

# REPORT

THE COMMITTEE

OF THE

BENGAL CHAMBER OF COMMERCE,

FOR THE YEAR 1902.

Vol. II.

Documents & Correspondence.

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1908.

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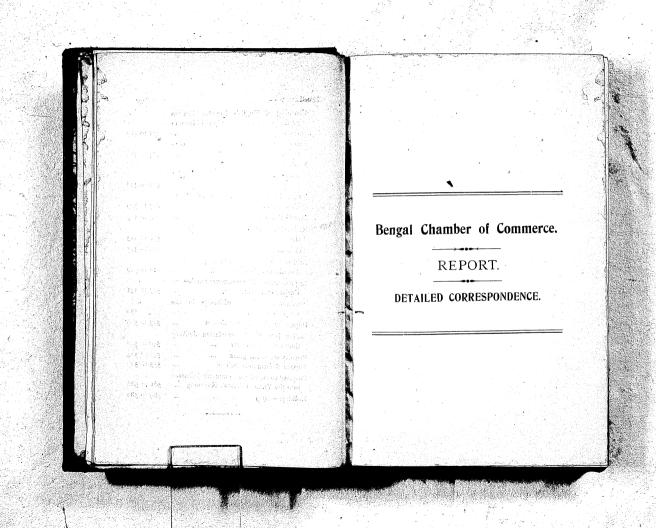
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### DINNER TO COMMEMORATE THE FIFTIETH ANNIVER-SARY, 1853-1903.

On the evening of Thursday, the 12th February, 1903, the President and members of the Bengal Chamber of Commerce entertained at dinner, in the Town Hall, Calcutta, His Excellency Lord Curzon of Kedleston, Viceroy and Governor-General of India, on the consistency of the commemoration of the fiftieth anniversary of the formation of the Chamber.

The following guests accepted invitations to meet His Excellency:-

His Following guests accepted invitations to meet His Exclusive.

His Honour the Lieutenant-Governor of Bengal.

His Excellency the Commander-in-Chief in India.

The Right Honourable the Earl of Crewe.

The Hon the Chief Justice of Bengal.

The Most Revertend the Lord Bishop of Calcutta.

The Hon Sire Exclusive Control of Crewe.

The Hon Sire Exclusive Control of Calcutta.

The Hon Sire Exclusive Control of Calcutta.

The Hon Major General Sir E. R. Elles, K.C.B.

The Hon Sir Denzil Bibetson, K.C.S.I.

The Hon Sir Denzil Bibetson, K.C.S.I.

The Hon Mr. C. W. Bolton, C.S.I.

The Hon Mr. L. P. Pugh.

Mr. L. W. Dane, I.C.S.

Mr. H. H. Risley, C.I.E., I.C.S.

Mr. F. N. Baker, C.S.I., I.C.S.

Mr. J. O. Miller, C.S.I., I.C.S.

The Hon. Mr. A. McRobert, Chairman, Upper India Chamber of Commerce.

The Hon. Mr. A. McRobert, Chairman, Upper India Chamber of Commerce.
The Hon. Mr. C. E. Buckland, C.I.E, I.C.S.
The Hon. Mr. H. Elworthy.
The Hon. Sir George Arbuthnot, Kt., Chairman, Madras Chamber of Commerce.
The Hon. Mr. J. T. Woodroffe.
The Hon. Mr. L. Hare, C.I.E, I.C.S.
The Hon. Mr. R. T. Greer, I.C.S.
Mr. A. F. Cox, C.S.I. I.C.S.
Sir Alexander M. Rendel, K.C.I.E.

The Chairmen of the Chambers of Commerce of Bombay. Madras, Kanachi, Rangoon, and Upper India were invited; but to the regret of the Committee, the invitations were accepted by only the Hon. Sir George Arbuthnot. Kt., Chairman of the Madras Chamber, and the Hon. Mr. A. McRobert, Chairman of the Upper India Chamber.

Mr. S. M. Johnson.

The following is the list of subscribers:-Mr. E. C. Apostolides ... Messrs. A. Agelasto & Co. Allahabad Bank Ld. Thomas Smith Messrs. Allen Brothers & Co. O. G. Haarbleicher Alliance Bank of Simla Ld. W. A. Langdon Messrs. Anderson, Wright & Co. I. A. Anderson S. E. A. Whiteway Angelo Brothers. Apcar & Co. Hon, Mr. A. A. Apcar Mr. A. C. Adams Arracan Co., Ld. Herbert D. Wood John Gemmell A. C. Lawrie Messrs, Balmer, Lawrie & Co. Arthur Preston H. W. Sutcliffe Barlow & Co. W. Wayles Sir Patrick Playfair, Kt., C.I.E. Barry & Co. Mr. C. D. Mathews H. M. Ross Becker, Ross & Co. A. C. Patterson G. H. Sutherland H. C. Begg Begg, Dunlop & Co. G. Pickford W. Tosh H. H. Macleod Bengal Coal Co., Ld. Bengal Telephone Co., Ld. Ino. B. Saunders E. Cable Messrs. Bird & Co. B. Strain W. Girard Archy Birkmyre R. W. Hutchison Birkmyre Brothers Robert O. Law Blackwood, Blackwood E. Henry A. Bonnaud. Gillespie " Burn & Co. W. R. Steele A. L. Butler F. G. Dumavne Calcutta Port Commissioners. Martyn Wells Calcutta Transways Co., Ld. T. E. Pallant Messrs. Carritt & Co. S. Moran T. Fraser Chartered Bank of India, W. E. Preston Australia and China. H. Harris Reg. Murra Commercial Bank of India, Ld. Chas. Beresford Commercial Union Assurance C. L. Fyffe Comptoir National D'Escompte W. Llewellyn de Paris. G. F. Norman Durrant ... Messrs. Thomas Cook & Son.

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T D Duntt	, Davidson & Co., Ld.	" John B. Clark Landale & Clark.
E I Whiteha		" K. L. B. Gall )
Mary City 11		" Ernst Lehmann.
John Minell		" A. S. Lovelock " Lovelock & Lewes.
A Wiedstein	Messrs, Thos. Duff & Co., Ld.	" C. P. Lomax " Lyall, Marshall & Co.
I D Nimm-		The Hon. Sir Montagu Turner, Kt. 1 , Mackinnon, Mackenzie
" T. McMorran	)	Mr. R. G. Currie & Co.
A Tr. 1	Duncan Brothers & Co.	" Dan. Currie
	<b>)</b>	" A. Topping , Macneill & Co.
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" T. Bashford .	East Indian Railway Co.	" M. S. Manasseh " S. Manasseh & Sons.
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" Arthur S. Gladstone	, Gillanders, Arbuthnot	
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CECI	. )	" D. Hynd Messrs. Perman & Hynd.
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		T D D
" Golam Hossein Ariff	Hashim Ariff Bro. &	E II EII
" I. McGowan	· \ _ Co	E M C-Liller
" J. C. Shorrock		
TO DO COLUM		E CIALL
C. Tombrian	· } Co.	Place, Stadons & Gough.
" P. E. Cameron		O II I CII
" A. B. Pike	· S Banking Corporation.	TO TO TO IT!
" W. A. Bankier		D D D
" R. H. A. Gresson	Messrs. Jardine, Skinner & Co.	M. C. I
" R. Jardine Paterson	.)	" M. Calvocoressi
" C. Morris	1	" N. Giannacopulo )
" Geo. Roddick	Torrah Se C - TJ	" D. Lindsay Royal Insurance Co.
" Jules Karpeles		" E. Sassoon Gubbay Messrs, David Sassoon & Co.,
" W. J. M. McCaw		" R. M. Conen J
" W. R. T. Aitken	. , Kettlewell, Bullen &	" Albert Howard)
" G. R. Cheetham	. ∫ Co.	" S. S. Joseph " E. D. Sassoon & Co.
" Nalin Bihari Sirkar, C.I.E		" H. J. Sanders } " Schroder, Smidt & Co.
" C. C. Kilburn		" J. Frerichs ; " Starbatt, Smill & &c.
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Mr. H. S. Ashton
   C. Greenway
                                  Messrs Shaw Wallace & Co.
   E. A. Chettle
" R. C. Caw
    I. Shrager
                                         Shrager Brothers.
                                         Sinclair, Murray & Co.
   Jas. B. Crichton
                                  South British Fire and Marine
    Victor Murray
                                    Insurance Co., of New
   G. F. Ross
                                    Zealand.
   Douglas Stewart
                                  Standard Life Assurance Co.
   J. S. Fraser
T. Traill
                                  Messrs, Octovius Steel & Co.
Maharaj Kumar Prodyat
  Coomar Tagore.
Mr. Shirley Tremearne
,, Jas. Luke
                                         W. H. Targett & Co.
   W. L. Thomas
                                        1. Thomas & Co.
   W. H. Thomson
                                         Thomson, Lehsen & Co.
   Oscar Andersen
   C. E. Smyth
    I. M. G. Prophit
                                        Turner, Marrison & Ca.
    W. K. Dowding
   C. Radcliffe
   E. A. Goward
                                        Walker, Goward & Co.
   G. A. K. Hutton
   Geo. G. Anderson
                                        Williamson, Magor &
   Lockhart Smith
   A. W. Randle
                                         William Watson & Co.
   D. Yule
                                         Andrew Yule & Co.
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The following Noblemen and Gentlemen were invited to attend after dinner:--

Mahuraja Manindra Chandra Nandy, of Cossimbazar. Raja Bun Bihari Kapur. CLE.
Raja Peary Mohun Mukerji. C.S.I.
Raja Peary Mohun Mukerji. C.S.I.
Prince Mahamed Bukhtyar Shah, C.I.E.
Nawab Bahadur Syed Ameer Hossein, C.I.E.
Kumar Sarat Chunder Sing, of Paikpara.
Kumar Manmatho Nath Mitra, Rai Bahadur.
Kumar Manmatho Nath Moy Chowdhury, of Santosh.
Kumar Dakshineswar Malia.
Hon. Mr. Justice Chundra Madhub Ghosh.
Hon. Mr. Justice Gooroo Dass Banerjee.
Hon. Babu Joy Gobind Law, C.I.E.
Hon. Dr. Ashutosh Mookerjee.
Hon. Mr. Traini Kumar Ghose.
Hon. Babu Surendra Nath Banerjee.
Hon. Babu Narendra Nath Sen.

Rai Durgagati Banerjee, Bahadur, C.LE.
Mr. A. F. M. Kustonijee, C.E.
Mr. A. F. M. Abdur Rahman, Khan Bahadur.
Rai Bahadur Sitanath Roy,
Rai Hari Ram Goenla, Bahadur.
Rai Rajkumar Sarvadhikari, Bahadur.
Mr. Behari Lall Chunder.
Babu Roma Nath Ghose.
Babu Chundy Churn Law.
Babu Bourga Dass Seal.
Mr. A. Chauder.
Babu Durga Dass Seal.
Mr. A. Chaudhuri.
Babu Bhujan Lall Lohia.
Babu Seepraad Jhoonjhoonwallah:
Babu Juggernath Khannah.
Babu Radha Churn Pal.
Babu Nibaran Chunder Dutt.
Mr. H. C. Mallik.

Her Excellency Lady Curzon with a party from Government House, including the Right Hon. the Earl of Lonsdale, Mrs. Leiter, Miss Leiter, Mrs. Craigie "John Oliver Hobbes"), arrived at 9-30 P.M. to hear the speeches; and the following ladies were also present to meet Her Excellency: —Mrs. Bourdillon, Lady Turner, Lady Jawrence, Mrs. Bankier, Mrs. Dring, Mrs. Forsyth, Mrs. Shorrock.

The Special Committee formed to make the necessary arrangements for the dinner was composed of the following gentlemen:— The Hon. Sir Montagu Turner, Kt., President.

Vice-President

The Hon. Mr. A. A. Apcar,

Mr. H. Bateson W. A. Dring A. Forsyth Members of the Chamber Com-T. Fraser mittee. C. G. Giro E. Henry J. C. Shorrock Sir Patrick Playfair, Kt., C.I.E., Ex-President Sir Allan Arthur, Kt. Mr. G. H. Sutherland E. Cable Vice-President. W. Bleeck Gemmell C. E. Smyth Chairman, Licensed Measurers' De-H. W. Cassels

Mr C I Euffe

Chairman, Calcutta Fire Insurance

Mr	. C. L. Pytte		Agents' Association.
,,	C. A. Giannacopulo		Chairman, Jute Fabrics Shippers  Association.
,,	J. Gillespie		Chairman, Engineering & Iron Trades Association.
,,	E. A. Goward		Chairman, Calcutta Import Trade Association.
,,	H. H. Macleod		Chairman, Indian Mining Associa-
,,	Victor Murray		{Chairman, Calcutta Marine Insur- ance Agents' Association.
,,	J. Nicoll	·	{ Chairman, Indian Jute Mills' Asso- ciation.
**	H. M. Ross		Chairman, Calcutta Baled Jute Asso- ciation and Calcutta Wheat and Seed Trade Association.
,,	Lockhart A. Smith	}	Chairman, Indian Tea Association and Calcutta Tea Traders' Asso- ciation.
» » » »	G. G. Anderson J. A. Anderson H. S. Ashton W. A. Bankier W. Bleeck W. Brown		Messis, Williamson, Magor & Co.  Anderson, Wright & Co.  Show, Wallace & Co.  Jardine, Skinner & Co.  Ernsthausen, Ld.  Finlay, Mur & Co.
,,	P. E. Cameron	{	Hong-Kong & Shanghai Banking
»	G. R. Cheetham D. Currie J. G. Dickson H. G. Fiddler J. S. Fraser C. Jenkins D. King R. Knight Norman McLeod Reg. Murray J. D. Nimno T. B. G. Overend J. M. G. Prophit J. O'B. Saunders F. N. Schiller W. L. Thomas		Messis. Keitlewell, Bullen & Co. "Manneill & Co. "Manneill & Co. "Gladstone, Wyllie & Co. Mercantile Bank of India, Id. Jessis. Octavins Steel & Co. "Hour, Miller & Co. Bank of Calcuta, Id. "The Statesman" Messis. Muchand & Co. Commercial Bank of India, Ld. Messis. Duncan Brothers & Co. "Tuner, Morison & Congh. "Tuner, Morison & Co. "The Buglishman" Messis. Psych, Chapman & Co.
	W. Touch Shirley Tremearne		" J. Thomas & Co. National Bank of India, Ld. "Capital."
,,	F. Whitney D. Yule		Messrs. Whitney Brothers & Co. ,, Andrew Yule & Co.
.,	W. Parsons	{	Secretary, Bengal Chamber of Com-

The Hon Sir Montagu Turner, Kt., President,

"Mr. A. Forsyth,
T. Fraser,
T. Fraser,
Sir Patrick Playfair, Kt., C.Le.
Sir Allan Arthur, Kt.
Mr. G. II. Sutherland,
E. Cable

"Reginald Murray,
F. Mathewson,
"W. J. M. McCaw,
J. Nicoll,
"I. H. M. Ross,
W. A. Bankier,
J. G. Dielsson,
J. M. G. Prophit,

W. Parsons

F. H. Stewart.

The Hon. Sir Montagu Turner, the President of the Chamber, proposed the toast of His Majesty the King-Emperor,

Honorary Secretaries.

which was duly honoured. Again rising, he said:

Your Excellency and Gorthemen,—Before dealing with the subject for your text to said and the subject of the second of the subject of the second of the subject of the second of t

<sup>&</sup>quot; It should be mentioned, however, that Messrs. Mackenzie, Lyall & Co., although not among the signatories to this letter, were also in existence at the time under the name they still bear.

eightem mofussil members joined the new institution. The number of firms and individuals at present on the roll is 156; but in addition we have no less than thirteen Associations, all of whom recognise the Chamber as their parent body. These Associations, which can to be almost a necessity owing to our great expansion of trade, are really pillars of strength to the Chamber; and such they will continue to be so long as the present system of mutual confidence and extem exists fact seem the branches and the parent stem. "A pilanse,"

You may be interested to learn that the first subject dealt with by the Committee of the Chamber in 1853 was the state of the river Hughli. In a letter dated the 27th May, 1853, addressed to the Government of Bengal, the dangerous state of the river is referred to as threatening at no distant period to render access to the port of Calcutta altogether impracticable for any vessels but those of the smallest tonnage. At that time the largest vessel coming to the Port did not exceed 1,800 tons; and the average tonnage was not more than 840 tons. To-day we have steamers of 7,500 tons carrying 10,000 tons of cargo and drawing 26 ft. of water. So much for the state of the Hughli, which has been somewhat conically described as a "dying" river. Thanks, in no small measure, to the successful labours of the Survey Department, and to the highly intelligent class of Pilots who navigate our vessels, we may, I think, say that the difficulties of the river to-day are certainly no more than they were fifty years ago. But even assuming that the Hughli were a dying river, could we allow the port of Calcutta to be closed on that account? Surely we should at once set about constructing a ship canal from Calcutta to the sea.

I should be sorry to weary you with figures, but I cannot refrain from quoting a few to indicate the progress which has been made in the trade of the Province during the fifty years of our Chamber's existence. In 1853 the total value of the import and export trade of Bengal was less than 23 crores of rupees; while in 1901-02 the value of the import and export trade of Calcutta alone was nearly one hundred and eleven crores. A very large number of industries are concerned in this enormous total. To my mind, one of the most remarkable is that of the manufacture of Jute Goods. When our Chamber was founded this industry was in its infancy; and the value of the raw jute exported from Calcutta was not more than 12 lakhs of rupees a year. We have now thirty-four mills, and the value of their production in 1901-02 is estimated at about 111 crores of rupees; while the value of the raw jute exported in 1901-02 was nearly 12 crores of rupees. In 1853 too, it should be remembered, we annually imported coal to the value of close upon 4 lakhs of runees. Last year we not only practically ceased to import coal, but we exported more than one and a half million tons. Facts like these need nothing to support them. They afford in themselves the most eloquent testimony to the enormous strides which the trade and commerce of Bengal have made. They show not only such an expansion as might be reasonably expected in half a century, but they show even more clearly the growth to vigorous maturity of

industries and manufactures, which fifty years ago were not even in contemplation. A marvellous development of both internal and external means of communication has been one of the principal causes of this extraordinary, advance. In 1853 we had in India but one of the property of the extraordinary advance. The 1863 we have 25.823 mess open and 25.824 mess to pen and 25.825 mess of the extraordinary as a second of the extraordinary and the extraordinary as a second of the extraordinary and the extraordinary and the extraordinary as a second of the extraordinary and t

Several interesting questions seem to have been dealt with by the Committee of the Chamber in 18-53. To us, at this distance of time, the most interesting is perhaps that of the renewal of the East India Company's charter. Upon this question the Committee of the Chamber prepared a petition for presentation to Parliament. In it they drew attention to the generally defective state of the internal communications of India; to the great need of railways; to the heavy duty on salt; to the usury laws; and to several other matters. It so happened, however, that the petition was never presented, as the India Bill was pushed so rapidly through Parliament, that it could not have arrived in England in time to be submitted. There was another question dealt with in 18-53 which we also are familiar with; and that was the question of the law relating to the office and duties of Administrator-General's office should have been again dealt with by the Chamber almost fifty years afterwards.

Turning now to more general and perhaps more modern topics, I think we should consider on an occasion such as this what are the \* objects for which Chambers of Commerce exist in India. Those objects are, I take it, to foster and to protect the trade and commerce and manufactures of India; to promote or to oppose legislation as beneficent or otherwise to the interests of commerce; and sometimes to suggest a line of action to Government, as was done for example in connection with the Currency legislation in 1893. We may fairly claim that in these respects our Chambers of Commerce have rendered signal services, not alone to their own members, but to the Government of the country and to the public at large. Their existence and their work have, as I believe, materially aided the bridging of that gulf which formerly existed between the official and the commercial classes. It is true that the merchant as a member of society was ever treated with civility and courtesy. He was tolerated perhaps as a "good sort" so long as he gave no trouble; but he was certainly not recognised as one who had a right to be heard on matters affecting the general welfare of the country. A spirit of mutual suspicion and distrust arose in consequence between the two classes. If a capitalist ventured to promote any new industrial

undertaking involving perhaps concessions from Government, or the grant of certain rights, he was regarded as a sort of brigand in disguise; and it happened almost invariably, though perhaps unintentionally, that innumerable obstacles were thus placed in the way of the development of new industries. Interminable delays and petty objections did much to retard progress and to hamper the development of the industrial resources of the country. But we may now fairly claim that all this is a thing of the past, that it finds no place in the present policy of the Government of India. The official classes generally are now almost without exception keenly desirous of aiding and supporting every movement having for its objects the industrial progress of India. For this improved feeling we are profoundly thankful, and I have no hesitation in saving that we owe much of it to those Vicerovs and Governors-General who have in recent years taken keen personal interest in commercial and industrial matters. And no Viceroy, I venture to say, has been more sincerely desirous of assisting the trade and commerce of India, of encouraging the development of its new industries, and of helping so far as is possible those who are eager to exploit fresh fields of enterprise, than our guest of the evening, His Excellency Lord Curzon. Applause.) Quite recently we noted with keen satisfaction that His Excellency had been visiting the great coal field of Iherria. On that occasion His Excellency truly remarked that his business was administration, while the business of the merchant was exploitation. I would add that the exploiters cannot possibly be successful, nor can they be expected to persevere in efforts needing considerable thought, time, attention and outlay, unless they are given a free hand to carry out their projects, and unless Government refrains from placing unnecessary obstacles in their way. Applause.)

In the Budget debate of 1901, His Excellency observed that he regarded Railways as a blessing to the country, and the most unifying agency that existed in India; and he added that he would like to free Railway policy and finance from many of the shackles . by which it is hampered. Practical proof of His Excellency's interest in this connection has been given by the appointment of Commissions to enquire into and to decide upon the most suitable projects for Railway extensions. Conferences attended not only by Railway officials, but by representatives of commerce, have been held with great success. Further we have the appointment of a special Railway Commissioner to advise the Government of India on questions connected with the working of Railways generally in India. The result of Mr. Robertson's enquiries, and his recommendations, will be awaited with the keenest interest. We feel sure that whatever may be the outcome, Mr. Robertson's appointment will be fully justified. The question of Railway finance is, I understand, still under consideration. But I am confident that the Government of India are now completely in accord with the public in their desire to encourage private enterprise to undertake the construction of feeder lines and short independent lines, and thus to assist in completing the Railways of the country.

On the same occasion to which I have previously referred, Ilis Excellency dealt with a question which concerns the whole of India. I mean the question of a frontier policy based upon up-to-date common sense. The policy, as I understand it, consisted in substituting tribal levies or militia for regular troops in the most advanced positions in tribal territory, and in concentrating the regular forces upon the Indian borderland. So far it would seem that the policy promises to be entirely successful. It is certainly a policy which should commend itself to us, for it is a policy of retrenchment, and one which is calculated to put an end to those tribal risings which have in the past necessitated such heavy expenditure on military expeditions. Then again the satisfactory character of our present relations with our ally, the Ami of Afghanisan, strongly tends to the preservation of peace, and consequently to the development of the material prosperity of the country. For this happy state of affairs we are greatly indebted to His Excellency; and to him the commercial classes therefore tender their grateful banks.

It will not, I think, be inappropriate if we venture on this occasion to offer to His Excellency our heartiest congratulations on the wonderful success of the now famous Durbar at Delhi on the 1st January. For the able conduct of the detailed work of that great gathering, unstinted praise is due to the officers in charge of the different departments. But for the general supervision, and the careful planning of the necessarily somewhat complicated arrangements, we know that His Excellency himself was mainly responsible. Having formulated in his own mind an ideal design, His Excellency applied himself with characteristic energy to its execution; and spared neither time nor care until it was satisfactorily accomplished. Everyone present at that striking spectacle must have experienced a profound thrill of emotion, as he surveyed the vast concourse gathered together in the amphitheatre. At the sight of that living embodiment of the might and majesty of India, the thought that must have occurred to many of us was what a magnificent portion of the British dominions is the Indian Empire, how immense is the responsibility involved in the governance of its many millions, and how profound and true is the loyalty of its Princes and people to their King-Emperor Edward VII. (Loud Applause.)

Gentlemen, in Lord Curzon we have not merely a statesman endowed with brilliant talents, but a man who completes with indomitable energy and determination every task, however small, that he may undertake. He is not content, for example, with the appointment of influential Commissions and the publication of interesting Resolutions. He goes further than that, as every wise ruler should, and personally sees that reforms and improvements are not only recommended or suggested, but are actually put into practice. It is this spirit of push, this business-like determination to see things through, which appeals more strongly to us who are engaged in commerce than perhaps any of the other qualities which His Excellency possesses. Let us wish him health and strength to enable him to continue in the great office which he so worthly falls.

and to carry out the many projects which he has inaugurated for the development of the country and the improved prosperity of the people. Lond Applanos, Gentlemen, I propose for your acceptance the toast of I lis Excellency Lord Curzon of Kedleston, Viceroy and Governor-General of India

The toast was drunk with acclamation

His Excellency the Viceroy, who was received with loud and continued cheering, said :---

Mr. Chairman, Your Honour, Your Excellency and Gentlemen, It is the greatest pleasure to me to be with you this evening on the 50th Americary of the foundation of this Chamber; and if the 50th Americary of the Chamber may be fairly estimated from that of its President, who broke a collar-bone on Monday, and is here making an admirable speech on Thursday, then I think that there need be no alarm as to your physical vigour for the future. Lond cheers,

Gentlemen, Chambers of Commerce are very much to the fore nowadays. The second body that addressed me, after I had landed in Bombay more than four years ago, was a Chamber of Commerce, Among the first to address me in Calcutta was the Chamber by which I have now the honour of being entertained. On several occasions too, in the case of my predecessors, you have sped the parting as well as welcomed the incoming guest. I regard this form of contact, which is marked by absolute equality, and in which I have never known the smallest sacrifice of independence on either side, as a relation of mutual advantage. *Hear, hear.*) It is well for the entire mercantile community that its views should be expressed by a body of its most prominent members, and that a competent Committee should act as the mouthpiece of the whole; and it is also well for Government that a machinery should exist by which it can ascertain the views of the business world upon the many matters connected with business and trade with which it is called upon to deal. I have, therefore, never regarded Chambers of Commerce as a fortuitous concourse of individuals banded together for the exclusive object of protecting their own interests. (Cheers.) They have always seemed to me to be an important factor in the body politic, constituted for the formation and representation of expert opinion upon mercantile subjects. I do not know whether it is these views that may have accounted for a saying that I saw repeated in some newspaper the other day that I was supposed to be under the thumb of the Bengal Chamber of Commerce. "Laughter.) This was news to me, Gentlemen, and I expect that it was equally news to you. Hear, hear.) I cannot remember the occasions on which you have behaved as the despotic master or I as the pliant victim (langhter): nor am I quite sure that it tallies with the picture of myself as ordinarily drawn. (Laughter.) However that may be, Sir, the charge of

being under your thumb has, I am glad to say, not prevented me from being present at your table: and I hope it does not disable me from thanking you for the courtous and complimentary terms in which you have proposed my health, or this large and representative company for the manner in which they have received it. (\*Cheers.)

Now, Gentlemen, there are many subjects upon which I should like, before an audience such as this, to say something this evening. You, Sir, have told us something in your speech about the trade of Calcutta and the port of Calcutta. May I, in my fifth season of residence in Calcutta, dare to say something about the city itself? (Cheers.) Of course I know that my view can only be a partial one, for I am never here to see Calcutta when I fancy that she is at her best, (laughter) namely, when she is enjoying the cool luxury of the monsoon, and when the members of the Chamber of Commerce only suppress their superfluous vitality by riding races on the maidan. Laurhter.) But, subject to that disqualification, I may claim that I am a true and devoted citizen of Calcutta. 'Hear, hear and cheers.') The interest and fascination of this great city have grown upon me with each advancing year. To me Calcutta is the capital, not merely of a province, great as that province is, but of the Indian Empire. Hear, hear.) As such it appears to me fitly to symbolise the work that the English have done, and are doing, in this country. For though, of the enormous population of over 1,100,000 souls that make up the city on both banks of the river, not much more than 30,000 are returned as Europeans and Eurasians, yet a glance at the buildings of the town, at the river, and the roar and the smoke, is sufficient to show that Calcutta is in reality a European city set down on Asiatic soil, and that it is a monument -in my opinion one of the most striking extant monuments, for it is the second city to London in the entire British Empire (cheers)-to the energy and the achievements of our race. Had Job Charnock not planted his humble tenement on the banks of the Hughli close to this spot more than two centuries ago, and persisted there in the face of every discouragement and hardship, and had other Englishmen -I beg to say that I do not exclude Scotchmen and Irishmen-equally bold and courageous, not come after him, there might never have been a great capital here at all. Now Calcutta has grown to mature manhood, and every visitor from the old country, every foreigner from afar, comes to see what she is like. They see the river with its crowded shipping, the quays with the jostle and clamour of their busy life, the Howrah bridge so useful and so inadequate (laughter), the jute mills and cotton mills drawing their sooty finger-marks across the sky (cheers), the Government buildings and the law courts, where we dispense an administration and a justice whose rapidity is perhaps not quite in equal proportion to its virtue 'laughter and cheers', the business houses, where the old men do not see visions-because I am told there are no old men to see them (laughter) -- and the young men are too occupied to dream dreams, the teeming native quarters, packed with a dense population, drawn hither for security, employment, or trade; and, finally, the glorious and health-giving expanse of the Maidan they see all these things, and I doubt if there is a

man among them who does not feel that here is the settlement of an imperial race hear, hear) and the fitting habitation of a world-wide rule. (Cheers.) Gentlemen, I do not know whether most to be grateful for the advantages of the geographical position that Calcutta enjoys, or to admire the intrepidity and enterprise which has turned them to such advantage. It is more than fifteen years since first I visited this place, and even within that time the change is amazing. It is going on every day before our eyes. Great buildings are springing up, new shops are being opened, the suburbs stretch out further and further into the country, the river is no longer a physical boundary to Calcutta, but is a link connecting its two sections; and I see no limit to the destinies which, but for some sudden and not to be expected convulsion of nature, will await you in the future. Cheers.) In my own small way I have tried to contribute to the historic interest and to the external beauties of this city. (Cheers.) My view is well known that no place and no country can afford to be so absorbed in the pursuit of its future as to forget its past. But in remembering the past, I have also had one eye fixed on the present and another on the future. (Laughter.) The restored Holwell Monument and the commemoration by tablets and brass lines of Old Fort William will keep alive certain records and memories that should never die. Hear, hear.) The Imperial Library will, I hope, prove a genuine and permanent boon. 'Cheers,') have bought, as you know, and renovated the old country-house of Warren Hastings at Alipur cheers) as a State Guest House, where the Viceroy may return the abundant hospitality of the Indian Chiefs; and I wish you would drive out there some afternoon, when the house is not occupied, and see what an addition it is to the sights of Calcutta. Cheers.) Next year I hope to have completed the handsome building of the new Foreign and Military Departments facing the Maidan in Esplanade Row. In a few years' time there will rise the snow-white fabric of the Victoria Memorial Hall, (cheers) surrounded by a spacious garden between the Lawrence Statue and the Fort, and I have other ideas about the beautification of this part of Calcutta which are gradually taking shape, and which, I hope, will be realised before I go. (Lond cheers.) Some of you may have noticed the great improvement that has taken place in the heart of the business quarter of Calcutta which is bounded by Writers' Buildings on the north, Old Court House Street on the cast, and the river on the west. Ever since I have been here I have thought that the appearance of this quarter of the town was a disgrace to the city. The roads were shocking, the footpaths uneven, the lighting defective, the conservancy bad. (Hear, hear.) The Government of India therefore said that if the Corporation would undertake to bring up this part of the town to a satisfactory standard in all these respects, we would assume one-half of the initial charge, and would contribute Rs. 5,000 a year towards the upkeep. (Hear, hear and cheers.) These terms were accepted, and you may see the results. I do not know whether the change that has been made is approved or disapproved by public opinion; but I do know that it has made quite a different place of the heart of the city; and

it has set a standard which cannot fail to spread and gradually to affect the whole of the surrounding area. (heers.) But, Gentlemen, there is one superficial feature of Calcutta that has greatly distressed me. It is a tribute to your enterprise; and I doubt not that it also ministers to your wealth. But it is neither necessary, nor beautiful, nor even sanitary. I allude to the Calcutta smoke, which sometimes almost makes one forget that this is an Asiatic capital, which besmirches the midday sky with its vulgar tar brush (hear, hear) and turns our sunsets into a murky gloom. Laughter.) I am reluctant to see Calcutta, which has risen like a flame, perish in soot and smoke; and I may inform you that we have an expert from England, even now on the seas, coming out here to advise us as to how we may combat this insidious and growing danger. Hear, hear and cheers.) I hope, when he comes, that all those who are concerned in the enterprises that result in such excellent financial dividends -laughter) at the expense of so much fuliginous deposit, will join hands with us in the attempt to curtail a mischief which, if unarrested, I do not hesitate to say, will before long destroy one-half of the amenities of Calcutta, and will permanently in jure its incomparable beauty and charm. Hear, hear and cheers.

