruption to navigation of more or less gravity; and we have been unable to find any cases in which any point has arisen which would be in any way analogous to the one under consideration, but we think that these will be near enough, as it is difficult to suppose it possible that the Suez Canal can ever be permanently closed.

It will be observed that all the forms of Bills of Lading placed before us contain a provision, that in the event of blockade or interdiction, &c., at the port of discharge, the ship is to be at liberty to discharge at the nearest safe port; but we are clear that the case of the stoppage of traffic in the Canal was not contemplated by this clause and is not met by it.

2. The master of a steamer arriving at Suez and finding the Canal blocked would not in our opinion be safe in returning to Aden in any events which are likely to happen as long as he could lie at Suez in safety.

3. The master of a Canal steamer would not in our opinion be right in altering his voyage and proceeding *vis* the Cape in any case without full notice to, and obtaining the sanction, if possible, of the owners and underwriters of the ship and cargo; in the absence of such sanction, we do not think that under the present form of Bill of Lading the closing of the Canal would justify an alteration of the voyage to one round the Cape and prevent the latter from being treated as a deviation. In the event

of the voyage being altered a purchaser of goods to arrive per Canal would be entitled, we think, to throw up the goods.

4. As the alteration of the original voyage could not in our opinion be safely made without the consent of all interested, the matter of freight would probably be one of arrangement.

5. Unless a vessel could show conclusively that it was impossible for it to carry its cargo to the original port of destination, the master would not, under the present form of Bill of Lading, be entitled to discharge his cargo in the Red Sea or at Aden; if he were to do so, he would lose his freight and become liable to all damages the owner of the goods might sustain. *See answer to question 1.*

6. The landing of goods in the Red Sea, or at Aden, would be, of course, an abandonment of the voyage, and the moment a voyage is abandoned the policy of Insurance lapses.

7. In the circumstances above referred to, the position of *bond fide* holders of Bills of Lading would be as follows:—

Subject to the necessary delay which a stoppage of traffic in the Canal would cause, *bond fide* holders of Bills of Lading would be entitled, subject to the exceptions contained in that document, to recover their goods or their value; the latter being recoverable in case of loss from the underwriters, if the loss is caused by the perils insured against, or from the owner of the vessel if the loss

is due to any unauthorised deviation made from the voyage as above pointed out.

8. It would depend on the terms of the contracts for goods sold for shipment *via* Canal, how shippers would be affected by the stoppage of traffic in the Canal. If the contract were for shipment in a particular vessel, the shipper would have done all in his power to carry out his contract and the buyer would have to take the goods notwithstanding any delay there might be in their arrival. If, on the other hand, the contract did not specify any particular vessel, but merely provided for the goods being carried *via* the Canal, we think the buyer would be bound to take the goods notwithstanding any unavoidable delay.

It will be seen from the above that in our opinion the owners of steamers trading through the Canal are the persons most likely to suffer in the present state of things, the shippers of goods being reasonably safe, provided the owners of the vessels on board which the goods are placed are responsible persons, and able to meet any claim for damages which may arise from a wrongful dealing with the goods.

There would probably not be any doubt on this point in regard to the owners of well-known lines of steamers regularly trading here, but it has to be borne in mind that the steamers trading to this port are by no means confined to the regular lines, but include a great many outside steamers of the ownership of which little or nothing is known.

It is hardly likely that owners of steamers will be inclined to allow a state of things which may involve them in very serious liability to continue without an effort to throw the risk upon the shippers of goods, and we may look shortly for the introduction into homeward Bills of Lading of a clause providing for the case of a stoppage of the Canal in some such manner as blockade, &c., are provided for in the present form of Bill of Lading.

Any such attempt as this should, however, in our opinion be resisted with determination by shippers, and the opportunity availed of to insist on a general revision of the Bill of Lading on the lines indicated in the report of the Committee of the Chamber of the 12th October last.

A practical mode of carrying this out would be for the Chamber to publish a form of Bill of Lading, and for shippers to combine and refuse to take up any tonnage except on the distinct understanding that they should have this form of Bill of Lading.

We enclose copy of opinion of Mr. Evans, before whom we laid the draft of this letter.

Yours faithfully,

SANDERSON & Co.

H. W. I. Wood, Esq.,

Secretary,

Bengal Chamber of Commerce.

# OPINION.

I have perused the papers, and agree in the views contained in the draft letter as amended. I have not gone into the question of a permanent stoppage of the Canal, as I do not regard that as practically within the bounds of possibility. I think it may be taken for granted that any stoppage can only be temporary.

To allow shipowners to land cargo at the Red Sea Ports or Aden would be out of the question.

I also think it very desirable to secure simplicity and uniformity in the common form of Bills of Lading, and to avoid needless and complicated exceptions in the common form—any special term agreed on can always be inserted. It is essential to the free negotiability of the Bills that all risks should be covered by Insurance, except the risks properly falling on the shipowner, and that the shipowner should not be allowed to contract himself out of those properly falling on him.

5th July 1882.

G. H. P. EVANS.

## PROPOSED ABOLITION OF THE SALT CHECK STATION AT CHITPORE.

As will be seen the Committee have given against the abolition of the Salt Check Station at Chitpore as closing the means of river transit to that point; but without being quite satisfied that much, if any, inconvenience would be caused

thereby, and in the circumstances have suggested to the Board that it would perhaps be better to ascertain the views of the native salt merchants interested before arriving at any decision in the matter.

*From Board of Revenue to Chamber.*

No. 1160 B. Dated Calcutta the 30th October 1882.

Under existing arrangements all salt which is transported from the port of Calcutta by the Eastern Bengal Railway is checked on behalf of Government at the Pass stationed at the Chitpore terminus. To this Pass station the salt, whether cleared from shipboard or from the Sulkea ghats, is conveyed by one of the three following routes, *viz* :—

- (1) by the River Hooghly by boat;
- (2) by the Port Commissioners' Tramway *via* Armerian Ghat;
- (3) by ditto *via* Ruthollah Ghat.

In July last the Agent to the Eastern Bengal Railway brought to the notice of the Board that the carrying out of the checks at Chitpore frequently causes the detention there of the wagons containing the bags of salt, and that serious delay is thus often occasioned to business; and he suggested either that the preventive establishment at the Chitpore Pass station should be strengthened, or that preventive officers should be posted at the Ruthollah and Armerian Ghats to do some part of the work which is at present done at Chitpore.

The question was referred to the Collector of Customs for report, and that officer now proposes to abolish the Chitpore station altogether, and to transfer the check either to the Armerian or to the Ruthollah Ghat.

|                   | <i>Via</i><br>Ruthollah Armerian<br>Ghat | <i>Via</i><br>Armerian<br>Ghat | <i>By</i><br>River. |
|-------------------|--|--------------------------------|---------------------|
|                   | Mds.                                     | Mds.                           | Mds.                |
| 1881              | 3,76,512                                 | 166,945                        | 1,83,128            |
| 1882              | 2,84,579                                 | 1,28,476                       | 93,250              |
| Jan'y.<br>to July |  |                                |                     |
| Total             | 6,61,121                                 | 2,95,422                       | 2,73,376            |

It is observed that the Traffic returns as per margin unmistakably indicate that the river traffic is gradually diminishing, and is being displaced by the traffic on the Port Commissioners' Tramway.

As far as it affects those who already use the tramway in despatching their salt to Chitpore, the transfer of the check station from Chitpore to one of the Port Commissioners' tramway ghats is both practicable and desirable, but the consequence will be that salt will no longer be able to be taken to Chitpore by river. No doubt the figures show that the river transit has much diminished and is farther diminishing, but some 22 per cent. of the despatches are still carried by the water route, and the Board feel some doubt whether the time has come for closing the means of river transit.

Under these circumstances I am to request that you will move the Chamber of Commerce to favor the Board with an expression of their opinion as to whether the closing of the river route to Chitpore will be attended with any inconvenience to the salt merchants.

*From Chamber to Board of Revenue.*

*Calcutta, 13th November 1882.*

I have submitted to the Committee of the Chamber of Commerce your letter No. 1160B of the 30th ultimo, relative to the proposed abolition of the Pass station at Chitpore at which salt for transport by the Eastern Bengal Railway is checked by Government officers.

The Committee desire me to say, in reply, that, as far as they can judge of the matter, it appears to them that the abandonment of Chitpore as a check station and the consequent closing of the means of river transit to that point would be an inconvenient disturbance of existing arrangements; for, although the figures which you have been good enough to place before them show that the traffic *via* Chitpore is much less than at Armenian and Ruittollah ghats, still the quantity sent by that route is not inconsiderable.

Before deciding this point, however, perhaps the Board may find it more convenient to ascertain the views of salt merchants themselves, either directly or through the Collector of Customs.

**LANDING AND DELIVERY OF SALT  
AT GOVERNMENT GOLAHs AT SULKEA.**

Many members of the Chamber will be pleased to notice from the following correspondence the proposals made by the Board of Revenue

and Collector of Customs for facilitating work at the Government Salt Golahs at Sulkea.

The proposals have had the Committee's approval, and it is to be hoped they will be carried into effect with the least possible delay.

451 n

Copy, with copy of the enclosure, forwarded to the Secretary of the Bengal Chamber of Commerce, with the request that the Lieutenant-Governor may be favored with an expression of the Chamber's opinion on the proposals.

By order of the Lieutenant-Governor of Bengal.

(Sd.) A. P. MACDONNELL.

*Offg. Secy. to the Government of Bengal.*

DARJEELING,  
REVENUE DEPARTMENT,  
Miscellaneous Revenue. }  
*The 21st September 1882.* }

*From Board of Revenue, L. P., to the Government of Bengal.*

*No. 768B. Dated Calcutta the 8th September 1882.*

In Government order No. 1682-26S, dated 18th July 1881, H. A. COCKRELL, the Board were directed, after consultation with the Collector of Customs, Calcutta, to submit a report on the application by the Superintending Engineer, Central Circle, for the sanction of Government to the expenditure of a sum of Rs. 6,617 for certain additions and repairs to the jetty of the

Sulkea Salt Golahs. In Board's No. 194, dated 15th March 1882, it was explained to Government that the jetty as at present constructed had practically been found to be of little or no use, but that certain proposals made by the Collector with a view of utilizing it for the discharge of salt from both ships and boats, by lengthening it and by placing pontoons on either side of it, were under consideration, and that the Government would be again addressed on receipt of a further report and estimates which had been called for from the Collector.

2. I am now to submit, for the information and orders of Government, a copy of the letter from the Collector of Customs, marginally noted. The submission of this report has been somewhat delayed owing to its having been necessary to call for further information on certain points from the Collector, and to Mr. Cockerell's having considered it advisable to visit the golahs and enquire personally into the system followed in landing and clearing salt, before addressing Government on the subject. It will be observed that the Collector has for the present abandoned the idea of utilizing the existing jetty in the manner mentioned above, and that he has substituted a scheme for the construction of three floating stages, each of which will be connected with the shore by a gangway supported midway by a small pontoon. The stages will be moored along the bank of the river opposite to the alleys leading between the ranges of golahs to the north of the present jetty, and at a sufficient distance from the shore to insure their remaining afloat, and so being approachable by boats at low tide. It is proposed that the central stage, which

will be moored further out in the stream than the other two, should support a raised deck or platform on the off-side, to admit of salt being landed from shipboard, and that the rest of the stage, and both of the side ones, should be constructed to float nearly flush with the water, so as to be below the decks of the discharging boats from which the bags (weighing some two maunds each) are placed on the shoulders of the coolies standing below. The central stage, it is proposed, should be 120 feet in length by 15 in breadth, the two side stages being each 100 feet by 12 feet. The cost of the former is estimated by the Collector at Rs. 20,500, and of the two latter together Rs. 28,200.

3. Looking at the tenor of the opinions expressed by the several firms consulted by the Collector of Customs and to the general feeling which is known to exist on the subject, the Board are of opinion that the expense and difficulties attendant on bringing a vessel above the floating bridge are such that, whatever special facilities may be given for landing salt direct from shipboard on to the existing jetty or on to a pontoon constructed for the purpose, vessels will very rarely, if ever, be induced to unload above the bridge. The Board therefore consider it advisable to confine their remarks at present to the proposals made in paragraph 10 of the Collector's letter with reference to the immediate construction of the two smaller stages for the use of cargo and country boats. There can, the Board think, be no doubt that the scheme has much to recommend it to bonders and to persons clearing salt by water from the golahs, and it will be seen from paragraph 8 of the Collector's letter, that the principal bonders have expressed their en-

tire approval of the proposal, and their willingness to pay a small fee for the use of the stages. It is observed that the present system of lading and clearing salt is extremely laborious and inconvenient. The coolies engaged in the work have to walk slowly and cautiously along a plank from the boat to the bank, and then struggle through the mud and up the slippery steps of the ghāt; lugs are occasionally lost by the bearer's losing his foothold on the plank, and the whole operation is slow and fatiguing. In reply to an enquiry by the Board, the Collector states that he is of opinion that the stages would be used at high as well as during low water, and he submits the following remarks of the Superintendent of the golahs on this point:—

“Much delay takes place in constantly pushing the boats back as the water recedes. The chances are that the boats would not commence to unload exactly at high water, and that the operation would not be finished before the water had fallen so much as to make it worth while to use the pontoons. The steps being covered with a slippery deposit of mud makes them at all times more or less difficult for a man with a heavy load on his head to walk up and down, and thus impedes the work.

“The advantages to be derived from pontoons would much more than compensate for the length of the lead. Judging from the crowds of boats round the Port Commissioners' pontoons, it seems bonders would much prefer their salt to be landed on to pontoons, and that the coolies would prefer it, too, they being perhaps the most interested in the question.

“No objection appears to it being compulsory to use the pontoons, always provided that there is sufficient accommodation, and this the scheme seems to provide for.”

4. As regards the accommodation required for boats discharging salt, the Collector states that, roughly speaking, there are probably never more than 15 or 16 boats unloading at one time, and that the cooly contractors cannot, under the present arrangements, supply enough men to unload more than 35 to 40 boats a day. It will be seen from paragraph 10 of the Collector's letter that the two smaller stages will accommodate 18 boats at one time at low tide and 30 boats at high tide. There seems, therefore, reason to suppose that the two smaller stages will be quite sufficient to meet the requirements of the trade at ordinary times. There seems also to the Board no reason to doubt the small landing fee of 2 annas per 100 maunds, which it is proposed to levy from merchants and bonders of salt making use of the stages, will be willingly paid, and will be a sufficient return for the expenditure incurred. After full consideration of the subject, the Board desire me to express their entire approval of the Collector's proposal, and to recommend the immediate construction of the two smaller landing-stages, at the cost of Rs. 28,200, as estimated by the Collector. Should, however, Government not be prepared to incur so large an expenditure before giving the experiment a trial, I am to suggest that sanction may be given to the construction for the present of one of the stages referred to, the work being carried out through the Port Commissioners, if they will consent to undertake it.



5. As regards the existing jetty, I am to say that the Board do not apprehend that there is much prospect of its ever being made of any use for unloading salt ships. Besides the difficulties in the way of ships passing above the bridge, there is the objection against the jetty that it does not rise and fall with the tide. The Board have also learnt that, since the submission of the Collector's report, the front part of the jetty has had to be removed owing to the piles having given way, and the Superintendent of the golahs reports that there is not now water enough for a ship to moor alongside. It seems, however, possible, if the remaining portion is sound, that the jetty might at some future time be utilized by being connected with a landing-stage, as suggested in the 10th paragraph of Mr. Grimley's letter. The Board, however, before making any suggestion on this point, have asked the Port Commissioners, whose Engineer has special experience in such matters, for an expression of their opinion on this subject, and a further report will be submitted to Government in due course.

*From the Collector of Customs, to the Board of Revenue, L P.*

No. 378, Dated Calcutta, 20th July 1882.

In my letter No. 333, dated the 26th August 1881, I had the honour to inform the Board that I had under consideration a scheme for the better utilization of the jetty facing the Sulkeah Salt Golahs. I suggested that by lengthening the jetty, and making it available for ships, inducements would be offered to salt vessels to come through the bridge, and land their cargoes direct on to the

jetty instead of landing the salt by means of cargo-boats, and I further proposed the erection of pontoons and gangways in conjunction with the jetty for expediting the landing of salt from boats.

2. In reply, the Board referred me, as regards the jetty No. 160 dated 20th question, to the letters marginally March 1862. "188 17th noted, from which it appears—to February 1862, quote the Board's words—that when the jetty began to be used in 1862-63, "owing to the shallowness of the stream at the head of the jetty, no ship could possibly approach it; that country-boats could only do so with great difficulty and danger, and that, so far from facilitating the receipt and discharge of salt, the jetty was found to be a failure and an useless erection from the first." I was asked to report whether the jetty was ever used again after the first experiment in 1863; and, if so, with what result. The Board also remarked that it was clear from the former reports that the jetty could not be used in its present state, and that, in reporting on the matter further, it would be necessary to take into consideration the probable outlay for extending the jetty to make it available for the purpose, and whether, considering the risks and charges which would be incurred by ships going above the bridge, the work is ever likely to be really useful and remunerative. The Board also desired me to consult the Superintending Engineer, and also the bonders and purchasers of salt, and to submit a detailed report on each of the suggestions.

3. Before writing to the Superintending Engineer, I addressed several firms who are interested in the salt trade,

as well as the Bengal Chamber of Commerce, describing in general terms the nature of the proposals, and asking them to favour me with their opinion on the subject. I give below an extract from, or an abstract of, the replies received—

*Messrs. Turner, Morrison & Co.*—"Your suggestion to utilize the jetty for landing salt direct from the import vessel is admirable; but we would venture to advocate an extension of the scheme.

"We have visited the golabs, and find that the frontage is sufficient to berth three vessels in line. We, therefore, suggest that a series of three pontoon landing stages be put down, each opposite one of the alleyways between golabs. The centre pontoon would, of course, be connected with the jetty, and the flank pontoons might be connected with the shore by gangways laid over smaller pontoons.