But, Gentlemen, you will tell me that there are other and larger problems attending the future of Calcutta than are indicated by monuments and chinneys and gardens. I agree with you. There is the vast and unsettled problem of the interior of this city, the congested areas that skulk behind a fringe of palaces, the huge and nalnitating slums. Loud cheers.) What are we going to do for them: How are we going to provide the Calcutta of the future with the streets that she needs, the air and open spaces that she needs, the improved and sanitary dwellings? This is the greatest problem of all. ('heers.) Do not imagine for a moment that we have overlooked it. For three years the correspondence with the Local Government and the Government at home has been going on. It has not been an easy matter to settle; for great plans and large sums of money have been involved. We have had to discuss the resources of the city, the credit of the Corporation, the interest of the Local Government, and the responsibility of the supreme administration. We have had to produce a scheme that would be beneficial and adequate from the public point of view, financially sound, and equitable in its distribution of the necessary burdens. It was as far back as June last that we sent our project home to the Secretary of State. I may say at once that the Government of India did not fail to realise their interest in so great an undertaking, for we offered to make a grant of 50 lakhs from the Imperial revenues and to guarantee the loan that will require to be raised by the Corporation. (Theers.) I am not sure that the Secretary of State does not think that the Government is ready to give too much, and that the local taxpayer is called upon to contribute too little. Anyhow, he has sent the scheme back to us, and has instructed us to revise it in consultation with the local bodies, such as the Corporation, the Chamber of Commerce and the Trades' Association. who are most concerned. In a few days, therefore, you will have the full plan before you. (here). I am not without hopes that a remodelled scheme may be devised which will satisfy the Secretary of State's requirements: and if that be so, then, before any long time has elapsed, we shall proceed with the great project for bringing the interior of Calcutta up to the level of its exterior, and for making this great capital truly worthy of its name. Hear, hear and cheers?

Gentlemen, sometimes when I contemplate the possibilities. the enormous possibilities of this place. I almost feel you may regard it as a strange ambition as if when I laid down the post of Viceroy I should like to become Chairman of the Calcutta Corporation. Those who talk about Municipal Government in Calcutta as having received its death knell, because an over-swollen body of 75 was turned into a compact and businesslike body of 50, may not understand this feeling. But those who look at facts, and who realise that a body has been constituted infinitely better fitted for its work, and demanding not the slurs or the sneers but the hearty encouragement and support of all patriotic citizens they will perhaps follow my meaning. I cannot imagine a higher duty or a more beneficent aim. Perhaps if I were Chairman I should exact rather large conditions. I should require ten years of office, sufficient cash, and a free hand. Laughter and cheers.) Give me those commodities, and I would undertake to make this city the pricle of Asia, and a model for the Eastern World. Lond cheers.) I would open out all your crowded quarters and slums. I would have electricity as the universal illuminant. I would have a splendid service of river steam-boats and ferries - for it is astonishing to me how little use is made of the river by the ordinary residents of Calcutta. would have all the quarters of the town connected by a service of suburban railways or electric trans. Already I see that positive advances are being made in this direction, and that the reformed Corporation is setting itself, under the able Chairmanship of Mr. Greer (cheers), to justify those who called it into being. I rejoice, Sir, that gentlemen like yourself are willing to devote their gratuitous energies and abilities to the task. ( heers.) I regard such service as the highest form of civic duty, and I commend the example to all those who are interested, as I am, and can never fail to be, in the fortunes of Calcutta. (Cheers.) Long after I have gone I shall study the records of your proceedings, and shall never cease to regard it as a pride that for a number of the hardest working years of my life I was a citizen and a son of this great and imperial city. (Cheers.)

And now, Gentlemen, will you bear with me while I turn to an examination for a few minutes of those subjects with which you are most concerned, and with which I have endeavoured to accurate such familiarity as is possible in the midst of a life of many duties? I allude to the economic position and future of India, and to the part in it that is played or ought to be played by Government. Perhaps I may state my own credentials, modest as they are. My view of every question is that the way to deal with it is to understand it.

and the way to understand is to dig down to the bed-rock of concrete fact and experience, or, as it may otherwise be put, to hear with one's own ears and to see with one's own eyes. People sometimes talk and write of a Viceroy's tours as though they were a ceremonial procession attended by little but pomp and show. I should like to take some of these arm chair critics with me and to make the condition that they should never leave my side during a tour of six weeks or two months. I expect that after a week or two of being out from 8 in the morning till sun down, inspecting, questioning, noting, addressing others, being addressed by them, everywhere probing, probing, probing for the truth, the critic would be ready enough to slink back to his arm-chair and to resume the irresponsible cultivation of the pen. Laughter and cheers.) I cannot recall much fuss or nound when I visited the oil-wells of Assam and Burma, the coal mines of Umara, Therria, and Makum, the gold mines of Kolar, the tea plantations and rubber plantations, the cotton mills and jute mills, the factories and workshops, that I have now seen in so many parts of India. All I know is that when I have visited these scenes of industrial enterprise, I have met with nothing but kindness from the proprietors or managers of these undertakings, and with an earnest desire to acquaint me with the facts: and I speak pothing but the truth when I say that any right I may have acquired to deal with such matters has been in the main derived from these experiences, and that they have enormously stimulated my interest in the industrial and economic side of the national existence. Hear, Jean and cheers.) Gentlemen, I need not repeat here what I have said on previous occasions as to my belief in the economic future of this country. We have a continent of immense and as vet almost unexplored natural resources, existing under a settled Government, and inhabited by an inclustrious and orderly population. Though the vast majority of them have been trained to agriculture, are only physically fitted for agriculture, and will never practise anything but agriculture, yet in many parts of the country there is a \* substantial residuum, well qualified by intelligence and bodily aptitude for a life of mechanical or industrial toil. And yet, Gentlemen, it cannot be denied that in many respects we are still backward, and that we are only at the beginning of the race. I have often set myself to ponder over the causes that have hitherto retarded our devetopment, and that make it to some eyes appear so slow; and I should like to say what I think they are.

It is a truism that there can be no economic or industrial development without capital, and it is round the attraction of capital to India that the whole question turns. \*Chers.\*) Now there are two kinds of capital in this country, (oreign and native, and I have a word or two to say about each. In the first place, let us realise what is borne in upon me every day -that there is a good deal of ignorance in England about India. \*Hen, henz.\*] If this ignorance affects Parliament, and sometimes causes extraordinary questions to be put by well meaning persons 'Innghter')—equally does it affect the business world. Our securities, our fields for investment, our openings for enterprise, are in many cases both unsuspected and

unknown. Capital has not learned to flow hither. It has been diverted into other channels. Many of our securities do not find a place in the London stock market: they are not even accessible here. I sometimes think that those who have got their nose into the Indian manger, and have found out what good grain is to be found there, are also a little jealous about disseminating the information, or sharing the spoils. Laughter and cheers. Perhaps this is not surprising, for commerce is not, after all, a very altruistic pursuit. Laughter.) However that may be, I believe that this condition of affairs is drawing to an end, and my reason for thinking so is that the other channels of investment, outside of India, are gradually being filled up, not merely by British capital, but by the capital of all the wealth producing countries of the world; and, if this be so, then a time must soon come when the current of British capital, extruded from the banks between which it has long been content to meander, will want to pour over into fresh channels, and will, by the law of economic gravitation, find its way to India, to which it should be additionally attracted by the security of British institutions and British laws. Hear, hear and cheers

Then there is another factor that has long retarded the movement in this direction, viz., the uncertainty and want of confidence in our currency, the acrobatic and disconcerting movements of our old friend the rupee. Well, Gentlemen, we have been busy for more than five years in curtailing the agility and in repressing the freaks of that dangerous mountebank laughter,, and I really begin to think that we have reduced him to proper subjection, and made him a fit subject for complimentary reference even at the table of the Bengal Chamber of Commerce, Laughter, I feel tempted to say with some confidence that we have given to India that which is the best condition of economic and industrial advance, namely, a currency possessing fixity of value and steadiness of exchange. Cheers.) I do not say that this policy has everywhere been attended with equal benefit, or that there are not some industries that did not profit, or appear to profit, more by a steadily declining rupee. But I do say that, whether you regard the credit of the Government, the trade of the country, the public growth of confidence, or even the material test of individual gains, our currency policy, based upon the Gold standard, has justified itself, and is continuing to justify itself. all along the line. Loud cheers. I may put it in two ways. Me mories of financiers and businessmen are almost as short as those of politicians. (Laughter.) I cannot put it higher, or shall I say lower? Laughter.) And yet, is there one among you that can for get the cries of anguish that used to echo from every counting house in India, and the daily expletives of the press, in the old days before 1893? I was not in India at that time, but I used to study the Indian papers: and I remember well that while everyone had his own remedy -a characteristic of financiers as well as of politicians-all were agreed that there was something rotten in the State of Denmark, and that the condition of the currency, with its consequent reaction on business and trade, was deplorably and almost irredeemably bad. But now all those memories have passed

away like a bideons nightmare and forgotten as swiftly as we forget the dentist's chair the moment that we have escaped from its terrify inscelutches. Langlater.) Then the other way in which I would put it is this. Supposing the Government were now to announce its intention to go back again, to abolish the Gold standard, to reopen the Mints to the free coinage of silver, and to allow the rupee to resume its ancient tricks, would you invite the head of that Govern ment to a dinner at this hospitable board? Laughter.) Would you toast him in the language of compliment? Is there a Chamber of Commerce in this country that would not buckle on its armour and sharpen its sword for the fray? Is there a Secretary to a Chamber that would not at once sit down and begin to indite one of those formidable letters to Government laughter; that bring home to us in such moving terms the gravity of our offences and the superior wisdom of our critics? Laughter and cheers.) No. Gentlemen, I believe that our currency policy has the confidence of the country. (Therrs.) I grant that it must be watched, that it must be fortified by every conceivable security, like the Gold Reserve Fund, so wisely conceived by my Financial Colleague, Sir Edward Law, ('heers,') But I believe that it is safely started, and I look to its successful continuance to attract to India the confidence and the capital that are required for our future. Hear, hear and cheers.)

But Sir there is one obstacle to the progress I am predicating which you will tell me that I have forgotten, namely, the Government of India itself. I saw the other day that one of our cold weather visitors to India, before he had thawed under the genial influences of the Delhi Durbar to which let me thank you, Sir, in passing, for your graceful allusion ventured upon the polite remark that the Government of India stinks in the nostrils of the city world in London, Laughter.) Poor unpopular and odoriferous Government of India! Laughter.) I have been wondering if there is any thing that I could say or do to render ourselves more fragrant, laughter) if there is any sort of scented handkerchief that I could offer to the centleman possessed of these delicate organs. Laughter.) First let me make an admission. I think that there is something, or at any rate has been something, in the charge. Capitalists and promoters are persons who want to do their business quickly, to get a swift, and, if possible, a substantial return. They do not always quite realise the difficulties of a complex and many-headed adminis tration like ours. The Government of India, though the supreme, is not an autocratic, power in India; and outside of India we are not the supreme power at all. In this country there are numerous departments to be consulted, there are Local Governments, there are often Native States and Durbars. We ourselves are commonly ill equipped with expert advice. Then when the ground has been cleared here, we have to go home to the India Office, and sometimes the whole thing begins again. These are some of our difficulties, inevitable and very hard to overcome. The alert business man no doubt thinks that we are haggling with insufficient cause, and he attributes the delay to an inherent and malignant passion for obstruction. I will not retaliate upon him by saying, as I might, that he very frequently changes his own ground, and, when we are getting to a direct issue, fails to come up to time at all, or that he sometimes thinks himself at liberty to treat a Government in a manner that he would not presume to apply to any private from or institution in the world. I say I will not reply in this spirit, because I do not want to include in any sort of in quoque argument. I would rather admit that our procedure is sometimes very slow and ponderous; and I would prefer in any case that is brought before me to do what I can to accelerate its pace. You have yourself Sir, generously acknowledged in your speech that delay finds no place in the present policy of the Government of India. That, I can assure this company, is no more than the truth. (Years) 1 speak for the whole of my colleagues when I say that no effort has been wanting, or will be wanting, on our part to purge the administration from the reproach of dilatoriness or indifference to the commercial development of the country, if such reproach is still thought to appertain to it. Cheers. There is no object that is more constantly in our minds than the desire to deal both with promptitude and sympathy with every reasonable mercantile or industrial claum.

But, Gentlemen, there are two obstacles to the expansion of which I have been speaking that I have yet to name. I hipted at the first just now. It is the inadequacy of our trained staff. After an experience of four years in this country. I do not hesitate to say that we are trying to run this Empire with a staff that would be considered inadequate in a second class European Kingdom. (Theers.) We came here as traders, we developed into conquerors, and long since we were turned into administrators. But now the Government of India are expected to be much more. We are required to be up to date and to know everything about agriculture, commerce, emigration, labour, shipping, customs, the application of science to every form of production, the secrets of coal, iron, steel, salt, oil, tea, cotton, indigo and jute. Laughter and cheers.) The fact is that we have not yet expanded to the needs of the new situation. You cannot in a moment take a race of specially trained administrators and expect them to develop the capacities of the merchant. Gradually, but surely, we shall make things right. I am the last man to propose the multiplication of posts or the creation of sinecures. But it is clear to me that we must systematise and specialise our work far more than we have hitherto done. (Cheers.) We must have special departments and special men over them to deal with special jobs; instead of allowing technical subjects to be dealt with at the end of a day's work by a tired-out Civilian. (Cheets.) Already in my time we have done a good deal in this respect. We have placed education and archæology under expert heads. We have brought out mining experts to inspect our mines. We have imported a Government architect to purify our egregious taste. Laughter.) We have created a Department of Agriculture with an Inspector-General at its head, and we now propose, with the aid of the munificent donation that I recently received from a wealthy American gentleman, Mr. Phipps, loud cheers) to unify in one place all the various departments of scientific investigation in connection with agriculture

I have long had my eye on Railways, and it has always been my hope, before I leave India, to do something to introduce a more commercial and a less purely departmental element into their administration, though I might be speaking here at midnight were I to embark upon that discussion now. Finally there is the proposal about which we have been in consultation with your Chamber, namely, the creation of the Commercial Bureau. I saw somewhere or other that I was expected to make an appointement on the subject to-night. I am sorry to say that that is not in my power; for the case is now with the Secretary of State, who has not yet replied, but whose acceptance of the general principle of the scheme may, I think, be taken for certain. But Sir there is one thing to my mind even more important than the scheme itself, and that is the man who is to be its head. (heers.) You will add very materially to the services that you have already rendered both to the commercial world and to Government and which have so recently met with a most popular recognition in the title that you now wear cheers) if you can enable me to put my finger on the man. I want the very best individual in India for the job; and I have no prejudices whatever as to the source from which I take him. Hear, hear and cheers.)

Gentlemen, I said a little while back that there was another obstacle to rapid progress with which I yet had to deal. It is connected with the subject of native capital to which I also promised to refer. The other day I was preaching to a very different audience at Delhi from the text that, if Indian art is to be regenerated, it must be by Indian patronage. I think I might deliver a sermon from a similar text here, and might plead to the natives of India. that, if the industrial and economic development of this country is to proceed at the pace that they with us desire, it can only be by the employment of Indian capital for the purpose. I have seen calculations to the effect that the hoarded wealth of this country amounts to over 825 crores of runees. Whether these figures are correct or not they represent an approximation to the truth. Think of all this money lying idle, or at most put out to usury and to relatively unproductive forms of investment. It makes one almost shudder to think of the opportunities lost. But what astonishes me still more is that those who hoard this wealth, who tie up their talents in a napkin and bury them under ground, are never so vocal as when they are denouncing the introduction of English capital into India to fill the gap which their own timidity or indifference has left open. Gentlemen, to me the argument that the influx of foreign capital into India is a source of impoverishment, and that it drains away the wealth of the country, has always seemed to be a foolish and a dangerous illusion: foolish, because it ignores the rudiments of economic science; dangerous, because it is calculated to retard the development which it affects to have in view. Even assuming it to be true, *cheers*) then why do not those who plead for the use of native capital employ it? There is not an Englishman in this country who would not welcome the help. It is with positive delight that I witness the efforts of the small group of enlightened Indians who have risen superior to the out-of-date alarms of their countrymen, and who in Bombay, in Nagpur, in other places, and to some extent in Calcutta and Bengal, are devoting their wealth to the regeneration of their own country, and, instead of girding at the English for having got the start, or talking copy-book fallacies about the economic drain, are endeavouring to keep the interest of capital in the country by providing and sinking the capital itself. : Land cheers: When I hear the employment of British capital in India deplored, I feel tempted to ask where without it would have been Calcutta? Where would have been Bombay? Where would have been our railways, our shipping, our river navigation, our immense and prosperous trade? And why should a different argument be applied to India from any other country in the world? When Great Britain poured her wealth into South America and China, I have never heard those countries complain that they were being ruined. No one pities Egypt when a foreign nation resuscitates her industries and dams the Nile. It was foreign capital and foreign brains that exploited the industries of Russia, which are now beginning to be a source of such profit to that country. When America floods England, as she is doing, with the resources of her accumulated capital, her amazing inventiveness, and her commercial genius, none of us at home sits down and bewails our cruel lot at being bled by a foreign drain. I therefore would say to the people of this country -if my words could have the slightest effect. Look facts in the face. Recognize that capital does not wrap itself in the flag of any one country. It is international. It is like the wind which bloweth, where it listeth, and comes and goes as it will. The whole industrial and mercantile world is one great field for the tiller to till: and if the man who lives on the spot will not cultivate it with his own spade, then he has no right to blame the outsider, who enters it with his plough. 'Loud and continued cheers.') Of course the country is in the strongest position whose capital is self-generated and self-employed; and it is for this reason that I say that the first duty of the patriotic Indian is, instead of carping at those who have profited by his neglect, to enter the field, though late in the day, and to utilise the wealth that he has inherited or acquired for the benefit and the development of his own people. Hear, hear and cheers.)

Gentlemen, I have detained you a very long one, mo, mo) and
I may now bring these over lengthy remarks to a close. You have
said, Sir, that like the respective thing through Yes, I
content ag efficiency. I think more highly of the man who practises
is, official heavy, I have never claimed the ment of the first discovery in anything that I have attempted in this country. Wiser
braits have started the ideas long ago. More prudent hands have
spect them on their way. But at least let me drive the machine a
few lays forward in my time.

"Not in vain the distance beacons, Forward, forward, let us range, Let the great world spin for ever Down the ringing grooves of change."

If I thought it were all for nothing, and that you and I, Englishmen and Scotchmen and Irishmen in this country, were simply writing inscriptions on the sand to be washed out by the next tide, if I felt that we were not working here for the good of India in obedience to a higher law and to a nobler aim, then I would see the link that holds England and India together severed without a sigh. But it is because I believe in the future of this country, and in the capacity of our own race to guide it to goals that it has never hitherto attained, that I keep courage and press forward. You and I. Gentlemen, may not live to see the day when these hopes are fulfilled. But fifty years hence, when the Bengal Chamber of Commerce is celebrating its centenary, and when a still more powerful and more numerous body entertains the Viceroy of that day at an even larger banquet in a more commodious hall, I am sanguine enough to believe that it will be in his power to point to the realisation of some at least of the predictions in which I have include ed this evening, and to congratulate your successors upon the ever expanding range of your influence and the fruition of your toil. Lond and prolonged cheers.)

His Excellency concluded by proposing the toast of the Bengal Chamber of Commerce,

The toast having been duly honoured, Sir Montagu Turner briefly responded, saying that the splendid oration to which
they had listened would be an intentive to action on the part of the
Indian Chambers of Commerce. If the Bengal Chamber were fortunate enough to celebrate its centenary, the name of Curzen would
not then be forgotten, for it would be remembered as that of a
Viceroy who devoted his energies, talents and abilities to the development of India, and the good of its people.

Sir Patrick Playfair, in proposing the toast "The Sister Chambers of Commerce in India," said:

Mr. Chairman, Your Excellency and Gentlemen. Not the least pleasing feature associated with this dinner is the opportunity it affords as of welcoming the representatives of the Sister Chambers of Commerce to Calcutta. A pleasure they have ronferred upon us, and a compliment they have paid to us, at considerable personal inconvenience, which we greatly appreciate.

Although each province of this vast Continent has by its charactures, there are nany subjects of mutual interest to the Chambers of Commerce of India, that lead to sympathetic intercourse between these bodies, beyond the fellowship existing between trading firms. There is a common interest in the Imperial finances, fiscal proposals, and in the development and working of railways throughout the country, as well as in commercial legislation and trade customs, upon which subjects it is desirable that commercial opinion should be in harmony. This the Chambers of Commerce endeavour, and I think successfully, to secure

If it can be said that the British Constitution has been as much guarded and developed in Grocers' Hall and Threadneedle Street as

in the Palace of Westminster, it may be claimed for the Members of the Chambers of Commerce and Trades Associations of India, that they have not only been of use to the Commerce of India, but have been, I believe, of material service to the Government in articulating the commercial needs and requirements of the country. For the wealth of India, like that of other countries, is in proportion not only to its natural resources, but to the degree of liberty it may possess in the use of those resources. Britannia has found it necessary to associate herself more and more with the market place in the increasing struggle there is for position and existence among the nations. and if evidence of this were required, I think we have it to-night, by finding the Viceroy and Governor-General of this great Dependency supping with the merchants and traders of this country, while we are aware that His Majesty's Secretary of State for the Colonies is busily identifying himself with the trade of South Africa. I take heart, Sir, for the future when I find the native press on this side of India, and I may add civil authorities as well, realising, although with a degree of reluctance, what is described as the influence of the Bengal Chamber of Commerce in public questions. I would correct the phrase, for I cannot take the compliment exclusively for the Bengal Chamber of Commerce, the moving factor being Commerce as represented in India by the Chambers of Commerce and Trades Associations. They are heirs to that Charter for trade, delivered to their forebears by Queen Elizabeth, which was designed, according to the wording of the Charter, " for the honour of the nation, the welfare of her people, the encouragement of her subjects in their enterprises, the increase of navigation, and the advancement of lawful traffic. Long may the Sister Chambers of Commerce of India live to cooperate with the Bengal Chamber of Commerce to uphold the honouroperate with the being a channel of Commerce to apnote the nonova-able intentions of that Charter. In giving expression to this senti-ment, I would quote the views represented by Mr. Gladstone that the administration of this Empire in the final judgment of history will bring no advantage or glory to us, except in exact and precise proportion that that administration confers benefit upon that Empire and tenders the country prosperous and happy. As an agency towards the attainment of that prosperity and happiness, I call upon you to drink a toast to the Sister Chambers of Commerce coupled with the name of the Hon. Sir George Arbuthnot, Chairman of the Madras Chamber of Commerce. Applause.)

The toast was drunk with enthusiasm, and Sir George Arbuthnot, in replying, said :--

Mr. Chairman, Your Excellency, Sir Patrick Playfair and Gentlemed. On behalf of the Sister Chambers of Commerce of India, whom it is my high honour and privilege on this occasion to represent. I thank you most sincerely for the very kind way in which their health has been proposed, and for the cordial manner in which it has been received both by our hosts, the members of the Bengal Chamber of Commerce, and all others here to night.

There are, I believe, some foolish persons who suppose that a Chamber of Commerce dinner is a dull and dismal function, at which the thoughts and words of those taking part in it do not rise

above the level of a discussion of such topics as jute and indigo, sweetened perhaps by an occasional reference to sugar. But of a truth if any one present here to-night ever entertained such an idea, though this is hardly likely, it will have been dispelled quickly and for ever, and certainly the evening we have spent will linger long in my recollection as one alike of the pleasantest and most instructive which my memory can real.

And there is this pleasant peculiarity about the Jubilee of a Chamber of Commerce. In the case of us ordinary mortals, any Jubilee celebration must necessarily be, to some extent at all events, satdlened by the recollection that it marks something at all events approaching the end of our career. But it is not so with a Chamber, for whom the dread sere and yellow leaf has no terrors. It remains ever young and ever vigorous, and its first Jubilee does but mark the spot from which it presses forward to another and yet another after that, for years, it may be centuries, to come.

Gentlemen, I have said that our evening has been instructive as well as most pleasant, and the eloquent speeches which we have heard give, I am sure you will agree with me, much food for thought. To me they bring home how mighty a factor is commerce in the world, and how powerful may be its influences for good. But if that good is to be achieved, we must go beyond the atterance of phrases which may be full of sound yet do not satisfy; we must not be content with the careless sowing broadcast of seed, leaving to others to bring it to the happy consummation of a bounteous harvest. India has already too large a record of ideas, noble in themselves, yet which have died still-born, of mighty projects which have been launched like some fair ship sailing forth on a summer morning with following winds and smiling skies, ere evening falls shattered and tempest-tossed, storm-driven on a wreck-strewn shore. Nevertheless, if there is a long record of failures, we have also the other side of the picture in many great commercial enterprises successfully carried out, and resulting in the greater prosperity, the greater happiness of 2 this vast country with its teeming millions. And this surely, not the mere amassing of wealth, even though that wealth may be used for good purposes, this is the legitimate object of commercial ambition, these are aims to the achievement of which any man may be proud to aspire, and for assistance in attaining them we may surely look with confidence to the sympathetic aid of a Viceroy who, if I may be permitted to say so in his presence, has already done so much for Commerce, and to whom we are so largely indebted for a deliverance from those bonds of red tape which have for so long choked and throttled the very life out of commercial enterprise in this

And now, Gentlemen, you may ask perhaps what has all this to do with those Sixter Chambers of Commerce for your kindless to whom I am returning thanks. Well, it has this to do, that in the Bengal Chamber we have long recognised the foremost chatapion of those commercial rights and privileges without which such enterprises as I have spoken of can never be achieved. Most beautily then, on behalf of her Sister Chambers, do 1 wish the Bengal Chamber a long career of continued usefulness and prosperity, a career continued, if such a thing be possible, until she celebrates her Jubilee of Jubilees. \*Lond applams.c.

His Excellency the Viceroy and Lady Curzon left the hall at midnight, and the company then separated.

#### M. C. TURNER.

President.

Bengal Chamber of Commerce,

The following article from the "Englishman" of 13th February, 1903, gives a number of interesting particulars of the history of the Chamber during the past fifty years:

#### A RETROSPECT

Special for the "Englishman."

Although the Bengal Chamber of Commerce was only formed in 1853, it must not be supposed that the mercantile community of Calcutta did not previously possess such an institution as a Chamber of Commerce. On the contrary, the Calcutta Chamber of Commerce was founded in the year 1831, or two years before similar institutions came into existence in Bombay and Madras. There are unfortunately no records of the proceedings of the old Calcutta Chamber of Commerce available; all that is known about it is that, when it was originally instituted in 1831, it consisted of 79 members. So far as can be ascertained, its office was located in the buildings of the Bonded Warehouse, where the Bengal Chamber of Commerce also found a home, until it entered into the possession of its present building in 1893. Some light is thrown upon the formation of the Calcutta Chamber of Commerce by an old letter, dated 19th December, 1833, which is still preserved in the office of the Bengal Chamber of Commerce. This letter, which is signed by three firms, viz., Bagshaw and Co., Turner Stopford and Co., and Cockerell and Co., was apparently circulated to all the principal mercantile firms of Calcutta in order to obtain their views on the compilation of a halfyearly statement of stocks of imports, and on the fly-leaf appear the signatures of presumably all the leading importing firms at the time in Calcutta, to the number of 25, the only one of which existing at the present date under the same name is the firm of Messrs. Gillanders, Arbuthnot and Co. It is interesting to notice that the firms in question consented to combine for the object indicated in the letter only on condition that Mr. James Napier Lyall, one of the founders of the well-known firm of Messrs. Mackenzie, Lyall and Co., then carrying on business under the same name, and still existing among us, should be the confidential recipient of the various particulars from each firm and the compiler of the statement. Mr. Lyall

was apparently an absolutely disinterested person unconnected with the importance. A not unnatural inference to be deswin from this trade of the properties of calcutts, not doubt, began to feel input this time the necessity of combination, and of the formation of a central body for mutual benefit, and that this feeling resulted in the formation of the Calcutta Chamber of Commercia 1831.

The first half-yearly Report of the Bengal Chamber of Comnerce is dated by November, 1853, and the Committee which was charged with the construction of the new Chamber was composed of the following gentlemen: Mr. J. J. Mackenzic, of Messrs Mackillop, Stewart and Co. Mr. David Cowie, of Messrs. Cowie and Co. Mr. W. W. Kettlewell, of Messrs. Kettlewell, Drabble and Co. and Mr. D. Mackinlay, of Messrs. Kettlewell, Drabble and Co. At the special general meeting held on the 14th of May, 1853, at which the Bengal Chamber of Commerce was finally formed, a special vote of thanks was accorded to Mr. W. W. Kettlewell for the great exertions he had made in connection with its revival, which was considered to merit the warmest thanks of the Chamber. Mr. Kettlewell was a partner in the firm of Messrs. Kettlewell, Drabble and Co., the predecessors of the present firm of Messrs. Kettlewell, Bullen and Co.

The following gentlemen constituted the first Committee of the chamber, Mr. J. J. Mackinaly, Vices President, Mr. D. Mackinaly, Vices President, Mr. D. Mackinaly, Vices President, Mr. D. Svidt Cowie, Mr. J. S. Elliott, Mr. W. W. Lectheel Mr. D. Mackinaly, Mr. D. Schamber, and Mr. J. P. Mackinalign, Mr. Mackinaly, Mr. C. B. Skimer, and Mr. J. P. Mackinalign, Mr. Mackinaly, M. ISS, and Mass succeeded by Mr. David Cowie, who filled the office for three years, from May 1856 to 1858. Mr. D. Mackinaly, of Messis, Gillanders, Arbuthnot and Co., held the office for two years, from May 1858 to May 1860, and was succeeded by Mr. J. N. Bullen, of Messis, Kettlewell, Bullen and Co., who acted as President from May 1860 to 1861, from 1862 to May 1863, and from May 1861 to May 1866. Oil portraits of the last named two gentlement were subscribed for by members of the Chamber, and still adom the walls of the Committee room.

The number of firms and individuals on the list of members of the Chamber at the time of its formation was 86 in addition to 18 nofussil members. The number of firms and individuals at present or the roll of members is 156. The following firms, members of the Chamber in 1853, still carry on business with unchanged names: Messrs Apear and Co., Ewing and Co., Gillanders, Arbuthat and Co., Glarktone, Wyllie and Co., W. Haweith and Co., Jardine, Skinner and Co., Mackimon, Mackenzie and Co., Mackinzie, Lyall and Co., and Ralb Brothers.

Among the many leading merchants who have occupied the position of President of the Bengal Chamber of Commerce, the following further names may be especially mentioned: "The late Mr. F. Schiller, of Messrs Borradaile, Schiller & Co., who was President as far back as 1866, and only died last year. The late Mr. R. J. Bullen Smith, C.S.L., of Messrs, Jardine, Skinner & Co., the late

Mr. George Yule, of Messrs. Andrew, Yule & Co., Mr. J. J. Keswick, of Messrs, Jardine, Skinner and Co., one of the principal founders of the European and Anglo Indian Defence Association Mr. H. B. H. Turner, C.I.E., of Messrs, Turner, Morrison & Co. Mr. Robert Steel, C.S.L. of Messrs, R. Steel & Co., Sir Alexander Wilson, of Messrs, Jardine, Skinner & Co., Sir James L. Mackay, G.C.M.G., K.C.L.E., of Messes, Mackinnon, Mackenzie & Co., Sir Patrick Playfair, Kt., C.I.E., of Messrs, Barry & Co., Sir Allan Arthur, Kt., of Messrs, Ewing & Co., and lastly the Hon. Sir Montagu Turner, Kt., of Messrs, Mackinnon, Mackenzie & Co., the present President of the Chamber

The first Secretary of the Chamber was Mr. T. M. Robinson, This gentleman only continued in office for a year, being succeeded in May, 1854, by Mr. H. W. I. Wood, who held the appointment for thirty years, retiring in 1881. Mr. Wood was succeeded by Mr. J. F. Rutherford, who after only a few months' tenure of office was removed suddenly by death. Mr. S. E. J. Clarke was then appoint ed and continued as Secretary for eleven and a half years until his death in January, 1897. During Mr. Clarke's tenure of office the Chamber developed greatly in importance and usefulness. The present Secretary, Mr. W. Parsons, succeeded Mr. Clarke.