"If these arrangements were carried out, it would scarcely be necessary to repair the jetty to its full length. The portion now falling into the water might be removed, and the rest of the jetty could then, we imagine, be made good at a comparatively small expenditure.

"The improvements suggested would not interfere with the boat traffic; but, on the contrary, might be utilized to facilitate the landing of salt from lighters, which, as you say, is at present conducted in a primitive, risky, and wasteful fashion.

"Importers would certainly be glad to pay a reasonable toll for the convenience of passing salt over the stages di-

rect from the ship, and we feel sure that the expenditure on pontoons, &c., would rapidly be recouped to Government.

"The cost of landing a sailing ship's cargo, say 2,000 tons of salt, over the stages, would amount to about Rs. 20 per 1,000 maunds. This estimate includes all charges for moving the vessel from off town to the golab moorings and back again, but does not include any toll payable to Government for use of the stages. The cost of landing by means of boats in the ordinary way varies from Rs. 26, upwards."

*Messrs. Kitlewell, Bullen & Co.*—state that Liverpool salt ships rarely go above the bridge direct to the jetty to discharge cargo, and consider it desirable that there should be a stage for salt lighters large enough to accommodate several at a time. Importers desire, above all things, to keep down working expenses, and would no doubt pay a small jetty charge if they got good accommodation in lieu of the present crude system of landing by coolies.

*Messrs. Graham & Co.*—think it would not be practicable for ships to pass through the bridge up to the golabs; it would be specially inconvenient in the case of their vessels who only bond a part of their cargo. They think well of the proposal to utilize the jetty for the landing of salt from boats, and consider that the convenience afforded by pontoons would enable the bondor to pay a small jetty charge to meet the necessary expenditure.

*Messrs. Crooks, Rome & Co.*—are of opinion that both time and money would be saved by the adoption of both plans, and they would gladly pay any small charge required for the use of the jetty.

*Messrs. Duncan Brothers & Co.*—"The difficulties and disadvantages of taking ships alongside the jetty to discharge are such as would, we think, preclude its general use. The chief one is the risk attending the passage of vessels through the bridge, especially in the present state of the river, added to which is the extra cost for steam-hire there and back to moorings, and the enhanced cost of coolie labour at the golahs, now that *Messrs. Bird and Co.* have given up the contract. We may state that on one occasion when we thought of sending a ship up to the golahs to discharge, we were prevented by the coolie-contractor insisting on double the rate for which he was discharging boats, thus doing away with the saving in cost which we expected to secure by this method.

"With regard to your second proposal, viz., to make the jetty suitable for the discharge of salt boats, we think it the more feasible of the two, but we should not like to see any further addition to the cost of bonding, as the charges, we think, are already quite high enough."

*Messrs. Shaw, Finlayson & Co.*—think that pontoons arranged around the jetty would prove a great convenience and expedite the landing of salt. The objection to taking a vessel from the moorings through the bridge would be the expense involved. In addition to loss of two days, the steam-hire, Harbour Master's fees, &c., would amount to Rs. 600 or Rs. 800.

*Messrs. Balmer, Laurie & Co.*—"We have often thought how much easier the discharge of bonded salt could be effected if ships were moored alongside the golahs, and communication established with the ghât leading up to the

golahs by means of pontoons, and we feel sure bonders would willingly pay a small tax to clear off the cost of construction and maintenance of the pontoons. The great difficulty we see is that of inducing shipmasters to take their vessels through the bridge, as they would, of course, seek to lay the responsibility upon the owners of the salt for any accidents that might occur through the negligence of the port officials or otherwise.

"Then, again, frequently only portions of cargoes are bonded, and if at the time export cargo was being taken in, commanders would probably absolutely decline to take their vessels through the bridge; steam-tugs will not, as a rule, go through the bridge, in case of being unable to return the same tide; besides which, there would be considerable expense for towage and Harbour Master's fees."

*Messrs. Gladstone, Wyllie & Co.*—are afraid lest the expenses of taking ships to the golahs through the bridge and the risk of delay before and after discharge, while waiting for the bridge to open, would not, except under extraordinary circumstances, be compensated for by saving in time. They think well of the plan of using pontoons alongside which the salt boats might be placed, provided that salt discharged at the pontoons is placed in golahs close to the jetty. The difficulty with pontoons is that the level of the boat deck and that of the pontoon being about the same, the coolie standing on the pontoon would require the salt hoisted on to his head, &c.; also, that pontoons would only be of value in the case of golahs close to them.

*Messrs. Wiseman, Mitchell, Reid & Co.*—are in favour of the construction of two or three pontoon T-shaped jet-

ties, similar to the one opposite the P. and O. Company's office, so that boats could be discharged outside as well as inside. In an emergency, and when quick despatch is necessary, the facilities of a jetty alongside would be greatly appreciated. On the whole, they support the scheme for the repairs of the jetty at all events, and think that a small charge would meet the cost soon, and that they would use the jetty whenever practicable.

*The Chamber of Commerce*—considered the question at a meeting at which I was invited to be present, and the following is an extract from the reply which was afterwards sent :—“The Committee have given their thoughtful attention to your proposals, and they are of opinion that their adoption would be attended with marked advantage to that portion of the salt traffic which requires the accommodation afforded by the Government golahs, provided the several points dwelt upon in discussing the subject with you are kept prominently in view. These are—

“1st.—That the series of pontoons should be of size and strength capable of accommodating the largest class of vessels, whilst at the same time they should be adapted for receiving salt from lighters;

“2nd.—That the utmost possible facilities should be afforded to ships using the pontoons for rapid despatch, untrammelled by routine obstructions beyond such as are absolutely necessary to protect the revenue, and

“3rd.—That charges for pontoon accommodation should be on the lowest possible scale.

If these conditions, *viz.*, suitable landing arrangements, expeditious discharge, and a low scale of charge can be secured, the Committee believe that the objections which, in some of the replies to your letter, are taken, on the ground of inconvenience and expense which vessels would incur in passing the floating bridge, would lose much of their force; and that results might follow from the adoption of your proposals such as would be sensibly appreciated by the shipping interests.”

4. I have considered the objections which were made in 1862 and 1863 to the jetty by the Superintendents of the Golahs. Undoubtedly very little advantage was taken of the jetty at the time, and there is nothing on record to shew that the jetty was ever used after the first experiment. This may have been owing to the shallowness of the water in front of the golahs, but it may also be possibly due to the circumstance that the Golah Superintendents gave but lukewarm support to the undertaking. The depth of the water in 1862 is not stated, but some idea of the present depth may be gathered from the fact, that in the month of September last year, a steamer laden with 82,000 maunds was lying off the jetty, and I am informed that a vessel drawing 22 feet might anchor and discharge her cargo at any season of the year.

5. After being favoured with the opinions of the chief bouders of salt, which, it will be observed, are favourable to the scheme, I addressed the Superintending Engineer, forwarding him a copy of the correspondence, and requested him to give an estimate of the cost of altering the jetty and constructing landing stages in the manner proposed,

That officer, however, was unable to take up the matter, and in December last, on his leaving Calcutta on special duty, transferred the papers to the Executive Engineer of the Burdwan Division, who gave his opinion that, owing to heavy expense and to difficulties arising from the difference of a level at low tide between the existing pier and the proposed floating stage, the idea of utilizing the jetty in the manner contemplated was impracticable and should be abandoned. After some discussion of the subject this view was adopted, and it was agreed that the project of constructing pontoons to facilitate the landing of salt should be considered quite apart from that of repairing the existing jetty. It was arranged that a rough estimate should be prepared for three floating stages, each about 150 feet long, connected with the existing steps in front of the salt golahs by pivotted gangways, the upper end of which should be above high water when the river is in flood, and the lower end should rise and fall with the tide. The Executive Engineer, after consulting with the Vice-Chairman of the Port Commissioners, forwarded a statement in which the cost of the proposed stages was set down at from Rs. 40,000 to Rs. 45,000 each. The details of the estimate were not given, but from enquiries made at the Port Commissioners' office, I have learnt that it is far beyond our requirements. The estimate includes an iron roof to the floating stages, as well as the gangways or bridges, similar to the roof provided to the landing stage for goods on the Strand in front of the P. and O. Office. Leaving out the roofing, the cost would come to about Rs. 34,000 for each stage, or Rs. 1,02,000 in all—an expenditure much larger than was contemplated, and

that would necessitate the imposition of a fee for the use of the stages heavier than the salt trade would bear, in order to recoup the outlay. I have, therefore, modified the original proposal. In place of three stages, each 150 feet in length, I would provide a central stage opposite the middle alley of the golah, 120 feet in length by 15 feet in breadth, and a stage on each side, 100 feet by 12 feet. The smaller stages should be placed at a distance of 80 feet from the shore, and be connected with it by a gangway or bridge eight feet wide. The bridge should consist of two parts, each 40 feet long, hinged together and supported by a pontoon 25 feet by 9 feet, fixed midway between the shore and the stage. The opposite ends of the bridge thus formed should be pivotted, one to the stage and the other to a wooden platform on shore. The stage, the bridge, and the pontoon would rise and fall with the tide. The whole would be similar in design to the floating stage at the Police ghat, facing Hare Street, and the following estimate, which is based upon the estimate for that construction, will be a sufficient guide to the cost of the proposed stages:—

R. A. P.

|   |           |
|---|-----------|
| 1 Large stage, 100' 0" long, 12' 0" wide, complete... | 8,000 0 0 |
| 1 Small pontoon, 25' 0" " 9' 0" " "                   | 1,550 0 0 |
| 2 Bridges, 40' 0" span, 8' 0" " "                     | 2,625 0 0 |
| Timber, 75 cubic feet, @ Rs. 3 per c. ft.             | 225 0 0   |
| Shoes for shore end, 3 cwt., @ " 10 " cwt.            | 57 0 0    |
| Iron tie-rods and bolts, 2 cwt., @ " 10 " "           | 38 0 0    |

Cwt. gr. lb.

|                                    |         |
|------------------------------------|---------|
| Two 10 cwt. anchors for stage ...  | 20 0 0  |
| 8 fathoms of 1½" chain for stage } | 30 3 12 |
| 40 " of 1" " }                     |         |

|  |        |   |      |
|--|--------|---|------|
| 4 bending and 4 connecting shackles for stage ... ..   | 0      | 2 | 21   |
| Two 2½ cwt. anchors for small pontoon ... ..           | 5      | 0 | 0    |
| 20 fathoms of ⅝" chain for small pontoon ... ..        | 4      | 0 | 27   |
| 4 bending and 2 connecting shackles for pontoon ... .. | 0      | 1 | 12   |
|  | 61     | 0 | 10 @ |
| Rs. 15 per cwt. ...                                    | 915    | 0 | 0    |
| Add for contingencies ...                              | 390    | 0 | 0    |
| Total ...  | 14,100 | 0 | 0    |

6. The two smaller stages should be constructed almost level with the water, so as to be below the deck of a boat. In this way no hoisting of bags would be required from the boat, but a coolie standing on the stage with his head and shoulders on a level with the deck of the boat, would be able to receive the salt bag, and carry it away to the golahs. The larger stage should be made to accommodate ships on the offside, and boats on the innerside, which could be done by building the stage with a raised deck on the offside. It should be placed at a distance of about 150 or 160 feet from the shore. On the basis of the above figures its cost may be estimated at Rs. 20,000. The entire cost of the three stages may therefore be put down at—

|   |        |
|---|--------|
|   | Ra.    |
| 2 floating stages, 100 feet by 12, at Rs. 14,100 each ... | 28,200 |
| 1 floating stage, 120 feet by 10 ...                      | 20,500 |
| Total ...   | 48,700 |

7. The stages would be used not only for the receipt of salt, but also for the discharge from the golahs. The receipts and deliveries by boat during the last two years have been as follows:—

|             | Receipts. | Deliveries. | Total.    |
|-------------|-----------|-------------|-----------|
| 1880-81 ... | 22,43,104 | 7,08,253    | 29,51,357 |
| 1881-82 ... | 21,32,145 | 6,62,569    | 27,94,714 |

It is not easy to make an accurate forecast of the extent of bonding operations, as so much depends upon the state of the freight market, but there can be no doubt that the floating stages will give quicker despatch, which must necessarily bring about a reduction in the number of coolies employed and in the landing charges of the coolie-contractor, which would in all probability tend to increase bonding transactions. I think 30,00,000 maunds would be a safe estimate for the future.

8. The persons most interested in the matter are the salt bonders, the principal of whom have expressed their entire approval of the scheme, and their willingness to pay a small fee for the use of the landing stages. Besides the bonders there are the salt merchants who are concerned in the delivery of salt from the golahs. These merchants do not come in person to do business either at the Custom House or the golahs, but the business is conducted for them by their brokers and coolie-sirdars, many of whom have been consulted regarding the proposed arrangement. They are much in favour of it, and are quite willing to pay a landing fee, which I suggested might be fixed experimentally at 2 annas per 100 maunds. On the matter being

explained to them they appeared at once to grasp a clear idea of the benefits that would accrue to them from the scheme. They all agreed that, apart from the general convenience of the arrangement, the work of bonding and discharging salt would be carried on with greater rapidity and at a less cost for coolie labour than at present, while the wastage which occurs under the existing system from salt upsetting into the water, would be entirely avoided. The disadvantages of the present system are described in my letter No. 335 of 26th August 1881. It must also not be overlooked that there would be a saving in boat-hire to the extent to which the receipt and discharge of salt were accelerated.

9. A landing charge of 2 annas for 100 maunds, calculated on 30,00,000 maunds, would yield Rs. 3,750, or over 7 per cent. of the estimated outlay, which may be accepted as a sufficient return for the expenditure incurred When Messrs. Bird & Co. had the contract for the supply of coolie labour at the golahs, their charge for the carriage of salt from the boats to the golahs, and *vice versa*, varied with the distance of the golah from the river, and were on the following scale, the first line being the line of golahs nearest the river :—

|          |     |     |                          |
|----------|-----|-----|--------------------------|
| 1st line | ... | ... | Rs. 10 per 1,000 maunds. |
| 2nd "    | ... | ... | " 11 "                   |
| 3rd "    | ... | ... | " 12 "                   |
| 4th "    | ... | ... | " 13 "                   |
| 5th "    | ... | ... | " 14 "                   |

A landing charge of 2 annas per 100 maunds would increase the cost by Rs. 1-4 per 1,000 maunds, but against this extra charge would be the saving in coolie labour and

in boat-hire. A coolie's earnings at the golahs ordinarily varies from 6 annas to 14 annas per diem, while in times of pressure he can make as much as Rs. 1-2 or Rs. 1-4. A saving of three coolies only per 1,000 maunds, which is probably a low estimate, in average seasons would quite cover the landing fee, without reckoning the saving in boat-hire or the damage caused to boats by their grounding—a frequent cause of leakage and injury to the salt. If the convenience and facility afforded by the landing stage should have the effect of increasing bonding operations, the additional receipts from golah rents might possibly enable a reduction to be made in the landing fee, for I do not consider that we should attempt to make a profit out of the stages, but should be satisfied with a return sufficient to cover wear and tear, working expenses, and interest on money expended. The real advantage to Government will consist in the development given to the salt business.

10. The average breadth of a salt boat being 14 feet, a stage 100 feet by 15 feet would accommodate seven boats on the offside, one at each end, or nine boats in all. There would not be sufficient space for mooring boats on the inner-side, except at high tide when there would be room for six boats. The two smaller stages would thus accommodate 18 boats at the same time during low tide, and 30 during high tide. I propose that the two smaller stages be at once constructed, and that the erection of the larger and central one be postponed until some experience has been gained of the working of the new arrangements. If the small stages should prove a success, it may be found advisable to construct the large one on a much larger scale than is con-

templated in this report. I would leave the existing jetty standing for the present, as, notwithstanding the opinion of the Executive Engineer referred to in paragraph 5, I cannot quite give up the view that some use might be made of it in connection with a landing stage. It seems to me that it might be possible, by cutting away a portion of it, and by carefully regulating the position of the landing stage, to avoid entirely, or considerably lessen, the difficulty adverted to by the Executive Engineer arising from the difference of levels. At any rate, this is a matter which can be determined later on when the actual construction of the larger stage is finally considered, and it can do no harm to leave the jetty standing in the meanwhile.

11. If the Board and Government approve of the proposal, I would suggest that the landing stages be constructed through the agency of the Port Commissioners.

*From Chamber to Government of Bengal.*

*Calcutta, 4th October 1882.*

I have submitted to the Committee of the Chamber of Commerce your Office Memo: No. 451, of the 21st September, with copies of letters from the Board of Revenue and the Collector of Customs, relative to a proposal by the latter for facilitating the landing and delivery of salt at the Government Golahs at Sulken.

The arrangements suggested by the Collector appear to be well calculated to afford material assistance to the salt

trade, and the Committee of the Chamber desire me to say that they entirely endorse the Board's approval of the proposal to proceed at once with the construction of the two smaller stages.

#### **SHORT OUTTURN OF SALT CARCOES.**

The following correspondence has been brought to the notice of the Cheshire Salt Association, but the Chamber are as yet without their reply.

*From Collector of Customs to Chamber.*

*No. 2462, dated the 14th July 1882.*

I have the honor to forward a statement of the outturn in the salt cargoes of certain vessels from Liverpool, from which it will be seen that the cargoes this year have turned out very badly as compared with the cargoes of the same vessels last year. The cause of this, I am informed by several ship-captains, is the careless use of a new kind of weighing machine lately employed on vessels in Liverpool. It is said that a large quantity of salt is thrown into the receiver or scale of the machine, and that before the scale has time to settle itself or recover from the shock, if once the scale turns the bolt is drawn and the salt goes down into the hold. No time being allowed for the scale to adjust itself, the weight recorded is only the apparent weight and is considerably less than the true one.



If you have any information on the subject, I shall be glad if you will inform me whether the explanation is correct. I am so far interested in the question that a lax system of weighment at the port of exportation considerably weakens the check which is kept upon our weighing officers. In past years the average of deficient outturn has been kept within reasonable limits, but it is now showing a tendency to rise.