The first subject to which the Committee of the Chamber of 1853 directed their attention was the state of the navigation of the Hughli, and in a letter to the Government of Bengal, dated 27th of May, 1853, the dangerous state of the navigation was referred to as threatening "at no distant period to render access to the Port of Calcutta altogether impracticable for any vessels but those of the smallest tonnage." Read in the light of after events and in view of the enormous size of the steamers which are now brought up to Calcutta this statement is, to say the least, interesting. The Committee also in their first year of office prepared a petition for presentation to Parliament, asking the attention of the legislature in arranging the terms for the renewal of the Hon. East India Company's Charter to the following subjects:

- (1) The general defective state of the internal communications of India.
  - (2) The imperfect state of the existing roads, rivers and canals. (3) The great want of railways and the long delay in their con-
- struction. (4) The high charges for postage, and the slowness of the Dak.
- (5) The heavy duty on Salt.
- 6) The delay in the administration of justice in the Mofussil
- (7) The great expense of law and receipt stamps.
- (8) The imperfect and undigested state of the law as laid down in the Company's regulations.
  - (9) The inconsistency of the Usury laws.
  - (10) The uncertainty of land tenures.

The petition, however, was never forwarded, owing to the rapidity with which the India Bill was pushed through both Houses of Parliament having rendered it doubtful whether it would arrive in time. Another matter on which the first Committee of the Chamber made a representation to Government was in connection with the draf: Bill for the regulation of the Office of the Administrator-General, a kindred subject to that which has only been recently dealt with by the present Committee

Another matter which occupied the attention of the Chamber in its early years was the question of introducing a uniform system of weights and measures throughout India. This was dealt with by the Committee of 1855, but notwithstanding the lapse of nearly 911y years it still remains unaccomplished. Reference is made in the Report of that year to an earnest movement then going on at home to bring the weights and measures of Great Britain to uniform and probably decimal standards. The then Committee, however, felt it would be premature to apply for any independent change in this country until the question was finally settled at home. These are almost the exact words in which the present Committee of the Chamber wrote a few months ago with regard to the introduction of the metric system of weights and neasures in India

In the same year a question which is again prominently before the public, viz., the bridging of the Hughli, was before the Committee of the Chamber. Apparently there were two schemes under consideration, one being a Suspension or Resultant Tension bridge designed by Colonel Goodwyn to span the river between Calcutta and Howrah, the other being a wrought iron tubular girder bridge designed by Mr. Rendel, which it was proposed to carry across the river from Aheereetollah Ghat on the Calcutta side to Sulkea. Both of these proposals, however, appear to have been found impracticable, as there is no further reference to them in the Reports.

The stirring times of the Indian Mutiny were also stirring times in connection with the Chamber. In the second half-yearly Report for 1857, it is recorded that a large number of the members of the Chamber addressed a petition to Parliament in August of that year, the prayer of which was briefly stated as follows: "That Parliament will adopt such measures as may be necessary for removing the Government of this country from the East India Company, and substituting in its place the direct Government of Her Majesty the Oucen, with an onen Legislative Council suitable to the requirements of the country and compatible with British supremacy, and Queen's Courts presided over by trained lawyers with the English language as official Court language. The Committee of the Chamber were asked to support this memorial, which had been already forwarded to Parliament before it was placed before them. The Committee, considering the action of the signatories to the memorial to be unconstitutional, declined to support it, and on a Resolution in favour of supporting it being carried at a subsequent Special General Meeting. they resigned their office with a protest against the Resolutions passed at the Special General Meeting. The memorial, however, foreshadowed in the early months of the Mutiny the historical event which took place at its close, viz., the transfer of the Government of the country from the Hon. East India Company to the Oncen.

About this time the question of establishing a Commercial Exchange in Calcutta was brought torward, and at a General Meeting of the Chamber, held on the 30th November, 1857, the scheme was inaugurated. The movement was so well received that 138 subscribers were registered, including parties not members of the Chamber, and a Special Meeting was held on the 25th of May, 1858, for the enrolment of the members, when the Managing Committee was elected to frame the necessary rules and regulations The Exchange was opened on the 1st of June, 1858, and in the Report of the Committee of the Chamber, submitted at a General Meeting on the 1th September in that year, it was stated to be well supported. As it was managed by a distinct Committee, no further mention is made of it in the subsequent Reports of the Chamber; but at a meeting of the subscribers, held on the 29th of June, 1867, it was carried unanimously that the name of the Exchange be altered to the Brokers' Exchange. The scheme for a mercantile Exchange remained practically in abeyance until revived in 1881, and was discussed, without result, at various times subsequently, until it took a practical shape in 1893, when Sir James L. Mackay was President, and resulted in the establishment of the present Royal Exchange, so designated by special permission of Her late Majesty the Queen, which was obtained through the good offices of the then Viceroy, the Marquis of Lausdowne. In order to carry through this important scheme the Chamber was incorporated under Section 26 of the Indian Companies Act, 1882, and purchased, by the issue of a Debenture Loan which is being gradually paid off, the premises of the Oriental Bank Corporation, which are now known as the Royal Exchange Building. The opening was inaugurated in January, 1894, by a banquet to the Marquis of Lansdowne, the retiring Viceroy. The Chamber occupies the upper floor of the building, the lower floor being devoted to the purpose of the Royal Exchange, which has since proved an institution of great value to the mercantile community of Calcutta, and possesses some 600 members.

In a brief sketch like the present, it is impossible to refer in detail to all the various nevenents with which the Chamber has been associated during the lifty years of its existence. The reports show the excellent work done by the successive Committees of the Chamber, who have ally represented the interests of the mercantile community in manifold directions. The advice and assistance of the Chamber is now sought by Government in connection with new legislation, railway extension, the improvement of the efficiency of the public service and many other matters, and important concessions have been secured from Government from time to time by the representatives on the Legislative Council of India, the Bengal Legislative Council, the Port Trust and the Corporation. The Chamber has taken and still continues to take an active part in the discussion and settlement of all important questions affecting the

mercantile community, and also in public movements set on foot by the citizens, whether for the relief of distress from famine or flood, or for commemorating the services of distinguished administrators and soldiers. A reference to what may be called its purely mercantile side would not be complete without mention of the various Associations, representing nearly every Branch of the Commerce of the Port, which are recognised as an important part of the Chamber's organisation, and the business of which is carried on by the executive staff of the Chamber under the control of their respective Committees. Among the most important of these Associations may be mentioned the Indian Tea Association, the Calcutta Import Trade Association, the Calcutta Ediad Just Mills Association, the Calcutta Chamber under Association, the Calcutta Fire Insurance Agents' Association and the Calcutta Marine Insurance Agents' Association and the Calcutta Marine Insurance Agents' Association

The Arbitration Department of the Chamber is also largely resorted to by the mercantile community for the settlement of disputes. No less than 342 references were dealt with by the Chamber in the year 1902, a considerable portion of these being disputes in which parties not members of the Chamber were interested, but who were anxious to avail themselves of the facilities offered by the Chamber for speedy and satisfactory settlement. Another important Department in connection with the Chamber is the Licensed Measurers' Department, which, under the control of a special Committee, undertakes the measurement and weighment of all the export cargo in the port, and the certificates of which are accepted in all quarters of the globe. This department provides employment at the present moment for a staff of about seventy Europeans and Eurasians, and at the rate the work is expanding, it is probable that before many years are over the staff will number at least one hundred

Tradition marks out the building at present occupied by the Bengal Chamber of Commerce as having once been the residence of Sir Philip Francis, the erratic statesman whose name is perhaps best known in connection with the duel which he fought at Alipur with the Governor-General Warren Hastings. An interesting relic of the Mutiny is still preserved in the Chamber in the shape of what is known as the Mutiny Gate, which was placed on the upper staircase in the troubled times of 1857 by the Manager of the Oriental Bank Corporation, which then occupied the building, as a possible safeguard against any attack which might be made on the Bank. Calcutta, however, as is well known, escaped the trouble which descended on so many other cities, and it is not recorded that the gate had ever to be closed. It remains, however, as a reminder of the great struggle in which the fate and future of India were hanging in the balance.

ROYAL EXCHANGE BUILDING.

Calcutta, 15th December, 1902.

### INTERNATIONAL EXHIBITION AT ST. LOUIS, U. S. A., 1904.

Proceedings of a meeting held in the rooms of the Bengal Chamber of Commerce on Monday, the 15th December, 1992, to hear an address from the Hon, John Barrett, Commissioner-General from the United States Government to Asia and Australasia for the Louisiana Purchase Exposition.

The Hon. Mr. M. C. Turner, the President of the Chamber, took the Chair, and the following gentlemen were present:—

The Hon Sir E. F.G. Law, K.C.M.G.; The Hon Mr. J. Pollen, C.D.; The Hon Mr. R. T. Greer; General Patterson, Consul-General, U. S. A.; Sir Pattick Playlain, Kt., C.L.F., Messer, C. E. Smyth, J. M. G. Prophit, J. Nicoli, W. W. Duff, A. Forsyth, Lockhart W. W. Oswald, G. F. N. Durrant, Deorga Das Seal, F. Basil Barber, J. G. King, W. H. Phelps, D. A. Campbell, W. J. M. McCaw, M. Shu-patt Ali, Khan Bahadur, J. Mac Hung, W. S. Manssen, T. Fraser, Dennison Gray, A. J. F. Bail, E. Iohn, W. S. Manssen, T. Fraser, H. M. Ross, F. N. Becker, E. Cable, H. S. Ashton, H. M. Rustomjee, M. Brown, Walter Carter, E. C. I. Cresswell, F. C. Pallachi, John Judge, W. L. Thoomas, A. P. Stockwell, W. Parsons, Secretary, and H. M. Haywood, Assistant Secretary, and others.

The Chairman, in opening the Proceedings, said: - GENTLEMEN,

I have great pleasure in introducing to you to-day the Hon. John Barrett, Commissioner-General for the "Louisiana Purchase Exposition" to Asia and Australasia.

Mr. Barrett is acknowledged to be the leading American authority on the countries and peoples of the far East. By profession a fournalist, he has made his mark as the Minister of the United States to Siam, and has been recently offered the same high post in felt it necessary to refuse the offer.

Mr. Barrett tells me that the St. Louis Exhibition is to be the biggest on record, far eclipsing anything attempted before. I notice in confirmation of this statement that the estimated cost is 40 millions of dollars, and that the buildings will cover 1,000 acres of

ground, which is 400 acres more than that occupied by the Chicago Exhibition. The authorities have determined to deal direct with Colonies and Dependencies, thus avoiding the delays and difficulties which inevitably occur when negotiations have to proceed through the mother country.

Mr. Barrett has recently concluded a most successful visit to Ceylon. The Planters' Associations through the Committees have agreed to expend a handsome sum in arranging for a suitable exhibit at the Exhibition, and the Governor, Sir West Ridgeway, has pro-

mised the support of his Government.

I learn privately that the Hon, Mr. Stanley Bois, President of the Ceylon Chamber of Commerce, has been appointed to act as Government Commissioner, and also as the Representative of the Mercantile Community.

He will proceed to St. Louis early next year to watch the interests of Ceylon at the Exhibition. We must not be left behind by Ceylon, and I trust that after hearing Mr. Barrett's lecture, we shall decide to appoint a Special Committee to arrange for our adequate representation at the St. Louis Exhibition. Doubtless the Government of India as well as the Government of Bengal will give as their moral support and financial assistance in carrying out the measures recommended by the Committee to which I have referred.

#### The Hon, John Barrett spoke as follows:

It is a great privilege to address the Bengal Chamber of Commerce, an organisation which in influence and position ranks high among bothes of its kind throughout the world. It certainly stands as one of the foremost Chambers of Asia, and is well known in America as a power in the commercial development of Great Britain's Indian Empire. I appreciate most deeply the honour you have conferred upon me, as the Commissioner-General to Asia for the Louisiana Purchase Exposition, by inviting me to explain to you, and through you to the people of India, the plan and scope of the most ambitious exposition that the world has ever known, and to discuss the advantages to India of creditable participation therein.

#### AMERICA AND INDIA

That we may better understand each other at the beginning of my menarks, and that there may be perfect sympathy between me as an American carrying out a high commission on behalf of a mighty enterprise in my own land, and with you as representative Britishers who are concerned in the progress and development of the richest and most populous portion of a realm on which the sun never sets, let me say that there is no part of Asia in which Americans take more genuine interest than they do in India. In studying the intricate problems of Asiatic peoples and commerce, to which we have been directed by our occupation of the Philippines and the grave responsibilities resulting therefrom, we have found more to learn from Great Britain's experience in India than we have from the administration, sovereign or dependent, of any other Asiatic domain. Nay

more, beyond and above this, for the former observation was practical, and the one I am about to make is sentimental, we Americans. proud of what our people are doing beyond our own shores, whether they are sons or daughters, may be pardoned for stating in all sin. cerity that possibly some of the renown and credit that has come to the administration of Lord Curzon in India is due in a certain measure to that American woman who has been so faithful a consort in the execution of his Viceregal duties. I think I indulge in no exaggeration when I state that the romance which has surrounded the coming of an American girl to the enchanted land of India has brought most practical and advantageous results to both India and America, because it has been the inspiration for all classes of Americans to study this country, its people, and its Government as they would never otherwise have done. Surely then I can draw the conclusion that the deepest disappointment would be experienced, by the American people at large, who are more concerned in the success of the St. Louis World's Fair than of any other similar undertaking in their history, if India were not represented there on a scale befitting a domain whose Vicereine is a typical American woman. (Applause.)

But my address to-day is not to be one of sentiment. I am not an orator. A plain story is all that I can tell, and you as business men will probably welcome that kind of an argument. My former residence in Asia as the United States Minister to Siam taught me that Britishers, as well as Americans, are not out in this part of the world for their health. It is either Governmental position or business occupation that has brought them into the tropics. The stern realities of getting along in the world, and no romance of the jungle, has attracted them to these parts. They are, therefore, practical in every respect, and desire to hear facts, not fiction, when they are addressed. Reminding you first that the export trade of India to the United States averages in round numbers Rs. 100,000,000, or, as I believe you enumerate in India, one thousand lakhs, or in English money £6,000,000, secondly, that the trade can be greatly increased by judicious representation at a great exposition in the heart of the United States, and that you cannot afford to see India absent from a competition where nearly every other nation and dependency will be represented, I appeal to you to consider carefully the plan and scope, the significance, and the opportunity of the St. Louis World's Fair of 1904, as the Louisiana Purchase Exposition is commonly termed.

### ORIGIN OF THE EXPOSITION

Let us note what is the inspiration of this vast international undertaking. It is based on a historical event that meant more for the development of the United States than any other limence after is broke away from the mother land. The Louisian Lander Lander position will celebrate the centennial of the purchase from Fig. 1803, during the sway of Napoleon, by the United States, of the Louisiana Territory. This acquisition more than doubled the extent of the United States and added over 1,000,000 square miles to its

area. The Louisiana purchase was acquired for only £3,000,000, which is to be contrasted with £6,000,000 which are to be expended on the Louisiana Purchase Exposition alone in the city of St. Louis. This purchase reached L000 miles north from the Gulf of Mexico to Canada, and again 1,000 miles west from the Mississipi River to the Rocky Mountains, and is now divided into fourteen prosperous States of the Union. The name of the Exposition must not be confused with the present State of Louisiana, which is only a small portion of the original acquisition. The Exposition is to be held in the city of St. Louis, which is located in the State of Missouri, near the very heart of the old Louisiana Territory. You will understand what this World's Fair means to America when I emphasize the fact that it celebrates an event which prevented the division of the United States, as it now stands, into many separate countries like those of Europe, that it led the way for the United States to acquire all the territory to the Pacific Coast, and eventually to become one of the first class Powers. The World's Fair at Chicago celebrated the discovery of America and did not directly commemorate any event vitally connected with the development of the American nation; the St. Louis World's Fair celebrates the one-hundredth anniversary of an international occurrence that directly shaped the destiny of the nation and people along lines preparatory for their present expansion and wealth. The acquisition of the Louisiana Territory meant as much to America as the acquisition of India to the prestige and extent of the British Empire.

When the gates of the St. Louis World's Fair are thrown open to the public in the Spring of 1904, between £6,000,000 and 77,000,000 sterling will have been expended in making it the grandest, most magnificent, most comprehensive, and most successful international exposition that the world has ever known. I do not mention this in any spirit of boasting, I do not even hint at exaggeration. Let me tell you how this vast amount of money is provided, and then you will see that I am well within the truth. I will use . American dollars in my computation so as to make no mistake, but you can remember that one American dollar is equal to about three Indian runges or to a little more than four shillings of English money. The United States Government, through the Act of Congress providing for the Exposition, has become its sponsor and principal patron by appropriating direct for the Exposition fund, for the construction of a Government building, and for the installation of its own exhibit, over \$6,000,000. The City of St. Louis has appropriated \$5,000,000; the Louisiana Purchase Exposition Company, organized in accordance with the Act of Congress to conduct the business side of the Exposition, has issued stock for \$5,000,000: the State of Missouri, in which St. Louis is situated, has appropriated \$1,000,000; the other States and Territories, some fifty in all, have allotted sums from \$25,000 to \$250,000 each, aggregating \$5,000,000; foreign countries, according to present reliable estimates, will expend not less than \$7,000,000; while the amounts spent for concessions, railway terminals, and other accessories, will exceed \$4,000,000. For the sake of comparison, I would remind

you that this total is a third more than the entire cost of either the Paris Exposition of 1900 or that at Chicago in 1893. As India was represented at these Expositions, she certainly cannot afford to be absent from that at St. Louis, which will far surpass them in every respect.

#### SOME FACTS AND FIGURES.

Having now a general idea of the financial measure of the St. Louis World's Fair, which will appeal to you as business men, let us next note some concrete facts as to its physical side. The area occupied by the grounds will be approximately 1,200 acres. Again note the comparison with Paris and Chicago, the extent of the Louisiana Purchase Exposition will be three times that of Paris and double that of Chicago, or approximately equal to both of them put together. There will be fifteen main buildings, grouped for the best architectural effect, which will cover from five to twenty-two acres each, and represent a cost respectively from \$300,000 to \$1,500,000. In addition to these fifteen principal structures there will be over forty individual State buildings, and twenty or more erected by foreign countries. The two square miles devoted to this Exposition, which at first would seem almost too large for convenience, will be connected by ten miles of special electric railways that will carry visitors from building to building and from section to section with the least effort. A committee of the ablest architects of the world has planned the buildings and grounds on the remarkable instructions from the Directorate to surpass in beauty and effect anything heretofore attempted in exhibitions. There will be a symmetry in this mighty array that will please the eye, combined with a magnitude that will be awe-inspiring. Lofty towers, majestic waterfalls, wide lagoons, hanging gardens, and graceful terraces will set off the many buildings in such a way as to make it seem a veritable city of wonderland as well as the practical covering of the world's progress and development at the beginning of the twentieth century. One of the most distinguished architects of Europe has declared that no city from the earliest times to the present has ever attempted to construct within itself another world's city in miniature, as it were, to compare with that which St. Louis will display to all mankind from the 1st of April to the 1st of December 1904. It will be well worthy of a visit from the people of India, whether they take part or not, in order that they may look upon an undertaking which will essentially mark an epoch in international advancement.

If you ask what will be the attendance or practical interest of Americans in the World's Fair, permit me to tell you that St. Louis is located near the population centre, and not far from the geographical centre of the United States. It ranks fourth among American critis and has no less than 700,000 inhabitants. More railways enter its limits than any other city except Chicago. There are 25,000,000 people within twelve hours ride by rail, 40,000,000 people within twenty-four hours, and the entire population of 80,000,000 within two and a-half days. It is conservatively estimated that 45,000,000

and flump meg sphon, and no send and ufficial seed him addoad eight months it is open, or an average of 200,000 per day. If you erect a creditable Indian pavilion, or if you have a characteristic court in one of the principal buildings of courses assured that at least a third of the population of the principal buildings of the course assured that at least a third of the population of the principal buildings of the young the pleasure to themselves, and per least the young the properties of the principal seed of the principa

#### WHAT THE NATIONS ARE DOING

Supposing you ask me what other countries are doing, in order that you may form a better idea as to what India should attempt, I am able to answer you with much satisfaction that a majority already of both independent and dependent countries of importance have accepted the invitation of the Directorate and United States Commission of the Louisiana Purchase Exposition to take part. am here in the same capacity that I have visited the other lands of Asia, to invite the Government of India officially to participate, and the business interests of this part of the British Empire to co-operate with the Government. The Emperors of Japan, China and Korea, and the King of Siam, have all informed me in audiences that they have graciously granted that they accepted the invitation, and would not only order their Governments to make elaborate exhibits, but would send Imperial Commissioners to represent them at St. Louis in 1904. The Dependencies of the Far East which I have visited, including Russian Siberia, Japanese Formosa, French Indo-China, American Philippines, have all taken steps to be represented on a worthy scale. The Straits Settlements have now under advisement the invitation which I recently extended. At this point it gives me particular pleasure to make special reference to Ceylon. In no country which I have visited, independent or dependent, have I witnessed more interest, enterprise, and practical knowledge of what was best to do than I found there. Both the Government officials and the business men took hold of the question of Ceylon's participation with a zeal which I cannot too highly commend and which bodes well for the future prosperity of that Colony. Judging from the personal concern manifested by the Governor, Sir West Ridgeway, and by the recommendations of the Planters' Association, which the Governor stood ready to follow, Ceylon will expend not less than £15,000 sterling on its exhibit at St. Louis. The Government and Planters' Association working together have despatched a representative to St. Louis, who will complete all arrangements. The sooner that India can act along similar lines, the better will it be.

Looking at the Continent of Europe, we note that France has made a preliminary appropriation of over one million francs, has appointed a National Commission, and has started work on a large building at St. Louis, in addition to what her Colony of Indo-China will do through reproduction of a considerable portion of the Hanoi Exposition, now open, at St. Louis a year later. Latest indications point to President Loubet visiting the United States and participating in the opening exercises of the Louisiana Purchase Exposition. The German Reichstag has voted £200,000 sterling for the German exhibit, and has already sent one of her most distinguished exposition experts to St. Louis to make final arrangements. The American Ambassador in London, Mr. Choate, has notified Secretary Hay that the British Government is carefully preparing estimates and making plans for its participation, which will surpass what was done at Paris. His Majesty, King Edward, in reply to a personal message from President Roosevelt, has stated that he is desirous of having his Empire creditably represented. In a short time a Royal Commission will be appointed to take charge of the British exhibit. In this same way I might call your attention to what other countries are doing in Europe, South America and Asia, but I will stop long enough to tell you that Japan has made an appropriation approximating one million yen £100,000 sterling). and that a smaller Kingdom like Siam has decided to expend £20,000. If therefore I were called upon to make an estimate of what the Government of India should appropriate, I should respectfully recommend that it should set aside not less than £25,000 sterling, and, if possible, largely increase that amount. I would not, however, intimate that an exhibit from India would not be welcome because of a smaller appropriation. Whatever sum is devoted by this country to this purpose, there will be no difference in the cordiality of the welcome that I can assure you on behalf of the Directorate of the Louisiana Purchase Exposition. My hope is that in the near future the United States Government or the Louisiana Purchase Exposition Directorate will be officially informed that the Government of India, under the leadership of its able Viceroy, Lord Curzon, and supported by the unanimous sentiment of the business interests of the country, has not only formally determined to be represented at St. Louis, but has made a liberal appropriation therefor and appointed a Commission to take charge of her participation. Moreover, I wish before I leave India about the middle of January to be able to cable the Directorate that India will be worthily represented and to request them to reserve the best site possible for the Indian exhibits. The sooner you act the better, because we are obliged to follow the rule at St. Louis of "first come, first served," and there is always a limit to the preferable locations for either courts or buildings.

Before going into further details in regard to Indian participation I will enlarge a little on the plan and scope of the Exposition and the conditions surrounding foreign participation. That the St.

Louis World's Fair is being conducted in a way that does and will secure the confidence and rights of all countries and exhibitors, is assured by the joint control vested on the one hand in a Government Commission of nine of the most prominent men of America appointed direct by the President of the United States, and, on the other hand, in a Board of Directors composed of one hundred of the most influential business and professional men of the city of St. Louis. At the head of the former is the Hon. Thomas H. Carter, late United States Senator, and of the latter Hon. David R. Francis, formerly Mayor of St. Louis, Governor of the State of Missouri, and a member of President Cleveland's Cabinet. There is also a Board of Lady Managers, appointed by the United States Commission, which includes in its membership twenty-four of the most respected women of the country. The President of the Board is Mrs. James L. Blair, wife of one of the leading lawyers of the central West, while one of the active members is Miss Helen Miller Gould of New York, who is famous for her charities and philanthropic undertakings. The President of the United States himself is greatly concerned in the success of the Exposition, and personally informed me, before I left America, that he hoped all the Asiatic countries, especially those like India, which correspond in a degree to America's new possession of the Philippines, would take part on a scale creditable alike to themselves and to the United States.

The great object of the Louisiana Purchase Exposition is to portray the world of to-day as it is in its mighty progress and movement. It aspires to embody and illustrate the latest and most advanced development in all countries, and comprehend man in his full twentieth century status, exhibiting not alone his material, but his social advancement. It will display the arts and industries, the methods and processes of manufacture of the whole world. It will gather the products of the soil, mine, forest, and sea from the wide earth. It will show humanity at rest as well as at work, presenting man in his hours of recreation, his exercises, his games and his sports. It will embrace a comprehensive ethnological, anthropological exhibition, constituting a congress of races, and exhibiting the barbarous and semi-barbarous peoples of the world as nearly as possible in their ordinary and native environments. In short, it will depart from the plan of all past exhibitions by making life and movement its distinguishing and marked characteristics. To this end it will aim definitely at an exhibition of men as well as the works of man; at the presentation of manufacturing industries in actual conduct as well as of the machines out of action. At the same time it will bring together the most comprehensive collection of raw products in all shapes and forms, crude and developed, that the world has ever known.

#### INDIA'S PROSPECTS.

Every effort will be made by the Directorate and Government Commission to facilitate the participation of foreign countries like India. Misakes of former expositions will be avoided. There will be a perfectly organized staff whose sole duty will be to assist

There is one important feature of the relations between the World's Fair Directorate and foreign Dependencies which I would ask you to bear in mind. Unlike the Paris and other Expositions, the Louisiana Purchase Exposition is ready to deal directly with the Government and Commissioner of Dependencies, thus saving much delay and red tape, provided the central Governments or Royal Commissions that may be appointed do not themselves order otherwise. Three High Commissioners have been commissioner respectively to Asia, Europe, and South America, while other Commissioners have been sent specifically to certain countries and capitals to negotiate directly with the Governments and business interests for their representation at St. Louis in 1904. In going over the report of your Commissioners at the Paris Exposition in 1901. I saw that they compliand of the time lost and confusion caused by being obliged to carry on all negotiations through the Royal Commission.

Coming now to the exact methods of procedure to be followed by India, I beg to make a few recommendations, although recognizing that you yourselves know what is best. The chief desideratum is to urge upon the central Government of India to decide as soon as possible upon participation, make a suitable appropriation, and appoint a Commission to earry on the work. Pending the decision upon the precise amount to be appropriated, it would be activisable that a representative should be sent as early as possible to St. Louis, who would be in cable communication with the Government and business interests here, and be able to make all final arrangements for exhibit space, a pavilion, or whatever other plans you may have in mind. In the matter of the co-operation of your business men, I would urge that a Committee be appointed to-day, or in the very

near future, to consider how the commercial interests of India can co-operate, and to communicate with other Chambers of Commerce and similar organizations throughout India to secure their assistance. and to make representations to the Government. Not only should those manufacturing and agricultural interests which already have a considerable trade with America lend a hand, but those which are desirous of finding a new market should be ready to take part and display the manifold resources of this wonderful land. Let your exhibit be both practical and beautiful. Let your raw products be exhibited to make known to the world what you are selling and what you can sell in increasing quantities; let your fine arts, your embroishow the artistic side and historical prestige of your land. One without the other would be incomplete. At this time, with America's problems in the Philippines, we should also welcome in the department of colonial development a comprehensive exhibit of Governmental administration and progress.

#### INDIAN TEA.

I would not be showing due regard for one of the great interests of India if I did not refer to the splendid opportunity to be offered at St. Louis for the exploitation of your Indian teas. Your Tea Associations should make the largest exhibit at St. Louis they have ever prepared. Ceylon will leave no stone unturned to have her display in this respect unique and impressive. Japan and China, fearful of losing their own trade, are preparing to enter the competition at St. Louis with the intention of regaining lost ground. More can be accomplished at St. Louis by the expenditure of £5,000 to £10,000 for tea alone, as part of the main exhibit, than by £100,000 expended in small sums all over the country. Doubtless a special arrangement can be made by which you can serve tea to the visitors in the grounds and dispose of small packages to those who wish to carry away enough to try it in their own homes. Using these methods, you will reach every day people from all parts of the United States.

Much will depend upon the personality of the Commissioner or Commissioners who are appointed to take charge of the preparation of the exhibit and to represent India at St. Louis. For the best results it would be wise to have these men chosen from the various interests that will be chiefly concerned in the success of Indian participation. It is not for ne to outline specifically the qualities that Commissioners should possess. Your own good judgment will dictate your opinion in this respect. I assume that the Indian Government in accreding the Commission will consult the commercial bodies like the Chambers of Commerce and the Tea Associations, and act in some measure upon their advice. Lest the method pursued in the conduct of foreign participation in great international expositions of this kind may not be fully understood by you all, I would observe that custom and precedent provide that the Government or country which intends to take part shall

supervise the exhibit from its own territory, making an appropriation and appointing a Commission for that purpose. Then all people or interests, destring to participate, ask for a space from such local Gor-erment Commission which is awarded or allotted as it thinks best. When this Commission reaches an approximate conclusion as to the entire amount of space required, it asks the Directorate of the Exposition to grant it. I can assure you that the Louisiana Purchase Exposition will be liberal with India when this Government makes its application.

Before I bring my remarks to a close, I would refer to the hope of the American people that the native Princes and the native people of all India may take as great an interest in the Exposition as the Europeans who are resident here. The Louisiana Purchase Exposition Directorate cordially invites not only the Native Princes to send exhibits from their individual States, but also to come themselves to America in 1904, where they will receive a welcome befitting their station and the land from which they hail. We invite both the native and European population to visit the World's Fair, and to become better acquainted with the progress and general development of America and other parts of the world, with the hope that benefits may result from their studies and investigations to India itself. In this connection, I would state that all the various art organizations of America are sincerely anxious to have the Delhi Art Exhibition reproduced in the largest measure possible in the galleries of the St. Louis World's Fair. Information has just reached America of the remarkable character of this exhibition, and the American people desire, through its transfer in part to the United States, to learn more of Indian art and industry. I may say that if I go to the Coronation Durbar, it will be chiefly for the purpose of calling upon the Native Princes, and so awakening their interest in the World's Fair, and of arranging as far as I can with the Commissioners in charge of the Delhi Exhibition that many of its features shall be included in the Indian exhibit at St. Louis. I have the personal hope also that His Excellency the Viceroy, Lord Curzon, and Lady Curzon, both of whom I hear have taken a deep interest in the Delhi Exhibition, will use their powerful influence in favour of giving America the opportunity of seeing with their own eyes what the Indian Empire, over which they are presiding, can accomplish along the most artistic lines of production and manufacture.