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*From Collector of Customs to Chamber.*

*No. 2724, dated the 24th July 1882.*

In continuation of my letter No. 2642, dated the 14th instant, I have the honor to forward the accompanying statements in further illustration of the unsatisfactory outturns of salt. The captains of the vessels named, assert that they are not receiving correct weights at Liverpool.

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*From Chamber to Collector of Customs.*

*Calcutta, 2nd August 1882.*

The Committee of the Chamber of Commerce direct me to acknowledge receipt of your letters No. 2642 and 2724 of the 14th and 24th ultimo, forwarding statements shewing that the outturn of salt by certain vessels from Liverpool this year compare very unfavourably as regards percentage of shortage with the results obtained from the same vessels last year.

The excessive shortage complained of is occasioned, as you have been informed by several ship-masters, by

the careless use of a new description of weighing machine lately used in loading salt ships in Liverpool.

That may be so in some instances; but the Committee of the Chamber are rather inclined to attribute the heavy deficiencies generally to the fact that salt furnishers have begun to realize that the vigilant watch on discharge which is kept by the Customs' Authorities here, rendered necessary by the high rate of import duties levied on the article, relieves them of any anxieties as to the exact quantity put on board; and many of them have become content to be paid on the quantity discharged, *plus*, say, 4 or 5 per cent: which experience has shewn to be about the proper allowance for natural wastage during the voyage of a first-class ship.

The Committee will, however, bring the matter to the notice of the Cheshire Salt Association, and let you know the result.

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#### STORAGE AND VENTILATION OF JUTE CARGOES.

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It will be seen from the accompanying correspondence that the Dundee Chamber of Commerce have again brought to notice the damaged condition in which portions of cargoes of jute are sometimes received, and that they have submitted various recommendations as regards ventilation and other means for preventing the jute from being damaged. The Committee replied that

as the jute referred to had been shipped from this port during the rainy season, the reasonable conclusion was not that all proper precautions to ship the jute in sound and dry condition had been neglected, but that at that time of the year it was impossible to obtain jute entirely free from inherent and absorbed moisture. As regards ventilation on board ship, the Committee considered that to be a matter of expense to the ship and one of special arrangement with shippers, as had already been remarked in a former letter to the Dundee Chamber.

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*From Dundee Chamber to Chamber.*

21st June 1882.

With reference to your letter of the 10th February last, I herewith send you copies of circulars which have been transmitted to balers, merchants and brokers in Calcutta.

The Directors of the Chamber will be glad that you give them every assistance to carry out their views in preventing damage arising in cargoes of jute from Calcutta to this Port.

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*From Dundee Chamber to Balers, Brokers and Merchants.*

20th June 1882.

At the Annual Meeting of this Chamber held lately, the question of the damaged condition in which consider-

able portions of cargoes of jute have been delivered at this port from Calcutta was brought before the Members, and a Committee, consisting of jute spinners, importers, and shipowners, was appointed to take this matter into consideration.

After investigation, it has been found that cargoes which have been shipped in the months of August, September and October are not only delivered in a much worse state than those shipped after that date, but frequently shew a very heavy deficiency in weight. This must arise either from the jute being packed in a wet state, or from being wetted in its transit to the vessel.

Balers, brokers and merchants are therefore requested to exercise special care in seeing that the jute is *properly dry before being packed*, and that it is *not wetted in transit* from the screw-houses or godowns to the vessel.

By these suggestions being thoroughly carried out, many questions and disputes would be avoided, which have been a source of annoyance and loss both to shippers and importers.

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*From Dundee Chamber to Brokers and Merchants.*

20th June 1882.

At the Annual Meeting of this Chamber held lately, the question of the damaged condition in which considerable portions of cargoes of jute have been delivered at this port from Calcutta was brought before the Members; and a Committee, consisting of jute spinners, importers

and shipowners, was appointed to take this matter into consideration.

After investigation, it has been found that jute when put wet on board a vessel causes steam to arise and damages other portions of the cargo, unless the steam is entirely carried off by sufficient ventilation.

Recommendations proposed by our harbour cargo surveyors, who are old experienced commanders in the trade, and have given the matter their best consideration and attention, are now annexed. These suggestions are therefore strongly urged to be carried out as far as practicable.

By doing so every one connected with the trade would be benefited, and disputes and questions prevented, which have been a source of annoyance and loss both to shippers and importers.

*Recommendations referred to*

VENTILATION :

1. That there should be at least six ventilators of not less than 18 inches diameter, elevated 7 to 8 feet above the main deck, continued by venetian shafts through the 'tween decks into the hold, with an air space under both decks of not less than 3 inches—fore and aft the vessel—these ventilators being placed at equal distances between the fore and aft hatches.

2. That two strong ventilators, about 3 feet high and 15 inches diameter, be fitted with screw covers in the main hatch.

3. That one of each of the hatches is to be kept open during the voyage when the weather permitted.

4. That the hatches are not to be filled close up with jute, but an air space left all round the combings.

5. That the spaces between the vessel's frames adjoining the lower deck are to be kept open to allow the steam to ascend from the lower hold.

6. That the ventilators are to be carefully attended to at sea.

ALSO :

1. That the old plan of sweat boards, formerly fitted under the stringer plates of the upper deck, would be very beneficial to a jute cargo, by carrying off much of the condensed sweat, also forming an air space where most required.

2. That matting round the sides be discontinued, as mats get saturated and retain the sweat ; dry sticks or permanent dunnage being preferable, allowing it to escape.

3. That no bone meal or broken stowage be carried with jute cargoes.

*From Chamber to Dundee Chamber.*

*Calcutta, 26th July 1882.*

I have the honor to acknowledge the receipt of your letter of the 20th June, containing a report and recommendations relating to the shipment of jute from this port to Dundee, by which balers, brokers and merchants

are requested to exercise special care in seeing that the jute "is properly dry before being packed," and that it is "not wetted in transit from the screw-houses or godowns to the vessels."

As you have placed yourself in direct communication with the leading jute merchants, brokers and balers in this city, the Committee of the Chamber have no doubt the parties concerned will give special attention to your suggestions and adopt them if practicable.

From the statements made by experts under direction of your Chamber, it appears that comparatively more damage was found in the jute shipped during the prevalence of the south-west monsoon than before or after that season, and the Committee are of opinion that the fault may be attributed less to carelessness on the part of shippers or balers than to the state of the atmosphere.

The Committee apprehend that masters of vessels leaving at that period of the year, when the weather in the Bay of Bengal is often threatening and boisterous, will be unable to act upon your suggestion for opening hatchways without danger to ship and cargo; this must necessarily be left to the judgment of the master of the ship, who, after leaving port, is of course beyond the control of local agencies.

As to ventilation of cargoes, that is a matter of expense to the ship and one of special arrangement with shippers, as already represented in the Chamber's letter of 10th February last.

The Committee of the Chamber think that if home buyers of jute would agree to pay the master a small

gratuity for each bale sound delivered, the interests of the owner of the goods would probably receive more attention.

The Committee are also of opinion that the recommendation to shipmasters should be more properly addressed to shipowners in Great Britain and elsewhere, because their agents here are left, in most instances, without instructions on this point, and shippers are therefore not in a position to follow the suggestions made by your experts.

As a rule, carters of merchandize during the monsoon season are provided with tarpaulins for protecting the same from rain; that only in very exceptional cases this is neglected is best proved by the large exports during the rainy months of seed and grain, which are much more liable to damage by wet than hard-pressed bales of jute, and by the fact that no complaints in respect of such cargoes have come to the knowledge of the Chamber.

Of late years nearly all large jute baling establishments have erected commodious premises on the banks of the river, and bales are conveyed in covered cargo boats alongside vessels, and commanders are requested to grant clean receipts, so that no cargo be taken on board which is not in good condition.

Practically, therefore, all proper precautions appear to be taken for the shipment of jute in sound and dry condition, and if the fibre is landed at Dundee in a state to which your Chamber has drawn attention there can be no other reasonable conclusion than that at the time of baling, at this season of the year, it is impossible to obtain newly cut and prepared jute entirely free from inherent and absorbed moisture.

# ACCEPTANCE OF BILLS SUPRA PROTEST.

The Government of India having had under consideration the practical difficulties experienced in carrying out the provisions of Sections 108 and 109 of the Negotiable Instruments Act, 26 of 1881, which require that the person who intends to accept *supra protest*, or for honour, shall appear personally before a Notary and go through the prescribed formalities, were of opinion that the inconvenience attending that procedure might be removed by amending the Act so as to render such acceptance binding without those formalities, or by appointing employes of banks to be Notaries Public to facilitate such acceptance in transactions in which the Banks might be interested.

The Committee of the Chamber having been invited to express an opinion on the subject, replied, to the Government of Bengal, that the local banks considered that acceptances and payments of bills *supra protest* should be binding in the same manner as are ordinary acceptances and payments: and that while the formalities under the Act were unnecessary, their compulsory observance would be an inconvenience to native merchants and bankers who were not accustomed to them.

*From the Government of Bengal to Chamber.*  
No. 1785—31 Mis. (R.) Calcutta, the 27th July 1882.

IN forwarding the enclosed copy of a letter No. 11—879, dated the 23rd June last, from the Secretary to the Government of India in the Home Department, on the subject of the difficulties experienced in carrying out the provisions of sections 108 and 109 of Act XXVI of 1881 (the Negotiable Instruments Act), I am directed to ask that the Chamber will be so good as to favour the Lieutenant-Governor with an expression of their opinion on the questions raised in paragraph 4.

*From Government of India to Government of Bengal.*  
No. 11—879. Simla, the 23rd June 1882.

I am directed to invite attention to Sections 108 and 109 of Act XXVI of 1881 (the Negotiable Instruments Act, 1881), which require that the person who intends to accept *supra protest* a bill of exchange which has been noted or protested for non-acceptance, or, for better security, should appear in person before a notary to make the declaration prescribed by those sections, and that unless he does so appear his acceptance shall be a nullity. It has been brought to the notice of the Government of India that practical difficulties are experienced in carrying out this provision of the law. Persons who are otherwise willing to accept a bill which has been noted or protested for non-acceptance, or, for better security, refuse to go before

a notary and make the required declaration in his presence; and Bank Directors and others are naturally unwilling to undertake the responsibility of recognising their legally incomplete acceptance.

2. In order to remedy this state of things, it has been suggested either—

(1) to amend Act XXVI of 1881, so as to render an acceptance *supra protest* binding without the formality prescribed by sections 108 and 109; or

(2) to appoint one or more employes of the Banks to be notaries public under the Act, so that persons willing to accept bills held by the Bank would not be obliged to appear before any outside officer.

3. There is reason to believe that the provisions of sections 108 and 109 of the Negotiable Instruments Act, in so far as they require the acceptor *supra protest* to present himself in person before a notary, are not in accordance with mercantile usage—at least as established in England; but that the usual practice is to send a clerk or agent to observe the necessary formalities on behalf of the acceptor.

4. Under these circumstances I am to request that you will be good enough to obtain and submit to the Government of India the opinions of respectable bankers and merchants, and of such other persons as may be qualified to judge, as to whether the preliminary formalities required by sections 108 and 109 of Act XXVI of 1881 are of any real value; and, if not, whether a modification of the Act is either necessary or desirable to bring the law into conformity with the ordinary practice in this country. Similar information

with reference to the requirements of section 113 in the case of a person making payment for honour should also be furnished.

5. In the meantime, with a view to the removal of the inconvenience which it is understood exists at present, the Government of India are prepared to take into consideration the expedient of appointing temporarily one or more of the principal employes of any Bank to be notaries public under Section 3 of the Act. I am accordingly to request that the names and designations of any officer whom the Directors would desire to see so appointed, whether at the head-quarters of the banks or at their mufasal branches, may be reported.

*From the Chamber to Government of Bengal.*

*Calcutta, 16th August 1882.*

I have the honor to acknowledge the receipt of your letter No. 1785 of the 27th July, and to enclose copy of the replies received from the several Banks in Calcutta to the inquiry submitted to them as contained in your letter.

The replies are unanimous only so far as an opinion that acceptances and payments of bills *supra protest* should be binding in the same manner as is an ordinary acceptance and payment.

It appears to the Committee that the formalities which are laid down as to be observed under sections 108 and 109 are unnecessary.

The occasions on which recourse to these formalities might be necessary are believed to be extremely rare; and should they arise, the Committee are of opinion that the evidence on the bill itself of acceptance and payment is sufficient, and that the further precautions by means of the formalities imposed under the said sections are vexatious and unnecessary.

So far, therefore, as the safety of the acceptor for honor is concerned, as between the drawer and the acceptor, sections 108 and 109 might be repealed; but the Committee would say that as the Act has been passed very recently, and as the chance of any question arising in connection with the sections in question is extremely remote, it appears undesirable to make alterations of any sort in the Act until further experience of it has been gained.

The Committee believe that it would cause a serious inconvenience to native merchants and bankers to compel them to comply with formalities which are entirely foreign to their present custom.

**ACT X OF 1870.  
FOR THE ACQUISITION OF LAND.**

Section 6 of this Act restricts the acquisition of land to those cases in which the cost is provided from the public revenues only, or out of some municipal fund, or by a Company; and to meet other cases in which compensation may

be obtained from other sources it has been proposed to amend the Act.

The Committee having had the matter brought to their notice by the Government of Bengal, concurred in the expediency of introducing a provision which should include compensation by any Association recognized by special notification by the Government of India, and having for its purpose the erection of works or buildings which the Government may declare to be for a public purpose, and to which the public revenues may or may not have contributed.

*From Government of Bengal to Chamber.*

*No. 178 T-R, dated Darjeeling, the 12th June 1882.*

In forwarding a copy of a circular from the Secretary to the Government of India in the Revenue and Agricultural Department, No. 18—R, dated the 15th ultimo, I am directed to request that the Committee of the Chamber of Commerce may be moved to favor the Lieutenant-Governor with an expression of opinion on the points in respect to which they consider that Act X. of 1870 should be amended.

*From Govt. of India to Govt. of Bengal.*

*Circular No. 18 R. Simla, the 15th May 1882.*

I am directed to invite attention to section 6 of Act X. of 1870, which restricts the acquisition of land under the Act to cases in which the compensation is paid out of

public revenues, or out of some municipal fund, or by a Company.

2. It has been brought to the notice of the Government of India that the wording of this section prevents the acquisition of land at the cost of cantonment, nazul and other local funds, inasmuch as they cannot be deemed to be "public revenues"—a term which is applicable only to monies paid direct to Government. I am to request the opinion of His Honor the Lieutenant-Governor as to the advisability of amending the Act in this respect.

3. The names and constitution of the local funds existing in Bengal to which it is desired to extend the provisions of the Land Acquisition Act should be specified.

4. I am to add that the opportunity might be taken of the contemplated revision of the present Act to correct any other flaws in it which may have been brought to notice. On this point the opinion of His Honor the Lieutenant-Governor is also desired.

*From Chamber to Government of Bengal.*

*Calcutta, 27th July 1882.*

The Committee of the Chamber of Commerce desire me to acknowledge the receipt of your letter No. 178, of the 12th of last month, forwarding a copy of Government of India circular No. 18—R, dated the 15th May, relative to the advisability of amending section 6, Act X. of 1870, which restricts the acquisition of Land under the Act to cases in which the compensation is paid out of public re-

venues or out of some Municipal fund or by a Company : and reasons are given for the advisability of amending the Act in this respect.

The Committee of the Chamber having been requested to express an opinion on this point, direct me to signify their concurrence in the expediency of amending the Act so as to bring within its scope associations, which may be desirous of acquiring land, (other than those entitled so to do under sections 3 and 6.) and which are at present barred by the restrictive provisions of those sections.

Section 3 defines the term "Company" as a Company registered under the Indian Companies Act, 1866, or formed in pursuance of an Act of Parliament or by Royal Chart or by Letters Patent ; and it is proposed that the following words be added, viz., "or formed under a special Notification by the Governor-General of India in Council."

Section 6 runs as follows :—"Provided that no such declaration shall be made unless the compensation to be awarded for such property is to be paid out of public revenues or out of some municipal funds or by a Company."

To be consistent with the proposed amendment of section 3, the Committee of the Chamber suggest that the following words be added to section 6—"or association having for its purpose the erection of works or buildings which the Government have deemed and declared, by a special notification, to be for a public purpose and to which the Government revenues may or may not have contributed."



# EARLIER HOURS FOR WORK AT THE JETTIES.

The Committee have to thank Government for extending the working hours at the jetty gates, without calling upon exporters and consignees of goods to pay any extra fees; but at the same time they would recommend the Port Commissioners to adopt means for remedying the block of carts which generally takes place in exporting and importing, and they believe that this can be most effectually arrived at by increasing the available number of gates and by keeping them all open during working hours.

*From Port Commissioners to Chamber.*

*The 20th June 1882.*

With reference to your letter of the 25th August 1881, forwarding a copy of a circular issued to members of the Chamber regarding a proposal to extend the working hours at the jetty gates, I am directed to inform you that the Commissioners, in pursuance of a resolution recorded upon the circular, addressed Government upon the subject, and, in reply to the representation made the Lieutenant-Governor has sanctioned, as an experimental measure for six months, the opening of the jetty gates with Custom House officers in attendance, at 8 A.M. instead of at 10 A.M.

The extra pay of the Custom House officers for the six months will be borne by Government, and exporters and consignees of goods will therefore be enabled to ship and take delivery of their goods from 8 A.M. to 6 P.M. without being called upon to pay extra fees.

From an advertisement published in the *Exchange Gazette* it will be seen that the Commissioners will give effect to these orders of Government from the 1st proximo, and I am to ask you to be good enough to take such measures as you may deem expedient to bring to the notice of the members of the Chamber this result of the movement initiated by your circular of the 25th August last.

*From Chamber to Port Commissioners.*

*Calcutta, 22nd June 1882.*

I am directed by the Committee of the Chamber of Commerce to acknowledge the receipt of your letter of the 20th instant, and to express their satisfaction with the steps that have been taken by the Port Commissioners, and sanctioned by the Government of Bengal as an experimental measure for 6 months, with the view to afford the trade of the Port greater facilities to exporters and consignees of goods by opening the jetty gates (with Custom House officers in attendance) 2 hours earlier than heretofore.

In expressing their acknowledgment of this concession, the Committee desire me to represent for the consideration of the Commissioners that general traffic would be

materially benefited by additional means of access to the jetties, as there are constant stoppages of loaded carts in consequence of the block which takes place at the jetty gates.

This is believed to arise in a great measure from the system of checking and tallying at present in operation, and the Committee would be glad if the Commissioners can see their way to introduce some change by which checks can be reduced, and generally to adopt such means of facilitating business as their experience of the working of the jetties may suggest.

#### IMPORTATION OF DYNAMITE.

The opinion of the Committee was requested by the Government of Bengal on the question, whether a notification restricting in any way the importation of explosives is necessary. The Committee, whilst fully recognising the great necessity for protecting the importation of explosives and especially dynamite, were of opinion that the question can be better dealt with by the scientific branches of the service, *viz*, the Ordnance and Engineering and Railway Departments of Government.

*From Government of Bengal to Chamber.  
Darjeeling the 15th June 1882.*

I am directed to forward herewith a copy of a Memo. from the Government of India in the Home Department

No. 837, dated the 31st May 1882, and of its enclosures, and to request that you will be so good as to move the Chamber of Commerce to favor the Lieutenant-Governor with an expression of their opinion on the question, whether a Notification restricting in any way the importation of explosives is necessary; and, if so, how the conditions of admission of explosives should be defined.

I am to request the favor of a very early reply to this letter.

*From Government of India to the Govt. of Bombay.*

*No. 835, Simla the 31st May 1882.*

I am directed to acknowledge the receipt of your letter No. 1537, dated the 8th March last, on the subject of the importation of impure explosives into India.

In reply, I am to say that a Bill for the regulation of the importation, storage, and transport of explosives is at present under the consideration of the Government of India in the Legislative Department, but the completion of the measure may occupy sometime, and it is a question whether any *ad-interim* steps are necessary to prohibit the importation into India of impure explosives. With this object it has been suggested that the importation into India of introglycerine compounds should be prohibited, *save—*

(a.) when covered by a certificate of an authorized Government official in the United Kingdom.

(b.) when similarly passed by some qualified officer of Government in India after the application of proper tests.

The importation of dynamite and other preparations of nitroglycerine can be regulated by a Notification in the *Gazette of India* under section 19 of the Sea Customs Act VIII of 1878; but as it is desirable that the exceptional powers given by this section should only be exercised in cases of special necessity, I am to request that His Excellency the Governor in Council will, after consulting the Chamber of Commerce and the Chemical Examiner to the Government of Bombay, favor the Government of India with his opinion as to whether a Notification, restricting in any way the importation of explosives, is necessary; and, if so, how the conditions of admission of explosives should be defined.

The favor of a very early reply is requested.

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No. 837.

Copy of correspondence forwarded to the Government of Bengal for favor of a very early report on the question raised.

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*From Chamber to Government of Bengal.*

*Calcutta, 26th June 1882.*

I am directed to acknowledge the receipt of your letter No. 1538 of the 15th instant, and to say that in the judgment of the Committee of the Chamber of Commerce it is essential, in the interests of public safety, that the importation of so dangerous an explosive as dynamite should be attended with every precaution, and that until the Government of India have prepared a Bill to regulate

the importation, storage and transport of explosives, a Notification should be issued prohibiting such importation except under the special permissive provisions (a), (b) referred to in the 2nd para of letter of 31st May to the Government of Bombay.

While the Committee give their opinion to this extent, they desire me to suggest that the question under reference, *viz.*, how the conditions of admission of explosives should be defined, is one that can be better dealt with by the scientific branches of the service, *viz.*, the Ordnance and Engineering and Railway Departments of Government, who are in the habit of employing explosive materials for blasting purposes, &c.

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**IMPORTATION OF COLORED COTTON  
GOODS IMPRESSED WITH DESIGNS OF  
GOVERNMENT CURRENCY NOTES.**

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Upon this subject the Committee were of opinion that, in the interests of Government and of the public, the importation of handkerchiefs or other manufactures impressed with designs of Currency Notes should be prohibited; and by a recent notification the Government have directed the prohibition of the importation into ports of British India of cotton goods impressed with designs in imitation of Currency Notes, Promissory Notes, or Stock Notes of the Government of India with effect from the 1st of March 1883.

*From Government of Bengal to Chamber.*

No. 2387, J.—Calcutta the 13th July 1882.

I AM directed to forward for the inspection of the Chamber of Commerce the accompanying cutting from a pocket handkerchief impressed with designs of Government No. 8242 dated the 16th May 1882. of a letter from the Inspector-General of Police, suggesting that steps should be taken to stop the manufacture and the importation into India of handkerchiefs of this description.

It will be seen from the Inspector-General's letter that the impressions on these handkerchiefs have been successfully used for fraudulent purposes in different parts of the country. The Lieutenant-Governor thinks it quite possible that the pattern has been adopted with the object of cheating, and, even if this is not so, that large importations of these handkerchiefs would tend to increase fraudulent impositions upon the credulous and ignorant.

In now drawing the attention of the Chamber of Commerce to the matter, I am to point out the necessity which, in the opinion of the Lieutenant-Governor, appears to exist for prohibiting the import of such articles, and to request that the Chamber may be moved to favor Government with an expression of their views on the subject.

*From the Inspector-General of Police, L. P. to Government of Bengal.*

No. 8282, Fort William, the 16th May 1882.

I have the honor to bring to the notice of Government that there has lately been an importation of gaudy handkerchiefs on which there are imitations of chess-boards, playing-cards, and *Government Currency Notes*. Two cases have lately occurred in Calcutta in which these imitations of notes have been cut out of the handkerchiefs and palmed off on the ignorant public as genuine notes. I am also given to understand that there has been a similar case at Lahore.

It seems to me that steps should be taken to have the manufacture and importation of these handkerchiefs with imitations of currency notes stopped.

I enclose a specimen.

*From Chamber to Government of Bengal.*

Calcutta, 10th August 1882.

I am directed by the Committee of the Chamber of Commerce to acknowledge the receipt of your letter No. 2387 of the 13th ultimo, which, as well as the copy of letter from the Inspector-General of Police and the specimen of pocket handkerchief referred to have been circulated to members of the Chamber.

The Committee desire me to say, in reply, that they fully endorse the opinion of his Honor the Lieutenant-Governor

that the importation of handkerchiefs impressed with designs of Government Currency Note should be peremptorily prohibited.

No. 4877.

*Resolution by the Government of India, Department of Finance and Commerce.*

READ—

A letter from the Government of Bengal to the Government of India in the Home Department, No. 872, dated the 31st May 1882, submitting for orders a proposal by the Inspector-General of Police to prohibit the manufacture and importation of handkerchiefs impressed with designs in imitation of Government Currency Notes.

READ—

A letter to the Government of Bengal, No. 2071, dated the 30th June 1882, requesting that Government to point out to the Chamber of Commerce at Calcutta the fraudulent use that can be made of these handkerchiefs, and the necessity which appears to exist for prohibiting the import of such articles, and to ask for the opinion of the Chamber on the subject.

READ—

An endorsement from the Government of Bengal, No. 2203, dated the 17th August 1882, submitting the opinion of the Bengal Chamber of Commerce "that the importation of handkerchiefs impressed with designs of Government Currency Notes should be peremptorily prohibited,"

with an intimation that the Honourable the Lieutenant-Governor concurs in this opinion.

Resolution.—In May last the Inspector-General of Police, Bengal, brought to the notice of the Local Government that there had recently been an importation of gaudy coloured cotton goods on which, among other things, designs in imitation of Government Currency Notes had been impressed, and that two of these designs had been cut out and palmed off on ignorant people in Calcutta as genuine notes. It also appears that similar goods have been imported into the Bombay Presidency and other parts of India, and it is believed that designs cut from them have been used for dishonest purposes outside the presidency towns. The Governor-General in Council observes that, while there is doubtless no fraudulent intention on the part of the manufacturers and importers of these goods, there is evidence that the Currency Note forms impressed on them have been used in this country for fraudulent purposes. The designs could not impose upon any person who had experience in dealing with Currency Notes; but as the poorer and more ignorant classes of the community are very easily deceived in matters of this nature, it appears to His Excellency in Council that there is substantial risk of these imitations of Currency Notes being used to a considerable extent for purposes of deception; any such frauds might also seriously affect the confidence of the poorer classes in Currency Notes; and His Excellency in Council is therefore of opinion that it is necessary in the interests of the public to prohibit the importation of the goods in question. This prohibition if carried into effect at once would, however, render valueless

goods which have been manufactured in good faith, and accordingly His Excellency in Council is pleased to decide that the prohibition shall not be brought into operation until 1st March 1883. It has also been discovered that goods of a similar nature have been imported with designs impressed upon them in imitation of Government Promissory Notes, and the prohibition will, therefore, be made to include all such goods as well as any goods on which designs in imitation of Government of India Stock Notes may be impressed.

2. The Governor-General in Council would under ordinary circumstances have preferred that effect should be given to the prohibition by means of legislation; but legislation on the subject, if framed in general terms and not made applicable solely to the particular case now under consideration, would necessarily have a wider effect than the necessities of the case require; and His Excellency in Council has, therefore, decided to use the powers conferred on him by section 19 of the Sea Customs Act, 1857, for the purpose of prohibiting the import of the goods in question, and accordingly directs the publication of the annexed notification.

Ordered: that this Resolution be published in the *Gazette for India* for general information, and that it be communicated, with a copy of the Notification, to the several Local Governments and Administrations for information and guidance.

No. 4878.

In exercise of the powers conferred by section 19 of the Sea Customs Act, 1857, the Governor-General in Council

is pleased to prohibit the importation into ports in British India of cotton goods impressed with designs in imitation of Currency Notes, Promissory Notes, or Stock Notes of the Government of India. This order shall come into force from the 1st of March 1883.

D. M. BARBOUR,  
*Secy. to the Govt. of India.*

**GOVERNMENT RESOLUTION ON THE PORT  
COMMISSIONERS' ADMINISTRATION  
REPORT FOR 1881-82.**

READ—

*The Administration Report of the Commissioners for making improvements in the Port of Calcutta for the year 1881-82.*

THE report, which has reached the Lieutenant-Governor more than a month after the prescribed date, commences as usual with a statement of the actual financial condition of the Port Trust. The anticipations expressed in the Lieutenant-Governor's Resolution on the report for the year 1880-81, that Act I (B. C.) of 1881 would remove the objections which had been entertained by capitalists to lending money to the Commissioners have been fully realized, and the Commissioners found no difficulty in raising a loan of ten lakhs of rupees at the commencement of the year under review. Against the addition thus made to the liabilities of the Port Trust is to be set a reduction of Rs. 90,734 in the consolidated debt

owing to Government. The total amounts of debt at the commencement and close of the year were as follow:—

|  | 31st March 1881. | 31st March 1882. |
|--|------------------|------------------|
|  | Rs.              | Rs.              |
| Consolidated debt due to Government (repayable) ... .. | 52,53,364        | 51,62,830        |
| Port book debt (not repayable)...                      | 17,65,000        | Rs. 17,65,000    |
| Due on debenture loan of 1881 ... ..                   | 10,00,000        |                  |
| Less amount set aside for Sinking Fund.                |                  | —9,00,000        |
|  | 70,18,564        | 79,17,830        |

2. The property owned by the Port Commissioners at the close of the year, estimated as usual with reference to the amount actually expended on works and in the formation of reserve funds, but exclusive of the value of the foreshore and Strand Bank lands made over to the Trust by Government, is valued at Rs. 1,34,33,606, thus:—

|   | Rs.         |
|---|-------------|
| Jetties and appliances for sea-going vessels ... ..                 | 51,34,974   |
| Inland Vessels' Wharves, Landing-stages, Tramway, &c. &c. ... ..    | 55,33,947   |
| Moorings Anchor vessels, Harbour Master's boats and steamers ... .. | 2,59,398    |
| Investment for Jetty Reserve Fund ... ..                            | 89,933      |
| Ditto Insurance Fund ... ..   | 41,094      |
| Ditto Port Insurance Fund ... ..                                    | 3,64,250    |
| Ditto Depreciation Fund ... ..                                      | 1,09,995    |
| Ditto Debenture loan Sinking Fund ... ..                            | 10,105      |
| Total ... ..  | 1,34,33,606 |

The value of the Trust property at the close of the year 1880-81 having been Rs. 1,27,86,752, the total increase amounts to Rs. 6,86,854.

The above expenditure has been met from the following sources:—

|   | Rs.         | Rs. |
|---|-------------|-----|
| By loan from Government (repayable) ... ..                                | 60,25,100   |     |
| Ditto less unexpended balance ... ..                                      | 35,701      |     |
|   | —39,86,306  |     |
| Ditto ditto (not repayable) ... ..  | 17,65,000   |     |
| Ditto on debentures ... ..  | 10,00,000   |     |
| Ditto less unexpended balance ... ..                                      | 3,30,523    |     |
|   | —6,79,477   |     |
| Contribution from Government towards purchase of land ... ..              | 74,584      |     |
| Ditto ditto landing stage at ... ..                                       | 10,000      |     |
| Prinsep's Ghât ... ..   | 7,150       |     |
| Ditto ditto River Police block ... ..                                     | 4,07,817    |     |
| From sale of surplus land... ..   | 46,44,182   |     |
| From revenue derived from works since formation of Trust ... ..           | 1,41,000    |     |
| Less amount written off on account of Press-house being burnt down ... .. | 45,03,182   |     |
| Total ... ..  | 1,34,33,606 |     |

3. Of a total expenditure of Rs. 8,77,591 on new works, Rs. 4,10,232 or nearly one-half, was incurred for the purchase of the site of the East Indian Railway Company's premises at Armenian Ghât. Of the remainder Rs. 77,956 were spent on the Jetties, mainly in the extension of the embankment and the removal of sheds Nos. 2 and 3 to the Jetty head; Rs. 37,075 on the Inland Vessels' Wharves, the principal item being the construction, at a cost of Rs. 21,609, of a new bathing Ghât at Mullick's Ghât; Rs. 40,983 on the Tramway, chiefly in the purchase of new rolling-stock; Rs. 1,06,068

on the Howrah foreshore road, and Rs. 86,100 on the extension of the Port moorings. Miscellaneous expenditure, including the cost of a new anchor vessel, the renewal and repairs of hopper barges, and the construction of a new cargo shed at Armenian Ghât and of a house at Hastings for the Harbour Master, amounted to Rs. 1,18,289. With the exception of the removal of Nos. 3 and 4 import sheds to the Jetty heads, whereby an increase of two has been effected in the number of sheds available to the public into which cargo can be delivered without trolleys directly from the ships, no important improvements in the port were completed during the year. The following works, however, were taken in hand:—An extension of the Jetty embankment from the end of No. 5 Jetty to the north end of No. 6 Jetty, a distance of 483 lineal feet; the construction of the first block of a row of warehouses at No. 1 Jetty; the enclosure of the open cargo shed at No. 8 Jetty; and the construction of a shed at Armenian Ghât, of Jetties on Temple's wharf and of Tramway warehouses. Additional engines and boilers were ordered from England for the Hydraulic Crane pumping-house. The riverside Press-house, which was destroyed by fire during the year, has been partially reconstructed. The progress made on the Howrah foreshore road has been slow, and it was found necessary at last to annul the agreement made with the original contractors and to put the work into other hands.

4. The net revenue from the Jetties amounted to Rs. 2,20,186 or Rs. 32,793 less than that realized in the previous year. The falling off was entirely due to increased expenditure. The total receipts amounted to

Rs. 7,68,047, (of which Rs. 6,68,529 or 87·04 per cent. were realized from imports) against Rs. 7,24,900 in 1880-81, showing an increase of gross income amounting to Rs. 43,147. Of this increase the proportion contributed by import and export trade were about  $\frac{1}{3}$ th and  $\frac{2}{3}$ ths respectively. The receipts from imports would have been considerably greater, but for a reduction in the charges made for landing piece-goods, twist, iron and other commodities. The expenditure which had been Rs. 4,71,021 in 1880-81, rose to Rs. 5,47,861 in the year under review. More than half of the excess, however, is explained as being "due to the contribution made from Jetty revenue towards the cost of maintenance of the River Survey, Lighting and Buoy Departments to make good the loss of revenue which this part of the port expenditure sustained by the reduction made in the year in the cost of pilotage and port dues." The remainder of the increase is due to the enhanced cost of establishment, to higher working expenses, and to renewals and repairs consequent on the increase of work at the Jetties. The proportion of expenditure to gross income for the last three years has been—1879-80, 69·8 per cent.; 1880-81, 65·1 per cent.; 1881-82, 71·3 per cent. The Jetties were used by 212 vessels, a number 19 in excess of that for 1880-81, and only 20 short of the large number which used the Jetties in the year of the Madras famine. But while in 1877-78 the gross tonnage of the vessels accommodated at the Jetties amounted to 355,634 tons, in the year under review it reached 361,656 tons, the average burden of each vessel being in the former year 1,533, and in the latter 1,706 tons. Notwithstanding this increase, the work has been done with greater despatch than in



previous years, and for the first time since 1875-76, when 156 vessels only were accommodated, the average detention of each vessel has been under 10 days. The beneficial results of the shorter detention to the general public is seen in the fact that the average amount paid for the use of the Jetties was only Rs. 3,552 for each ship against Rs. 3,700 in 1880-81. The Lieutenant-Governor hopes that further substantial reductions will be found practicable; and that improved facilities for loading and unloading vessels may in some measure compensate for the want of the larger docking accommodation which other ports afford.

The floating 30-ton crane paid its way satisfactorily during the year, its earnings being Rs. 20,465, and the cost of its maintenance Rs. 14,787. It is believed that the crane is of considerable indirect benefit to the port, as but for it, the Commissioners are informed, ships would either refuse to bring out the heavy pieces of machinery now carried, or would charge greatly enhanced rates of freight for doing so.