In conclusion, I have but a few words to add. Any question that you may ask will be gladly answered. I realize that in an address of this kind I can only mention the main points, and that I must necessarily omit much that may come to the minds of those who are interested in Indian participation. You can depend upon my own deep personal concern in the success of Indian representation at St. Louis. You will pardon me for making the passing observation that I have demonstrated my own solicitude for the welfare of Asiatic representation in general and of India in particular, by declining the high diplomatic post of United States Minister than the proposition of the president Rossevelt. Had I accepted, it would have been absolutely

necessary for me to have left India immediately and not even return to the United States to complete the arrangements at St. Louis for Asiatic and Indian participation in behalf of which I have been labouring without cessation during the last year. I indulge in no exaggeration when I state that the American Government and people will welcome the participation of the Indian Government and people in the Louisiana Purchase Exposition. The invitation of the British Government to take part at St. Louis includes every portion of the Empire, India as well as England, and as this international celebration will not only build up commerce and trade. but enhance the comity of nations, we hope that India will join heartily and earnestly in promoting in this way the commercial exchange between the United States and all parts of the British Empire, and in cementing the friendly relations which have so long existed with bonds that will never be broken. Remember that America and India were once sister Colonies of the Mother land, and that even if the new world of spring has entered the struggle of national existence alone, the blood relation with the parent country still exists, and we all have in common the everlasting dominance of those interests of commercial, social, and political development which work for the weal of all mankind

#### I thank you, 'Applause's

Sir Edwar dFG. Law .-- I think, gentlemen, we must all be very pleased at having this question put before us by a gentleman whose energy and practical treatment of the matter must convince us of the seriousness of the proposals he submits. From the sentimental point of view, about which I do not want to say much, I may mention that I have myself been a good deal in America, and we all have certain pleasant feelings in dealing with Americans, and if those pleasant feelings can be turned to our mutual advantage so much the better. What we have to consider is, can we make any money out of participating in this Exhibition? Is there a fair prospect of its assisting the development of the material prosperity of this country? One immediate argument in favour of the probability of a definite material result. I find in the fact that the United States Government gives five million dollars or one million sterling to the Exhibition fund. Now there have been exhibitions where some people think exaggerated attention was devoted to ornament, decoration, and other things which are very nice in connection with exhibitions, but which do not necessarily in any way tend to make them directly useful and profitable to the merchant and manufacturer. From my acquaintance with the American people, when I see the United States Government put down a million sterling, I say they are not doing that unless they mean business; and what is business for them may be business for those who fall in with their ideas. No business can be satisfactory that does not admit of profit for both parties. Now it is a question for us, to consider very closely, how far we can go in this matter; how far it will be of use to us. My own impression is that it will be of use; that we should take some material interest in this undertaking. I notice that when questions are dis-

cussed in my presence the discussion generally takes the direction of proposals for grants from Government. It is very curious, but somehow it is so. Naturally I am not in a position to commit myself, and still less to commit the Government in regard to a money grant, think that is understood by everybody present. They will also know that in such matters as this Government in arriving at its conclusions will be in the first place influenced and guided by the representations which may be made to them by the commercial and manufacturing communities. Therefore I may say and with confidence that the decision in this matter depends greatly, gentlemen, on yourselves. As to the part we could take usefully I will only venture a few observations. Speaking generally I am afraid that India is not in a position to profit as largely by exhibitions as some other countries, for the simple reason that our foreign trade is chiefly in raw products which are generally fairly well known. New products, the results of manufacture and manipulation, which are not well known, and require advertisement, profit perhaps most largely by exhibitions. At the same time we have certain manufactures in India; some are well-developed, while others are still in their infancy. The fact that we are behind-hand should from one point of view urge us to do all we possibly can in directions in which we may hope to achieve something useful. We are nursing the industries of this country and welcome opportunities for giving additional nourishment to the infant. As regards raw products, though in generalising I said just now that our raw products are fairly well known, still even in raw products there may be something to be done. As Mr. Barrett, the Special Commissioner, suggested just now, I should think there may be something to be done in Tea. There is also Coffee which, although it does not concern this part of the country, is a very important industry; and perhaps some use might be made of the Exhibition for showing Indian Tea and Coffee. Then there are forest timbers in which perhaps our productions are as good as any in the world, and I do not believe they are sufficiently known. We have also a large store in the earth of mineral products which we are only beginning to develop. It might be possible to arrange such an exhibit of minerals as would interest capitalists in the development of hitherto unworked mining industries. And we should be very glad to welcome American science and capital into this country for the development of new industries. I will not detain you longer, gentlemen, but being the representative of the Government in commercial matters, and as this is a question which specially concerns commerce, I thought I ought to say that I shall be very glad to see a way in which it may be treated so as to prove a benefit to this country. Applause.

Sir Patrick Playfair.—Mr. Barrett and Gentlemen.—I think the Member for Finance has hit the nail on the head when he asks the question as to how this Exhibition will pay us, a poportunity of having an interesting conversation with Mr. Barrett the other evening on this very subject. I would like to ask him now how other Governments support the Exhibition in the sense of contributing money, and how they reimburse themselves for the money they expend. Do they reimburse themselves from the exhi-

bitors or from the general taxpayer? We in this country are bound to go to Government for co-operation and assistance, because I think, I may say, that there is no one industry in this country of sufficient importance to stand on its own legs in a matter of this kind. Even the Indian Tea industry is not, I think, of sufficient importance to go to America on its own account. For India and Indian industries to be properly represented at this Exhibition, would it be advisable that there should be what might be called an Indian navilion or an Indian house as there was in Paris? Or does Mr. Barrett think we should be sufficiently represented if Indian products get accommodation inside the main building? And supposing we are able to induce the Government to co-operate with us, and we have what I may call an Indian house, should exhibits be sent in duplicate; so that specimens may be in this Indian house. of sent in engine act, so that specimens may occur unstitudinations, and that similar exhibits may be arranged in the different departments of the main building? I ask this advisedly, because when I was in Paris I was exceedingly disappointed to find that some of our products, including some exhibits of my own, were stowed away in a remote corner of the Indian house, and many of them could not be found in the main building. The next point upon which I should like to have some information is as to what class of man our Commissioner should be. Should be be an eminent member of the Indian Civil Service; should be be a commercial man; or what class of man does Mr. Barrett think it would be best in the interest of India for us to send to St. Louis? Mr. Barrett has said that there will be conferences, commercial conferences; and the Commissioner for India will probably be expected to take part in those conferences, not to commit the Government of India, but to represent the commercial interests of India. Will he be expected to deliver lectures, and will it be of advantage if he is able and willing to address assemblies on Indian products, arts and industries? There is one further question I would like to ask. We may obtain much benefit from this Exhibition by visiting the place ourselves, and ascertaining the needs of the country that we might supply. Now would it be of service if a Society like the Indian Tea Association were to offer a prize for inventions, having for their object the improvement of agricultural or other machinery, such for example as the machinery for manufacturing Tea? I ask this question because it seems to be clear that if the present difficulties in regard to labour are to continue, Planters must be prepared to rely more and more upon machinery and mechanical appliances in the cultivation and manufacture of the crop.

The Hon. John Barrett. The first question you ask is in regard to the procedure of foreign Governments. At all the large Expositions it has been found that wherever exhibits from foreign Governments were not under the charge of their Governments, there was always confusion, jealousy, and misunderstanding. It has consequently been found to be practically a necessity to ask foreign Governments to take charge of the exhibits from their respective countries, and to allot space themselves, the idea being that the Central Government will give as nuch space as possible to each

individual exhibitor, who will be responsible to his own Government. and not to the Exposition. You can easily see how great confusion would arise if every man who wanted to exhibit negotiated directly with the Exposition. At the same time there are of course instances of individual Associations, which are very large, and which are practically backed by their Government, taking the initiative in this particular, and negotiating direct with the Exposition. The St. Louis World's Fair Exhibiting Association in Japan is a case in point. It is a great organisation, and it is supplementing the efforts of the Government of Japan. In regard to the matter of expense, the appropriations of the different Governments are not for the purpose of buying exhibits, but for paying the expenses of administration, of preparation, of Commissioners, of the erection of a building -if such is found to be necessary - and the maintenance of exhibits. The individual exhibitors themselves who send exhibits will of course prepare the exhibits at their own cost, and will place them in the hands of the Government Commissioner. And every Government is, I think, always willing that each personal exhibitor shall, if he so desires, send one or two men to look after his own exhibits.

Sir Patrick Playfair -- Ilow do the Governments reimburse themselves?

The Hon. John Barrett—Of course the Governments do not reimburse themselves directly any more than the United States Government reimburses uself for the five million dollars of its appropriation. There is no direct return to the United States Government in the way of getting so mach money back. The return comes in the general development of the prosperity of the country. The Governments, in appropriation money, do not therefore expect to get so much money back, but their appropriation promotes the general good of the country, just as they might spend money in constructing roads, and on public buildings, and other public works designed for the general advancement of the people.

Now in regard to the exhibits themselves, if you have a pavilion or building of your own, it may be a very good idea to have all higher exhibits in that building. But you must remember this; that exhibits which are all by the great of open for the competition for prizes must be awarded to exhibits. Now as to whether you should have directly in the main buildings. Now as to whether you should have all the matter purely for your-selves to decide. If you want a pawling and matter purely for your-selves to decide. If you want a pawling for ground will be given to you. The Exposition Directorate make two proposals. Either you erect the building yourself; or they build it for you, and you pay

Sir Patrick Playfair.—I think, Sir, that your estimate of £25,000 does not contemplate the erection of a building?

The Hon. John Barrett.—Yes, it might contemplate the erection of a building of modest proportions; it would not comprehend a very pretentious building. I did not mention that sum with the idea

of your erecting a large or special structure. A larger sum would probably be required if you desired to do justice to India in that direction. In regard to the material offering prizes, I think it would be an excellent idea. There have been quite a large number of prizes offered, and nearly every one of them some twint a very encouraging response. The principal offer is the good gold ollars as prizes for successful flying machines. But I am what if you make an offer it will not require much money, and you that did that the inventive genius of America will respond to it with and that the inventive genius of America will respond to it with an offer it will not require much money, and you have a construction of the price of the price will be not be considered in the price of t

### Sir Patrick Playfair .-- What sum should we offer?

The Hon. John Barrett.-Well, it is difficult for me to say off-hand; but I think the first prize should be from one thousand to two thousand gold dollars, say from £200 to £400 sterling. A little more than that might be necessary to get the best skill to compete. but that amount would make a good competition. As for the selection of a Commissioner, that is a difficult matter for me to answer, beyond in the way that I have touched upon it in my general remarks. There will be a variety of congresses and meetings at the Exposition. They will be not only commercial, but educational, scientific, literary, artistic, social, historical, and so on. Consequently your Commissioner should be a broad-minded, versatile, and many-sided man. But I do not see why you should limit yourself to one Commissioner. If you will consult the report of your Commissioners at Paris, you will find that you had a number of men there; and I do not see why you should not have several at the St. Louis Exposition. But if you have only one let him be a man With interests and ideas as broad and as varied as possible; let him be a man of resource and of energy. If you have a Government official, by all means endeavour to get a man of tact and of good judgment; a man who, in America, will adapt himself to American ideas, and habits, and circumstances; in the same way that, if we were sending a man from America to an Exposition in Calcutta, we would select him by reason of his adaptability to the conditions and circumstances of life in this part of the world.

As for the placing of the exhibits in a special court, and the

As for the placing of the exhibits in a special court, and the possibility of their being, in consequence, overlooked, I do not think you need have much fear on that score. For as I have said, there have been mistakes made at other Expositions which the Directorate at St. Louis are trying their best to avoid. Somebody of course must take a back seat, but I can assure you that whatever is reasonable will be done to assure everybody a fair chance, and to give each exhibit the greatest prominence possible.

General Patterson.—Gentlemen,—As this is a meeting of the members of the Bengal Chamber of Commerce, I hesitate to take part

in the discussion of the subject before the meeting; and I cannot add to what has been so well said by Mr. Barrett, in urging that Government of India, the members of this Chamber and others see to it that India is well represented at the Great Exposition to be held in St. Louis in 1904. I hope there may be such an exhibit of the products, industries and arts as may be worthy of this great country.

Sir Patrick Flayfair proposed and Mr. C. E. Smyth seconded a vote of thanks to Mr. Barrett for his most interesting and instructive address.

The vote was carried by acclamation.

The President said he thought it would be best if the Committee of the Chamber were to consult the representatives of the different interests likely to be represented, and then to form the proposed General Committee.

The meeting then terminated.

M. C. TURNER.

Chairman,

## INTRODUCTORY PARAGRAPHS

(See pages 1 to 70 of Volume 1 of Report for year 1902.)

#### INDIAN INSTITUTE OF SCIENCE.

From Chamber, to Government of India (REVENUE).

No. 704-1902.—CALCUTTA, 26th May, 1902.

The Committee of the Bengal Chamber of Commerce have recently had the advantage of reading the Report by Professor Masson and Lieutenant-Colonel Clibborn on the scheme for an Indian Institute of Science. In paragraph 12 of this interesting document, the question of the proposed location of the Institute is discussed with reference to the relative advantages of two places only, namely, Bangalore and Roorkee. The Committee feel strongly that the extent of the usefulness of this extremely important Institution will very largely depend on its location. The decision therefore as to the site is distinctly a momentous one, and as the choice appears to be limited to the above named two places, it is all the more necessary that the site to be selected should be that offering the greatest advantages for the work, which it is proposed should be undertaken by the Institute. It appears to the Committee that no one reading the comparative statement in the Report under reference of the relative advantages offered by Bangalore and Roorkee, could arrive at any other conclusion than that Roorkee is the site that should be chosen. The climate of the latter place is of a much more bracing character than that of Bangalore, and the health of the station is better. Roorkee has also the advantage of being in British territory, on one of the main lines of Indian Railways, and within easy reach of the great commercial centres of Bengal, the United Provinces and the Punjab. It is already the site of one of the great Government Engineering Colleges, the proximity of which would of itself be of great advantage to the Indian Institute of Science. Bangalore, on the other hand, is not only situated in a Native State, but it is at a considerable distance from commercial and trade centres, and not particularly easy of access. The main factor apparently in its favour is that the site for the Institute has been offered free of cost by the Mysore Government, who are also prepared to contribute five lakhs of rupees towards the outlay on the necessary buildings

2. The Committee of this Chamber entirely agree with the views expressed by the Committee of the Upper India Chamber of Commerce, in their letter of 12th May, to the Secretary to the Government of the United Provinces, and are quite of opinion that a great mistake would be made in placing the Institute in a position remote.

from the centres of industrial and intellectual activity, and in an enervating climate unfavourable to the pursuit of scientific research.

3. Under these circumstances, therefore, I am directed by the Committee of this Chamber to state that they support the representation which has been made by the Committee of the Upper India ment of India will see their way to give it their most careful consideration.

## From Government of India (Home), to Chamber.

No. 525.-SIMLA, 21st June, 1902.

I am directed to acknowledge the receipt of your letter No. 704-1092, dated the 28th May, 1902 addressed to the Department of Revenue and Agriculture), in which the Chaote of Commerce urge the claims of Roorkee as the most convenient site for the location of the Indian Institute of Science.

2. In reply, I am to say that it has been definitely decided to locate the Institute at Bangalore, and that this decision has been come to, not merely from financial considerations as the Chamber supposes, but after a full consideration of all the circumstances of the case, including the important fact that the Provisional Committee of the Institute are in favour of that station being selected.

## CONFERENCE OF COLONIAL PREMIERS IN LONDON

From Chamber, to Government of India (FINANCE).

No. 838-1902.--Calcutta, 20th June, 1902.

The attention of the Committee of the Bengal Chamber of Commerce has been drawn to the approaching Conference of Colonial Premiers assembled in London for the Coronation, at which one of the principal subjects for discussion is said to be "A Preferential Tariff"

2. I am directed by the Committee of the Chamber to suggest without expressing any opinion on the advantages or otherwise of the introduction of such a Tariff) that it would be advisable for the Government of India to take steps to be represented at the Conference, and to obtain full information of its proceedings, such information to be circulated as early as possible to all the Indian Chambers of Commerce.

## From Government of India (FINANCE), to Chamber.

No. 3490-S. R.—SIMLA, 25th June, 1902.

I am directed to acknowledge the receipt of your letter No. 838, dated the 20th instant, suggesting that it would be advisable for the Government of India to take steps to be represented at the approaching Colonial Premiers Conference in London, and to obtain Iuli information of its proceedings. A copy of the letter has been forwarded to the Under-Secretary of State for India.

## PROPOSED BUREAU OF COMMERCIAL INTELLIGENCE.

## From Chamber, to all Members and Associations.

CIRCULAR No. 229-1902. -- CALCUTTA, 5th June, 1902.

I am directed by the Committee of the Bengal Chamber of Commerce to publish for the information of members of the Chamber, and of its recognised Associations, copy of letter No. 2714-5.R of 20th May, 1902, from the Secretary to the Government of India, Finance and Commerce Department, in which it is infinated that the Government of India have at present under consideration the question of creating a Bureau of commercial Intelligence in connection with the Department of Finance and Commerce, and His Excellency the Governor-General in Council proposes to recommend to the Secretary of State for India the formation of such a Bureau.

The outlines of the scheme, as it at present commends itself to His Excellency the Governor-General, are fully detailed in the letter, but His Excellency wishes, before addressing the Secretary of State form of the Governor that the scheme of the commercial community with regard to the proposal.

The Committee consider the proposal an exceedingly important one from a meruntile point of view, and they trust that members of the Chamber and also recommended the recognised Associations will enable them to respect the invitation of Ilis Excellency the Governor-General in Council by furnishing them with any suggestions, which, in their opinion, may tend to make the proposed Commercial Bureau more complete and efficient for the work which it will have to undertake.

# From Government of India ( $F_{\mathrm{INANCE}}$ ), to President, Chamber.

No. 2747-S.R.--SIMLA, 20th May, 1902.

The Government of India have at present under consideration the question of creating a Bureau of Commercial Intelligence in connection with the Department of Finance and Commerce. Hey have been impressed by the defective nature of the arrangements for proveding the Government with advice and information upon the properties of the control of the cont

creation of a machinery competent to supply this twofold defect must necessarily be of benefit both to the mercantile community and to the State.

2 The Governor-General in Council proposes, therefore, to recommend to the Serretary of State for India the formation of a Commercial Intelligence Bureau on the general lines indicated below. Before addressing His Lordship, however, His Excellency would like to ascertain with greater fulness than at present what are the views and desires with regard to this most important subject of those whom it will so largely affect. He wishes clearly to understand what are the kinds of information which it would be most useful to the commercial public to possess, which they find it difficult to procure at present, and which it might be in the power of Government to supply. It is further essential to the success of the scheme that the information collected should be readily accessible and displayed in the most convenient form; and also that the official primarily charged with its collection and compilation should enjoy the confidence of the commercial public. On all these points the Governor-General in Council will be obliged for your advice and suggestions.

The outlines of the scheme which commends itself to the Governor-General in Council, as at present advised, are as follows.

At the head of the new Bureau in all its branches there should be a specially selected officer, entitled Director-General of Commercial Intelligence. Under his direct orders there should be placed two Assistants, one of whom should be Director of Statistics, and the other Director of the Commercial Branch, together with the necessary establishment. The primary function of the Director-General and of the Commercial Branch Assistant under his orders, would be to procure, compile, and publish, all information likely to be of use to the commercial public, or to the Government in its relations to commerce. This would embrace matters relating to both import and export trade, to the inland and trans-frontier trade, to the industrial and mineral resources of the country, to the competition of foreign staples with local products in India, and of Indian staples with foreign products abroad, to the development of existing markets, and the discovery of new ones. It should include all the subjects\* enumerated in the leaflet published by the Commercial Department of the Board of Trade, dated 1st January, 1900, of which a copy was forwarded to you with my circular No. 4334-S.R., dated 3rd September, 1900.

4. To procure this information, the Director-General and his Assistant should be constantly and regularly in communication with Chambers of Commerce, Industrial and Trade Associations, Shipping Companies, Labour organisations, and representatives of the

<sup>&</sup>quot;Commercial Statistics: Matters relating to Foreign and Colonial Tariffs: Excise and Consumption" that the Excise and Consumption and the charges on shipping: Customercon the Excise on the Consumption of Consumers and Colonial Consumers and Travellers: Trading Licenses: Foreign and Colonial Constructs open to tender: Foreign and Colonial bounties: Lests of Firms engaged in particular lines of business in different Consilities," etc.

chief industries in all parts of India; with the Board of Trade and Commercial Associations in the Titled Kingdom, and with similar bodies, official and commercial, in British possessions over sea; and with British Consular representatives in foreign countries and dependencial periodical reports and statistics dealing with the matters quarter for the sea sources not matters of particular interest which he may desire either of his own motion or at the instance of commercial bodies or individuals or

5. For the communication of the information thus collected, the Director-General would have three principal channels. In the first place, his office would contain a library of carefully-arranged information in books, reports, pamphlets, notes and maps; and this should be at the disposal of the public.

Secondly, an important branch of the Bureau would consist of an "Enquiry Office," in which all information not readily available in the library would arranged, registered, carefully indexed, and brought up to date. Trained subordinates should be attached to this office charged with the good assisting members of the public in formulating their enquiries and in tracing out and supplying the information required. Enuires which this office was mable to answer would be passed on to like Director-General, whose duty it would be to endeavour, if possible, to procure the materials for reply.

Thirdly, information suitable for publication would be issued in a published by the Statistical Department, together with comments on and analyses of Consular and Commercial Reports and the like. It would also, from time to true contain special reports and articles such as are found in the Board of Trade journal in London.

6. It is present that the Director-General should have his head-quarters at Chautar, but he would be required to visit the other ports and large inland centres of trade at convenient intervals. He might also greates the properties of importance of importance of importance of importance of importance of importance.

7. The Director of Statistics would be charged with the compilation of the statistics received by the commercial branch, in addition to those now compiled by the existing Director-General Statistics, and would be responsible for their form, punctuality and accuracy.

8. It is unnecessary in the present reference to dwell on the functions of the Director-General of the Commercial Bureau in his capacity as expert adviser of Government in commercial matters. The Governor-General in Council is satisfied that if he efficiently discharges his functions towards the commercial public, indicated in paragraphs 3 to 7 of this letter, his advice cannot fail to be of the utmost value to the Government.

9. It is evident that the duties to be imposed upon the Director-General will require an exceptional degree of activity and quickness of apprehension, and that he will have to be constantly and keenly on the watch to prevent the work of his office from degenerating into

routine. It is probable that at the outset mistakes may be made and omissions allowed to occur. The Governor-General in Council does not anticipate that complete success will be attained at once. But he is disposed to think that if the officer to be appointed Director-General approaches his task in a sympathetic spirit, and if he is able to secure the active co-operation of the conuncreial public, a substantial measure of success will before long be achieved.

### From Jute Fabrics Shippers' Association, to Chamber.

No. 27-J.-CALCUTTA, 11/h June, 1902.

I have to acknowledge receipt of copy of your Circular No. 229, 1902, dated 5th June, 1902, publishing a letter No. 2314.5.R. of 20th May, 1902, from the Government of India to the President of the Bengal Chamber of Commerce tegarding the proposed creation of a Bureau of Commercial Intelligence in connection with the Finance and Commerce Department of the Government of India.

The Committee of the Chamber invite suggestions which may tend to make the proposed Bureau more complete and efficient for the work it will have to undertake.

I have placed your Circular before the Committee of this Association, who agree with the Committee of the Chamber that the proposal is an exceedingly important one from a mercantile point of view. The Committee regret they are unable at the moment to make any beneficial suggestions with regard to the carrying out of the scheme. But they consider that the Bureau, when in active operation, will be a most useful Institution.

#### From Calcutta Tea Traders' Association, to Chamber.

No. 71-B.—CALCUTTA, 11th June, 1902.

I have to acknowledge receipt of copy of your Circular No. 229, 1902, dated 5th June, 1903, publishing a letter No. 2747-S.R., of 29th May, 1902, from the Government of India to the President of the Bengal Chamber of Commerce, regarding the proposed creation of a Bureau of Commercial Intelligence in connection with the Finance and Commerce Department of the Government of India.

The Committee of the Chamber invite suggestions which may tend to make the proposed Bureau more complete and efficient for the work it will have to undertake.

I have placed your Circular before the Committee of this Association, who heartily support the establishment of the proposed Bureau; but the details of the scheme, as set forth in the letter from the Government of India above referred to appear to them to be so comprehensive that they are unable at the moment to offer any additional suggestions which would be useful in carrying it out.

### From Indian Jute Manufactures' Association, to Chamber.

No. 58-D .- CALCUTTA, 13th June, 1902.

I am directed by the Committee of the Indian Jute Manufacture' Association to acknowledge receipt of your Circular No. 229,1902, dated 4th June, publishing for information copy of letter No. 2747-SR, of 20th May, 1902, from the Secretary to the Government of India, Finance and Commerce Department, to the President of the Chamber, regarding the creation of a Bureau of Commercial Intelligence in commercion with the Department of Finance and Commerce You ask to be furnished with any suggestions which, in the opinion of the Committee of this Association, may tend to make the proposed Bureau more complete and efficient for the work which it will have to undertake.

The Committee have given the matter careful consideration. They consider the proposed Bureau would be useful to the various industries and branches of trade in many ways, and they would welcome its establishment. At the moment, however, they have no suggestions to offer with regard either to its constitution or the scope of its operations.

## From Calcutta Baled Jute Association, to Chamber.

No. 173-T .-- CALCUTTA, 20th /une, 1902.

I am directed by the Committee of the Calcutta Baled Jute Association to acknowledge receipt of your Circular No. 229-1002 dated the 5th Inne, publishing for information copy of letter, No. 2747-1002, he was a considered to the Covernment of Lander, regarding the moments Department, to the President of the Indian Finance and Commercial Department, to the President of the ligence in connection with the Department of Finance and Commerce. You ask to be furnished with suggestions which may tend to make the proposed Buream once complete and efficient for the desires to ascertain the views of the commercial Community with regard to the proposal.

In reply I am to say that the Committee have given the question careful consideration, and they are of opinion that the proposed Bureau, if efficiently supervised, would be of great service to com-

merce in many ways. In their opinion, however, it is absolutely essential to the success of the scheme that the "specially selected officer" who is to be placed at its head should be chosen from and enjoy the confidence of the commercial community. They fear that a Government official, however able, would be quite unsuited to the post, and that under official direction the work of the office would inevitably degenerate into routine.

The support of the Committee of this Association to the progoal, therefore, is contingent upon the proviso that the Director-General should be a trained business man.

#### From Indian Tea Association, to Chamber,

No. 489-O .- CALCUTTA, 21st June, 1902.

I am directed by the General Committee of the Indian Tea Association to acknowledge receipt of your Circular No. 229-1902, dated 5th June, publishing for information copy of letter No. 2747-S.R. of 20th May, 1902, from the Secretary to the Government of India, Finance and Commerce Department, to the President of the Chamber, detailing the outlines of a scheme for the creation of a Bureau of Commercial intelligence. Von ask for suggestions which may tend to make the proposed Bureau more complete and efficient for the work which it will have to undertake, Ilis Excellency the Viceroy being desirous of ascertaining the views and desires of the commercial community with regard to the proposal.

In reply, I am directed to state that after careful consideration of the matter, the General Committee are of opinion that the proposed Bureau will be of great assistance to trade and coumerce generally, and, as far as the Tea Industry is concerned, they would regard its establishment with much satisfaction. At the moment, however, they have no suggestions to put forward with regard to it. The outlines of the scheme given in the letter from the Government of India above referred to appear to cover most of the requirements, and when the machinery of the proposed Bureau is set in motion experience of its working will suggest whatever improvements may be found desirable.

#### From Calcutta Fire Insurance Agents' Association, to Chamber.

No. 215-F ... CALCUTTA, 21st June, 1902.

Proposed Bureau of Commercial Intelligence.

I am directed to acknowledge receipt of your Circular letter No. 229 of 5th instant.

The Committee have given this Circular their careful consideration, but, while thanking you for drawing their attention to the matter referred to therein, I am directed to state that it is one which, in their opinion, only interests this Association indirectly, and in connection with which they have no suggestions to offer.

### From Calcutta Import Trade Association, to Chamber.

No. 41-M .-- CALCUTTA, 23rd June, 1902.

I have to acknowledge receipt of copy of your Circular No. 229. 1902, dated 5th June, 1912, publishing a letter No. 2747-5.R., of 20th May, 1902, from the Government of India to the President of the Bengal Chamber of Commerce, regarding the proposed creation of a Bureau of Commercial Intelligence in connection with the Finance and Commerce Department of the Government of India.

The Committee of the Chamber invite suggestions which may tend to make the proposed Bureau more complete and efficient for the work it will have to undertake.

The Committee of the Calcutta Import Trade Association have given the matter their most careful consideration, and they are inclined to thist that the proposed Bureau, when established, would be a distinct benefit to the commerce and industries of India generally. They are therefore strongly in favour of the proposal

The Committee consider, however, that the success of the scheme will depend in a large measure on the gentleman selected to fill the post of Director; and they are of opinion that the official in question should have extensive commercial attainments.

The details of the scheme, as set forth in the letter from the Government of India above referred to, appear to the Committee to be so comprehensive, that they are unable at the moment to offer any additional suggestions in connection with the proposal.

# From Calcutta Wheat and Seed Trade Association, to Chamber.

No. 53-H.—Calcutta, 25th June, 1902.

I have to acknowledge receipt of copy of your Circular No. 229-1902, dated 5th June, 1902, publishing a letter No. 2747-S.R., of 20th May, 1902, from the Government of India, to the President of the Bengal Chamber of Commerce, regarding the proposed creation of a Bureau of Commercial Intelligence in connection with the Finance and Commerce Department of the Government of India

The Committee of the Chamber invite suggestions which may tend to make the proposed Bureau more complete and efficient for the work it will have to undertake

The Committee of this Association have given the matter their most careful consideration, and they are inclined to think that the proposed Bureau, when active operation, will be a distinct benefit to the commerce and invited or India generally. They are therefore strongly in favour of the proposal in question. They are, however, of opinion that the save or otherwise of the scheme will depend in a very large measure on the officer selected to fill the office of Director of the Bureau; and they consider that the gentleman in question should have extensive commercial, rather than official, training.

### From Indian Mining Association, to Chamber.

No. 300-R.—CALCUTTA, 1st July, 1902.

Proposed Bureau of Commercial Intelligence.

I am directed by the Committee of the Indian Mining Association to acknowledge receipt of your Circular No. 229-1902, dated oth June, publishing for information copy of letter No. 2747-SR. of 202 May, 1902, from the Secretary to the Government of India, Finance of Committee Department, to the President of the Chamber of Committee of the Committee of the Committee of the Committee, will tend to make the proposed Bureau more complete and efficient for the work which in the Dave to undertake, His Excellency the Viceropy wishing to ascertain the views and desires of the commercial community with regard to the proposal.

The matter has had the careful consideration of the Committee of this Association, and I am directed to state that in their opinion the proposed Bureau would be a distinct benefit to trade and commerce generally, and that they would regard its establishment with such satisfaction. The outlines of the scheme as contained in the letter from the Government of India appear to cover most of the requirements of commerce in the matter of commercial intelligence, and the Committee have nothing to suggest at the moment which would be of assistance in further determining the scope or indicating the equipment of the proposed Institution.

# From Calcutta Wine, Spirit and Beer Association, to Chamber.

No. 38-Q. -- CALCUTTA, 9th July, 1902.

I have to acknowledge receipt of copy of your Circular No. 229. 1992, datted fith June. 1992, from the Government of India, to the President of the Bengal Chamber of Commerce, regarding the proceed creation of a Bureau of Commercial Intelligence in connection with the Finance and Commerce Department of the Government of India.

The Committee of the Chamber invite suggestions which may tend to make the proposed Bureau more complete and efficient for the work it will have to undertake.

The Committee have perused the details of the scheme with much interest, and they are of opinion that the Bureau, when established, will be of considerable benefit to the trade and industries of India generally. They do not think, however, that it will in any way directly affect the interests which they represent, and they are not therefore in a position to offer any suggestions of the nature asked for by the Committee of the Chamber.

# From Calcutta Marine Insurance Agents' Association, to Chamber.

No. 101-P .-- CALCUTTA, 14th July, 1902.

Your Grenlar letter No. 229 of 5th ultimo was distributed to all the members of this Committee, and was also laid before them talest meeting, when it was decided, while thanking year for bringing the matter to their notice that it was one not directly affecting this Association, and in connection with which they have no suggestions to offer.

### From Chamber, to Government of India (FINANCE)

No. 1183-1902.—Calcutta, 23rd August, 1902.

Proposed Bureau of Commercial Intelligence.

I am directed by the Committee of the Bengal Chamber of Commerce to acknowledge receipt of your letter No. 2747-S. R., of 20th May, 1902, intimating that the Government of India have at present under consideration the question of creating a Bureau of Commercial Intelligence in connection with the Department of Finance and Commerce, and that His Excellency the Governor-General in Council proposes to recommend to the Secretary of State for India the formation of such a Bureau, after ascertaining as fully as possible the views and desires of those whom it will so largely affect. I am at the same time to apologize for the delay which has taken place in replying to your letter. The Committee of the Chamber, being anxious to furnish the Government of India with the most reliable information and opinions available in view of the great importance of the proposal, thought it advisable to consult the Committees of the Associations connected with the Chamber representing various branches of trade, and also members of the Chamber qualified to give an opinion, before submitting their views to Government.

- The Committee gather from paragraph 2 of your letter that His Excellency the Viceroy especially invites advice and suggestions on three points, which may be summarised as follows:—
  - (1) The kinds of information which would be most useful to the commercial public to possess.
  - The best means of making the information collected readily accessible.
  - (3) The qualifications needed by the official primarily charged with the collection and compilation of information.
- 3. I am to say at the outset that the scheme commends itself as a whole to the Committee of the Chamber as being calculated, if properly worked, to develop materially the trade of the country. The outlines of the scheme as detailed in paragraph 3 and the succeeding paragraphs of your letter can hardly, in the opinion of the Committee, be improved upon. The principal danger to be feared in connection with it is that fore shadowed in the last paragraph of your letter, vis., the danger of allowing the work of the office to degenerate into routine. The Committee are aware that a Bureau of Commercial Intelligence has been successfully worked for a number of years past in connection with the Philadelphia Commercial Museum, an organization with which this Chamber has been constantly in correspondence, and which issues a vast amount of valuable information with regard to the trade of the United States and almost every country in the world. The Committee have now before them a number of the publications issued by the Muscum, and it occurs to them to suggest that, on the formation of the proposed Bureau, it might be desirable for one of the Officials to visit the Philadelphia Commercial Museum and inspect its organization, as the information thus obtained would, no doubt, be of considerable value in framing the arrangements for the new office in India.
- 4. With regard to the kinds of information which would be most useful to the commercial public to possess, the Committee would point out that in this country, as in most other countries in the world, the objects which the mercantile community set before themselves, as of the first importance, are the exploitation of new markets and the improvement of their own manufactures, in order to more effectively meet competition from other countries. There is no doubt that a vast amount of valuable information could be collected by British Consular Agents abroad, and could be utilised to its fullest extent for the benefit of the trade of the country by the Bureau of Commercial Intelligence. The Committee believe that the Officer, at the head of such an important Department, would also have no difficulty in getting into communication with the very best sources of information throughout the world. The Committee would emphasise the fact that simple statistics as such are no longer of the great importance they used to be before the introduction of telegraph cables and rapid steam communication, and care would have to be taken to prevent the Bureau becoming a mere Department for the collection of trade statistics, valuable to a certain extent as these might be. Then, again, any information which would assist in the

establishment of new industries would be of the utmost value, and in this connection the Committee consider that the Bureau night render valuable assistance in connection with the establishment and extension of great from and steel industries in this country. A suggestion has also been made for the establishment of a special labour section in connection with the Bureau, the object being to induce native workers to leave congested areas in favour of localities where labour is wanted and is well paid, such as the Colliery districts and the neighbourhood of Calcutat, where the Jute Mills are situated. It has also been suggested that reciprocal relations should be established with similar Institutions in other countries, so that all possible information may be obtainable regarding foreign manufactures and

5. With regard to the best means of making the information collected readily accessible, the Committee consider that the Enquiry Office, the particulars of which are detailed in paragraph 5 of your letter, would be an excellent means of disseminating information. The Enquiry Office apparently would be closely connected with the library. It occurs to the Committee that, in order to make the scheme as comprehensive as possible and to allow of all its advantages being shared by all the principal centres of commerce, there should be, in addition to the Head Enquiry Office at Calcutta, Branch Offices at Bombay, Madras, Karachi and Rangoon. Unless this could be arranged the mercantile communities in those important cities would undoubtedly be at some disadvantage as compared with the commercial body in Calcutta. As soon as such an Enquiry Office, as is indicated, had been fully established, the Committee have little doubt that it would be largely resorted to for information, and would be found to justify its existence in a comparatively short time. The Committee would point out that some discrimination would require to be used as to the publication of the information supplied to the Bureau. It is questionable whether individual merchants and manufacturers would supply information on many mat; ters if it was understood that it was to be made available for the general community. Of course there would not be this danger in connection with information with regard to manufactures, inventions, &c., obtained from public sources, to which all have a right of access, but Government might reserve the right of not publishing information obtained in connection with specific enquiries.

6. Coming now to the third point on which IIs Excellency the Official primarily charged with the collection and compilation of information, the Congred with the collection and compilation of information, the Congred will mainly depend the success of the own the Congred will mainly depend the success of the own the Congred will mainly depend the success of the way the duties of this Officer and with His Excellency the Viceroy that the duties of this Officer and with His Excellency the Viceroy that the duties of this Officer will be constantly and keenly on the watch over prevent the work of his officer from degenerating into routing.

The Committee fully recognise that it will not be an easy task to select for the post of Director-General one who is in every way

suited to carry out successfully the duties of the office. They therefore consider that the choice should not be confined to members of the Government service, but that selection should be made of the best possible man irrespective of the profession to which he may belong. It would seem almost necessary that the Director-General, or one at least of his Assistants, should be possessed of a commercial training, with a wide knowledge and experience of Indian commerce in particular. The Committee quite recognise that there are members of the Civil Service possessing many of the qualities which would conduce to making the new office a success; officers with a quick appreciation of the requirements of the mercantile community who are readily accessible when enquirers desire to communicate with them. and who have the powers of organization and initiation which are essential to ensure the success of the proposed office. But, as explained above, the Committee trust that the area of selection will be made as wide as possible, so as to secure the most fully qualified man for the post.

## THE STANDARD OIL COMPANY OF NEW YORK.

## From Consul-General, U.S.A., to President, Chamber.

CALCUTTA, 30th September, 1902.

Mr. William H. Libby, of New York, has shown me a copy of the letter he has addressed to the Committee and members of the Bengal Chamber of Commerce.

Mr. Libby brings me redentials of a high character from the United States, and I trust his communication may have the early ment fully warrants.

May I not venture to suggest that the said communication be submitted at an early day to His Excellency the Viceroy at Simia, with such comments and recommendations as in the opinion of your Committee the equities of the situation demand.

# From Standard Oil Company, Anglo-American Oil Co., Ld., and Colonial Oil Co., to Chamber.

Calcutta, 30th September, 1902.

I take the liberty of respectfully soliciting your attention to an international episode of commerce, the gravity of which extends far beyond the immediate corporate or financial issues involved.

I first beg to submit the following text of a communication which I had the honor of addressing to the Government of India during a recent visit to Simla, and which communication explains itself...

SIMLA, 14th July, 1902.

R. G. HARDY, Esq., C.S.L.

SECRETARY TO THE GOVERNMENT OF INDIA,

Revenue Department.

SIR,

"On behalf of the Standard Oil Company I avail myself of your considerate suggestion that I re-state some of the prominent features covered by our interview of July 11th.

About two years ago the attention of the Standard Oil Company was specially and Irrequently called to the possibility of a rapidly increasing petroleum production in Burna, and at a period when our entire commerce east of the Siac 2 anal was under very careful advisement. The Standard decided to send several of its experts to Burna to study the petroleum situation there, alike from the standpoint of production, transportation, manufacturing and marketing. As the net outcome of the reports of the said experts, Standard decided to venture a conservative investment in the petroleum industry of Burna. It was not the intention at the outset to take any part in production, but merely to construct a refinery and to purchase crude oil from the many large or small producers, and then allow the enterprise to naturally develop.

It was decided to proceed on these lines in the name of the Colonial Oil Company of New Jersey. Up to date no National 'Companies Act' in the United States exists and therefore all Corporations must organize under one or another of the State laws, choosing such State as offers the most economic conditions or the greatest simplicity of detail. The Colonial Oil Company is under the influence of the Standard and is the medium of conducting the latter's commerce in several foreign countries.) Machinery for the Burma refinery was ordered, competent employés were selected, and other in-augural details were in process of adjustment when, to our great surprise, we were notified that practically the entire 'native' crude production had been controlled for terms varying from 5 to 10 years by the same Corporation to whom the Burma Government had granted 30 years' concessions covering nearly all other crude territory, the value of which had been as yet demonstrated. A crude oil monopoly was thus apparently created, but whether with the encouragement of the Burma Government or in spite of Governmental desire to the contrary, we had no means of ascertaining

Acting under the assumption that every facility would of course be accorded any bout hote applicant who was willing to venture his capital in exploiting oil territory, it was then decided that the Colonial Oil Company should embark in the producing business in the hope of thus sumplying its contemplated refinery with crude oil.

So far as I on informed, the Colonial Oil Company acted in conformity with all Governmental base and beed requirements. Subsequently, and to our groot intermediate, the Colonia publication was refused and no reason whatever assigned. I now carriedly remonstrate against this action, and most respectfully appeal for its reversal and for the granting of the Colonial application. I cannot but feel that the action of the Burna authorities must have been taken without adequate examination or under some very errone-ous information. No sound or valid reason for such discrimination is in existence. It seems in conflict with the spirit of the international treaties between Great Britain and the United States, and in contradistiction with the immunerable industrial affairs which are being daily progressed by subjects of Great Britain and citizens of the United States respectively in the possessions of the other, and

with the commercial freedom which Anglo-American treaties inspire and Anglo-American amity emphasizes.

I now beg to call your attention to an application similar to that of the Colonial, entered June 13th, 1902, on behalf of the Anglo-American Oil Company, Limited, a British Corporation registered April 27th, 1888, and whose Power-of-Attorney I hold. The said Anglo-American Oil Company has large investments in the United Kingdom and represents Standard interests in Great Britain and reland. Their application of June 13th, 1902, was inspired by Standard, and regardless of the Colonial issue) may I not respectfully solicit an early and affirmative response to the said application?

I refer with some embarrassment to the rather pronounced rumours that reach me to the general effect that Governmental opposition exists towards the interests I represent traceable to the apprehension that the Standard Oil Company are seeking directly or indirectly a monopoly of the producing fields of Burma, with ultinate intention of exacting an exorbitant price for the products.

I can hardly credit the existence of such a belief, however assiduously fanned by trade antagonism or disseminated by badly instructed theorists. Should such sentiment actually prevail in Governmental circles, I desire to place on record a most emphatic and unequivocal denial. It is not only in absolute conflict with the business policy, but of the business history of the Standard Oil Company. Such measure of success as the Standard may have attained has not been traceable to justifying the ghoulish predictions of its many detractors, but by economising every detail of producing, transportation, manufacture and distribution, and by grouping together the best brains available in these various departments; and its dominating influence in many of the world's markets has been due alone to its ability to offer a good product at a lower price than its competitors and to its ramified system of retail distribution. It would be the acme of hypocrisy to suggest that the policy of Standard has been actuated by any philanthropic motive or upon any other basis than that of sound and progressive business equity and expediency, but the result has nevertheless been to force an exceedingly useful product into nearly every nook and corner of the civilized and uncivilized world and to the great advantage of the people thereof.

Commercial 'corners' have no place in the policy of the Standard Oil Company and no place in its history. Were this otherwise, and were the Standard to attempt so suicidal a poir; in India and Burma as claimed by our enemies, not only Government and the date that the great competing petroleum industries of Russin; and the Dutch Indies would speedily restore normal conditions. The Standard have no inclination to pursue any policy that could with justice inwite the antagonism of Governments and communities.

Repeatedly since the Standard became an important factor in the petroleum commerce of the world it has been accused of the sinister design of seeking to enforce an arbitrary and extortionate price for its products. I may concede that there have been many opportunities when it would have been in their power to have made an enormous profit in single years by verifying the prediction of their many crities. Not only has such policy never been attempted, but it has never been even seriously considered. It was fully recognised that aside from such policy being inequitable and uncommercial, the eventual raction would have proved serious and even ruinous.

Confirming my reply to your query as to the interest of the Standard Oil Company in the crude production of the United States. and as to the pipe line system in connection therewith, I would say that the Standard does not even approximately control said production. While controlling in whole or in part certain important fields the Standard have made it practicable for many thousands of producers to earn anywhere from a good living to an independent fortune by giving them an immediate cash outlet for their crude oil. To illustrate :- A prospector finds a new well or a new territory; he has oil, but no market for it. The Standard at its own expense lays a small branch pipe line connected with its main pipe lines) to the new well or territory and takes custody of the crude oil as produced from day to day, giving the producer the option of accepting in cash the market price of the day or of receiving a negotiable certificate carrying moderate storage charges), which certificate may be held speculatively and is accepted as prime collateral by the most conservative money-lenders. The Standard pipe lines connect the crude territories with the sea-port and inland refineries, thus providing rapid and economic transit. This system has contributed materially to encourage and develop the producing industry of the United States. Whether a similar system would be feasible in Burma would of course depend upon the extent of the production, and upon local conditions, but such possibility has been naturally included in our Burma investigations.

It is manifestly impossible for me to predict the eventual extent or detail of the contemplated investment in Burma by the Standard or the Corporations acting in harmony with it. We are only seeking at present the right to search for the crude oil, thus hoping to supply our contemplated refinery, and which crude oil seems otherwise unobtainable. We seek neither 'to rule nor to ruin.' We seek no special rights, no exceptional privileges, but merely to participate; to compete; to develop. It is only neutrality we ask, only discrimination against which we remonstrate. There is neither mystery nor monopoly in our policy. We come in absolute good faith and in the belief that if the Burma industry is susceptible of important development, the prompt and natural medium should be the organizations who have experience in every branch of the industry; who have the capital requisite and the courage to venture it in anything so hazardous as mining or petroleum producing; and who have distributing facilities established in nearly every important market of the world 'thus simplifying and encouraging an export as well as a domestic business for the Burma products); and who are familiar with the manufacture and utilization of the various by-products.

The Anglo-American Oil Company and Colonial Oil Company are ready to make this experimental investment under equitable conditions. Should a large and profitable industrial caterprise be do outcome, the good results would surely be shared by India and Burma; but should the enterprise prove a failure, it is unnecessary to point out where the total loss would fail.

Many petroleum fields are lying dormant to-day in many parts of the world because of the local policy of only entrusting their development to the inexperienced or the penniless. It is not an easy or economic task to develop a great petroleum producing and manacturing industry, and facilities may well and wisely be extended to as many Corporations and Capitalists as are willing to join in such a venture.

#### Conclusion.

The motive of my long journey from New York to Simla may be condensed as follows:  $\cdot$ 

- (a) To earnestly remonstrate against the discrimination evidenced by the refusal of the application of the Colonial Oil Company, and to urge the reconsideration thereof.
- b) To solicit an early and favourable response to the application of the Anglo-American Oil Company, Limited.
- (c) To answer any fair or pertinent questions concerning the progress and policy of the Standard Oil Company or its allies in India or Burma.
- d) To challenge any statements or insimutions emanating from whatsever source that impugn the absolute good faith, the stability or the serious and equitable motives of the Standard Oil Company, or of the Anglo-American Oil Company, or of the Colonial Oil Company, in their willingness to participate in the Burma petroleum industry.

Finally, I thank you very cordially for the patience and contesy extended to me in our interview of July 11th. I shall very thing the presentation of this connumiration or the salterial particular presentation of this conroy and the Supreme control, and this I ask with the sincere conviction that our contemplated industrial enterprise in Burma should warrant encouragement and not structure from the Governments of India and Burna.

I have the honor to remain.

Yours very respectfully,

WM. H. LIBBY.

There is not one word in the foregoing communication that cannot be verified or that should not be reiterated. I desire to emphasize that it was the intention of Stundard Oil Company to encourage as many Burness native may possible to enter the producing business by aiding them in the enter the producing business by aiding them in the desire with an immediate cash market for their crude oil, and by more with an immediate cash market for their crude oil, and by more more might be stimulated and an important mulustry created. The Stundard hoped to derive its own profits by economies in refuning by market hoped distributing the said products in India and other Oriental markets where aggressive effort might largely increase existing consumption. They were, however, as much surprised at being denied the right to exploit oil territory as if their representatives had been denied food and selecter in India.

The Government of India have imposed an import duty on petroleum for the purpose of encouraging the development of the Burma industry. It has long been the policy of the United States to create protect and stimulate home industries in this way, but the import duty once imposed, the brains and capital of the world have been free as air to participate in the development of the industries thus protected, and thousands of British subjects have thus participated and are participating without fear of obstruction from the Government of the United States. I may add that during the present year British capitalists are investing freely in new petroleum enterprises in the United States with roll British Companies formed for such purpose or vivi investment in the shares of Companies organized in the United States, and no competitive interest thus antagonized would have the temerity to suggest the intervention of the United States Government.

The situation to-day is that the Government of India have reinsed to reconsider their rejection of the application of the Colonial Oil Company, but have no folicially refused the application of the Angle-American Oil Company, Limited, although intimating to the writer a negative attitude. No reasons whatever have been officially assigned.

I now invite your attention to an equally important issue. Many years ago Standard created an ingenious and comprehensive system of distance of the production which packages were entirely avoided from the producting wells until the product in its refined state was delivered by the land of the consumer. An important feature of this systems the delivery of refined oil in tank railway carriages to small huld actions at the principal points a long the line of the railways and continues of the principal points around the small retailer or consumer. The system of distribution has ramified all over the United States, has proved a source of large and legitimate revenue to the Standard while promoting the economy and convenience of the consumer. The Standard have extended this system to Great Britain and are extending it as rapidly as expedient to other coun-

tries. The said system invariably increases consumption and thereby increases the volume of railway transportation. The Standard desire to attempt the introduction of the said system in India, where owing to geographical advantages incidental to bulk steamer transportation supplemented by the enterprise of Sir Marcus Samuel and his associates) our Russian friends have already been able to take the initiative and copy our distribution system, and apparently without encountering Governmental opposition. I now ask your attention to two Government Railway Orders recently issued from Simla, of which I annex copies. These orders distinctly foreshadow discrimination of the most serious character against the Standard Oil Company and its products. Whatever the motive of said orders, the result is a dual discrimination against the American and in favor of the Russian product. Not only are Standard to be deprived of the benefits of their own system and the increased consumption naturally attending it, but they are to be compelled to pay the Railways the higher transportation rates demanded for oil in packages as compared with oil in tank railway wagons

There may be some sentimental reasons not visible to the vriter why the Government of India should discriminate in favor of Russia and against the United States, but no industrial reasons are appearen, as the following statistics taken from the latest annual issue of the Indian Government's statement of Trade with Foreign Countries will indicate:—

Rs

Total value imports into India from Russia, 1900-1901 ... ... ... 2,83,94,321

Total value exports to Russia from India,

1900-1901 ... 24,84,518

Balance of trade in favor of Russia and against India ... 2,59,09,703

This enormous balance of trade in favor of Russia is exclusively due to its petroleum exports to India, and which do not seem to be in need of any special legitlative encouragement, as they are already greatly in excess of the petroleum exports from the United States to India.

Rs.

Total exports from India to United States,

1900-1901 ... 7,23,22,825
Total imports into India from United States, 1900-1901 ... 1,24,99,544
Balance of trade in favor of India and against United States ... 5,98,23,281

Two Indian export products are each greatly in excess of the total imports from the United States, vis:--

| Rs | Jute raw), gumy bags and cloth | ... 3,07,30,916 | Hides and Skins | ... 2,93,63,585 |

Of the imports into India from the United States petroleum has been for many years the only conspicuous product, and the quantity has been steadily dwindling owing to the aggressive competition of Russia.

It is most unlikely that the Government of the United States will view with unconcern any further legislative handicap against its already disproportionate commerce with India. In view of the foregoing figures, is not the recent railway discrimination inequitable? Is it not also impolitic?

In the Government Railway Order referred to, reference is made to the "Standard Oil Trust." Permit me to say the Standard Oil organization has not been a "Trust." To many years, but is a Corporation similar to the Burma Oil Company only somewhat largery and is certainly much less of a monopoly anywhere in the world than the Burma Oil Company is in Burma. It cannot be denied that such success as the Standard Oil Company may have achieved at home or abroad has been traceable to its business enterprise, and its most eccentric detractors would hardly have the audacity to claim that a single atom of its success has been due to the guardianship or favorable discrimination of any Government on earth.

#### Conclusion :

- (a.) An American Corporation has been denied domicile in a British possession.
- (b.) A British Corporation has been subjected to similar embargo because many of its shares are held in America.
- \(\ell\) A dual railway discrimination has been imposed by
  order of Government against the American product
  constituting almost the only important export from
  the United States to India.
  \(
  \)

Should this policy of discrimination inaugurated by the Indian Government be duplicated by the other great Governments of the world it would serve to rupture every existing international treaty of commerce and amity; it would invite or compel an era of universal reprisals; it would shriter the basis upon which all international commerce progresses or can progress; it would sente the greatest mercial panic in business history, and swing the pendulum of industrial liberty backward to the Dark Ages.

A very grave and far-reaching injustice is being exercised against the important interests in whose behalf I have the honour to address

I could not have reasonably anticipated that His Excellency the Viceroy, amid the pressure of his endless and varied avocations, would have given personal examination to this issue merely in response to the pleadings of a wandering American, but I am sure he would neither decline nor delay such consideration upon the instance of the Bengal Chamber of Commerce, and I cannot refrain from expressing the conviction that, in that event, he would reach conclusions rendering it no less a pleasure for him than a duty to accord equal rights to the great industry I am representing.

In manipulating the memories of many years and of many lands it affords me great satisfaction to add by way of parenthetic peroration that I have rarely known a petition for "fair-play" to be disregarded by a British tribunal.

I earnestly invoke the mediation of your honourable body.

Very respectfully yours,

WM. H. LIBBY.

(On behalf of Standard Oil Company,

Anglo-American Oil Co. Ltd., Colonial Oil Co.)

No. 747-R.T. -SIMLA, 18th August, 1902

From -- The Under-Secretary to the Government of India, Public Works Department,

To -The Secretaries to the Governments of Madras, Bombay and Burma, Public Works Department, Railway

The Secretaries to the Government of Bengal, Public Works and Marine Departments.

The Honourable the Chief Commissioner of Assam.

The Honourable the Resident at Hyderabad.

The Honourable the Agent to the Governor-General for

The Consulting Engineers to the Government of India for Railways, Calcutta, Lucknow and Assam.

The Managers, North-Western, Oudh and Rohilkhand, and Eastern Bengal (State) Railways.

With reference to the Government of India circular letter No. 635-R.T., dated the 18th July, 1902, authorising the grant, under certain conditions, by Railway Administrations of sites and premises

for the erection of bulk oil depôts within railway limits by private companies, I am directed to request that the authority given in the Government of India letter quoted should be held to cover the cases of British Companies only, and that all applications for concessions in this respect from the Standard Oil Trust or any other Foreign Company should be referred to this Department for orders.

No. 783-R.T.-SIMLA, 28th August, 1902.

From -- The Under-Secretary to the Government of India, Public Works Department,

To -The Secretaries to the Governments of Madras, Bombay and Burma, Public Works Department, Railway Branch.

The Secretaries to the Government of Bengal, Public Works and Marine Departments

The Honourable the Chief Commissioner of Assam.

The Honourable the Resident at Hyderabad.

The Honourable the Agent to the Governor-General for Rajputana.

The Consulting Engineers to the Government of India for Railways, Calcutta, Lucknow and Assam.

The Managers, North-Western, Oudh and Rohilkhand, and Eastern Bengal (State) Railways.

With reference to paragraph 2 of the Government of India letter No. 635-R.T., dated the 18th July, 1902, and Government of India letter No. 747-R.T., dated 18th August, 1902, I am directed to request that in addition to the condition laid down in the first of the above quoted references, provision should be made, in all agreements for the lease to British Companies of sites and premises for the establishment of bulk oil depots within station limits, that the lessee shall not assign or sub-let his rights without first obtaining the con-sent in writing of the Railway Administration; and to say that subletting or leasing to another Company should not be permitted without reference to the Government of India, if the Company to which the sites or premises are to be transferred is not a British Company.

2. If existing agreements do not provide this condition, I am to suggest that early steps should be taken for the addition of a clause to this effect.

Fragmentary memoranda respectfully submitted by William H. Libby, of New York, to the Committee and Members of the Bengal Chamber of Commerce, as supplementary to his letter of 30th September, 1902.

A - "A reciprocal and perfect liberty of commerce" is not only the inspiration and necessary basis, but also the phraseology of the

treaties of commerce and amity between Great Britain and the United States. No one can read these treaties and challenge the mutual intent that no charges or prohibition discrimination) should be imposed on the products or people of either country not equally imposed respectively upon the kindred products or people of any other treaty nation.

Without such provision as the foregoing the wheels of international commerce and amity would be continually clogged and to the great detriment of the world.

B .- The suggestion that India is exempt from the penalties and deprived of the privileges of the Anglo-American treaties would probably not be palatable to either India, Great Britain or the United States. It is, however, axiomatic that

(1) India is included in the scope of the said treaties, and in this case has apparently disregarded the spirit and text of such treaties to the great prejudice of the industry assailed-

(2) India is not included in the scope of the said treaties.

In this latter eventuality there would be no treaty of commerce and amity binding on either India or the United States, and therefore it would become dependable upon the equitable instincts, policy or caprice of a despotic Ruler over India should there ever be such a one) to not only banish American products from India, but likewise to banish the handful of American citizens domiciled therein, and who at present constitute a painfully feeble menace of an

It is manifest that no valid reason would, in such regrettable event, exist why the United States Government should treat with greater leniency and consideration the seventy-two millions of rupees of annual Indian exports to the United States than the Government of India would accord to the twelve millions of rupees of annual United States exports to India.

C.—The Anglo-American Oil Company, Limited, registered London, April 27th, 1888, and with many of its shares at present held in America) is well equipped both as to capital and experience for participation in the petroleum industries of India and Burma.

Any embargo placed upon this Company is in conflict with prevailing treaties and with the commercial usages in vogue in every country belonging to the "family of nations.

No Corporation organized under the laws of any country is liable in that country to any embargo because of the personnel of its shareholders, which shareholders, it is recognized, may change from

Hundreds of illustrations covering the commerce between Great Britain and the United States are available in support of the conten-

It may be added by way of further incidental illustration, that British interests in the petroleum industry of Russia are largely progressed in this way, and the Shell Trading and Transportation Company, Limited, administers its important enterprise in Fornco vid a Dutch Company whose shares it approximately at present owns or controls

D. A Government order issued about October, 2nd instant, apparently forbids in effect the private owner of lands in Upper Burma supposed to be oil bearing) from disposing of said lands to any party not first approved by the Government of India.

This is evidently aimed at American interests, and apparently crosses the frontier of discrimination to enter the area of tyranny and persecution

E. The Standard Oil Company, in natural anticipation of equal rights in India and Burma, had contracted for material for a Burma Refinery, and had also made contracts both in Calcutta and Bombay for the construction of bulk stations to be erected on the lines of the Indian railways, and all of which contracts are of course, under existing discrimination, a source of embarrassment.

F. -The Standard Oil Company has been domiciled in India for nearly ten years. No consuming community has accused it of extortion, and no commercial community has challenged its ability or readiness to equitably carry out its engagements. It hopes and expects to continue in business here, and has no hostility towards any existing interests in India or Burma, except such as are everywhere incidental to competitive commerce.

No reason whatever exists why the Standard Oil Company should evacuate India or Burma unless driven out at the point of the industrial bayonet

The Standard Oil Company were the world's pioneer in the petroleum business, and their successful enterprise has been the stimu-Jant for developing petroleum properties and creating petroleum industries in many countries, and thus materially extending the transportation, commerce and consumption of one of the most valuable and civilizing products of modern times.

While the Standard Oil Company is a business organization and not a benevolent institution, it has been a source of profound satisfaction to the gentlemen by whose brains and energy it has been created, reared and dominated, that the great fortunes resulting therefrom have not been traceable to industrial "plunging" or to commercial "corners."

G. Whether wisely or foolishly, it has never been the practice of the Standard Oil Company to reply to literary attacks for the most part inspired by ignorance or malice, and for which species of attack every great organization is more or less of a target,

The Standard Oil Company are following the pathway of honourable and progressive commerce; are fighting their way on the great commercial battle fields of the world, and have never been cradled or coddled in any legislative conservatory.

Finally—The writer 'regretting his necessary departure from India) and also his colleague Mr. George F. Southard (who will remain for some time longer in Burman or re-visit India), having both exhausted their direct avenues of redress, have believed that the mediation of the Bengal Chamber of Commerce would be in accord with its history, its reputation and its influence, and might prove to the the means of averting serious industrial issues between the Governments of Great Britain and the United States, and of averting a compulsory policy of commercial retaliation on the part of the latter.

WM. H. LIBBY.

Calcutta, October 22nd, 1902.

#### From Chamber, to Wm. H. Libby, Esq., Standard Oil Go. of New York.

No. 1485-1902.—Calcutta, 11th November, 1902.

Your letter of 30th September, addressed by you, on behalf of the Sandard Oil Co. of New York, the Anglo-American Oil Co., Ld., and the Colonial Oil Co. of New Jersey, to the Committee and members of the Bengal Chamber of Commerce, was duly acknowledged by me on the 1st of October.

- 2. I am now directed by the Committee of the Chamber to intimate that the letter in question, together with the supplementary memorands placed by you before the Committee at their meeting of 22nd Geober at which you were present, was carefully considered at a meeting of the Committee held on the 4th instant.
- 3. Your letter refers in considerable detail to two important matters, which may be briefly summarised as follows:—
  - 1) The refusal of the Government of India to grant either the Standard Oil Co. of New York, the Colonial Oil Co. of New Jersky, or the Anglo-American Oil Co. Ld., for the Marchael Colonial oil Co. Ld. of New Jersky, or the Anglo-American Oil Co. Ld. of the Colonial Oil Co. Ld. of New Jersky of the Proposition of the Colonial Co. Ld. of the Colonial Colonial Co. Ld. of the Marchael Colonial Co. Ld. had not been officially refused, but at the meeting 22nd October, referred to above, you informed 22nd October, referred to above, you informed the Colonial refusal had been subsequently received.
  - 72) The administrative orders of the Government of India, conveyed in Circulars No. 747-RT. of 18th August. 178-1RT. of 28th August, in the first of which is hid down with regard to the grant, under certain conditions, by Railway Administrations of

sites and premises for the erection of bulk oil depôts within railway limits by private Companies, that the authority given by the Government of India should be held to cover the cases of British Companies only, and that all applications for concessions from the Standard Oil Trust or any other Foreign Company should be referred to the Government of India for orders; and in the second of which instructions are given that sub-letting or leasing to another Company should not be permitted without reference to the Government of India if the Company to which the sites or premises are to be transpared in a British Company.

4. You represent the action of the Government of India in regard to these matters as constituting a "very grave and far-reaching injustice," and you ask for the intervention of the Bengal Chamber of Commerce in the shape of a representation to the Government of India with the view of obtaining reconsideration of the orders issued by that Government.

5. The second of the questions referred to in your letter has been, so far as the Committee can ascertain, fully and finally set at rest by the administrative order of the Government of India No. 98LRT. of 21st October, with copy of which I had the honor to farmish you before you left Calcutta, and a further copy of which is attached for convenience of reference to this letter. There remains, therefore, only the question of the applications of the Companies, above named, to the Government of India for concessions in surma to be dealt with.