5. The receipts and expenditure connected with the Inland Wharves both show a considerable increase during the year under review as compared with the previous year, in which the accounts of the Tramway were for the first time eliminated from the general wharf account, thus:—

|                                       | 1880-81. | 1881-82. |
|---------------------------------------|----------|----------|
|                                       | Rs.      | Rs.      |
| Receipts ... ..                       | 3,76,444 | 3,81,937 |
| Expenditure ... ..                    | 1,92,091 | 2,23,930 |
| Excess of income over expenditure ... | 1,84,353 | 1,58,007 |

The excess of expenditure in the year under review is accounted for by a contribution of Rs. 38,507 from this source towards the expenses of the River Survey, Lighting and Buoy Departments. Exclusive of this item, the receipts would have exceeded the expenditure by Rs. 1,96,514. The total amount realized from tolls on goods passing over the wharves was Rs. 3,72,993 against Rs. 3,70,568 in the previous year.

6. The whole of the available land on the Strand Bank was occupied throughout the year, and the receipts from this source were in consequence slightly in excess of those for previous years. Against the increase, however, which amounted to Rs. 5,501, an item of Rs. 25,000 appears on the expenditure side of the account, representing half the contribution made by the Port Commissioners towards the cost of the bridge over the East Indian Railway at Howrah. Leaving this sum out of account, the expenditure on the Strand Bank lands amounted to Rs. 86,559, showing an improvement of Rs. 2,250 as compared with the previous year. The net surplus revenue from these lands was Rs. 45,913. The Press-house belonging to the Commissioners, situated to the north of the Mayo Hospital, was destroyed by fire in February, but is now being re-built. It was insured for its full value, and the whole amount has been recovered.

7. The receipts from the Harbour Master's Department during the year show a considerable falling off as compared with those of 1880-81, and the net result, notwithstanding that the expenditure was less in the former year than the latter, was a decrease of revenue

amounting to Rs. 9,726. The figures for the past ten years are given below :—

|         |     | Income.  | Expenditure. | Profit.  |
|---------|-----|----------|--------------|----------|
|         |     | Rs.      | Rs.          | Rs.      |
| 1872-73 | ... | 5,43,020 | 3,95,168     | 1,47,852 |
| 1873-74 | ... | 4,26,074 | 3,84,858     | 42,116   |
| 1874-75 | ... | 4,55,090 | 4,10,923     | 5,407    |
| 1875-76 | ... | 4,30,551 | 4,24,031     | 5,620    |
| 1876-77 | ... | 4,60,390 | 4,23,066     | 46,734   |
| 1877-78 | ... | 6,10,171 | 4,98,009     | 1,51,362 |
| 1878-79 | ... | 5,80,184 | 3,98,106     | 1,82,078 |
| 1879-80 | ... | 5,61,299 | 3,92,323     | 1,68,946 |
| 1880-81 | ... | 4,93,644 | 4,65,514     | 30,130   |
| 1881-82 | ... | 4,81,572 | 4,61,468     | 20,404   |

The decline in income from this source was due mainly to the increased demand for tonnage which caused ships to shorten their stay in the port as far as possible, so that "with a larger number of vessels entering and leaving, there were fewer vessels at any one time in harbour." This increased activity, which is in itself a cause for satisfaction, was not entirely a pecuniary loss to the port, as a part of the cost was met by larger receipts on account of extra work done in the department. The principal heads under which increased expenditure was incurred were salaries and repairs. The increase in salaries was due partly to a small increase to the salaries of the Assistant Harbour Masters, but chiefly to increased fees earned by officers of the department. The repairs required for the steam-launch *Vectis* amounted to Rs. 7,742, which accounted for almost the whole of the additional expenditure under this head. The charge on account of the depreciation fund Rs. 55,110, was less by Rs. 25,830 than it was in the previous year.

8. An idea of the expansion of the foreign trade of Calcutta during the last 20 years may be gathered from

a perusal of the following table taken from the report, which shows the numbers of vessels entering and quitting the port in each year, and compares the total tonnage for the same period :—

| Years.  | ARRIVALS. |                  |                |           | DEPARTURES.      |        |                |                  |
|---------|-----------|------------------|----------------|-----------|------------------|--------|----------------|------------------|
|         | Number.   |                  | Gross tonnage. |           | Number.          |        | Gross tonnage. |                  |
|         | Steamers. | Sailing vessels. | Total.         | Steamers. | Sailing vessels. | Total. | Steamers.      | Sailing vessels. |
| 1861-62 | 138       | 816              | 634            | 11,000    | ...              | ...    | ...            | ...              |
| 1862-63 | 173       | 967              | 1,140          | 13,400    | ...              | ...    | ...            | ...              |
| 1863-64 | 185       | 1,040            | 1,225          | 14,600    | ...              | ...    | ...            | ...              |
| 1864-65 | 201       | 1,088            | 1,289          | 15,700    | ...              | ...    | ...            | ...              |
| 1865-66 | 215       | 1,125            | 1,340          | 16,800    | ...              | ...    | ...            | ...              |
| 1866-67 | 228       | 1,152            | 1,380          | 17,900    | ...              | ...    | ...            | ...              |
| 1867-68 | 242       | 1,180            | 1,422          | 19,000    | ...              | ...    | ...            | ...              |
| 1868-69 | 256       | 1,208            | 1,464          | 20,100    | ...              | ...    | ...            | ...              |
| 1869-70 | 270       | 1,236            | 1,506          | 21,200    | ...              | ...    | ...            | ...              |
| 1870-71 | 284       | 1,264            | 1,548          | 22,300    | ...              | ...    | ...            | ...              |
| 1871-72 | 298       | 1,292            | 1,590          | 23,400    | ...              | ...    | ...            | ...              |
| 1872-73 | 312       | 1,320            | 1,632          | 24,500    | ...              | ...    | ...            | ...              |
| 1873-74 | 326       | 1,348            | 1,674          | 25,600    | ...              | ...    | ...            | ...              |
| 1874-75 | 340       | 1,376            | 1,716          | 26,700    | ...              | ...    | ...            | ...              |
| 1875-76 | 354       | 1,404            | 1,758          | 27,800    | ...              | ...    | ...            | ...              |
| 1876-77 | 368       | 1,432            | 1,800          | 28,900    | ...              | ...    | ...            | ...              |
| 1877-78 | 382       | 1,460            | 1,842          | 30,000    | ...              | ...    | ...            | ...              |
| 1878-79 | 396       | 1,488            | 1,884          | 31,100    | ...              | ...    | ...            | ...              |
| 1879-80 | 410       | 1,516            | 1,926          | 32,200    | ...              | ...    | ...            | ...              |
| 1880-81 | 424       | 1,544            | 1,968          | 33,300    | ...              | ...    | ...            | ...              |
| 1881-82 | 438       | 1,572            | 2,010          | 34,400    | ...              | ...    | ...            | ...              |
| 1882-83 | 452       | 1,600            | 2,052          | 35,500    | ...              | ...    | ...            | ...              |
| 1883-84 | 466       | 1,628            | 2,094          | 36,600    | ...              | ...    | ...            | ...              |
| 1884-85 | 480       | 1,656            | 2,136          | 37,700    | ...              | ...    | ...            | ...              |
| 1885-86 | 494       | 1,684            | 2,178          | 38,800    | ...              | ...    | ...            | ...              |
| 1886-87 | 508       | 1,712            | 2,220          | 39,900    | ...              | ...    | ...            | ...              |
| 1887-88 | 522       | 1,740            | 2,262          | 41,000    | ...              | ...    | ...            | ...              |
| 1888-89 | 536       | 1,768            | 2,304          | 42,100    | ...              | ...    | ...            | ...              |
| 1889-90 | 550       | 1,796            | 2,346          | 43,200    | ...              | ...    | ...            | ...              |
| 1890-91 | 564       | 1,824            | 2,388          | 44,300    | ...              | ...    | ...            | ...              |
| 1891-92 | 578       | 1,852            | 2,430          | 45,400    | ...              | ...    | ...            | ...              |
| 1892-93 | 592       | 1,880            | 2,472          | 46,500    | ...              | ...    | ...            | ...              |
| 1893-94 | 606       | 1,908            | 2,514          | 47,600    | ...              | ...    | ...            | ...              |
| 1894-95 | 620       | 1,936            | 2,556          | 48,700    | ...              | ...    | ...            | ...              |
| 1895-96 | 634       | 1,964            | 2,598          | 49,800    | ...              | ...    | ...            | ...              |
| 1896-97 | 648       | 1,992            | 2,640          | 50,900    | ...              | ...    | ...            | ...              |
| 1897-98 | 662       | 2,020            | 2,682          | 52,000    | ...              | ...    | ...            | ...              |
| 1898-99 | 676       | 2,048            | 2,724          | 53,100    | ...              | ...    | ...            | ...              |
| 1899-00 | 690       | 2,076            | 2,766          | 54,200    | ...              | ...    | ...            | ...              |
| 1900-01 | 704       | 2,104            | 2,808          | 55,300    | ...              | ...    | ...            | ...              |
| 1901-02 | 718       | 2,132            | 2,850          | 56,400    | ...              | ...    | ...            | ...              |
| 1902-03 | 732       | 2,160            | 2,892          | 57,500    | ...              | ...    | ...            | ...              |
| 1903-04 | 746       | 2,188            | 2,934          | 58,600    | ...              | ...    | ...            | ...              |
| 1904-05 | 760       | 2,216            | 2,976          | 59,700    | ...              | ...    | ...            | ...              |
| 1905-06 | 774       | 2,244            | 3,018          | 60,800    | ...              | ...    | ...            | ...              |
| 1906-07 | 788       | 2,272            | 3,060          | 61,900    | ...              | ...    | ...            | ...              |
| 1907-08 | 802       | 2,300            | 3,102          | 63,000    | ...              | ...    | ...            | ...              |
| 1908-09 | 816       | 2,328            | 3,144          | 64,100    | ...              | ...    | ...            | ...              |
| 1909-10 | 830       | 2,356            | 3,186          | 65,200    | ...              | ...    | ...            | ...              |
| 1910-11 | 844       | 2,384            | 3,228          | 66,300    | ...              | ...    | ...            | ...              |
| 1911-12 | 858       | 2,412            | 3,270          | 67,400    | ...              | ...    | ...            | ...              |
| 1912-13 | 872       | 2,440            | 3,312          | 68,500    | ...              | ...    | ...            | ...              |
| 1913-14 | 886       | 2,468            | 3,354          | 69,600    | ...              | ...    | ...            | ...              |
| 1914-15 | 900       | 2,496            | 3,396          | 70,700    | ...              | ...    | ...            | ...              |
| 1915-16 | 914       | 2,524            | 3,438          | 71,800    | ...              | ...    | ...            | ...              |
| 1916-17 | 928       | 2,552            | 3,480          | 72,900    | ...              | ...    | ...            | ...              |
| 1917-18 | 942       | 2,580            | 3,522          | 74,000    | ...              | ...    | ...            | ...              |
| 1918-19 | 956       | 2,608            | 3,564          | 75,100    | ...              | ...    | ...            | ...              |
| 1919-20 | 970       | 2,636            | 3,606          | 76,200    | ...              | ...    | ...            | ...              |
| 1920-21 | 984       | 2,664            | 3,648          | 77,300    | ...              | ...    | ...            | ...              |
| 1921-22 | 998       | 2,692            | 3,690          | 78,400    | ...              | ...    | ...            | ...              |
| 1922-23 | 1,012     | 2,720            | 3,732          | 79,500    | ...              | ...    | ...            | ...              |
| 1923-24 | 1,026     | 2,748            | 3,774          | 80,600    | ...              | ...    | ...            | ...              |
| 1924-25 | 1,040     | 2,776            | 3,816          | 81,700    | ...              | ...    | ...            | ...              |
| 1925-26 | 1,054     | 2,804            | 3,858          | 82,800    | ...              | ...    | ...            | ...              |
| 1926-27 | 1,068     | 2,832            | 3,900          | 83,900    | ...              | ...    | ...            | ...              |
| 1927-28 | 1,082     | 2,860            | 3,942          | 85,000    | ...              | ...    | ...            | ...              |
| 1928-29 | 1,096     | 2,888            | 3,984          | 86,100    | ...              | ...    | ...            | ...              |
| 1929-30 | 1,110     | 2,916            | 4,026          | 87,200    | ...              | ...    | ...            | ...              |
| 1930-31 | 1,124     | 2,944            | 4,068          | 88,300    | ...              | ...    | ...            | ...              |
| 1931-32 | 1,138     | 2,972            | 4,110          | 89,400    | ...              | ...    | ...            | ...              |
| 1932-33 | 1,152     | 3,000            | 4,152          | 90,500    | ...              | ...    | ...            | ...              |
| 1933-34 | 1,166     | 3,028            | 4,194          | 91,600    | ...              | ...    | ...            | ...              |
| 1934-35 | 1,180     | 3,056            | 4,236          | 92,700    | ...              | ...    | ...            | ...              |
| 1935-36 | 1,194     | 3,084            | 4,278          | 93,800    | ...              | ...    | ...            | ...              |
| 1936-37 | 1,208     | 3,112            | 4,320          | 94,900    | ...              | ...    | ...            | ...              |
| 1937-38 | 1,222     | 3,140            | 4,362          | 96,000    | ...              | ...    | ...            | ...              |
| 1938-39 | 1,236     | 3,168            | 4,404          | 97,100    | ...              | ...    | ...            | ...              |
| 1939-40 | 1,250     | 3,196            | 4,446          | 98,200    | ...              | ...    | ...            | ...              |
| 1940-41 | 1,264     | 3,224            | 4,488          | 99,300    | ...              | ...    | ...            | ...              |
| 1941-42 | 1,278     | 3,252            | 4,530          | 100,400   | ...              | ...    | ...            | ...              |
| 1942-43 | 1,292     | 3,280            | 4,572          | 101,500   | ...              | ...    | ...            | ...              |
| 1943-44 | 1,306     | 3,308            | 4,614          | 102,600   | ...              | ...    | ...            | ...              |
| 1944-45 | 1,320     | 3,336            | 4,656          | 103,700   | ...              | ...    | ...            | ...              |
| 1945-46 | 1,334     | 3,364            | 4,698          | 104,800   | ...              | ...    | ...            | ...              |
| 1946-47 | 1,348     | 3,392            | 4,740          | 105,900   | ...              | ...    | ...            | ...              |
| 1947-48 | 1,362     | 3,420            | 4,782          | 107,000   | ...              | ...    | ...            | ...              |
| 1948-49 | 1,376     | 3,448            | 4,824          | 108,100   | ...              | ...    | ...            | ...              |
| 1949-50 | 1,390     | 3,476            | 4,866          | 109,200   | ...              | ...    | ...            | ...              |
| 1950-51 | 1,404     | 3,504            | 4,908          | 110,300   | ...              | ...    | ...            | ...              |
| 1951-52 | 1,418     | 3,532            | 4,950          | 111,400   | ...              | ...    | ...            | ...              |
| 1952-53 | 1,432     | 3,560            | 4,992          | 112,500   | ...              | ...    | ...            | ...              |
| 1953-54 | 1,446     | 3,588            | 5,034          | 113,600   | ...              | ...    | ...            | ...              |
| 1954-55 | 1,460     | 3,616            | 5,076          | 114,700   | ...              | ...    | ...            | ...              |
| 1955-56 | 1,474     | 3,644            | 5,118          | 115,800   | ...              | ...    | ...            | ...              |
| 1956-57 | 1,488     | 3,672            | 5,160          | 116,900   | ...              | ...    | ...            | ...              |
| 1957-58 | 1,502     | 3,700            | 5,202          | 118,000   | ...              | ...    | ...            | ...              |
| 1958-59 | 1,516     | 3,728            | 5,244          | 119,100   | ...              | ...    | ...            | ...              |
| 1959-60 | 1,530     | 3,756            | 5,286          | 120,200   | ...              | ...    | ...            | ...              |
| 1960-61 | 1,544     | 3,784            | 5,328          | 121,300   | ...              | ...    | ...            | ...              |
| 1961-62 | 1,558     | 3,812            | 5,370          | 122,400   | ...              | ...    | ...            | ...              |
| 1962-63 | 1,572     | 3,840            | 5,412          | 123,500   | ...              | ...    | ...            | ...              |
| 1963-64 | 1,586     | 3,868            | 5,454          | 124,600   | ...              | ...    | ...            | ...              |
| 1964-65 | 1,600     | 3,896            | 5,496          | 125,700   | ...              | ...    | ...            | ...              |
| 1965-66 | 1,614     | 3,924            | 5,538          | 126,800   | ...              | ...    | ...            | ...              |
| 1966-67 | 1,628     | 3,952            | 5,580          | 127,900   | ...              | ...    | ...            | ...              |
| 1967-68 | 1,642     | 3,980            | 5,622          | 129,000   | ...              | ...    | ...            | ...              |
| 1968-69 | 1,656     | 4,008            | 5,664          | 130,100   | ...              | ...    | ...            | ...              |
| 1969-70 | 1,670     | 4,036            | 5,706          | 131,200   | ...              | ...    | ...            | ...              |
| 1970-71 | 1,684     | 4,064            | 5,748          | 132,300   | ...              | ...    | ...            | ...              |
| 1971-72 | 1,698     | 4,092            | 5,790          | 133,400   | ...              | ...    | ...            | ...              |
| 1972-73 | 1,712     | 4,120            | 5,832          | 134,500   | ...              | ...    | ...            | ...              |
| 1973-74 | 1,726     | 4,148            | 5,874          | 135,600   | ...              | ...    | ...            | ...              |
| 1974-75 | 1,740     | 4,176            | 5,916          | 136,700   | ...              | ...    | ...            | ...              |
| 1975-76 | 1,754     | 4,204            | 5,958          | 137,800   | ...              | ...    | ...            | ...              |
| 1976-77 | 1,768     | 4,232            | 6,000          | 138,900   | ...              | ...    | ...            | ...              |
| 1977-78 | 1,782     | 4,260            | 6,042          | 140,000   | ...              | ...    | ...            | ...              |
| 1978-79 | 1,796     | 4,288            | 6,084          | 141,100   | ...              | ...    | ...            | ...              |
| 1979-80 | 1,810     | 4,316            | 6,126          | 142,200   | ...              | ...    | ...            | ...              |
| 1980-81 | 1,824     | 4,344            | 6,168          | 143,300   | ...              | ...    | ...            | ...              |
| 1981-82 | 1,838     | 4,372            | 6,210          | 144,400   | ...              | ...    | ...            | ...              |
| 1982-83 | 1,852     | 4,400            | 6,252          | 145,500   | ...              | ...    | ...            | ...              |
| 1983-84 | 1,866     | 4,428            | 6,294          | 146,600   | ...              | ...    | ...            | ...              |
| 1984-85 | 1,880     | 4,456            | 6,336          | 147,700   | ...              | ...    | ...            | ...              |
| 1985-86 | 1,894     | 4,484            | 6,378          | 148,800   | ...              | ...    | ...            | ...              |
| 1986-87 | 1,908     | 4,512            | 6,420          | 149,900   | ...              | ...    | ...            | ...              |
| 1987-88 | 1,922     | 4,540            | 6,462          | 151,000   | ...              | ...    | ...            | ...              |
| 1988-89 | 1,936     | 4,568            | 6,504          | 152,100   | ...              | ...    | ...            | ...              |
| 1989-90 | 1,950     | 4,596            | 6,546          | 153,200   | ...              | ...    | ...            | ...              |
| 1990-91 | 1,964     | 4,624            | 6,588          | 154,300   | ...              | ...    | ...            | ...              |
| 1991-92 | 1,978     | 4,652            | 6,630          | 155,400   | ...              | ...    | ...            | ...              |
| 1992-93 | 1,992     | 4,680            | 6,672          | 156,500   | ...              | ...    | ...            | ...              |
| 1993-94 | 2,006     | 4,708            | 6,714          | 157,600   | ...              | ...    | ...            | ...              |
| 1994-95 | 2,020     | 4,736            | 6,756          | 158,700   | ...              | ...    | ...            | ...              |
| 1995-96 | 2,034     | 4,764            | 6,798          | 159,800   | ...              | ...    | ...            | ...              |
| 1996-97 | 2,048     | 4,792            | 6,840          | 160,900   | ...              | ...    | ...            | ...              |
| 1997-98 | 2,062     | 4,820            | 6,882          | 162,000   | ...              | ...    | ...            | ...              |
| 1998-99 | 2,076     | 4,848            | 6,924          | 163,100   | ...              | ...    | ...            |                  |