- 6. In this connection the Committee desire me to point out that the Government of India reserve to themselves the right of refusing prospecting concessions in any part of India or Burna to any individual or corporate body. It is quite possible that such concessions might be refused, and the Committee believe they have been refused at different times, to British subjects and syndicates. In considering these questions the fact must be constantly and carefully kept in mind that the political conditions in India and Burna are entirely unlike those of Europe. The Committee consider that the Government of India are wise in maintaining their right to grant or refuse concessions.
- 7. It has never been the custom or the practice of this Chamber to intervene in such matters, as that now under reference, on behalf of either private individuals or Companies, and the Committee would point out that this particular matter having been taken up to the Government of India and, as the properties of the United States of America in London to the Imperial Government of States of America in London to the Imperial Government of India and, as the provided of intervenence of the Committee would, in any case, have been confronted with the fact that the matter is one undoubtedly involving conflicting interests among the members of the Chamber. There is no doubt that members of the Chamber.

Chamber, who are already interested in the development of the oil trade in India and Burma, would most certainly oppose the grant of any concession to the Standard Oil (Co. of New York or to its alited Companies. This fact alone would prevent the Committee taking action, the function of the Chamber being to represent the interests of the whole body of members whenever and wherever it is possible to do so, but not to interfere for the benefit of any member or section of members in matters which other members would consider are prejudical to their interests.

8. Under these circumstances, the Committee desire me to express their regret that they are unable to take any action in connection with your representation. In accordance with their promise the correspondence will, however, be circulated to members and sent to the Press for publication.

## From Government of India (P.W.D.), to Chamber.

No. 981-R.T .-- SIMLA, 21st October, 1902.

The following is forwarded to the Secretary to the Bengal Chamber of Commerce, Calcutta, for information.

Copy of a letter No. 979-R.T., dated the 21st October, 1902, from the Secretary to the Government of India, Public Works Department, Railways, to the Consulting Engineer to the Government of India for Railways, Calcuto

1 am directed to acknowledge the receipt of your letter No. 4670, dated the 10th September, 1902, in which, in compliance with the orders contained in Government of India R. T. Gircular N. 71, dated the 18th August, 1902, you enclose for orders of Government an application from the Standard Oil Co. for the establishment of bulk oil depôts at certain stations of the stall Indian Railway.

- 2. In reply, I am instructed to inform you that the Government oil by rail and of its storage on railway premises, the same facilities shall be open to American as to all other suppliers.
- 3. These orders apply to all railways in India in which Government have control in such matters. You should therefore communicate them to the Administrations in your Circle of control.

# From Chamber, to Government of Burma (REVENUE).

No. 1497-1902. -CALCUTTA, 11th November, 1902.

I am directed by the Committee of the Bengal Chamber of Commerce to forward, for the information of the Government of Burma, copies of correspondence with Mr. W. H. Libby, representing the

Standard Oil Co. of New York, the Colonial Oil Co. of New Jersey and the Anglo-American Oil Co., l.d., with reference to recent applications made by those Companies to the Government of India for certain concessions in Burma.

### From Government of India (REVENUE), to Chamber.

No. 4034-96-29.—CALCUTTA, 3rd December, 1902.

I am directed to acknowledge the receipt of your letter No. 1495, dated IIth November, 1902, enclosing a copy of the correspondence which has passed between the Bengal Chamber of Commerce and Mr. W. II. Libby of the Standard Oil Trust on the subject of oil-mining concessions applied for in Burma by certain associated Companies of the Trust.

#### From Wm. H. Libby, Esq., to Chamber.

LONDON, 10th December 1902

The patience and courtesy with which I was honoured by the President and Committee of the Bengal Chamber of Commerce, encourage me to intrude a few explanatory remarks by way of terminal to our correspondence, and partly in reply to your letter of November IIIh, which reached me recently in London.

(1) It would have been indeed presumptuous on my part to have questioned the jurisdiction of the Indian Government over the soil of Burma. My contention is that, just as a Burmese Law, when once enacted, should be impartially administered to petroleum, as well as to rice, teak or other products of the carth, and not a discrimination in conflict with the spirit of international treaties, and in conflict with the spirit of international treaties, and in conflict with the work of the present century. I contend that whoever comes with capital, experience, and in absolute good faith, prepared to act in conformity with all legal and local regulations, should not be excluded, but, on the contrary, be made welcome.

(2) I have never criticised the efforts of the Corporation entrenched in the Burma Oil Fields to maintain its supremacy, but I contend that the Government should be neutral and not partisan when competition is foreshadowed.

The natural desire of any Government, be it American, European or Oriental, is that all its industries shall be developed and operated by and for the exclusive benefit of its own subjects or citizens, but the crystalised experience of centuries serves to admonish that, should such sentiment become an universal policy, it would create industrial chaos, and render commerce and amity between the great nations of the world an impossibility. Should the United States Government, for example, discriminate against any American Corporation (covering railroads, breweies, mining, petroleum or any other industrial speciality) because the shares of such Corporation were held or controlled in London, it would jeopardise hundreds of millions of Pounds Sterling, invested in good faith by British subjects, and justly entitled to protection. Industrial management of India in reference to the Anglo-American Oil Company, Limited, where a Corporation, organised and operated in the Government of India in reference to the Anglo-American Oil Company, Limited, where a Corporation, organised and operated in the Government of India in reference to the Anglo-American Oil Company, Limited, where a Corporation, organised and operated in the Government of India in the Company of the State of the Company of the C

(3) It is not only that the interests I represent have been decreed ineligible to make application for exploiting for petroleum in Burnas, but this was supplemented by embargoing us from admiring oil wells and oil sites from private owners, and if I interpret quiring oil wells and oil sites from private owners, and if I interpret correctly effect secretly received from Burna, we are further embargoed from constructing tankage for the storage of any crude petroleum which we might hereafter desire (if possible) to purchase.

As storage is a pre-requisite to manufacturing, the discrimination extends far beyond the usestion of exploiting Government lands, and scens to me to involve a question of industrial principle, which might with propriety sessine expression of approbation or dissent from the Bengal Chambsof Commerce, irrespective of the financial interests of its members, concerning which I fully realise that the Committee would not wish to assume any partisan attitude pro or con.

(Finally)—As I am painfully aware that any man whose "Boutonnière" is a grievance, however just, can never anticipate an ovation. I was especially appreciative of the consideration extended me in Calcutta, and therefore beg you to once again convey my acknowledgments and my compliments to the President and Committee, and in which message acceptable memories admonish me to include your goodself.

# From Chamber, to Wm. H. Libby, Esq.

No. 103-1903 .-- CALCUTTA, 20th January, 1903.

I am directed by the Committee of the Bengal Chamber of Commerce to acknowledge your letter of 10th December, with further comments on the application of the Companies you represent to the Government of India, for concessions in Burna for the purpose of

exploiting oil territory in that province and of producing and relining crude oil.

The Committee have read your letter with much interest, but it does not appear to them to call for any further reply beyond an acknowledgment of the extreme courtesy with which the correspondence between yourself and the Chamber has been conducted on your part. The Committee are not prepared to re-open the discussions which, as far as the Chamber is concerned, was closed by their letter of 11th November.

### From Wm. H. Libby, Esq., to Chamber.

LONDON, 19th March, 1903.

I thank you very much for the Report of the Committee of the Bengal Chamber of Commerce, which I duly received by last mail, and which I shall examine with much interest.

I desire to express my appreciation for the fair and considerate reference which is therein made to the episode of the correspondence which took place last Autuum between the Committee, the Government, and myself.

### AUSTRALIAN LEGISLATION.

From Chamber, to Government of India (FINANCE).

No. 1678-1901.—CALCUTTA, 23rd December, 1901.

The Committee of the Bengal Chamber of Commerce have now before them copy of a Bill introduced into the Parliament of Australia to make regulations for the postal and telegraphic services of the Commonwealth. So far as the Commonwealth. So far as the Commonwealth as been remitted by the Senate to the House of Representatives, and is now under consideration. The Bill being a measure entirely connected with the postal arrangements of a omeasure entirely connected with the postal arrangements of one of this Chamber, or for any representation to the Government of India, had it not been for a provision in one of its sections which appears to the Committee likely to inflict grave injury not only on a section of His Majesty's subjects in this country, but on Steamer Companies carrying Australiam Mickey to inflict grave injury not only on a section of this Chamber, will also interfere seriously with those progressive arrangements for the more rapid carriage of mails which it is the true interest of every country to facilitate and promote.

- 2. The section of the Bill to which the Committee refer is section 15A and reads as follows:
  - (1) No contract or arrangement for the carriage of mails shall be entered into on behalf of the Commonwealth unless it contains a condition that only white labour shall be employed in such carriare.
  - This condition shall not apply to the coaling and loading of ships at places beyond the limits of the Commonwealth.

The Committee of this Chamber are quite at a loss to understand the motives which have prompted the inclusion of this section in the Bill, or on what principle of right and equity it is based. The Committee have had the opportunity of perusing another Bill introduced into the Australian Parliament, has since been passed, the object of which is to place certain restorance of the probability of the production of the probability of the removal from the Commonwealth of prohibited immigrants of the removal from the Bill appear to the Committee sufficiently arreaching and drastic to protect the interests of the Australian Commonwealth 'if it is considered they need protection) from the importation of foreign element or cheaper labour from abroad. The provisions of the sec-

tion of the Postal Bill now under reference, on the other hand, appear to have no well-defined object, as the fact of mail steamers bringing coloured crews into the Ports of Australia and carrying them away again cannot possibly interfere in any way with the internal labour conditions of the Commonwealth.

3. The Committee of this Chamber would respectfully submit that the strongest possible protest should be made against this attempt, on the part of the Australian Parliament, to impose conditions upon, or attempt to control, what is essentially a part of the Imperial system of communication between different parts of the Empire. The Committee hold most strongly that no self-governing Colony can reasonably claim, by virtue of such self-government, to prescribe for other parts of the Empire the terms and conditions under which they shall have postal access to it; and they would point out that the interests of the Australian Commonwealth cannot possibly derive any benefit at all from the provisions of this section of the Postal Bill, which would also be in favour of foreign as against British lines of steamers. It is obvious that under the conditions which the Australian Senate seeks to impose, it may become impossible to conclude mail contracts on the terms hitherto obtained, with the result that increased rates for postal communication would have to be paid by British subjects in different parts of the Empire. The Committee cannot but regard the policy which is indicated by this section of the Bill as distinctly retrograde and utterly unworthy of the Legislature of any part of His Majesty's Dominions.

4. The Committee would now turn to the injury which, if this Bill receives Imperial sanction without amendment in this particular direction, will be inflicted on a large number of British subjects in India who gain their livelihood by maritime service. The number of Asiatic seamen and firemen who are at present employed on oceangoing steamers may be estimated at probably 70,000. These men are among the most deserving and law-abiding of His Majesty's subjects, and it appears to the Committee more than unreasonable that any section or number of them should be excluded from earning their living on the high seas by reason of their colour. As pointed out above, the Australian Parliament have taken sufficiently effective steps to prevent the immigration of Asiatics into Australia, and it appears to the Committee incomprehensible that any Government should seek to dictate to the owners of steamers which visit their shores, but which are owned outside of their dominions, how their steamers are to be worked or what description of labour they shall employ on board. Sub-section 2) of Section 15A of the Bill, in which it is provided that the conditions of Sub-section (1) shall not apply to the coaling and loading of ships at places beyond the limits of the Commonwealth, would almost seem to imply that the Australian Government reserved the right to dictate, if they saw fit so to do, the mode in which vessels carrying Australian Mails were to be loaded or coaled in other parts of the Empire.

5. The Committee feel sure that His Excellency the Viceroy will at once realise the injustice that will be done, unless the section which has been referred to be deleted from the Bill by the Imperial

Government; and they would respectfully request that the strongest possible protest may be made against this attempt, on the part of the Australian Government, to interfere with Asiatic labour beyond the limits of their own jurisdiction.

### From Government of India (FINANCE), to Chamber.

No. 33-S.R.—CALCUTTA, 3rd January, 1902.

I am directed to acknowledge the receipt of your letter No. 1678, dated the 23rd December, 1901, regarding a Bill introduced into the Parliament of Australia to make regulations for the Posta and Telegraphic Services of the Commonwealth, and to say that it will be submitted for the orders of the Government of India.

## From Government of India (Finance), to Chamber.

No. 875-S.R.—CALCUTTA, 12th February, 1902.

no continuation of the communication from this Department, No. 33-S.R. dated the 3rd January, 1902, 1 am directed to inform you that a copy of your letter of the 3rd December last, regarding the Bill to make regulations for local and Telegraph Services of the Australian Commonwealth, has been forwarded to the Secretary of State for India.

### From Chamber, to all Members.

CIR. No. 224-1902.—CALCUTTA, 31st May. 1902. Australian Immigration Restriction Act.

MEMO: —The following Resolution of the Government of India is published for the information of members of the Chamber:— ,

No. 13-38-2.

Extract from the Proceedings of the Government of India in the Department of Revenue and Agriculture (Emigration),—dated Simla, the 9th May, 1902.

READ-

Despatch from His Majesty's Secretary of State for India, No. 29 (Emigration), dated 28th March, 1902.

RESOLUTION.—With the Despatch read in the preamble His Majesty's Secretary of State for India forwarded a copy of a law which has recently been passed by the Commonwealth of Australia, entitled "The Immigration Restriction Act, 1901." The more important provisions of the Act are extracted below.—

"3. The immigration into the Commonwealth of the persons described in any of the following paragraphs of this

section (hereinafter called 'prohibited immigrants') is prohibited, namely:—

- (a) Any person who when asked to do so by an officer fails to write out at dictation and sign in the presence of the officer a passage of fifty words in length in an European language directed by the officer:
- (g) Any person under a contract or agreement to perform manual labour within the Commonwealth.
- 5. (1) Any immigrant who evades an officer or who enters the Commonwealth at any place where no officer is stationed may, if at any time thereafter he is found within the Commonwealth, be asked to comply with the requirements of paragraph (a) section three, and shall, if he fails to do so, be deemed to be a prohibited immigrant offending against this Act.
  - (2) Any immigrant may at any time within one year after he has entered the Commonwealth, be asked to comply with the requirements of paragraph (a) of section three, and shall, if he fails to do so, be deemed to be a prohibited immigrant offending against this Act.
- 6. Any prohibited immigrant within the meaning of paragraph (a) only of section three may, if thought fit by an officer, be allowed to enter the Commonwealth or to remain within the Commonwealth upon the following conditions:—
  - (a) He shall on entering the Commonwealth or on failing to comply with the requirements of that paragraph deposit with an officer the sum of one hundred pounds
  - (b) He shall within thirty days after depositing such sum obtain from the Minister a certificate of exemption in the form of the schedule, or depart from the Commonwealth, and thereupon the deposits shall be returned; but otherwise the deposit or any part thereof may be forfeited and he may be treated as a prohibited immigrant offending against this Act.
- 7. Every prohibited immigrant entering or found within the Commonwealth in contravention or evasion of this Act shall be guilty of an offence against this Act, and shall be liable upon summary conviction to imprisonment for not more than six months, and in addition to or substitution for such imprisonment shall be liable pur-

suant to any order of the Minister to be deported from the Commonwealth

Provided that the imprisonment shall cease for the purpose of deportation, or if the offender finds two approved sureties each in the sum of fifty pounds for his leaving the Commonwealth within one month.

11. No contract or agreement made with persons without the Commonwealth for such persons to perform manual labour within the Commonwealth whereby such persons become prohibited immigrants within the meaning of paragraph g) of section three shall be enforceable or have any effect."

2. It will be observed that the effect of the Act is to prohibit the immigration into Australia of persons unable to pass a writing test in an European language and of all persons whatever who are under contract or agreement to perform manual labour in the Commonwealth. The Governor-General in Council requests all Local Governments to take such measures as seem to them best calculated to make the provisions of the Act generally known to natives of India, more especially in places from which emigration to the Australian colonies is believed to be most common. Intending emigrants should be warned at the ports of embarkation of the risks they incur in proceeding to these colonies.

The Secretary to the Government of Madras. Bombay Bengal the United Provinces of Agra Oudh and

the Punjab. The Honourable the Chief Commissioner of the Central Pro-

of Assam, The Chief Commissioner of Coorg. The Chief Commissioner of Coorg.

of Ajmere-Merwara.

The Honourable the Resident at Hyderabad. The Honourable the Agent to the Governor-

General Baluchistan. to the Governor-General of West Fron-

ORDER.-Ordered that a copy of the above Resolution be forwarded to the Local Governments and Administrations noted in the margin for informa-tion and guidance, and to the Home and Foreign Departments for informa-

Ordered also that a copy be published in the Supplement to the Gazette of India for general information.

## From Government of India (FINANCE), to Chamber,

No. 3646-S. R.—SIMLA, 3rd Inly, 1902.

In continuation of the communication from this Department. No. 875-S.R., dated the 12th February last, regarding the Bill to make regulations for the Postal and Telegraph Services of the Australian Commonwealth, which has since been passed, I am directed to forward, for the information of the Chamber, a copy of the o forward, for the miormation of the Channel, a copy of the From the Secretary of State for India, correspondence a noted on No. 30 Rev., dated 21st February 1902, the margin.

and enclosures.

2. To ditto. No. 111, dated 17th April,

3. From ditto, No. 98-Rev., dated 6th June.

1902, and enclosures

No. 30-Rev.—London, India Office, 21st February, 1902.

From-The Secretary of State for India,

To-His Excellency the Right Honourable the Governor-General of India in Council

I forward, for the information of Your Excellency's Govern-Australian Post and Te egraph Act. ment. correspondence\*

marked in the margin, relative to the Post and Telegraph Act recently enacted by the Comtive to the rost and refegraph race recently emerced by the Col.

Letter from Colonial Office, dated 7th Janus monwealth of Australia. ary, 1902, with one enclosure.

Letter to ditto, dated 18th February, 19 2. observe that I have asked the Secretary of State for the Colonies to endeavour to secure the amendment of the section in the Act which debars Australia from joining in any contract for the carriage of mails in which the employment of any other than white labour is not forbidden. I shall be glad to receive any observations on the subject which your Government may desire to offer.

No. 45920-01.—COLONIAL OFFICE, LONDON, 7th January, 1902.

From--The Under-Secretary of State, Colonial Office, To -The Under-Secretary of State for India.

1 am directed by Mr. Secretary Chamberlain to transmit to you a copy of the "Post and Telegraph Act, 1901," of the Commonwealth of Australia, and to say that he will be glad to receive any observations on the Act which Lord George Hamilton may desire to

2. I am to draw special attention to Section 16, relative to the employment of white labour.

No. R. and S. 97 .- INDIA OFFICE, LONDON, 18th February, 1902.

From—The Under-Secretary of State for India, To—The Under-Secretary of State, Colonial Office,

I am directed by the Secretary of State for India in Council to acknowledge the receipt of your letter No. 45920, dated 7th January, 1902, transmitting a copy of the "Post and Telegraph At 1901," of the Commonwealth of Australia, and inviting observations on the Act, with special attention to Section 16 relative to the employment of white labour only in the carriage of mails.

2. In reply, I am to make the following remarks :- At present the conveyance of mails between Brindisi and Bombay, Brindisi and Shanghai, and Brindisi and Adelaide, is provided for by one contract between His Majesty's Postmaster-General and the Peninsular and Oriental Company, dated 25th May, 1897. Presumably this contract will not be affected by the Australian Act. The contract can, however, be determined on two years' notice being given by either party at any date not earlier than the 31st January, 1905. Should the contract be determined in or after 1905 and new arrangements become necessary, it will apparently be impossible for Australia, so long as Section 16 of the Commonwealth's Act of 1901 remains in force and unaltered, to become a party, either directly or by an arrangement with the Treasury such as now exists, to any contract for the carriage of mails which does not contain a clause prohibiting the use of coloured labour in connection with such carriage. At present, as is well known, large numbers of British Indian subjects are employed on board the steamships that carry the mails. Either, therefore, the contracting steamship company or companies will be debarred from employing these natives of India on the Indian and China mail service, as well as on the Australian service, or else Australia will be compelled under this section to stand out of the arrangements for the next Indian and China contract, and will require a special contract for its mails.

From the point of view of India either contingency is undesirable, as the steamship companies would be put to increased expense, and would therefore expect increased remuneration for the carriage of the mails between India and Europe. It is also possible that the disabilities and restrictions arising out of Section 16 might lead to the companies putting up their rates for goods and passengers, to the direct detriment of India, as well as to that of China and Australia But, apart from the financial loss which it is thus likely to inflict on India, both as regards mail charges and ocean steamer rates, Lord George Hamilton desires to protest strongly, on behalf of India, against a clause which, in its present shape, places Indian seamen under unmerited disabilities, and tends to exclude a large number of His Majesty's subjects, on the invidious ground of race, from an employment for which they are thoroughly well suited, and on which they have been engaged for many generations; more especially as that employment is carried on almost entirely in situations beyond the jurisdiction of the Australian Parliament. His Lordship earnestly hopes that Mr. Secretary Chamberlain will do

his utmost to secure the amendment of any legislation in His Majesty's Colonies or Possessions which would produce a result so unfair in itself and so oppressive to the classes affected by it.

Lord George Hamilton would also point out that if the Australian law is allowed to stand in its present state, the Postmaster-General of this country may hereafter be placed in the embarrassing position of either having to refuse to enter into a contract in conjunction with the Postal Department of the Australian Commonwealth for the carriage of mails between England and Australia, or of having to become a party to a contract which would absolutely prohibit the employment by the contracting company on their mail steamers of Indian subjects of Itis Majesty. In the debate in the House of Commons in May 1900 on the subject of the accommodation of lascars on Peninsular and Oriental steamers, the opponents of the Company did not advance the proposition that Inscar seamen should be excluded from employment on the Company's boats; while most speakers frankly recognised that their exclusion on the ground of race would be quite improper.

Lord George Hamilton gathers from the discussions in the press and elsewhere on Section 16 of the Act that that section is regarded as a necessary, or at least a natural, complement of a law prohibiting the immigration into and settlement in a colony of people of a coloured race, but a moment's reflection will show that it stands on a totally different footing. Assuming that the interests of Australia require the exclusion of immigrants of coloured races, is it conceivable that any similar result would follow from the presence in the port of such a colony, for a few days occasionally, of a ship having among her crew coloured scamen, whose work would be confined to that ship?

Another ground on which Section 16 of the Act seems to be defended is that it would tend to promote the manning of British merchant vessels with a class of seamen who would be more reliable than lascars, especially in time of war; but this is a very large question which concerns the whole of Ilis Majesty's dominions, and which would have to be dealt with on united counsels. It would be manifestly inconvenient that the legislature of each portion of those dominions should seize upon every casual opportunity that presented itself to deal with such a question to such limited extent as it could and after its own fashion, as, e.g., it is proposed to do in the present case by taking advantage of a postal contract to compel the owners of a ship registered in England to submit to restrictions which the law, under which they work has not thought fit to impose upon them. Not only would such a course, as above pointed out, tend to dislocate important administrative and commercial arrangements in which many other portions of His Majesty's dominions are interested; but further there is a danger that from matters not being considered from a sufficiently wide point of view it might fail in the very object at which it aims. In this very case it has been more than once pointed out that the Commonwealth of Australia, owing to their having their attention riveted exclusively on the question of colour, have framed this 16th Section in such a way that it would probably

lead in some cases to a British ship entertaining, instead of lascars who are British subjects, alien white men who, from the point of view now referred to, might be far less desirable. It may be that the now referred to, inight of far less desirable. It may be that the above objections would cease to apply if the 16th Section of the Act were confined to contracts for the carriage of mails between different ports within the limits of the Australian Commonwealth, but that is a question for consideration by the Colonial Office and the Postmaster-General rather than by this Office.

No. 111 .-- SIMLA, 17th April, 1902.

From-The Government of India, Finance and Commerce De-

To-The Secretary of State for India.

We have the honour to acknowledge the receipt of Your Lordship's Despatch No. 30 (Revenue), dated the 21st February, 1902, sings Despatch 100, 90 (Aevenne), dated the £1st recitally, 100s, forwarding copy of certain correspondence relative to the Post and Telegraph Act recently enacted by the Commonwealth of Australia.

2. With regard to the section in the Act which debars Australia from joining in any contract for the carriage of mails in which the employment of any other than white labour is not forbidden we entirely concur in the remarks made by Your Lordship in the letter to the Colonial Office, No. R. & S. 97, dated the 18th February, 1902, and have nothing to add to them.

No. 98 Rev.-India Office, London, 6th June, 1902. From-The Secretary of State for India,

To--His Excellency the Right Honourable the Governor-General of India in Council.

In continuation of my Despatch, No. 30 (Revenue), dated 21st Stevilion Past and Telegraph Act.

Post and Telegraph Act.

Post and Telegraph Act Australian Post and Telegraph Act. of the Commonwealth of Australia, I forward, for the information

Letter from Colonial Office, No. 10862, ernment, a copy of the Letter to ditto, R. and S. 1082, dated 22nd the mark 10892 and 10892 the Correspondence\* noted in the markin With reference prin. 1902. Letter from ditto, No. 15593, dated 8th May, ence to the representations

from the Bengal and Bom-

merce, which were forwarded to me with your Letter No. 19 (Fig. nance), dated 30th January, 1902, you will observe that the Colonial Office has no objection to the correspondence respecting the Act which has passed between it and this Office being communicated. should your Government think fit to do so, to the Chambers.

No. 10862.—Colonial Office, London, 4th April, 1902.

From-The Under-Secretary of State for India, To-The Under-Secretary of State, Colonial Office.

I am directed by Mr. Secretary Chamberlain to acknowledge the receipt of your letters of the 18th and 27th February (R. and S. 97 and 514) on the subject of the "Post and Telegraph Act, 1901," recently passed by the Parliament of the Commonwealth of Australia.

2. The objections urged in those letters to Section 16 of the Act appear to rest on a misapprehension of the scope and effect of that clause. It does not appear to Mr. Chamberlain that it purports in any way to lay down the conditions on which the rest of the Empire is to have postal access to Australia; or to assume control over Imperial communications in general; or that it penalises the carriage of mails on steamers worked by coloured labour, or "seeks to dictate to the owners of steamers which visit Australian shores, but which are owned outside of Australia, how their steamers are to be worked or what description of labour they shall employ on board." It merely states that Australia will not contribute its own money or give any special facilities for the encouragement of communication carried on by the aid of a special class of labour. It is obvious that there is the widest difference between imposing penalties on steamers em-ploying coloured labour, and merely refusing such steamers any special employment or aid, pecuniary or otherwise. It can scarcely be maintained that Australia is bound to renew a contract for the carriage of its mails when the service for which the subsidy was granted has ceased to be acceptable to the people of the Commonwealth, and the clause now in question appears to do no more than assert the right of the Commonwealth to the control of its own money.

3. In fact, the arguments against the clause appear to be based on the assumption that other parts of the Empire have a vested in-terest in the continuance of the Australian subsidy, on the ground that its withdrawal may possibly involve additional expenditure on their own part and that the Imperial Government would be justified in bringing pressure to bear on the Commonwealth in the interests of the other parts of the Empire by advising His Majesty to exercise his power of disallowance in regard to the measure under consideration. In this view Mr. Chamberlain cannot acquiesce. The arrangement for a consolidated mail contract is a purely voluntary one, and if one of the parties, after due notice, declines to renew its obligation or attaches conditions to its renewal which the other parties cannot accept, it cannot be maintained that such action affords any just ground of complaint.

4. It is no doubt regrettable that the action of the Commonwealth Parliament in exercising its right to lay down certain conditions by which its Government must in future be bound in arranging for the carriage of mails, may lead to the breaking up of the mutually beneficial joint arrangement now in existence, but that contingency by itself affords no ground for impugning or limiting the right.

5. The policy of such a condition as that embodied in the clause to which exception is taken, is of course not one to which His Majesty's Government can subscribe, but, in Mr. Chamberlain's view, it is clearly a matter in which the Commonwealth Parliament is within its right and the mere fact that it may result in inconvenience the His Majesty's Government or other parts of the Empire, cannot be regarded as a sufficient reason for the exercise of the power of disallowate in regard to the measure in which it is enacted, any more than the imposition of a customs duty on goods imported from other parts of the Empire would be a sufficient reason for disallowing a Tariff Act.

6. A copy of the correspondence has been forwarded to the Governor-General for the information of his Ministers, with an intimation that His Majesty will not be advised to exercise his power of disallowance in regard to the Act.

No. R. & S. 1092.—INDIA OFFICE, LONDON, 22nd April, 1902.

From-The Under-Secretary of State for India,

To-The Under-Secretary of State, Colonial Office.

I am directed by the Secretary of State for India in Council to acknowledge the receipt of your letter No. 10862, dated 4th April, 1902, on the subject of the Australian "Post and Telegraph Act, 1901," and to say that Lord George Hamilton proposes, if Mr. Sect the Government of India for information in reply to their letter of the 30th January, 1902, a copy of which was transmitted to you with government of India to communicate this correspondence, if they desire the solution of India to communicate this correspondence, if they bear in reply to the memorials addressed to them by those bodies on the subject of clause 16 of the Act.

I am to explain that the Secretary of State in Council was never under the impression that the Australian Parliament had in any way that the council was never the council was not seen to be passed the Act in question; nor so far as to advise His Magnetic to veto it. What he did was to prose to the seen that the council was not become the concept of the British Early to the concept one portion of the British Early to the concept one portion of the British Early to the concept one portion of the British Early to the concept on the provided that the concept of the British Early to the concept of the British Early to the concept on the provided that the concept of the British Early to the provided that the concept of the British Early to the provided that the concept of the British Early to the Council was not been also and the provided that the Council was not been also also the concept of the British Early to the Council was not been also also the Council was not been also also the Council was not been also the Council was not been also the Council was not been also that the Council was not been also that the Council was not been also the Council was not been also that the Council was not been also that the Council was not been also the Council was not been also that the Council was not been also the Council was not the Council was not been also the Council was not

No. 15593.—COLONIAL OFFICE, LONDON, 8th May, 1902.

From—The Under-Secretary of State, Colonial Office, To—The Under-Secretary of State for India

I am directed by Mr. Secretary Chamberlain to acknowledge the receipt of your letter R. ami S. 1002, 60 the 22nd ultimo, and to state, for the information of Lord George Hamilton, that he has no objection to the correspondence respecting the Australian Post and Telegraph Act, 1901, being communicated to the Chambers of Commerce of Bengal and Bombay.

2. The contents of the concluding paragraph of your letter have been noted, and Mr. Chamberlain will bear in mind Lord George Hamilton's desire that an endeavour should be made to obtain the re-consideration of section 16 of the Act, but he does not think that the present time is opportune for such action.

#### From Chamber, to Bombay Chamber.

No. 964-1902.—Calcutta, 11th July, 1902.

You have no doubt, in common with this Chamber, received a letter from the Government of India, enclosing a file of official correspondence between the Government of India, elbe Secretar of severnment of India, the Secretar of the India and the Secretary of State for the Colonies, on the shade of the representation made by the Bombay and Bengal Chambers of Commerce with reference to the provisions of Section 16 of the Anstralian Post and Telegraph Act. From this correspondence it will be seen that the representation of the Chambers, backed by the Government of India and the Secretary of State for India, has received but scant consideration from the Colonial Office.

The Committee of this Chamber would be glad to know whether the Committee of your Chamber contemplate taking any furter action in the matter.

#### From Bombay Chamber, to Chamber.

BOMBAY, 31st /uly, 1902.

I am directed by the Committee of the Bombay Chamber of Commerce to thank you for your letter of the 1th July, and to say that the Committee, after considering the papers which they in common with your Chamber have received from Government on the subject of the Postal Bill of the Australian Commonwealth, are not disposed to think that further representation in the matter would be effective.

# From Chamber, to Government of India (PINANCE).

No. 1112-1902.—CALCUTTA, 7th August, 1902

I am directed by the Committee of the Bengal Chamber of Commerce to acknowledge, with thanks, receipt of your letter No. 3046-S.R. of 3rd July, forwarding a file of official correspondence between the Government of India, the Secretary of State for India, and the Secretary of State for the Colonies, on the subject of the representation made by the Bombay and Bengal Chambers of Commerce with reference to the provisions of Section 16 of the Australian Post and Telegraph Act, 1901.

## From Chamber, to all Members.

CIR. No. 451-1902.—CALCUTTA, 6th November, 1902.

MEMO.—The following is published for the information of members of the Chamber:

# From Government of Bengal (General), to Chamber.

No. 2159-T.G .-- DARJEELING, 25th October, 1902.