The trade of 1877-78 was abnormal in consequence of the Madras famine, but leaving that year out of account the year under review shows larger returns than any of previous years, and this is the more satisfactory, inasmuch as the rise has been gradual, and is not due to any sudden or unusual inflation of trade.

The great draught of the vessels now piloted with safety on the Hooghly has already been noticed in the Lieutenant-Governor's review of the report of the Port Officer. The following table given by the Port Commissioners, in which the vessels entering and quitting the port during the last three years are classified according to their gross tonnage, is of interest as showing the progressive increase which is taking place in the size of the ships now visiting the port.

*Arrivals.*

| YEARS.     | STILLERS.       |                    |                      |                      |                      |                      |                      |                   |        |                 | SAILING VESSELS.   |                      |                      |                      |                      |                      |                   |        |  |  |
|------------|-----------------|--------------------|----------------------|----------------------|----------------------|----------------------|----------------------|-------------------|--------|-----------------|--------------------|----------------------|----------------------|----------------------|----------------------|----------------------|-------------------|--------|--|--|
|            | Under 500 tons. | 500 to 1,000 tons. | 1,000 to 2,000 tons. | 2,000 to 2,500 tons. | 2,500 to 3,000 tons. | 3,000 to 3,500 tons. | 3,500 to 4,000 tons. | Above 4,000 tons. | Total. | Under 500 tons. | 500 to 1,000 tons. | 1,000 to 2,000 tons. | 2,000 to 2,500 tons. | 2,500 to 3,000 tons. | 3,000 to 3,500 tons. | 3,500 to 4,000 tons. | Above 4,000 tons. | Total. |  |  |
| 1877-80... | 1               | 57                 | 113                  | 97                   | 33                   | 49                   | 21                   | 442               | 28     | 97              | 203                | 120                  | 4                    | 1                    | ...                  | ...                  | ...               | 454    |  |  |
| 1880-81... | 1               | 59                 | 71                   | 135                  | 45                   | 63                   | 10                   | 500               | 50     | 89              | 232                | 104                  | 3                    | 1                    | ...                  | ...                  | ...               | 478    |  |  |
| 1881-82... | ...             | 6                  | 47                   | 29                   | 297                  | 135                  | 53                   | 601               | 55     | 218             | 112                | 6                    | 1                    | ...                  | ...                  | ...                  | ...               | 473    |  |  |

*Departures.*

| YEARS.     | Under 500 tons. | 500 to 1,000 tons. | 1,000 to 2,000 tons. | 2,000 to 3,000 tons. | 3,000 to 3,500 tons. | 3,500 to 4,000 tons. | Above 4,000 tons. | Total. |     |     |
|------------|-----------------|--------------------|----------------------|----------------------|----------------------|----------------------|-------------------|--------|-----|-----|
| 1879-80... | ...             | 64                 | 56                   | 121                  | 93                   | 37                   | 50                | 43     | ... | 484 |
| 1880-81... | ...             | ...                | 39                   | 69                   | 136                  | 129                  | 46                | 61     | 9   | 510 |
| 1881-82... | ...             | ...                | 48                   | 40                   | 293                  | 112                  | 57                | 65     | 13  | 557 |

The number of the steamers which came to Calcutta *via* the Suez Canal was 239 against 163 in 1880-81 and 171 in the famine year. The average burden of these vessels during the year under report was 2,544 tons.

9. Seven accidents happened during the year to ships while in charge of the Assistant Harbour Masters. None of these was of a very serious nature, but in two cases the ships had to put back and unload their cargo for repairs. The *Riga*, on the 20th September, in attempting to pass through the Hooghly Bridge under steam, fouled the hauling-out bar and knocked a hole in her bottom, and on the same day the *Scindia*, in dropping down to Garden Reach under steam, fouled No. 2 Prinsep's Ghat moorings, and did considerable damage to herself and to another vessel. In the former case the mishap was due to the steamer's engines not being under proper control, and in the latter to causes which were purely accidental. Altogether the casualties amounted to only '65 on the number of vessels, which visited the port—a figure which compares favourably with that for 1880-81 ('91).

10. The fire-engine *Hooghly* was got ready on thirteen occasions during the year, and her services were actually utilized on nine occasions—once to pump out the *Riga* in the Calcutta dock, once to pump out water from the 30-ton crane, and seven times in consequence of fires which were unusually numerous during the year. A fire which broke out on board the *Ellen Stuart* on the 27th December was put out, but the vessel was wrecked and her iron hull was cracked. The *County of Peebles*, loaded with

Jute, caught fire on the 6th February. The vessel was saved, but the whole cargo was damaged by fire and water. On the 7th March the cargo of the American ship *Valiant* was ignited by some unknown cause. Both the vessel and the cargo were much damaged, and the former was abandoned; but it was afterwards found possible to tow her into moorings where her cargo was discharged. Three large fires also took place on shore. The Cossipore Jute Mills were partially destroyed on the 14th December, two large store-rooms being completely burnt. Owing to the distance of these mills from the river, no aid could be given by the floating engine. The Nasmyth Jute Mills, situated 200 yards from the river bank at Ghoosery, were wholly destroyed on the 21st February. The engine rendered what assistance was possible, but could only be employed for three hours owing to the shallowness of the water and the strength of the bore. The Riverside Press-house on the Strand Bank caught fire on the 24th February. The house was destroyed, but the outer godowns were saved. The engine was in attendance till the 7th March, when its services were required for the *Valiant*.

11. The operations of the dredger were more satisfactory than in the previous year, but the cost of dredging (Rs. 14-28 per 1,000 cubic feet,) though less than in 1880-81 (Rs. 24-93) is still very high. Altogether 1,541,500 cubic feet were dredged as against 1,067,500 cubic feet in the previous year, at a total cost of Rs. 31,611 against Rs. 33,443.

12. The Tramway forms on this occasion a separate section of the report. The income from, and expendi-

ture on, it for the last three years are compared below :—

| Year.   |     |     | Income.  | Expenditure. | Profit. |
|---------|-----|-----|----------|--------------|---------|
|         |     |     | Rs.      | Rs.          | Rs.     |
| 1879-80 | ... | ... | 1,34,901 | 1,06,365     | 28,536  |
| 1880-81 | ... | ... | 1,12,026 | 81,469       | 30,557  |
| 1881-82 | ... | ... | 1,35,512 | 97,672       | 38,140  |

The great increase which has taken place in the past five years in the traffic passing over the Tramway is shown in the following table :—

1861-62. 1880-81. 1870-80. 1878-79. 1877-78.

*Through Traffic—*

|   |         |         |         |        |        |
|---|---------|---------|---------|--------|--------|
| Number of wagons                            |         |         |         |        |        |
| arrived inward loaded                       | 18,501  | 15,393  | 16,220  | 9,302  | 8,986  |
| Ditto forwarded                             |         |         |         |        |        |
| outward                                     | 10,36   | 8,453   | 10,062  | 6,267  | 1,314  |
| Total tons of goods received and despatched | 188,030 | 159,805 | 157,014 | 92,388 | 81,767 |

*Local Traffic—*

|  |        |       |       |       |      |
|--|--------|-------|-------|-------|------|
| Total number of wagons loaded and despatched | 11,448 | 9,481 | 7,632 | 2,239 | Nil. |
|--|--------|-------|-------|-------|------|

Up to the year 1870-80 the receipts shown under this head included the amount paid by despatchers and consignees of goods for loading and unloading wagons which have now, as mentioned in paragraph 6 of the Lieutenant-Governor's Resolution of last year, been handed over to the Eastern Bengal Railway. In consequence of the large extension of traffic, it has been found necessary to undertake the construction of 8,000 lined feet of additional lines and sidings, to provide more godown accommodation, and to order 40 new wagons and 2 new locomotive engines from England.

13. The income from, and expenditure on, the River Survey, Lighting and Buoying establishments of the Hooghly, which were made over to the Port Commissioners on the 1st November 1881, are shewn below :—

| Income.                           |     | Rs. |                 |
|-----------------------------------|-----|-----|-----------------|
| Receipts from port dues           | ... | ... | 1,16,024        |
| Sale of condemned stores          | ... | ... | 5,892           |
| Proportion of rent of head office | ... | ... | 217             |
| Miscellaneous                     | ... | ... | 424             |
|                                   |     |     | <u>1,21,557</u> |
| Expenditure.                      |     |     |                 |
| Salaries                          | ... | ... | 60,519          |
| Proportion of salaries—control    | ... | ... | 3,035           |
| Repairs                           | ... | ... | 36,591          |
| Working expenses                  | ... | ... | 44,350          |
| Charges for instruments           | ... | ... | 2,351           |
|                                   |     |     | <u>1,47,756</u> |

The excess of expenditure over receipts actually amounted to Rs. 26,199. To meet the estimated deficit, a sum of Rs. 50,000 was provided in the budget in equal shares from the surplus revenue of the Jetties and Inland Wharves. The Survey, Lighting and Buoying Departments, therefore, closed the year with a nominal balance of Rs. 23,801 in their favour. The port dues, which were levied at the rate of 3 annas a ton until the close of the year, have now been reduced to 1 anna, and the deficit which will be caused in the accounts of the port approaches will be met by contributions from other departments. The policy of devoting any surplus of income to a reduction of charges, rather than to defraying the expenses of permanent improvements, was strongly urged upon the Commis-

sioners by the late Lieutenant-Governor. The soundness and justice of this policy is, in Mr. Rivers Thompson's opinion, not open to doubt. Owing to the many natural obstacles to navigation presented by the Hooghly river, the cost to ships of visiting Calcutta can never be low, and, therefore, in the interests of the port, it is absolutely essential, in view of the increased facilities for traffic now offered by railways, and of the comparative shortness of the voyage between Europe and Western India, that Calcutta should be relieved of any charges which can possibly be avoided. Satisfaction has more than once been expressed by Government at the acceptance of this view by the Commissioners. In July 1881 the Commissioners expressed their willingness to contribute a sum equivalent to a port due of 2 annas a ton to enable Government to effect a reduction of 15 per cent. in the pilotage fees, and this reduction was effected from the 1st August following. A reduction of 1 anna in the then port due of 4 annas a ton, was made with effect from the 1st October, and from the commencement of the current year the dues have been levied, as already mentioned, at the rate of 1 anna a ton. Reductions were also made in the Jetty charges during the year under review, and the charges upon piece-goods and twist have been considerably lowered since the 1st April 1882. In the words of the Commissioners "the concessions made in this direction of reduced charges have in effect taken off within 12 months five annas per ton from the charges formerly paid by shipping, and within the last few years one-third of the total charges paid by piece-goods, besides making other reductions in import and export goods of smaller importance."

14. The transfer of the port approaches from the Port Officer to the Port Commissioners was carried out on the 1st November 1881, in accordance with the scheme of which a sketch was given in paragraph 15 of the Lieutenant-Governor's Resolution on the Port Commissioners' report of last year. The Commissioners were appointed Conservators of the port approaches, and they have placed the work, connected with this branch of their duties, in the immediate charge of navigating Lieutenant E. W. Petley, R.N., as Deputy Conservator, whose services have, with the consent of the Admiralty, been placed at the disposal of the Commissioners for this purpose by the Government of India. A report by Lieutenant Petley regarding the port approaches forms an appendix to the report, but does not call for any special notice from Government in this place, the matters dealt with, though important, being for the most part of a technical character, and without general interest.

15. With a view to providing increased facilities for warehousing goods to exporters and importers, the Commissioners had under their consideration for some time a proposal for the purchase of the Bonded Warehouses, but it was ultimately decided that it would be more expedient to build an entirely new set of warehouses. This scheme was opposed by the Municipal Commissioners, the British Indian Association, and other public and private bodies. The opposition was based mainly on two grounds—the interference with private trade; and a supposed pledge by Lord Dalhousie that high buildings should not be erected on the Strand Bank lands. Having consulted the law officers of Government, the Lieutenant-Governor was satisfied that no legal objections existed to the pro-

posed scheme, the advantages of which to the general public will far outweigh the inconvenience caused to the owners of private warehouses by the competition of the Commissioners. The pledge said to have been given by Lord Dalhousie has been misinterpreted, and Mr. Rivers Thompson believes that, in securing the cleanliness and good order of the Strand Bank lands and turning them to the best advantage in the general interests, he is carrying out fully the intentions of that Governor-General. The scheme has therefore been sanctioned.

16. A further scheme of a somewhat similar nature, for the erection of a tea warehouse on the site vacated by the East Indian Railway at Armenian Ghât, has been under discussion throughout the year. The advantages of the proposal commended it to favourable consideration, but a portion of the scheme consisted in providing "facilities not only for receiving and storing tea, but also for the sale and sampling of that commodity," a provision which the Advocate-General has ruled to be beyond the legal scope of the Commissioners' powers. The proposal has therefore been negated in its present form, but with some modification of the original intention it might be adopted.

17. During the year an agreement was arrived at for the long proposed transfer of the Chaudpal Ghât pumping station to the Port Commissioners in exchange for Mullick's Ghât which has been made over to the Municipal Commissioners as a pumping station. The Port Commissioners also pay to the Municipality a sum of Rs. 1,00,731 towards the expenses of the removal of the pump-

ing engine. The Chaudpal Ghât station will now be converted into a landing wharf. A further exchange of land between the Municipality and the Port Trust, with a view to putting a stop to the obstruction now caused to the public road by the traffic to No. 8 Jetty was negatived during the year by the Municipal Commissioners, but the matter is believed to be still under discussion, and it is hoped that some satisfactory conclusion may be arrived at, as there can be no doubt as to the impediment to general traffic along the Strand road now offered by the large number of carts going to and from the Jetties.

18. With a view to further facilitating the delivery and shipment of goods through the Jetties, it has been resolved, experimentally, to extend the number of hours for which the Jetty gates are to be opened without payment of fees. So far as the extra cost of this arrangement falls on the Customs Department it will be defrayed by Government.

19. The Lieutenant-Governor observes with satisfaction that it has not yet been found necessary to take any action under Act I (B. C.) of 1831 in order to prohibit, by a port rule, the exposure of seamen to the sun. Notices are distributed on arrival to all masters of ships regarding the danger of this practice, and the number of cases of sunstroke among sailors has greatly decreased. Masters are at the same time warned of the evil consequences of allowing their men to bathe alongside of vessels and to sleep without proper protection from damp.

20. The introduction of a new set of storm-signals has been sanctioned since the close of the year. These sig-

nals were proposed by the Meteorological Observer for the purpose of distinguishing between the more dangerous class of cyclones usually accompanied by a storm-wave, and the dangerous, but less destructive, cyclonic storms.

21. The thanks of the Lieutenant-Governor are due to the Commissioners for their successful management of the affairs of the Port Trust, the interest taken by them in its welfare having again been shown by their regular attendance at the 29 meetings held during the year. The office of Chairman has been most efficiently filled throughout the year by Mr. Reynolds, and the duties of Vice-Chairman have been satisfactorily performed by Mr. D. Scott, who succeeded Mr. Duff Bruce shortly after the commencement of the year.

By order of the Lieutenant-Governor of Bengal,

A. P. MACDONNELL,

*Offg. Secy. to the Government of Bengal.*

No. 97.

COPY, with copy of the Report, forwarded to the Secretary to the Bengal Chamber of Commerce, for the information of the Chamber.