In continuation of this Government letter No. 465-T.G., dated the 21st May, 1902, I am directed to forward, for the information of the Chamber, the accompanying copy of the Government of India's Resolution No. 25-38-11, dated the 13th October, 1902, regarding the Australian Immigration Restriction Act, 1901.

GOVERNMENT OF INDIA—REVENUE AND AGRICULTURE DEPARTMENT.

### EMIGRATION

No. 25-38-11.-SIMLA, 13th October, 1902. RESOLUTION

In Resolution No. 13-38-2, dated the 9th May, 1902, the Government of India published extracts from an Act passed by the Comernment of india published extracts from an Act passed by the Commonwealth of Australia, entitled "The Immigration Restriction Act, 1901," which had for its object the restriction of the immigration of aliens into Australia. In section 6 of that Act it is provided that a prohibited immigrant within the meaning of section 3 (a) of the a prohibited immigrant within the meaning of section  $\beta(a)$  of the Act, vix, a person who cannot write in an European language at dis-Act, vis., a person who cannot write in an European ranguage at out tation, may be allowed to enter the Commonwealth if he deposits tation, may be allowed to enter the commonwealth if ne deposits the sum of one hundred pounds. In section 6 (b) it is enacted that the sum of one numered pounds. In section 6 (6) it is enacted that he must, within thirty days after depositing such sum, obtain from he must, within unity days are depositing such sum, obtain from the Minister a certificate of exemption in a specified form. The Act the minister a certificate of exemption in a specified form. The rock does not, however, indicate the principles on which these certificates

of exemption are to be granted. The Governor-General in Council therefore addressed an enquiry to the Australian Government on the subject, and has received the following reply, which is published for the information of Natives of India who may wish to visit Australia.

2. It will be observed from the explanation furnished by the Government of the Commonwealth that the exemptions allowed are of a purely temporary character.

From the Secretary, Department of External Affairs, Commonwealth of Australia.

#### No. A. 02-126, dated the 18th August, 1902.

I have the honour to inform you that your letter of the 16th July, 1902, has been referred by the Secretary, Department of Home Affairs, to me, as the Immigration Restriction Act, 1901, is administered by this Department.

In reply to your query, I have to inform you that section 6 of the Act is intended to apply to cases of persons arriving in the Commonwealth and proposing to remain for a limited period only within as borders. These persons, such as merchants, servants of officers, etc, may have omitted to provide themselves beforehand with a certificate of exemption from this Government.

Those certificates are granted to persons of the classes mentioned on the Government being satisfied of their bond fides. They are strictly limited as to time, and on their expiry the holder must either obtain an extension (which can only be granted under special circumstances, and for a short period) or leave the Commonwealth.

As it would probably cause considerable inconvenience were the persons who have so omitted to obtain certificates refused a landing, section 6 was inserted in the Act to give them the opportunity of applying to the Government for a certificate. The deposit mentioned in section 6 is necessary in such cases to satisfy the Government as to the bona fides of the applicant.

#### Government of Madras.

- .. Bombay.
- Bengal
- " the United Provinces of Agra and Oudh,
- the Punjab.
- The Honourable the Chief Commissioner. Central Provinces Honourable the Chief Commissioner.
- Assam. Chief Commissioner, Coorg.
- Chief Commissioner, Ajmere-Merwara. Honourable the Resident at Hyderabad. Honourable the Chief Commissioner,
- North-West Frontier Province.

ORDER.-Ordered, that the Resolution be communicated to the Local Governments and Administrations noted in the margin for information and necessary action, and to the Home and Foreign Departments for information; and that it be published in the Supplement to the Gazette of India.

### From City of Georgetown Chamber, to His Honour the Lieutenant-Governor of Bengal.

GEORGETOWN, BRITISH GUIANA, 7th February, 1902.

We have the honour, by direction of the Council of this Cham-Fer, to send you the text of a cablegram despatched on 4th instant to the Governments of Canada and Australia, and to ask that you will do what lies in your power to give effect to the request contained in the message by bringing it to the notice of the Municipalities and Chambers of Commerce in your province, and by such further action as your Government may see fit to take.

This colony, as one almost dependent on the sugar industry, has been brought to the brink of ruin by the protection, Export Bounties, Kartels, etc., intended by the European continental nations for the benefit of their beet sugar manufacturers, and we look beseechingly to our fellow colonists for their advocacy with the parent country to see justice done to us.

The cablegram is worded as follows: ---

"People British Guiana, Municipality, and Chamber Commerce Georgetown, Government British Guiana sympathising, pray your Government, Municipalities and Chambers Commerce promptly urge justice in England over Sugar Bounties, Kartels, and Rum Surtax for all British Cane Countries, especially West Indies."

# From Chamber, to Government of India (Finance).

No. 491-1902.—CALCUTTA, 11th April, 1902.

i am directed by the Committee of the Bengal Chamber of Comnerce to address you with regard to a representation which has been necree to augress you with regard to a representation which has been received from the firms engaged in the sugar industry in Bengal received from the arms engaged in the sugar industry in nonga-and the North-West Provinces, with reference to the position created and the rootal-vest crowness, with reference to the position cromes by the recent agreement said to have been arrived at by the Interby the recent agreement sant to nave ocen arrived at by the instantant all direct and indirect and indirect national conference at Diassels, to terminate all direct and mound Government Bounties as from September 1903. The Committee un-Government bounties as from September 1993. The Committee of derstand that you have already been addressed by the Committee of derstand that you have arready been addressed by the Commerce at Madras on the same question.

2. It is pointed out in the representation in question that the 2. It is pointed out in the representation in question that the sugar industry has only received inadequate relief since the Indian sugar industry has only received managinate renet since the management of the countervailing Duties were introduced. This would appear to be

admitted by the Government of India in paragraph 84 of the Budget Statement which has just been submitted to the Legislative Council of India. The Committee notice in that Statement the following important remarks:

- "The countervailing duties on bounty-fed sugar have now been levied during a period of nearly three years. They have brought in a very handsome addition to Indian revenues, but it cannot be said that they have had any apparent important influence in checking importation of Foreign sugar'
- "The fact is that the direct bounties granted by some Foreign Governments on the export of sugar form but a portion, and not always the larger portion, of the profits derived by sugar manufacturers from the export of their produce. In addition to the fixed direct bounty per ton paid by Foreign Governments on the exported article, arrangements have in many cases been made, and not always without the assistance of State influence, whereby Railway Companies undertake the carriage of sugar to the scaports at rates totally out of proportion to those charged on any other class of merchandise, and Government subsidised steamers equally transport the sugar to countries across the seas at rates of freight quite unobtainable for ordinary goods in ordinary circumstances. And not only do Foreign sugars benefit by such special concessions as these, but also, with the express purpose of cultivating external trade, refiners have combined to maintain the price of sugar consumed in the country of production at such abnormally high rates as to permit of the exported surplus being sold at considerable loss, while still maintaining a high average rate of profit on the sale of the total output
- 3. From the above quotation, as also from His Excellency the Viceroy's sympathetic remarks in his speech closing the Budget debate, it is clear to the Committee that the Government of India fully appreciate the serious aspects of the situation, and have indeed already contemplated the possibility of the present countervailing duties being modified if it should appear that they are ineffectual for the purpose for which they were established.
- It has been urged on the Committee of the Chamber that, owing partly to indirect freight bounties, but more especially to the operations of the well known Kartel system in Germany and Austria, the existing duties which merely countervail direct Government bounties are quite ineffective, and should be extended so as to adequately meet the peculiar monetary advantages enjoyed by Continental sugars in competing with the indigenous product in this coun-
- 5. Special relief is sought during the coming eighteen months, that is, until September 1903, when, if the finding of the Brussels Convention is confirmed by the Continental Governments interested,

the official bounties will come to an end and the import duties in Germany and Austra will be reduced, thereby, it is expected, largely multifying the effects of the Kartel system. During these eighteen months it is anticipated that the Continental refineries, in order to avoid holding stocks when the bounties, direct and indirect, are abolished or reduced, will flood India with sugar at prices far below cost of production either here or elsewhere, and unless adequate steps be promptly taken in the direction of countervaling the Kartel, an important indigenous industry, already seriously embarrassed, may be brought to the brink of ruin.

6. One other point that the Committee desire to emphasise in that in countervailing the Kartel the Government of India would not only be carrying out consistently the policy which they undertook in ISSN but the said action on their part would prove the strongest incentive for the various Continental Governments to confirm the conclusions after the various Continental Governments on confirm the conclusions have not been finally accepted by the Governments concerned, and grave doubter are entertained in well informed quarters as to whether they will be ratified. The Committee would ask for the early and serious consideration of the points raised in this letter, it being a matter which would require to be dealt with without delay.

# From Government of India (FINANCE), to Chamber.

No. 2090-S.R.-SIMLA, 21st April, 1902.

I am directed to acknowledge the receipt of your letter No. 49102, dated the 11th April, 1902, suggesting the adoption of prompt measure to countervail the effects of the Kartel system on the sugin industry. I am to say that the matter is under the consideration of the Government of India.

# Telegram from Chamber, to Madras Chamber.

CALCUTTA, 27th May, 1902.

"President this Chamber proceeds Simla next week for debate on Sugar Duties Bill. Committee desire to know your Chamber's views regarding Bill."

# Telegram from Madras Chamber, to Chamber.

MADRAS, 31st May, 1902.

"Your telegram 27th about Sugar Duties Bill. This Chamber submits that countervailing duties on lines of Brussels Convention

very inadequate even six francs surtax represents a protective duty thirty pence cwt. as compared with ten pence in America where designed to be highly protective. Moreover countervailing only half surtax in excess six francs encourages maintenance existing surtax or even adding to it. The Bill makes no reference to the freight bounties or canal dues rebates, and this Chamber suggests that the question of countervailing these also ought to raised, some protection being better than none. This Chamber gratified at the proposed Bill so far as it goes, but urges that whole surtax be countervailed in excess of two francs which ample to protect Contineatal countries from any legitimate competition."

### Telegram from Chamber, to Madras Chamber.

CALCUTTA, 2nd June, 1902.

"Your telegram thirty-first duly received. President left for Sinla yesterday and will have pleasure in representing your views in Council."

# DELAYS IN THE HIGH COURT—STRENGTHENING OF THE BENCH AND MINISTERIAL STAFF.

# From Chamber, to Government of India (Home)

No. 174-1902 -CALCUTTA, 8th April, 1902.

In continuation of the correspondence ending with your letter No. 1060, dated Simla the 26th July, 1901, in which you intimated that, in addition to the respectation made by the Bengal Chamber of Commerce, in which was strengthening the Bench and the office establishment of the High Court of Judicature on the Original Side, you had also received presentation from the Hon the Chief Lysic and that the Government of Bengal are opinion. I am directed by the Court of Judicature on the American Court of the Chief to the Government of Bengal are opinion. I am directed by the Countries of the Chamber to capture of any information can be afforded to then as to the progress made in connection with this most important matter.

2. The Committee have since learned, indirectly, that a despatch has been sent to the Secretary of State for India containing certain recommendation. If this is the case, the Committee would strongly urge that the Secretary of State be unived to treat the matter as one of urgency, so that further delay may be avoided.

3. The Committee consider it is unnecessary to add anything to their previously copused views, and would now only emphasise their strong opinion that immediate action is necessary. That for areas in the world High Court are daily increasing, and that relief can only be affording by the appointment of a permanent extra Judge and an increase of the ministerial staff, are matters of fact which the Committee consider are beyond contention.

# From Government of India (JUDICIAL) to Chamber.

No. 665.-SIMLA, 25th April, 1902.

In reply to your letter No. 474-1902, dated the 8th instant, I receive a communication from His Majessly's Secretary of State, who the office establishment of the High Court of Judicature, Calcutta on the Original Side.

### From Chamber, to Government of India (Home).

No. 1002-1902.—CALCUTTA, 19th /uly, 1902.

I am directed by the Committee of the Bengal Chamber of Commer again to take up the correspondence ending with your letter No. 669 of 25th April, 1902, on the subject of strengthening the Bench and the office establishment of the High Court of Judicature of Calcutta on the Original Side.

2 The Committee have seen with satisfaction the official announcement of the appointment of the Additional Judge, for which they pressed in their letter No. 706-1901 of 28th May, 1901. They regret to notice, however, that the further suggestions, which were made in that letter, for the appointment of a Master and an Assistant Master of References, and also of a Taxing Master, with such strengthening of the ministerial staff of the Court as might be necessary to meet the views of the Judges and to cope with the work of the Court, have apparently not been entertained. The ministerial staff of the Court, as it stands at present, was notoriously inadequate for the work it had to do, even before the appointment of the Additional Judge. So far as the Committee can understand, no further establishment has yet been sanctioned for Mr. Justice Henderson's Court, and the natural consequence of his appointment without the concurrent appointment of an establishment for his Court will only tend to make the state of business in the High Court more congested than ever. The Committee would, therefore, urge upon the Government of India the pressing necessity for the immediate appointment, not only of the ministerial staff required for the new Judge, but also of the strengthening of the already existing staff of the Court, so as to provide every guarantee that arrears will gradually be worked off. The Committee cannot help feeling that the inadequacy of the Court's clerical establishment is one main cause of the almost abysmal arrears, which have now to be grappled with.

3. The Committee understand that at the end of the last halfyear, viz., on the 30th of June, there were over nineteen hundred cases for disposal on the Original Side, out of which about nine hundred were ready for hearing. In view of the Court vacation of two months' duration, which will commence in about seven weeks' time there does not appear much hope that any real reduction can be effected by that time, as in the six months, ending on the 30th of June last, it would appear that hardly three hundred cases were disposed of on the Original Side, while about five hundred new suits were instituted. On the Appellate Side, the Committee learn that about a thousand first appeals, five thousand five hundred second appeals, four hundred and fifty miscellaneous appeals, and two hundred criminal appeals, and revision cases are now pending, making a grand total of over seven thousand cases in arrears on the Appellate Side. These stupendous arrears are looked upon as a great scandal, especially in view of the enormous sum annually credited to the public revenue as profit derived from the administration of justice. The population, the industries and the commerce of the province of Bengal have increased enormously since the passing of the Act of the Imperial Legislature in 1861 establishing the High Courts

of Judicature in India. The revenues of the Courts have also increased, but nothing has been done, until the recent appointment under extreme pressure of this new Additional Judge, to meet the enormous extra demands upon the Courts resulting from the expansion just referred to of population, industries and commerce. The Committee feel they cannot do better than again quote the repudiation by Sir Henry Maine of what he termed "the mistaken idea that Government of India had ever started or encouraged the doctrine that the taxation of the administration of justice was a justifiable mode of recruiting the general finances of the Empire." At present it would seem that the general revenues of the Empire were benefitting at the expense of the efficiency of the Courts of Justice.

# No. 1016-1902.—CALCUTTA, 21st July, 1902.

Copy forwarded to the Secretary to the Government of Bengal, Financial Department, for information.

# From Government of India (Home), to Chamber.

No. 1185 .-- SIMLA, 1st August, 1902. I am directed to acknowledge the receipt of your letter No. 1002-1902, dated 19th July, 1902, regarding the strengthening of the

official establishment of the High Court of Judicature of Calcutta

2. Your Committee, after noticing with satisfaction the official announcement of the appointment of the Additional Judge, for which they pressed in their letter No. 706-1901 of 28th May, 1901. express their regret that the further suggestions made in that letter for the strengthening of the ministerial staff have apparently not been entertained and urge the pressing necessity for the immediate entertainent of the ministerial staff required for the new Judge and for the strengthening of the existing staff of the Court.

3. The recommendations made in your letter of 28th May, 1901. were that a Master and an Assistant Master of References, and a Taxing Master should be appointed, and that the ministerial staff reasing anaster should be appointed, and that the ministerial star-of the Court should be strengthened as might be necessary to meet the views of the Judges, making the subordinate staff in every way equal to the work that it is called upon to do.

4. I am to explain that the views of the Chief Justice, as stated to the Government of India, were that a Master or Official Referee with an Assistant was required, but that it would be sufficient, at present at all events, to strengthen the Taxing Office by appointing an additional Assistant to it. The Chief Justice at the same time an additional Assistant to it. The Uniter Justice at the same and asked for an Assistant Registrar, an Interpreter, a Court Clerk and one additional Translator for the third Court on the Original Side. one authenoral Translator for the time count on the Original Sand for four additional clerks, whose entertainment was rendered necessary by the appointment of an Additional Judge.

assary by the appointment of an Adultional Judge.

5. The Government of India asked for and obtained the sanco. The government of thata assess for and obtained the same tion of the Secretary of State to the appointment of the additional ton of the Secretary of State to the appointment of the additional establishment enumerated in my last paragraph, and the fact that

His Lordship had accorded his sanction to the increase of the ministerial establishment was communicated to the High Court simultaneously with the announcement that an Additional Judge would be

6. Although three Judges are at present at work on the Original Side, there are, as the Chamber of Commerce are probably aware, difficulties in bringing the number of Judges of the High Court i to the strength now sanctioned until after the vacation, and this circumstance would account for the sanction to the ministerial staff of the Additional Judge not having been acted on by the Honour-able Court. It is also possible that the appointment of a Master and Official Referee with his Assistant, and the addition of an Assistant to the Taxing Department, may have been deferred until the return of the Chief Justice to the Court. Further, there is a question whether legislation will be necessary to enable the Master and Official Referee not only to deal with references, but also to discharge other functions analogous to those discharged by a Master in the Courts in England. The appointment of a Master need not, however, be deferred until this question is settled, and a copy of your letter and of this reply will be sent to the High Court, with the suggestion that the establishment sanctioned by the Secretary of State should be appointed so as to enter upon its duties on the opening of the Courts after the vacation.

# NBILL TO FURTHER AMEND THE INDIAN EMIGRATION ACT, 1883.

## From Government of Bengal (General), to Chamber.

No. 1650,--- CALCUTTA, 1st April. 1902.

I am directed to forward herewith copy of a Bill further to amend the Indian Emigration Act, 1883, with Statement of Objects and Reasons, and to request that you will favour Government by the 1st June, 1902, with an expression of the Chamber's opinion on the provisions of the Bill.

# From Chamber, to Government of Bengal (General).

No. 475-1902.—CALCUTTA, 8th April, 1902.

1 am directed by the Committee of the Bengal Chamber of Commerce to acknowledge receipt of your letter No. 1650 of 1st April, forwarding copy a Bril further to amend the Indian Emigration Act, 1883, with Nationent of Objects and Reasons, and asking for an expression of opinion on the provisions of the Bril

2. The Committee notice from the Statement of Objects and Reasons that this Bill is intended to proteet natives of India engaged to proceed by sea to places out of India to work as artissus, or at exhibitions or entertainments, or for service in restaurants or other places of public resort. The Committee consider that it is very desirable that some supervision should be imposed over contactors and others who engage natives for such purposes in Foreign countries, and they desire me to say that they approve of the provisions of the Bill.

#### BURMA CHIEF COURT.

### From Rangoon Chamber, to Chamber.

RANGOON, 19th July, 1902.

I am desired to inform you that the Memorial forwarded on 20th March last, for presentation to the Secretary of State for India, on the subject of the appointment of Chief Judge to the Chief Court here, was not presented, as in the meantime a fresh appointment had been made of a Civilian.

With a view to future appointments, the Committee have forwarded by this mail, for presentation to the Secretary of State, a protest against the appointments already made, and expressing the hope that in future duly qualified Barristers will be appointed.

I am sending you six copies of the protest, which gives the final views of this Chamber on the subject.

To

# THE RIGHT HONOURABLE LORD GEORGE HAMILTON, P.C., M.P.,

His Majesty's Secretary of State for India in Council.

#### The Memorial of the Rangoon Chamber of Commerce.

Your Memorialists are desirous of laying before Your Lordship the grounds on which they, in common they believe with practically the whole non-official community of Burma, protest against the appointment of a Civilian to be the Chief Judge of the Chief Court of Lower Burma, a subject on which they and other Public bodies ventured to memorialize His Excellency the Viceroy during his recent visit to Rangoon.

They do not anticipate that the present appointment will be set aside by Your Lordship, but they respectfully ask that due weight may be given to their objections when the post again falls vacant.

The Art of Parliament by which the High Courts in India were created, provides that the Chief Judges of such Courts shall be Barristers. Excepting that the number of Judges is smaller, your Memorialists submit that there is no difference, in the nature of the Courts themselves and the work they are called upon to perform, between the High Courts in Bombay and Bengal, and the Chief Court of Burma.

In each case there is a large scaport town in which the expert and import trade of the Province centres, and behind it an agricultural country.

In each case the Court has an Original side, in which the business consists largely of Commercial cases, and cases of real property, and Conveyaneng Law, and which exercises Jurisdiction in Probate Matrimonial and Insolvency matters, and an Appellate side hearing appeals, but from the Original side and from the country districts.

The only distinction apparent to your Memorialists is, that in relation to their respective Hinterlands, Rangoon is comparatively of far greater importance than either Calcutta or Bombay.

Your Memorialists, therefore, submit that no reason exists, either in the nature of the Chief Court of Burma or in the Kind of work with which it has to deal, to justify a departure from the practice which prevails elsewhere in India, as well as in other parts of the world. It apparts, moreover, to your Memorialists to be a sound as legislated in a certain sense, an inferior Legislature legislating in pair materia, is bound to follow the principles laid down by the

If this proposition be accepted, then your Memorialists submit that so long as the Imperial Parliament by a statute which remains unrepealed, has laid down that the Chief Justice of a High Court must be a Barrister, it not open to the Indian Legislature or Executive when constituting an exactly similar Court, with similar duties, and under similar curvantees, but with a different name, the Chief Judge of a Court must be a Barrister is bad in Burna, the Chief Judge of a Court must be a Barrister is bad in Burna, prevail.

If then the nature of the Court, the work it has to do, and the principle on which it should be constituted, are the same in Burma as they are different) it only remains to consider whether the personnel from which the Bench is recruited in Burma possesses qualifications superior to those possessed by members of the Civil Service in other parts of India.

A careful consideration of this aspect of the case will, your Memorialists venture to think, negative any such presumption, and but serve to emphasize the necessity for having an Experienced Law-yer, at the head of the Burma Chief Court.

There is no trained Judicial branch of the Civil Service in this Province. The District Courts, in which there is heavy judicial work, are in most cases presided over by Judges who are neither members of the Civil Service, nor eligible for Chief Court Judgeship.

When these Courts are presided over by Civilians, such Civilians are taken from the junior ranks of the Service.

The ordinary career of a Civilian candidate for the Chief Court Bench will be as follows:—

For the first few years of his service he will be an Assistant Commissioner, trying petty Civil and Criminal cases, and doing subordinate executive work.

After four to seven years' service he may be appointed an Additional District Judge with large Original and Appellate Civil Powers. He will in time become a Deputy Commissioner, either in a district in which the Civil Irigation is trifling, or in a more important district where he will be relieved of all Civil Irigation. Later on he may become a Commissioner, in which office he will have to hear a certain number of not very important Civil appeals, but will do no criminal work. All this time his principal duties will be of an executive nature, chiefly revenue collection. If as is not unlikely—he has spent his service in the Secretariat, he may have had no Judicial experience at all.

Your Memorialists therefore submit to your Lordship-

First.—That as a matter of principle recognized and acted on in every part of the British Empire it is most advisable and necessary that the Chief Judge should be a professional and trained Lawver.

Second.—That in deciding to the contrary in the case of Burma, the Government of India are acting in contradiction to the Imperial Parliament, which has uniformly adopted and applied that principle in legislating for similar cases elsewhere.

Third.—That such contradiction of a general principle and of Parliamentary ruling could be justified only by clear proof of such very special circumstances as would render their application inexpedient.

Fourth.—That in the case of the Burma Chief Court no such special circumstances have been proved to exist.

Fifth.—That on the contrary all the circumstances accentuate the importance of maintaining that great principle intact.

And your Memorialists with the utmost confidence pray, that, in consideration of the foregoing facts, Your Lordship will be pleased to reverse the orders which have been given in this matter, and will direct that for the future in Burma as elsewhere the Chief Judge of the Chief Court of the Province shall be an experienced Barrister.

Signed on behalf of the Rangoon Chamber of Commerce.

RANGOON: The 13th July, 1902. ALEX. D. WARREN, Secretary.

# From Chamber, to Rangoon Chamber.

No. 1069-1902.—CALCUTTA, 28th July, 1902.

Burma Chief Court.

I am directed by the Committee of the Bengal Chamber of Commerce to acknowledge receipt of your letter of 19th July, forwarding for information copy of your Chamber's latemorial to His Majesty's Secretary of State for India, protesting against the appointment already made to the Chief Judgeship, and expressing the hope that in future only duly qualified Barristers will be appointed.

The Committee of this Chamber consider that you have made out a very strong case in favour of your contention, and they trust that it may be productive of good results in the future. They desire me to say that the views expressed in the Memorial have their full concurrence.

## LETTERS OF HYPOTHECATION AND STAMP DUTY.

From Chamber, to Government of India (PINANCE).

No. 1000-1902.—Calcutta, 17th July, 1902.

I am directed by the Committee of the Bengal Chamber of Commerce to draw the attention of the Government of India to the difficulty which is now experienced by Banks and Mercantile Firms generally in determining the proper Stamp Duty to be paid on Hypothecation of moveable property to secure balances of accounts current. The Indian Stamp Act of 1890, being the Act at present in force, provides by Article 6, Schedule 1, that "any instrument evidencing an agreement to secure the re-payment of a loan made upon the deposit of title deeds or other valuable security or upon Hypothecation of microbic property" may be stamped with either the same Duty payable on a Bill of Exchange or half of that Duty according as the loan is repayable within a year or within three months from the date of the advance.

- 2. This Article corresponded with Article 29, Schedule 1, of the Indian Stamp Act of 1879 previously in force, and no difficulty was felt in determining the proper Stamp Duty until the decision of the Honourable the Chief Justice of Bengal and Mr. Justice Macpherson in the Queen-Empress vs. Debendra Nath Mitter Indian Law Reports, Volume 27, Calcutta Series, page 587). In consequence of this decision, which the Committee understand is binding on the Revenue Authorities and on the Courts subordinate to the Calcutta High Court, it appears that unless the whole advance is made at the same time that the Instrument of Hypothecation is executed the deed of Hypothecation must be stamped as a mortgage. The Committee are informed that the Board of Revenue construe this decision as determining that the higher Duty chargeable on a mortgage should be paid in every case where it is sought to secure any future advance on an existing account. The result of this is that the use of the recognised and well-understood forms of security is now practically prohibited without apparently any sufficient reason for the change
- 3. The Government of India are, no doubt, aware that in the case of advances for short periods the documents of security, hitherto in use, were frequently renewed, and a substantial revenue paid to Government in everses of that which would be payable if a mortgage were kept open for a number of years. It was probably this consideration which influenced the Legislature in providing for a smaller Duty when a loan is intended to be speedily re-paid, and if this is

so the intention is wholly defeated if the Act is to be construed so as to make the larger Duty payable whenever the whole amount of the intended advance is not made at one and the same time.

4. The Committee understand that the decision of the High Court referred to above, embodies the correct legal interpretation of the Article in question. however, they can hardly conceive that it could have been the intended to the Legislature to place restrictions upon business in connection of the Legislature to place restrictions upon business in connection of the Legislature to place restrictions upon business in connection of the Legislature to place restrictions also properly, and to prevent the deep them of the system of an except accounts, I am directed to urge of the Article in question. It is a recognised fact that the system of other harden are consideration that emendment of the Article in question. It is a recognised fact that the system of other harden are also being introduced into this country, but has now been more as being introduced into this country, but has now been more for the stamp and the consideration of the Board of Revenue interpreting the Stamps of the said decision. The Committee are advised that if Article 6, Schedule I of the Stamp Act were altered to read as follows, the desired end would be secured:—

"Agreement by way of equitable mortgage, that is to say, any instrument evidencing an agreement to secure by or most office of the decision of other valuable security, the cup of any more advanced or lend to the property, the new property of any money advanced or lend to be paid, temp payable, or for the re-payment, with or without invest or commission, of money to be therefore the property of t

5. I am also directed to draw the attention of Government to the Duty chargeable under Article 41, Schedule I in respect of mortgages of crops. The provision is a new one fixing the Duty at 3 per cent on the amount of the advance, and the Duty will be realised in great measure from Hypothecations of Tea and Indigo crops. These Hypothecations were formerly also chargeable under Article 39. Schedule I of the Indian Stamp Act of 1879, that is with the same or one-half of the Duty on Bills of Exchange and the Gormittee would urge upon Government the desarkability of relieving Schedule, providing that the Duty on a crop Hypothecation should be the same as that provided in Article 6, Schedule I.

6. I am desired to add that the Committee have been approached by all the Exchange Banks and Local Banks, and by a number to three matters.

## From Government of India (FINANCE), to Chamber,

No. 4040-S.R.—SIMLA, 24th /uly, 1902.

I am directed to acknowledge the receipt of your letter No. 1000, dated the 17th July, 1902, regarding the Stamp Duty chargeable on instruments of hypothecation on movate property and on mortgages of crops under Articles 6 and 41, Schedule I of Act II of 1899, and to say that the letter will be laid before the Government of India.

### From Chamber, to Government of India (FINANCE).

No. 1483-1902. -- CALCUTTA, 8th November, 1902.

With reference to your letter No. 4040-S,R. of 24th July, 1902, acknowledging the receipt of my letter No. 1000 of 17th July, 1902, with regard to the Stamp Dmy chargeable on instruments, 1902, with regard to the Stamp Dmy chargeable on instruments of hypotheration on moveable property and on more good of property and on the active at any decision on the matter.

### From Government of India (FINANCE), to Chamber.

No. 6277-S.R.—CALCUTTA, 28th November, 1902.

With reference to your letter No. 1483, dated the 8th November, 1902, I am directed to inform you that your letter of the 17th July last, regarding the Stamp Duty chargeable on instruments of hypothesition on moveable property and on mortgages of crops, is still under the consideration of the Government of India.

### DELAYS IN THE DISPOSAL OF CASES IN THE POLICE COURT.

# From Chamber, to Government of Bengal, (Judicial.)

No. 1045-1902.—Calcutta, 25th July, 1902.

The attention of the Committee of the Bengal Chamber of Commerce has recently been drawn to the delays which occur in the administration of justice in the Calcutta Police Court. Cases of various descriptions, some involving issues of great importance to the parties concerned, and others of only more or less trifling moment, are not uncommonly subject to frequent, and apparently unnecessary adjourments, causing great hardship both to prosecutors and accused, the latter of whom, if eventually found innocent, have had to undergo all the ignominy which attaches to frequent remands The generally accepted theory of trials in a Police Court is that they are summary in their nature, and should be conducted with all reasonable despatch; that this is not the practice in the Calcutta Police Court is sufficiently evident from the reports of the trials which appear from day to day in the public Press. It is quite clear that the frequent adjournments, to which the Committee are now referring, cannot be in the interests of either prosecutor or accused, both of whom, no doubt, equally desire that their period of suspense should be terminated as early as possible.

2. The Committee have before them particulars of some three or four cases which may be taken as a fair illustration of the grievances they are now representing to Government. In the first of these cases two men were charged on the 2nd of August, 1900, before these cases two men were charged on the 2nd of August, 1900, 00000 the Magistrate of the Northern Division, by the Banians of a mencantile firm, with embezzlement, falsification of accounts, and criminal breach of trust. One of the accused surrendered at once, but the second absconded, and did not surrender till the 4th of December, 190a. In the meantime the case had been called on fortnightly, Feing as regularly postponed, on some of the occasions after part hearing. The following further postponements then took place, 10th December, 1900, 11th January, 16th January, 1st February and 10th December, 10th, 11th January, 10th January, 1st repruary and 8th February, 1901, when the case was again postponed, and not taken up again until the 10th of July, a new Magistrate having been appointed for the Northern Division in the meantime. After the 10th July the case was continued on the 2nd of August, 9th August, 10th July the case was continued on the 2nd of August, 21nd August, 23rd and 25th September, 11th December, 18th December, 18t ber, and 19th December, 1901. On the last-named date the defendants were committed to the Sessions. In another case brought in August 1901, also before the Northern Division Magistrate, a large number of postponements took place, the case being transferred in

November to the Court of two Honorary Magistrates, who postponed it about fourteen times, and finally concluded it on the 26th of May, 1902, without, however, delivering judgment on that date. In this case a responsible native, in the employ of a mercantile firm. appeared before the Magistrates more than ten times, but was only examined twice, his firm being put to great inconvenience in consequence; and in a third case where a mercantile firm, on the 11th of May, 1902, charged a native for forgery and cheating in respect of welve bales of piece-goods, the details of the case being apparently very simple, a number of vexations adjournments took place, the case being finally concluded on the 2nd of June, 1902, by a sentence of nine months' rigorous imprisonment.