By order of the Lieutenant-Governor of Bengal,

C. S. BAYLEY,

*Off. Under-Secretary to the Govt. of Bengal.*

CALCUTTA,

*The 12th September 1882.*

**GOVERNMENT RESOLUTION ON THE  
PORT OFFICER'S REPORT FOR 1881-82.**

*Calcutta, the 15th September 1882.*

**RESOLUTION.**

READ—

The Annual Report of the Port Officer for the year 1881-82.

The report is submitted by Lieutenant Stiffe, who was Port Officer throughout the year, with the exception of three months, during which Lieutenant Warden, the Assistant Port Officer, officiated for him. Lieutenant Warden was transferred to Rangoon just before the close of the year, and the appointment of Assistant Port Officer has not since been filled up. Considerable changes took place during the year in the duties performed by the Port Officer. The River Survey Department, the care of the light-vessels and light-houses, and of the houses of refuge, the Wreck and Anchor Department, the Buoy-vessel and Buoy Department, and the Tidal Semaphores and gauges were transferred to the Port Commissioners on the 1st November, and the Port Officer subsequently took charge of the office of Shipping Master, which had formerly been amalgamated with that of the Collector of Customs. These changes have not yet been in force sufficiently long to enable their effect to be determined with certainty, but there is no reason to believe that the result will be other than satisfactory.



2. Two deaths among the Mate Pilots reduced the total number of Pilots, which at the commencement of the year 1881-82 stood at 63, to 61 before its close. During the current year two Leadsman Apprentices have qualified and have been promoted to the rank of Mate Pilot, so that the number is now the same as it was on the 1st April 1881. One Leadsman Apprentice was removed from the service during the year for failure to pass the prescribed examinations, and one recruit was admitted. The Port Officer reports favourably of the conduct of the Leadsman Apprentices, and considers the present system of nomination from the training ships at home productive of good results.

3. The total number of arrivals in the port was 1,074 and of departures 1,058, being in excess of any previous year excepting 1876-77 and 1877-78, when the trade of the port was abnormally large owing to the Madras famine. The average tonnage of the ships arriving was 1,683 and that of ships leaving 1,676. The increase in numbers was entirely among steamers, of which 601 entered and 597 left the port, against 506 and 510 in the previous year. The numbers of incoming and outgoing sailing vessels fell from 478 and 505 to 473 and 461 respectively. The subject of the increase in the number of steamers and the decrease in the number of sailing vessels has been considered in the review of the Port Commissioners' report, in which it is dealt with in greater detail than in that now under consideration. The figures cited above do not include 21 Government vessels, and 189 arrivals, and 191

departures of vessels for the Orissa ports. The Port Officer has appended to his report some interesting diagrams indicating the number and tonnage of the vessels piloted, and the number of accidents which have taken place, for the last 25 years. These diagrams show very conclusively that the Pilot Service has proved fully equal to the more difficult task now falling to its lot in consequence of the great increase in the size of vessels visiting the port. This will be apparent from the fact that the average tonnage of the steamers which visited the port in the year 1872 was little over 1,500 tons, and that of the sailing vessels 1,050 tons, while the average of steamers is now 2,050 tons and of sailing vessels 1,200 tons. It may be added that the proportion of accidents to traffic, which in 1868 rose to 5.55 per cent, was 4.4 per cent. in 1872, and has now fallen to 2.1. The Port Officer is therefore justified in stating that as "five steamers and one sailing vessel of the great draught of 25 and 26 feet proceeded safely down the river during the year, it would appear that the navigable channels of the Hooghly do not show any practicable signs of deterioration."

4. The following table shows the comparative numbers of the vessels of deep draught piloted in the Hooghly for the last two years, and serves to exemplify the transition which is taking place from sailing vessels to steamers, and from vessels of light to vessels of heavier tonnage:—



skill in navigating vessels of all kinds in the exceedingly difficult and intricate channels of the Hooghly. It is satisfactory also to learn that the tone of the service is good, and, in the opinion of the Port Officer, rising.

6. Courts of enquiry were held in several cases to investigate the conduct of Pilots and accidents on the river and in the port, but the proceedings of one only—namely, the enquiry into the causes of the loss of the *Ghattal*—are of general interest. The *Ghattal* was a vessel carrying passengers between the place of that name in Midnapore and Calcutta. While endeavouring to pass through the Hooghly Bridge before daylight on the morning of the 21st February 1882, the *Ghattal* came into collision with one of the pontoons of the bridge and sank. Many of the passengers were saved, but it is impossible to say what loss of life occurred, as the number on board was not known with exactness, and it is uncertain how many reached land safely. In order to guard against similar accidents, a port rule has been passed prohibiting vessels from being under weigh between sunset and sunrise between Hastings Bridge and Ahiritola Ghât. The question of regulating the traffic of these small passenger-carrying steamers, to which, as they do not go to sea, the Provisions of the Native Passenger Ship's Act do not apply, is now under the consideration of the Lieutenant-Governor.

7. The services of the *Undaunted* were, as in the previous year, made available when necessary for the use of this Government by the Government of India until the 1st September 1881, when she was transferred permanently to the Bengal Marine. Of the three pilot brigs one

the *Chinsurah*, has been condemned, and a new brig has been ordered from England in her place. It is hoped that the new brig may arrive by the month of January or February next. The *Coleroon* and *Cassandra* are both in good order.

8. The number of certificates of survey granted to inland steamers during the year amounted to 193, against 170 in 1880-81. The number of permits granted to small coasting vessels of between 100 and 200 tons burthen fell from 26 to 22. Three vessels were again registered under the English Merchant Shipping Act of 1834, and two vessels under Act X of 1841. Under the Native Passenger Ships Act, 73A and 80B certificates were issued, showing a slight increase in the former, and a slight decrease in the latter, as compared with the previous year. For certificates of competency, 80 candidates were examined, of whom 58 were successful. Of the 22 failures, twelve were among 26 candidates for certificates as engine drivers, and four among 7 candidates for second-class engineer's certificates. Three candidates appeared for certificates of competency as first-class engineers of inland steamers, of whom none passed. Five licenses were renewed to pilots of native vessels, who, however, only piloted five vessels between them.

9. The only changes of importance which took place during the year have been already noticed. A Committee, of which the Port Officer and Assistant Port Officer were members, sat by order of the Government of India to consider the question of light-house and light-vessel

maintenance in India. The Government of India sanctioned the adoption of a code of signals for pilots, designed by Mr. Elson, a Licensed Master Pilot.

10. The thanks of Government are due to the Port Officer for his efficient performance of his duties throughout the year.

By order of the Lieutenant-Governor in Bengal,

A. P. MACDONELL,

*Offg. Secretary to the Govt. of Bengal.*

No. 1401.

Copy of the Report and of this Resolution forwarded to the Bengal Chamber of Commerce for information.

By order of the Government of Bengal,

C. S. BAYLEY,

*Offg. Under-Secretary to the Govt. of Bengal.*

CALCUTTA,

*The 15th September 1882.*

**SECRETARY OF STATE'S REPLY TO THE  
MEMORIAL AGAINST THE REDUCTION OF  
SALARIES OF PUISNE JUDGES OF THE HIGH  
COURT.**

INDIA OFFICE:

*London, 3rd August.*

To

HIS EXCELLENCY THE MOST HONORABLE  
THE GOVERNOR-GENERAL OF  
INDIA IN COUNCIL.

*Seitiat,  
No. 27.*

MY LORD MARQUIS,—In my despatch of the 27th of April last, No. 13, I replied to Your Excellency's letters of the 6th, 13th and 27th February, Nos. 5, 8 and 11, relating to the assimilation of the salaries of the Puisne Judges of the High Court at Calcutta to those of the Judges in the other High Courts, and I expressed my inability to modify the orders contained in my despatch of the 3rd of February 1881, No. 7.

2. In a letter dated the 9th of May, No. 16, you forwarded a memorial from another member of the Bengal Civil Service, in precisely the same terms as those previously transmitted, which, therefore, calls for no special comment.

3. Your letter No. 15, of the same date, however, forwards a memorial on the same subject, signed on behalf of the Calcutta Bar, the Bengal Chamber of Commerce, the Trades' Association of Calcutta, the British Indian Association, the National Mahomedan Association, and the Vakeels of the High Court, and accompanied

by a Minute, dated the 8th of September 1881, addressed to your Government by the Chief Justice of the High Court of Calcutta.

4. Although Your Excellency is well aware of the reasons which led Her Majesty's Government to issue the instructions that have drawn forth the protests, I think that a memorial representing so many important interests, calls for a somewhat fuller explanation than was given in my despatch of the 27th of April, of the reasons for the original orders being passed, and for my adherence to them.

5. In the summer of 1879, when the pressure on the finances of India compelled the Government to curtail its expenditure in every possible manner, the attention of Parliament was directed, among other matters, to the reduction of the Home charges, and, on the part of the Secretary of State in Council, Mr. Stanhope gave an assurance to the House of Commons that no opportunity should be lost of reducing them as much as possible. Accordingly, Viscount Cranbrook appointed a special Committee, comprising certain Members of the Council of India, and presided over by one of the Under-Secretaries of State, to consider what reduction appeared feasible in the charges borne upon the Home Accounts, and in relation to appointments to offices in India made by the Secretary of State.

6. In their first report the Committee recommended the reduction of the passage and outfit allowances granted to many high officers, including the Viceroy, the Governors of Madras and Bombay, the Members of Council

the Commanders-in-Chief, the Bishops, the Chief Justices at Madras, Bombay, and Allahabad, and the Puisne Judges, and the necessary Act of Parliament was passed for effecting such of these reductions as required legislative sanction.

7. The second report of the Committee dealt with the salaries of the same high officers, and changes were recommended in those of the Governors of Madras and Bombay, of Members of Council appointed from England, of the Commanders-in-Chief at Madras and Bombay, and of the Puisne Judges.

8. The Act of Parliament passed in 1861 for the establishment of the High Courts empowers the Secretary of State in Council to fix the salaries of the Judges of the High Courts, and from time to time to alter them. It was, however, thought by Lord Cranbrook to be desirable that the opinion of the Government of India should be requested as to the proposed alteration of judicial salaries, and accordingly that Government was consulted on the question, whether in future the Puisne Judges of the High Court of Calcutta should receive a higher salary than the Puisne Judges of the High Courts of Madras, Bombay, and the North-Western Provinces. The Government of India, in reply, stated that they were divided in opinion, the majority considering that the assimilation should not be made, and the minority holding that there was no longer any reason for the difference. They therefore added that they left the question to the decision of the Secretary of State. Thereupon I carefully reconsidered the whole subject in Council,

and I determined on upholding the view arrived at by the Special Committee and by Lord Cranbrook.

9. It is, I hope, unnecessary for me to state that my predecessor cannot have intended, nor assuredly did I intend, to throw any slur whatever on the High Court of Calcutta. There are, it must be obvious, grave antecedent objections to giving different remunerations to officers of equal dignity performing the same or very similar duties in various parts of India. And in the case of the Judges of the High Court, the inequality was the more striking on account of the great assimilation of Indian law and procedure which has been effected by the abundant Indian legislation of recent years. I cannot admit, with the memorialists, that equality of salaries between the High Courts has any tendency to lead to the appointment of an inferior class of Judges, and to imperil the efficient administration of justice. If I were to defer to such an argument, I should cast, by implication, an unmerited slight on the gentlemen who have accepted appointments in the High Courts other than that at Calcutta. In this view I may observe that the only Chief Justice of Calcutta who has, since the assumption of the Government by Her Majesty, been appointed from the Bench in India, began his career in that country as a Puisne Judge at Bombay. The reasoning of the memorialists might, in fact, be applied with equal propriety to the administration of the Government generally, of the Army, and of Ecclesiastical matters, since, as I have already stated, the same orders which affect the Puisne Judges affect also the salary or outfit of Governors

and Members of Council, of the Commanders-in-Chief, and of the Bishops.

10. I have further to observe that a considerable portion of the Puisne Judges of the High Court are appointed by Her Majesty from the Bar in England, and that nothing whatever has occurred here which could lead me to suppose that any difficulty would be experienced in obtaining for the High Court of Calcutta Barristers of equal efficiency with those who have served on the Bench of late years. I have every reason to believe that the salaries and pensions of High Court Judges on the scale of Madras and Bombay are regarded in this country as very liberal, and they are certainly in excess of those offered for judicial service in other dependencies or colonies of Her Majesty, even in those which are situated within the tropics.

11. The assimilation of salaries is also complained of, as interfering with the expectations of those Covenanted Civil Servants in Bengal who, not having yet been appointed to the Calcutta High Court, have selected the Judicial branch of the Service, and who therefore claim a species of vested interest in the maintenance of the higher salaries. I have already informed Your Excellency that any interest which can reasonably be regarded as vested—as, for example, the expectation of a civil servant who has temporarily officiated in the High Court—ought to entitle him to the older salary if he be appointed to the Bench by the Crown. But I am of opinion that the mere fact of having selected the Judicial Service cannot give any claim except to the

salary of a Puisne Judge, as it is fixed at the moment of appointment to the High Court. The argument to the contrary is of much wider reach than those who employ it appear to suppose. Very important proposals for judicial reform in Bengal have been under discussion of late years between the Government of India and Her Majesty's Government. Any one of them would, in my judgment, entail some reduction in the number of civil servants appointed to the High Court, and would therefore interfere with expectancies more than any equalization of salaries could do. It is impossible, therefore, for me to admit the cogency of reasoning which, if allowed, might either arrest judicial reform, or defer it till every one who had an expectation, however remote, of a seat on the Bench of the High Court had passed out of the Civil Service of Bengal.

12. It has been already stated to Your Excellency that the exact salary of the Indian Puisne Judges has not yet been finally fixed by me. I think it, however, expedient to explain the manner in which the amount of salary named in certain Despatches was arrived at, namely, Rs. 43,200 a year. It is provided by the law that not less than one-third of the Judges in each of the High Courts shall be selected from the Covenanted Civil Service, and in practice that proportion is exceeded. Under the regulations such Judges contributed 4 per cent. on their salaries towards a provision for their pensions as Civil Servants; though, equally with the Barrister Judges who made no such contribution, they were entitled to pensions in accordance with the rules under the High Courts Act. Thus it happened, that one-half of the Puisne Judges at Madras, Bombay, and Allahabad, receive

ed salaries of Rs. 45,000, while the other half drew only Rs. 43,200, the whole being entitled to similar rates of pension after similar periods of service on the Bench. It was, therefore, considered that the opportunity should be taken of placing all the European Puisne Judges on an equality; and, as no reason existed for increasing the salary of the Civilian Judges, the rate of pay was fixed for all such Judges in all the High Courts at Rs. 43,200, no contribution for pension being required in future.

13. I propose to address Your Excellency separately on the subject of salary of the Native Judges of the High Courts.

14. I request that you will communicate a copy of this Despatch to the various memorialists, with an expression of the regret that Her Majesty's Government feel at being compelled to refuse a compliance with their request.

I have the honor to be,  
MY LORD MARQUIS,  
Your Lordship's most obedient, humble Servant,  
HARTINGTON.

By order,  
F. C. DAUKES,  
*Under-Secy. to the Government of India,*

HOME DEPARTMENT,  
(JUDICIAL);  
*Simla, September 1882.*

# FUNDS OF THE CHAMBER.

*Statement of the Funds of the Bengal Chamber of Commerce,  
from 1st May to 31st October 1882.*

|                 |     |     |       |   |   |
|-----------------|-----|-----|-------|---|---|
| Office Rent     | ... | ... | 900   | 0 | 0 |
| Establishment   | ... | ... | 5,451 | 0 | 0 |
| Charges General | ... | ... | 4,446 | 9 | 8 |
| Sundries        | ... | ... | 465   | 3 | 0 |

Rs. 11,262 12 8

|                             |        |    |   |
|-----------------------------|--------|----|---|
| Cash in Bank of Bengal      | 40     | 12 | 2 |
| Reserve in Government Paper | 15,000 | 0  | 0 |
|                             | 15,040 | 12 | 2 |

Rupees 26,312 8 10

CALCUTTA,  
31st October 1882. }

|   |        |   |   |
|---|--------|---|---|
| Cash in Bank of Bengal on 30th April 1882 | 400    | 8 | 2 |
| Government Securities ...                 | 15,000 | 0 | 0 |
|   | <hr/>  |   |   |
| Rs.                                       | 15,400 | 8 | 2 |

|                                      |     |        |    |   |
|--------------------------------------|-----|--------|----|---|
| Subscriptions                        | ... | 7,208  | 0  | 0 |
| Price Current and other Publications | ... | 2,826  | 10 | 0 |
| Interest on Government Securities    | ... | 300    | 0  | 0 |
| Sundries                             | ... | 577    | 6  | 8 |
|                                      |     | 10,912 | 0  | 8 |

Rupees 26,312 8 10

E. E.  
H. W. I. WOOD,  
*Secretary.*

APPENDIX.



**TONNAGE SCHEDULE** for the Port of CALCUTTA, adopted at a Special General Meeting of the Bengal Chamber of Commerce, held on the 19th February 1872, with effect from 1st September 1872, except as regards the measurement of Cotton, Hemp, Jute, Jute Cuttings, Rhen, Safflower, and other articles similarly packed, which, under the Chamber's Resolution of 14th June 1872, had effect from 1st July 1873.

| ARTICLES.                     | Cwt. per<br>Ton Nett. | Cubic<br>Feet<br>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                    | .....                     |
| Asafoetida, in bags and boxes | 20                    | .....                     |
| Apparel, in boxes             | .....                 | 50                        |
| Bark, in bags                 | 8                     | .....                     |
| Bee's Wax                     | 20 gross.             | .....                     |
| Borilla                       | 20                    | .....                     |
| Betel-nut                     | .....                 | 50                        |
| Books                         | 20                    | .....                     |
| Borax                         | 14                    | .....                     |
| Bhan                          | 20                    | .....                     |
| Bismuthum                     | at per cent.          | .....                     |
| Bullion                       | 10                    | .....                     |
| Cake-lac, in bags             | .....                 | 50                        |
| Camphor, in cases             | 8                     | .....                     |
| Carbuncles, in robins         | .....                 | 50                        |
| " boxes                       | .....                 | 50                        |
| Cassia, in boxes              | 12                    | .....                     |
| " bags                        | 13                    | .....                     |
| Castor Seed                   | 8                     | .....                     |
| Chillies (dry), in bags       | 11                    | .....                     |
| China Root, in bags           | .....                 | 50                        |
| " boxes                       | 14                    | .....                     |
| Chiretta                      | .....                 | 50                        |
| Churrah                       | 8                     | .....                     |
| Cigars                        | .....                 | 50                        |
| Cloves, in bags               | 20                    | .....                     |
| " boxes                       | .....                 | 50                        |
| Coals                         | 18                    | .....                     |
| Cochineal                     | 16                    | .....                     |
| Coffee, in bags               | .....                 | .....                     |
| " casks                       | .....                 | .....                     |

| ARTICLES.                     | Cwt. per<br>Ton Nett.      | Cubic<br>Feet<br>per Ton. |
|-------------------------------|----------------------------|---------------------------|
| Coral, rough                  | 20                         | .....                     |
| Coir, loose and unscrewed     | 12                         | .....                     |
| Copras, or Coconut Kernel     | 14                         | .....                     |
| Coriander Seed                | 12                         | .....                     |
| Cotton                        | 2 bales net ex<br>coasting | 52                        |
| Cowries                       | 20                         | .....                     |
| Cumin Seed                    | 8                          | .....                     |
| "    Black                    | 8                          | .....                     |
| Cutch, in bags                | 18                         | .....                     |
| Dates, wet                    | 20                         | .....                     |
| "    dry                      | 16                         | .....                     |
| Dholl                         | 20                         | .....                     |
| Elephants' Teeth, in bulk     | 20                         | .....                     |
| Furniture                     | .....                      | 50                        |
| Garlic and Onions             | 12                         | .....                     |
| Ginger                        | 16                         | .....                     |
| Grain                         | 20                         | .....                     |
| Gums, in cases                | .....                      | 50                        |
| Gunny Bags and Gunny Cloth    | .....                      | 50                        |
| Gunjah                        | .....                      | 50                        |
| Hemp                          | 2 bales net ex<br>coasting | 52                        |
| Hides, Buffalo, or Cow, cured | 4                          | .....                     |
| Horns, Horn Shavings and Tips | 20                         | .....                     |
| Huras, Cow, Buffalo, or Deer  | 20                         | .....                     |
| Jodia Rubber, in bags         | 16                         | .....                     |
| "    cases                    | .....                      | 50                        |
| Indigo                        | .....                      | 50                        |
| Iron                          | 20                         | .....                     |
| Jute                          | 2 bales net ex<br>coasting | 52                        |
| Jute Cuttings                 | 2 bales net ex<br>coasting | 52                        |
| Lac Dye                       | .....                      | 50                        |
| Lard                          | .....                      | 50                        |
| Linseed                       | 20 gross.                  | .....                     |
| Mace                          | 20                         | .....                     |
| Machbary                      | 20                         | .....                     |
| Metals                        | 20                         | .....                     |
| Mathie Seed                   | 18                         | .....                     |
| Mirabolams                    | 16                         | .....                     |
| Malasses                      | 2 puncheons or 4 hlds.     | .....                     |
| Mother of Pearl, in bags      | 20                         | .....                     |
| Non-jet                       | 20                         | .....                     |
| Mustard or Rape Seed          | 20                         | .....                     |
| Niger Seed                    | 20                         | .....                     |
| Nutmegs, in cases or casks    | .....                      | 50                        |

| ARTICLES.                         | Cwt. per<br>Ton Nett.      | Cubic<br>Feet<br>per Ton. |
|-----------------------------------|----------------------------|---------------------------|
| Nux Vomica                        | 16                         | .....                     |
| Oats                              | 16                         | .....                     |
| Oil, in cases                     | .....                      | 50                        |
| "    casks                        | 4 hlds.                    | .....                     |
| Opium                             | .....                      | per chest.                |
| Paddy                             | 16                         | .....                     |
| Palmitine, in bags                | 16                         | .....                     |
| Peas                              | 20                         | .....                     |
| Pepper, Long                      | 12                         | .....                     |
| "    Black                        | 14                         | .....                     |
| Planks and Deals                  | .....                      | 50                        |
| Poppy Seed                        | 20                         | .....                     |
| Putchuck                          | 10                         | .....                     |
| Rags                              | .....                      | 50                        |
| Raw Silk, in bales                | 10                         | .....                     |
| Rattans for dunnage               | 20                         | .....                     |
| Red Wood, ditto                   | 20                         | .....                     |
| Rhea                              | 2 bales net ex<br>coasting | 52                        |
| Rice                              | 20                         | .....                     |
| Rope, in coils                    | .....                      | 50                        |
| "    Lines and Twines, in bundles | 16                         | .....                     |
| Run, in casks                     | 2 puncheons or 4 hlds.     | .....                     |
| Safflower                         | .....                      | 50                        |
| Sago, in cases                    | .....                      | 50                        |
| Sal-ammoniac, in bags             | 20                         | .....                     |
| "    boxes                        | 20 gross.                  | .....                     |
| Saltpetre                         | 20                         | .....                     |
| Salt                              | 20                         | .....                     |
| Sapan Wood for dunnage            | 20                         | .....                     |
| Sealing Wax, in cases             | .....                      | 50                        |
| Seed-lac, in cases                | .....                      | 50                        |
| "    bags                         | 16                         | .....                     |
| Senna                             | .....                      | 50                        |
| Shells, rough, in bags            | 20                         | .....                     |
| Shell-lac, in cases               | .....                      | 50                        |
| "    bags                         | 16                         | .....                     |
| Silk Chusum                       | .....                      | 50                        |
| "    Waste                        | .....                      | 50                        |
| Silk Piece-Goods                  | .....                      | 50                        |
| Skus                              | 14                         | .....                     |
| Soap, country, in cases           | .....                      | 50                        |
| "    bags                         | 15                         | .....                     |
| Stick Lac, in cases               | 20                         | .....                     |
| "    bar                          | 20                         | .....                     |
| "    bags                         | 16                         | .....                     |

| ARTICLES.                        | Cwt. per<br>Ton Nett. | Cubic<br>Feet<br>per Ton. |
|----------------------------------|-----------------------|---------------------------|
| Sugar ...                        | 20                    | .....                     |
| Tallow, in cases or casks ...    | 20                    | .....                     |
| Talc ...                         | 20                    | .....                     |
| Tamarinds, in cases or casks ... | 20                    | .....                     |
| Tapioca ...                      | 50                    | .....                     |
| Tea ...                          | 50                    | .....                     |
| Teel Seed ...                    | 20                    | .....                     |
| Timber, round ...                | 40                    | .....                     |
| "    squared ...                 | 50                    | .....                     |
| Tinical ...                      | 20                    | .....                     |
| Tobacco, in bales ...            | 16                    | .....                     |
| Turkish Shells, in chests ...    | 50                    | .....                     |
| Turmeric ...                     | 16                    | .....                     |
| Wheat ...                        | 20                    | .....                     |
| Wool ...                         | 50                    | .....                     |

1. Goods in Casks or Cases to be calculated gross weight when paying freight by weight; and where freight is made payable on measurement, the measurement to be taken on the Custom House wharf, or other shipping wharf within a radius of 5 miles from the Custom House, except in the case of Cotton, the measurement of which shall be taken at the Screw-house.

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

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

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

By a Resolution of a General Meeting of the Chamber held on the 31st May 1851, the Tonnage Schedule was forthwith amended as regards Jute, Jute Cuttings, Cotton, Hemp, and Khea Fibre, the ton of each of which was altered from 50 cubic feet to 5 bales not exceeding 52 cubic feet.

H. W. L. WOOD,  
Secretary.

## SCHEDULE OF COMMISSION CHARGES

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

- On the sale, purchase, or shipment of Bullion, Gold Dust or Coin ... 1 per cent.
- On the purchase (when in funds) or sale of Indigo, Raw Silk, Silk Piece-Goods, Opium, Pearls, Precious Stones, or Jewellery ... 2½ "
- On purchasing ditto when funds are provided by the Agent ... 5 "
- On the sale or purchase of all other goods—the commission in all cases to be charged upon the gross amount of sales, and in regard to purchases upon both cost and charges ... 5 "
- On returns for Consignments if made in produce ... 2½ "
- On returns of Consignments if in Bills, Bullion, or Treasure ... 1 "
- On accepting Bills against Consignments ... 1 "
- On the sale or purchase of Ships, Factories, Houses, Lands, and all property of a like description ... 2½ "
- On goods and treasure consigned, and all other property of any description referred to Agency for sale, whether advanced upon or otherwise, which shall afterwards be withdrawn; and on goods consigned for conditional delivery to others and so delivered, on invoice amount at 2s. per rupee half com.
- On making advances or procuring loans of money for commercial purposes, when the aggregate commission does not exceed 5 per cent. ... 2½ per cent.
- On ordering, or receiving and delivering goods, or superintending the fulfilment of contracts, or on the shipment of goods, where no other commission is devised ... 2½ "

12. On guaranteeing Bills, Bonds, or other engagements, and on becoming security for administration of Estates, or to Government for the disbursement of public money ...  $2\frac{1}{2}$  per cent.
13. On *del-credere*, or guaranteeing the due realization of sales ...  $2\frac{1}{2}$  "
14. On the management of Estates for Executors or Administrators ...  $2\frac{1}{2}$  "
15. On chartering ships or engaging tonnage for constituents for vessels to proceed to outports for loading ...  $2\frac{1}{2}$  "
16. On advertising as the Agents for Owners or Commanders of ships for Cabin passengers, on the amount of passage money, whether the same shall pass through the Agent's hands or not ...  $2\frac{1}{2}$  "
17. On procuring freight for a ship by a shipping order or charter, or on procuring employment for a ship on monthly hire, or acting as Agents for owners, Captain, or Charterers of a vessel, upon the gross amount of freight, brokerage inclusive ... 5 "
18. On engaging Asiatic Emigrants for a ship to the Mauritius, the West Indies, or elsewhere, upon the gross amount of earnings ... 5 "
19. On engaging troops for a ship to Great Britain or elsewhere, on the gross amount of passage money for rank and file ...  $2\frac{1}{2}$  "
20. On realising inward freight, inward troops, Emigrant, or Cabin passage money ...  $2\frac{1}{2}$  "
21. On landing and re-shipping goods from any vessel in distress, or on landing and selling by auction damaged goods from any such vessel, and acting as Agent for the Master on behalf of all concerned, on the declared value of all such goods as may be re-shipped, and on the nett proceeds of all such goods as may be publicly sold ... 5 "
- If Opium, Indigo, Raw Silk, or Silk Piece-Goods ...  $2\frac{1}{2}$  "
- If Treasure, Precious Stones, or Jewellery ... 1 "

22. On effecting Insurances, whether on lives or property ...  $2\frac{1}{2}$  per cent.
23. On settling Insurance claims, losses, and averages of all classes, and on procuring returns of premium ...  $2\frac{1}{2}$  "
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 ...  $2\frac{1}{2}$  "
- Or, if recovered by such means ... 5 "
26. On Bills of Exchange returned dishonored ... 1 "
27. On collecting House Rent ...  $2\frac{1}{2}$  "
28. On ship's Disbursements ...  $2\frac{1}{2}$  "
29. On realising Bottomry Bonds, or negotiating any loan on *respondentia* ...  $2\frac{1}{2}$  "
30. On granting Letters of Credit ... 1 "
31. On sale or purchase of Government Securities and Bank or other Joint Stock Shares, and on every exchange or transfer not by purchase from one class to another ...  $\frac{1}{2}$  "
32. On delivering up Government Securities and Bank or other Joint Stock Shares, on the market value ...  $\frac{1}{2}$  "
33. On all amounts debited and credited within the year (less the balance brought forward) upon which no commission amounting to 5 per cent. has been charged ...  $\frac{1}{2}$  "

Brokerage when paid is to be separately charged.

H W. I. WOOD,  
Secretary.

x

## CONVERSION OF STERLING FREIGHT INTO INDIAN CURRENCY.

*The following Resolutions were adopted at a General Meeting of the Chamber, held on the 17th January 1882.*

"That the Resolutions adopted, 31st May 1876, respecting  
"conversion into Indian currency of sterling freight  
"and commission thereon be hereby rescinded, and  
"that the following Resolutions be substituted in  
"their stead, with immediate effect, viz. :—

1. "That, in the absence of any stipulation to the  
"contrary, sterling freight payable in Calcutta, in-  
"cluding differences of freight adjusted in Calcutta,  
"and all commissions on sterling freight made pay-  
"able at Calcutta or there brought into account,  
"shall be reduced into Indian money at the rate of  
"exchange for Bank Bills on London on demand  
"which shall have been current on the mail-day  
"next preceding the day when the amount to be  
"dealt with shall be ascertained.
2. "That, in the absence of anything to the contrary ex-  
"pressed, the words 'current rate of exchange' shall  
"be held to mean the rate current for Bank Bills on  
"London payable on demand.
3. "That, for the purpose of charging commission or  
"adjusting differences, freight expressed in dollars  
"(American) shall be converted into sterling at a  
"uniform rate of fifty pence per dollar."

*Forms of Bill of Lading and Boat Note as adopted at a  
General Meeting of the Chamber of Commerce, on the 17th  
January 1880.*



in good order and well-conditioned,

by \_\_\_\_\_  
in and upon the good Ship or Vessel called the \_\_\_\_\_  
whereof is Master for this present Voyage \_\_\_\_\_  
and now lying in the Port of Calcutta and bound for \_\_\_\_\_

being marked and numbered as in the margin, and to be delivered,  
in the like good order and well-conditioned, at the aforesaid Port  
of \_\_\_\_\_

*(The Act of God, the Queen's Enemies, fire, and all and every other  
dangers and accidents of the Seas, Rivers, and Navigation of whatever  
nature and kind soever excepted)*

unto \_\_\_\_\_  
or to \_\_\_\_\_ Assigns, Freight for the said Goods  
being payable as customary \_\_\_\_\_

with Average accustomed. In witness whereof, the Master or  
Agents of the said Ship hath affirmed to \_\_\_\_\_ Bills of Lading, all of  
this tenor and date, one of which being accomplished, the others to  
stand void.

Dated in CALCUTTA, this \_\_\_\_\_ day of \_\_\_\_\_ 18

*Weight and Contents unknown.*

| Marks<br>and<br>Numbers. | Number<br>of<br>Packages. | Description<br>of<br>Goods. |  |
|--------------------------|---------------------------|-----------------------------|--|
|                          |                           |                             |  |

Chief Officer.

Ship.....

Moorings.....

## MEMBERS OF THE CHAMBER OF COMMERCE.

Agelasto, A., and Co.  
 Apter and Co.  
 Anderson, Wright and Co.  
 Acheron, P., and Co.  
 Balow and Co.  
 Begg, Dunlop and Co.  
 Burn and Co.  
 Barry and Co.  
 Baber, Lawrie and Co.  
 Campbell, J., Esq., *Manager, National Bank of India*.  
 Carities, Nephews and Co.  
 Cassitt and Co.  
 Crooke, Home and Co.  
 Cohn Brothers and Fuchs.  
 Duncan Brothers and Co.  
 Ivesonmab Dutt and Co.  
 Ernsthausen and Osterley.  
 Ewing and Co.  
 Elliott, John, and Co.  
 Esra, E. D. J., Esq.  
 Finlay, Blair and Co.  
 Gahorne and Co.  
 Graham and Co.  
 Grindley and Co.  
 Gubbey, Eliza S., Esq.  
 Harper, G., Esq., *Agent, Oriental Bank Corporation*.  
 Henderson, George, and Co.  
 Helgen, F. W. and Co.  
 Howe, Miller and Co.  
 Huber and Co.  
 Holman, Gonor and Co.  
 Jarlino, Skinner and Co.  
 Kettewell, Bullen and Co.  
 Kelly and Co.  
 Ken, Dods and Co.  
 King, Hamilton and Co.  
 King, W. Vale and Co.  
 W. A. N. Langdon, Esq., *Manager, Delhi & London Bank, Limited*.  
 W. A. Mann, Esq., *Acting Agent, Chartered Bank of India, Australia, and China*.

Morise, R., Esq., *Agent, Hong-Kong and Shanghai Banking Corporation*.  
 R. Munier, Esq., *Agent, Chartered Mercantile Bank of India, London and China*.

Mackilloan, J., and Co.  
 Mackinnon, Mackenzie and Co.  
 Mackenzie, Lyall and Co.  
 Mansell and Co.  
 Macknight, Anderson and Co.  
 McIntosh, A. R., and Co.  
 Moran, W., and Co.  
 Oldemeyer and Hadenfeldt.  
 Pryn, T., Esq., *Manager, Comptoir d'Escompte de Paris*.  
 Petracchini Brothers.  
 Prawnkesen Law and Co.  
 Prestage, F. Esq., *Agent, Eastern Bengal Railway Company*.

Pigott, Chapman and Co.  
 Ralli Brothers.  
 Ralli and Mavrojani.  
 Reinhold and Co.  
 Rentiers and Co.  
 Schroder, Smith and Co.  
 Schone, Kilbush and Co.  
 Sassoon, David and Co.  
 Shaw, Finlayson and Co.  
 Sieg, Sulzer and Co.  
 Steel, Octavius and Co.  
 Struthers and Co.  
 Thomas, J., and Co.  
 Turner, Morrison and Co.  
 Ullmann, Hirschhorn and Co.  
 Wilkinson, Captain C. J., *Superintendent, P. & O. Company*.  
 Whitney, Brothers and Co.  
 Williamson, Major and Co.  
 Wiseman, Mitchell, Reid and Co.  
 Wood, W. Esq., *Manager, Agra Bank*.  
 Yale, Andrew and Co.

## Honorary Member:

J. A. Crawford, Esq., 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.

*And 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.