The Committee venture to suggest that a full and searching enquiry should be made by Government into the conduct of business in the Police Courts, with a view to ascertaining the actual causes of the delays and to bringing about a much-needed improvement by better organisation and distribution of work. It will be within the recollection of Government that in January, 1899, the Committee submitted a representation in favour of increasing the strength of the Stipendiary Bench of Magistrates in Calcutta, and also of strengthening the ministerial establishments of the Courts, which were apparently not strong enough for the work they were called unon to do. In the reply to this representation, which was not received until March, 1900, His Honor the Lieutenant-Governor intimated that he had deferred the disposal of the question pending the passing of the Calcutta Municipal Act, and the consideration of rules for the distribution of work between the existing Presidency Courts. The appointment of a Municipal Magistrate, as one of the results of the passing of the Calcutta Municipal Act, must have relieved the Police Courts of a considerable amount of work in the direction of what may be called Municipal cases, but this relief does not appear to have in any way facilitated or expedited the disposal of cases in the Police Courts. In the letter just referred to, the Committee were informed that rules had been sanctioned to secure a better distribution of work, and that, under the circumstances, His Honor the Lieutenant-Governor considered that there was no necessity at the time for the appointment of a third Stipendiary Magistrate. The Committee consider that it is not unfair to assume from this decision of Government that the number of cases, which now come to trial in the Police Courts, are not greater than the Stipendiary Magistrates and the Honorary Benches should be able to cope with the inference being that the causes of the vexatious delays, which take place in the administration of justice, must be sought for elsewhere. From facts which have come to their knowledge, the Committee are inclined to attribute these delays, firstly, to adjournments demanded by pleaders and other legal advisers in their own interests rather than those of their clients; secondly, to defective Bench arrangements; and thirdly, to insufficient ministerial estab-

4. In dealing with the first of these causes, the Committee fully recognise that the better class of pleaders, whose services are no

doubt in great demand, are frequently under strong temptation to get cases adjourned in order to fulfil engagements which they have made in other Courts. Lower down in the scale of pleaders the extra fees obtained by constant adjournments are no doubt a strong consideration, and the only remedy the Committee can suggest for this particular evil is to refuse adjournments on any ground whatever but the interests of the actual parties, and specially those of the

5. The Committee have also reason to believe that long postponements result from defective Bench arrangements. Cases in which persons are in custody de die in diem should, in the opinion of the Committee, take preference of other cases of a less important nature. This difficulty might be met by reserving either one or two hours in all Benches for the preferential treatment of such cases. The Committee understand that Honorary Benches, owing to the arrangements under which the work is distributed, are seldom able to commence work until 12 o'clock, one hour at least being lost in this way. The Committee fully recognise the obligations which the public are under to those gentlemen who accept the position and duties of Honorary Magistrates, but it would probably be just as convenient to them to attend at 11 o'clock as at 12 o'clock in the majority of cases if their work was ready for them. Under existing circumstances, the Committee understand that it is not uncommon for Honorary Magistrates to come down to their Courts even as late as 1 P.M. Another defect which has been pointed out to the Committee in connection with the Honorary Benches is the fact that omposite Benches are only formed on certain days in the week, cases in consequence being postponed for Bench days, under circumstances in which long adjournments sometimes are preferable to short ones with the chance of a second adjournment. With the number of Honorary Magistrates on the roster there should be no difficulty in securing as many daily Honorary Benches as are necessary, provided a sufficient ministerial staff is provided. This brings the Committee to the third, and perhaps the most serious cause of the delays in the Courts, which, they venture to think, calls for the immediate attention of Government, vis., the inadequacy of the ministerial establishments of the Courts to cope with the work which ought to be done by the Magistrates. The Committee understand that the present establishments are worked at high pressure event that the present establishments are worked at high pressure counder existing arrangements. They would reiterate the request made in their letter No. 151-1899 of 31st January, 1899, that the establishment is a superior of the country of the countr made in their retter 100, 101-1000 of this January, 1000, that the tablishments should be strengthened so as to permit of all the necessary tabisminents should be strengthened so as to permit of an the necessary work being carried on during the ordinary hours of business. The Committee trust that the representation they have now made will receive the early and serious consideration of His Honor the Lieutenant-Governor.

#### INDIAN ELECTRICITY BILL

Report of the Special Sub-Committee on the Indian Electricity Bill, 1902.

BENGAL CHAMBER OF COMMERCE CALCUTTA, 14th February, 1902.

THE PRESIDENT AND COMMITTEE, BENGAL CHAMBER OF COMMERCE.

GENTLEMEN.

The report which we now beg to submit is the result of careful consideration extending over a considerable number of meetings. At the outset of our enquiry we were met with this question: Why is it that the electrical industry in Great Britain and India is behind that of nearly every important country in the world?

The answer to this question is given in a very intersting paper read by Mr. W. L. Madgen, M.I.E.L., before the Institution of Electrical Engineers in February, 1901. Mr. Madgen gives the answer in the following words:

"It is due in the first place to silly legislation by Parliament, and to obstruction by the numerous local authorities entrusted with arbitrary powers."

The difficulties created under these conditions may be summed up under two heads

a) Restrictions that tended to prevent capital being freely invested in electrical undertakings, making it difficult to obtain a concession and allowing a Municipality to purchase at its own price.

b) Restrictions regarding construction and maintenance of electrical installations that tended, by the extra cost of carrying them out, to prevent them from being commercially successful.

It was, therefore, clear to us at an early stage of our meetings that we should investigate these charges, as on their soundness would depend our attitude towards the proposed Indian Electricity Act we had to consider. This we proceeded to do.

Dealing first with the restrictions classed (a).

Taking first the history of Electric Bills in England. Before there was no Act that dealt with the supply of electrical energy for industrial and domestic purposes.

As it had considerable effect on the Electricity Bill of 1882, we would here refer to the Tramways Act of 1870.

The chief conditions of this Tramways Act were-A. It limited the term of a concession to 21 years.

It gave powers to Municipalities to acquire a tramway at a price much below its real value.

C. It imposed great difficulties in securing powers to make a transway, due to the onerous "consents" required to be obtained from local authorities and other people.

On these three conditions of the Tramways Act have been laid the blame of effectually checking the growth of electrical railways and transways in England and preventing the relief of the overcrewding and congestion of town areas.

To explain in detail the exact way in which these three conditions have checked the growth of Electrical Railways and Tramways in England would necessitate this report being a very voluminous

The fact is evident that the growth of electrical industry has been checked, and for the purposes of this report it will be sufficient to mention merely a few points illustrating the effect of the three

- A. To limit the terms of a concession to 21 years was an obvious error. Capital would not risk employment for so short a term. It is true the limit has been raised to 42 years recently, but the effect of this has .
  - It is clear that any industry over which is hanging the possibility of being bought out in the future at an unknown price, which may be at a value less than the real value, does not possess the same attraction to the investment of Capital as an industry in which there
- B. Regarding the powers of Municipalities to acquire electrical undertakings. The modern development of electrical installations to secure cheapness in cost of supply is in the direction of large installations to serve a large area extending for miles. The idea of a comparatively small installation to serve the limited area of a Municipality is giving place to the larger
  - Owing to the limited area over which it would have control, the conclusion is clear that the acquisition by Municipalities of a local electrical supply in its own comparatively small area is directly adverse to the supply of cheap electricity in the future.
  - The area served by the Municipality must either continue to pay high for its electricity or large installations be created just outside the Municipal area which will eventually have to be allowed to work inside the Municipal area. The effect of this will be

that Municipalities will have to lower their price and perhaps work at a loss or lose their business altogether.

- In the working of tramways the effect is still more important. The great problem of modern times is to spread the population which converges on businesscentres over as great an area as possible. Tramways, therefore, to be of full use, must radiate beyond Municipal limits, but such growth is effectually stopped by the municipalization of these enterprises,
- From the point of view of the ratepayer and consumer Municipal working of electric installations has many disadvantages as compared with Company work. The disadvantages may be summed up in the following statement:

#### MUNICIPALITY.

COMPANY

Capital is borrowed from Capital is subscribed by share-"outside" private investors. holders, "outsiders" or local Interest and sinking fund on Dividend is limited to a maxi-

capital amount to 6 or 61 per mum, generally of 6 to 8 per cent.

Undertaking is primarily car- Undertaking is carried on for ried on for the benefit of the the benefit of shareholders, who, money-lenders, and 61 per cent, however, receive no dividend unper annum must be provided loss it is earned. whether it is earned or not.

61 per cent, on alien capital, what-liability, ever the result

sulting engineers, officials, and consumers, which run for the ratepayers before it can consider most part on parallel lines. the interest of consumers.

the remainder, and conversely sumer. cannot with justice give cheap supply to a minority at the expense of the majority.

under the control of a committee devoted to its success. of amateurs

Ratepayers therefore guarantee Ratepayers are free from any

Municipality has to meet the Company has to consider only demands of money-lenders, con- the interests of shareholders and

Municipality cannot fairly Company interests require it to make profit out of one class of develop demand by offering adthe community for the benefit of vantagious conditions to the con-

Municipal supply is complicat- Company is specially organised by association with the machi- ed for the purpose, and the whole nery of local Government, and is energies of its staff of experts are

The main point, it will be seen, is that in any case the undertaking is carried on for the benefit of private capitalists, but that while one group only take what profit they may earn by hard work and skilled direction, the other group do no work and incur no risk, and take their profit direct from the ratepayers, whatever may be

We think that there are no doubt exceptional cases where it is desirable for a Municipality to own its own power supply, but we think that such cases can best be dealt with in the Acts regulating Municipal powers, and that the case will be sufficiently met if Government is empowered to issue licences to Municipal Corporations on the same terms as they issue them to Joint Stock Corporations.

C. It seems hardly necessary to point out that the more difficult it is to obtain powers and consent the more likely is capital to seek easier ways of investment.

Monopolies are also more easy to create, the initial difficulties being so great to get over.

The regulations meant to prevent monopolies may actually defeat their own object.

Now, in the Electricity Act of 1882 were incorporated these three objectionable conditions of the Transways Act which had so effectually retarded the development of tramways.

In addition, the Electricity Act had been framed at a time when the knowledge of electricity only allowed of electrical energy being supplied economically for a distance of a mile and a-half from the

The introduction into the Act of 1882 of the objectionable Transways Act conditions, resulted in a fiasco, and the development of industrial Electrical Companies was retarded in the same way, and for the same reasons, as tramway development had been.

In 1888, Parliament made a half-hearted endeavour to remedy this depressing state of affairs, and a Bill was passed extending the period of a concession to 42 years; but the onerous consent clauses, and the power of Municipalities to purchase at a practically fixed price, were retained. The result of this Act was not encouraging, and the development of electrical enterprises in England did not proceed at the same rate as in other countries working under freer

The next Act dealing with electricity was the Electric Lighting (clauses) Act of 1899, being "an Act for incorporating in one Act certain provisions usually contained in provisional orders made under the Acts relating to electric lighting.

The regulations of this Act deal with the class of restrictions we have referred to at the beginning of the report, vis

"Restrictions regarding construction and maintenance of electrical installations that tended by the extra cost involved in carrying them out to prevent them from being commercially successful."

This matter we will deal with later on.

The position, therefore, of Electric Companies in England at the present moment is this

They are controlled by the Act of 1888, largely based on the Acts, of 1882 and 1870, which contain conditions that prevent development, and they have to work under the restrictrive Act of 1899.

The restrictive nature of these Acts has, to some extent, been got over by the passing of special "Power" Supply Acts for specific areas, in which the restrictions of the Acts of 1888 and 1899 have been modified and altered, but this method of legislation necessitates each separate area going to the great expense of promoting its own Bill, and would kill enterprise in India, whereas what is wanted is a liberal and enlightened Act that is equally applicable to all areas and Companies; and under which electrical enterprises will deve-

The Government at home are well aware of the necessity for such a Bill, and it would have been introduced before now if the time of Parliament had not been so fully occupied.

Mr. Ritchie, the present President of the Board of Trade. speaking in the House with reference to one of these special Power Acts Parliamentary Debates No. 2, Vol. 79, Page 1314 and following, published by Wyman & Sons, Fetter Lane), said:

"I hope the House will give its attention to the very important considerations in this case before they decide to reject on Second Reading a Bill that is fraught with so many possibilities. It is true, I think, that the electrical enterprise of this country is in an exceedingly backward condition, it is inferior with regard to light, and certainly with regard to the conveyance of power, to many European countries; and it is greatly inferior to North America and Canada. It may almost be said that there are villages in North America which are in possession of advantages in connection with electricity which some of our largest towns do not possess. It cannot be doubted that there is a great demand for something to be done. At present electric light matters are governed largely by the legislation of 1882, and it has been said that this Bill is largely in opposition to many of the enactments in the Act of 1882. If no other charge or argument could be brought against this proposal, the argument of the opponents to this Bill would indeed be weak. It must be remembered that it was the Act of 1882 which more than anything else had delayed and hampered the development of electrical supply, and in so far as this Bill departs from that Act, I think its departure is amply justified by the conditions of things at present existing in the electrical world."

In the light of English legislation, India should be able to learn how not to legislate, and great care should be taken to avoid

reproducing the disastrous restrictions that have so far fettered development of electrical industry in England.

In connection with the demand for a new Act in England, and the admission by a leading Member of the Home Government that the Acts of 1882.88 were the cause of hampering the development of electrical supply in England, a reference is made to a very inspiration of the Committee of both Houses that sat under the Chairmanship of Lord Cross during March 1884, and a report by the Power Main Regulations Committee of the London Chamber of Commerce.

The report of Lord Cross's Committee is so important that we have thought best to reprint it as an appendix to this report. (Appendix B.) Briefly, they recommended

- (a) Compulsory powers being given to acquire land and easements necessary for the Companies operations.
- (b) Powers differing in respect from those of existing Ads being given to Companies carrying out installations involving the use of plant of exceptional dimensions and high voltage.
- (c) That provisions of the Electric Lighting Act of 1888, enabling the local authority to purchase an undertaking after a term of years, were inapplicable as general rule to the case of an undertaker supplying energy in bulk at high voltage.
- (d) That the provisions of the Electric Lighting Act of ISSS, which required the consent of the local authority as a condition precedent to the granting of a provisional order, be amended.

Briefly, Lord Cross's Committee made a large stride towards recommending the removal of obstacles in the way of the development of electric enterprise in England by proposing to give up the production of Municipalities to parchase at their own price and also to render consent in securing powers to form an Electric Supply Company a less formidable undertaking

The English Government have not had an opportunity yet of acting on the advice of Lord Cross's Committee and framing a Bill that will enable electric enterprises to develop as freely as in other countries of the world.

India is now in the position, when making a new Electrical Act, to take advantage of the suggestions of Lord Cross's Committee, and we have adopted this view in considering our recommendations.

Dealing now with the restrictions classed (b). These difficulties were dealt with in the report of the Electrical Power Mains Regulations Committee appointed by the London Chamber of Commerce a copy of which is attached to this report. (Appendix C.)

The Committee divided the subject into eight leading questions. Quoting from the report, they wrote:

These questions were carefully considered in the course of numerous meetings of the Committee in the light of foreign practice, in regard to which the regulations referred to were obtained. It was found that in the Continental countries referred to regulations exist in regard to public safety and the safety of telegraphic and telephonic lines and of the lines of other electric power transmissions in the same districts which, taken as a whole, are more favourable to the free development of undertakings of this nature than the existing regulations in Great British.

"The Committee arrived at the conclusion that an effort should be made to procure some modification of the existing Board of Trade Regulations."

The questions and their answers were entirely technical. We, therefore, do not refer to them in detail in the body of this report, and would refer to 'Appendix C') for further information. They indicate generally that an Act framed to assist in the development of the use of electricity must be of a free and elastic character in respect to the technical restriction it imposes.

In reference to the Committee's enquiry into the technical regulations of foreign countries, the following extract from an article from English "Engineering," dated 30th August, 1901, briefly describes the result of their enquiries:

"In view of this state of affairs, the electrical trade section of the London Chamber of Commerce appointed a Power Mains Regulations Committee to consider what modifications are desirable in the existing Board of Trade rules and regulations affecting electric power supply and transmission

"The Committee consisted of nine members, Mr. R. Percy Sellon being in the Chair, and they took pains to learn what were the regulations adopted in Switzerland, France, and the United States. In a report just issued, the regulations in force in the several countries are given at length, and form very instructive reading. Generally speaking, they differ from those in this country in dealing rather with directions as to principles than with details. The rules in Switzerland are very lengthy, and have been drawn with a keen eye to the safety of the public. But at the same time they evidently recognise that the electrical distribution of power is a matter of great importance to the country, and is not to be unduly hampered. Every reasonable precaution is demanded, the overhead wires are to be of such a tensile strength, fixed at a certain height, with spans not exceeding a maximum amount, and so on. In populous places notices are to be affixed to the poles stating that it is fatal to touch the wires.

- "It is assumed that the passer-by will understand these and will refrain from meddling with what does not concern him. If he does not, then he pays the penally, The Swiss ecidently recognise that it is quite as much the function of the Government to assist enterprise as to protect folly from itself.
- "In France and Germany the rules are shorter than in Switzerland, and generally stringent, while in America there are practically none at all. There is, therefore ample precedent for requiring that the severe regulations in this country should be relaxed now that they have served their purpose. It is asked that a deputation may wait on Mr. A. P. Trotter, Electrical Adviser to the Board of Trade, to lay before him the conclusions of the Committee which are printed below, and we hope that all who are interested in the success of the Power Companies -which means every one who has the manufacturing interests of this country at heart -will exert themselves to bring pressure on this department to aid the Committee. The recommendations are quite moderate, and in the main are a plea against hard-and-fast regulations. It is desired that the swaddling clothes with which the infant industry has been swathed shall be relaxed, and that room shall be allowed for growth. Each scheme, according to the Committee, should be referred to the Board of Trade for criticism and approval, and if it bears evidence of careful design, and of solicitude for the safety of the public, it should not be rejected because it does not afford theoretical and absolute protection under all conceivable circumstances.
- "If other departments of industry were subject to the same restrictions as Electricity, the country would come to a standstill. We should have neither railways, steamships nor machine tools. The many continues the some care of himself. He is credited with know-abetic of statesmanship, economic science, and other some care of himself. He is credited with know-abetic of statesmanship, economic science, and other from cauching electric wires who mischance brings individual his reach, he must be a greatly over-rated lamps for early one who neets his added by paraffin and yet the greatly own in the state of the proposed states of the propos

There is one very important point which is brought out by the report of the London Chamber of Commerce. We find that Switzer-

land, Germany and France have all advisory institutions or Committees that act in conjunction with Government in framing rules.

The Swiss Institution of Electrical Engineers have issued a set of advisory rules, arrived at after taking into account all the Government laws on the subject, which are accepted and worked to by the Government.

The Swiss Institute have further appointed the special department known as the "Inspectorat Technique," which works with the Government in the supervision of the carrying out and running of electrical installations. As modifications become necessary, both in the laws and in the safety regulations, the "Inspectorat Technique" reports on the matter to the Swiss Institute, and in this way it is brought before the Government directly so that further legislation may be carried out when necessary.

In Germany, at the present time, there is no direct Government supervision over the Electrical Industry.

Neither local authorities nor companies have any compulsory regulations imposed on them as to the construction details of their schemes, but the Institute of German Electrical Engineers issues a set of advisory rules recognized by the Government in the same way as in Switzerland, and the observance of these rules helps to protect the undertakers against risk of dangers and breakdowns, and also helps to protect the undertakers if cases of hitigation arise.

The circumstances, therefore, in Germany are, generally speaking, such that the electrical industry is far less hampered than in England. In France he law is that "There will be formed at the Ministry of Commerce andustry. Posts and Telegraphs a standing Electrical Committee consists, as to one-half of its members, of professional expresentations of the great electrical industries in France or industries making use of the applications of electricity. The members of this Committee and its President will be nominated by the Minister. The President will be chosen apart from the Members of the Committee.

"The Electrical Committee will advise as to the General Regulations which must be applied in the cases referred to in Articles 4 and 5 above, and also on all questions submitted to it by the Minister."

In America, where the Municipalities are under the immediate control of an active and intelligent electorate which makes unfounded opposition impossible, no State or Parliamentary authorization is required for Electrical Installations, but where public lands or roads are crossed, arrangements have to be made with the local authorities concerned, by the undertakers of such installations, as to conductors, wires, &c. laid along these roates. Overhead transmission is very general even for the very highest voltages.

No State regulations or control with regard to the technical details of the plant and transmission lines, &c., exist. These arrangements are left to the undertaker's engineers, but the "National

Board of Fire Underwriters" have issued safety regulations which are generally accepted by undertakers as a standard of safety to be

We are most strongly of the opinion that a Board similar to those in Switzerland, Germany and France is necessary in India, so that rules may be framed which shall be reasonable and at the same time not be obstructive to the development of electrical industries in

Having considered all these points to which reference has been made, we decided to consider the Bill from the following points

- 1. That it should contain no restrictions that would tend to keep away the investment of capital in electric under-
- That is should be free and elastic in its technical con-

We append to this a statement showing the modifications we would suggest being made in each of the Sections of the proposed Act in order to carry out the ideas we have expressed in this report as to what the Act should provide for, and submit the same for your consideration.

We are, Gentlemen,

Your obedient Servants.

T. R. WYNNE. Chairman

R. P. ASHTON. II. ELWORTHY, MARTYN WELLS,

Members.

Appendices\_\_

Proposals for amendment of the Bill.

Report of Lord Cross's Committee Report of the London Chamber of Commerce Powers

## APPENDIX A.

Recommendations for the Amendment of the Indian Electricity Bill.

Section 2.—D finitions. We consider that the definitions (a) and (r), "railway and tramway," should be more clearly defined and that there should be some distinction between a tramway running that their should be some distinction between a trainway running through the crowded streets of a city and a trainway running through sparsely populated suburbs to outlying villages, and becoming in the latter respect a road railway, where it would be possible to run with fixed stopping stations and at a greater speed than is possible on a tramway within a city's boundary.

Section 4 [1] [a]. Grant and Revocation of Licenses.—We consider that this clause should be modified so that a local authority should be left to record its objections to any proposal for an electrical undertaking rather than that its consent should be asked

Section 4. (1) (b).--We are strongly of opinion that power should not be given in this Bill for the municipalisation of electrical undertakings, on the ground that such power will affect the flow of capital into the country for the promotion of such undertakings and arrest the development of large enterprises without giving any countervailing advantages. We would point out that under a time limit it would be necessary to work off the capital of a company, and a sinking fund for this purpose would have to be provided for. A sinking fund for the extinction of a debt in 42 years, if invested sinking fund for the exunction of a dept in 42 years, it invested at 2 per cent, would necessitate  $1\frac{1}{2}$  per cent, per annum being set aside. If invested at 3 per cent,  $1\frac{1}{4}$  per cent. If invested at 4 per cent, I per cent. The interest for this sinking fund would have to be earned in addition to the 7 or 8 per cent, interest which would be expected on the capital outlay, and this would probably be difficult to accomplish. We therefore recommend the deletion of

- Section 1, 2) c). We recommend the deletion of this clause, as it appears to us to be provided for in the preamble of Sub-section
- Section 4-2). -We recommend the deletion of this clause, as it appears to us that its effect would be to stifle all enterprise and
- Section 4. (3). We recommend that this Sub-section should be altered to read as follows:
  - " (3) Where the Local Government might, under Sub-section 2), revoke a license, it may, instead of revoking the license, permit it to remain in force subject to such further terms and conditions as it thinks fit, and any such further terms or conditions shall be binding upon, and be observed by, the licensee, and shall be of like force and effect as if they were contained in the

Section 5 (a)-Provisions where License of Licensee, not being a Local Authority, is revoked. We are of opinion that all that is necessary in this clause is to provide the conditions under which a sale might be effected to another party, and also to provide, in the case of a sale not being effected within a certain period, for the removal of the works, &c., from the ground.

Section 5. (b) to (r Having already recommended that this Bill should not provide power for Municipalities to acquire electrical undertakings, we recommend the deletion of clauses (b), (c), (d) and (e) of this section.

Section 6.—Provisions where license of Local Authority is

Section 7.-Purchase of undertaking where license is subiect to no time limit.

Section 8.-Purchase of undertaking where license is subject to time limit.

Section 9.-Provisions where no election to purchase.

Section 10.—General power for Local Government to vary terms of purchase by Local Authority.

We recommend the deletion of all these sections, as having recommended in our report that Municipalities should not have power of purchase from Companies, the sections would not be necessary.

Section 12.—Provisions as to the opening and breaking up of streets. &c.

Section 13.-Notice of new works.

Section 14.- Alteration of pipes, wires, &c.

Section 15.-Laying of electric supply-lines, &c., near sewers,

&c., or gas or water pipes or other electric supply-lines.

Section 16. -Default of person or authority responsible for repairs.

Section 17 .- Streets, &c., broken up to be reinstated without delay.

Although a most important provision is made under Section 37, we are of opinion that Sections 12 to 17 should be carefully reconsidered, so that no unreasonable difficulties may be put in the way of carrying out electrical installations. We desire to draw particular attention to the necessity of providing for an easy method of getting way leaves and ensuring that compensation is paid for

Section 20. (a).—Power for licensee to enter premises for ascertaining energy consumed, or to remove fittings, &c .--We recommend the following addition to this section: " d) ascertaining whether the conditions of Section 24, second

proviso, have been duly complied with."

Section 22.—Obligation on licensee to supply energy.—We suggest that the proviso in this section should be altered to read as follows:

"Provided that no person with a private generating plant shall be entitled to demand a connection with the mains of the licensee in order to use the licensee's energy only in the event of accident to his own plant."

We presume the intention of this section is to provide that no person having a private supply shall be entitled to demand a connection with the mains of the licensee in order to use this connection only in the event of an accident to his own plant. If we are right in our assumption, we think that the suggested wording makes the section clearer. As it stands at present it is somewhat obscure.

Section 30. (a).—Power for Local Government to interfere in cases of defective works, &c.—We recommend that this clause should be altered, so as to read as follows :-

"(a) that a licensee is supplying energy otherwise than in accordance with the provisions of his license, or except in accordance with these provisions has permitted any part of his circuit to be connected with earth; or'

We make this recommendation because we presume that the license will provide for the system which the licensee may use.

Section 33.—Power for Local Government to make Rules.— We are strongly of opinion that as the rules under this section would have a most important effect on the industry, they should not only be referred to an Advisory Board, but published for general criticism

Section 35.—Power for Governor-General in Council to make Rules.—It is not quite clear to us why it should be necessary for a Local Government to make rules under Section 33. and for the Governor-General in Council also to make rules under Section 35. We think it should be possible to issue one set of rules by the Governor-General in Council which should be applicable for the whole of India. These rules, we consider, should, as suggested in connection with Section 33 (1), be submitted to an Advisory Board

Section 38.—Arbitration.—We are of opinion that the power given to the Local Government under this section to nominate arbitrators is not necessary, as the Indian Arbitration Act of 1899 appears to provide the necessary procedure.

Section 42.-Protection for Acts done in Good Faith.-We understand this section is to protect officers of Government from prosecution for any acts done by them in good faith, notwithstanding any amount of damage which might be caused from their action. We are advised that under the law the section thus frees Government from all liability. We do not consider the provisions fair. Although we understand that similar clauses appear in many Acts, we consider the clause dangerous to the community, that its insertion should be challenged in all Bills, and that it should not be inserted in an Act unless its necessity is proved in cases where a public officer has to act promptly in the public interest.

#### THE SCHEDULE.

Section II (b).—Security for Execution of Works of Licensee not being Local Authority.—We recommend the insertion of the words "if any" after the word "sum" in the third last line of this section in order to enable security to be dispensed with if necessary.

Section III.—Audit of Accounts of Licensee not being Local Authority.—We are strongly of opinion that the object of this section should be solely to oblige the licensee to submit accounts as provided for in Section 11 of the Bill, duly audited by Chartered Accountants. Government do not confer a monopoly on the industry, nor do they render any financial assistance. The necessity

therefore for a detailed Government audit, as proposed in this section, can hardly be justified.

 $Section\ VI.$  —Provisions as to Electric Railways and Tramways.

We recommend the deletion of this section and the incorporation of its provisions in any rules which may be framed under Section 33 (2) (g) or Section 35 (2) (a) and (b), as such provisions will have to be suitable to local requirements.

Section IX(2).—Provisions for Laying down of Further Distributing Mains.

We recommend that the proviso in this sub-section, dealing with the amount of security, should be deleted, as it is a matter that can best be decided either by the Local Government or by Arbitration.

 $\begin{tabular}{ll} Section $X$ (1).$ $--$ Requisition for supply to owners or occupiers in vicinity. \end{tabular}$ 

We are of opinion that there should be protection for the licensee against a sudden large new supply being demanded from him which cannot be given till new feeders are laid without detriment to others.

Section X (2).—Requisition for, supply to owners or occu-

piers in vicinity.

We recommend that the proviso in this sub-section should be

deleted for the reason given in regard to Section IX (2).

Section XI.—Supply for Public Lamps.—We recommend the entire re-casting of this section on the lines of Section X (1) of the Schedule. We consider that as the licensee will be put to considerable expenditure in carrying out the provisions of this section, it is quite reasonable that there should be some guarantee.

that Government will take the supply of energy for at least two years, as provided for in Section X (1) of the Schedule.

Section XIII.—Maximum Charges.—We recommend the deletion of both the provises in this section, as in our opinion they will act as great obstacles to the flow of capital for the industry, and will create a feeling that at any time the value of the investments will be materially affected by compulsory and unfair reduction in the maximum rate. We consider that the same end is better gained by giving such facilities to electrical enterprise as will induce competition if prices are improperly maintained at high figures.

Section XY — Licensee to Establish Testing Stations and keep Instruments for testing—We recommend the deletion of the whole of this section, as it is a question that should be dealt with under the advice of the Advisory Board when the Rules are being framed.

Section XIX.—Plan of area of supply to be made and keep on the respection—We consider the cumbrous maps required in the section are objectionable, and we do not think it desirable that persons should be allowed to copy them in the licensee's office. If will be more advisable to furnish copies upon payment of the proper amount for each square foot and the originals might be executed in such a manner that blue prints could be taken off.

#### APPENDIX B.

REPORT OF LORD CROSS'S COMMITTEE

#### SESSION 1898.

Joint Com ittee on ectrical i ergy (Genating Straions and apply), 1898.

Join Comm In March 1898, a Joint Committee of the House of Lords and setrical House of Commons was appointed to consider and report:—

- (I) Whether, notwithstanding the provisions of Section 12 (1) of the Electric Lighting Act, 1882, powers should be given in any cases for acquiring land compulsorily for generating stations; and, if so, under what conditions as respects liability for nuisance, notices to surrounding owners, and otherwise;
- (2) Whether compulsory powers of acquiring land for generating stations, if proper to be given in any case, should be given where the proposed site is not within the area of supply;
- (3) Whether, in case of a generating station, however acquired, not being situate within the area of supply, power should be given for the breaking up of streets between the generating station and the boundary of the area of supply;
- (4) Whether powers should be given in any case for the supply of electrical energy over an area including districts of numerous local authorities, involving plant of exceptional dimensions and high voltage; and, if such powers may properly be given, whether any, and what, conditions should be imposed—
  - (a) With respect to system and plant, and to the construction and location of generating stations, in view of the powers of purchase conferred upon local authorities by Sections 2 and 3 of the Electric Lighting Act, 1888.
  - (b) With respect to the relations of the promoters to other undertakers and to local authorities within parts of the area;
- (5) Under what conditions (if any) ought powers to be conferred upon promoters seeking to supply electrical energy to other undertakers and not directly to consumers.

The Committee, which was presided over by Viscount Cross, took evidence and heard counsel representing various electric-supply

companies and municipal corporations. In their report (Parliamentary Paper, 1898, No. 213) they say :-

"The Committee have heard all the witnesses tendered by the several parties, and have agreed upon the following answers to the several questions referred to them: " Question 1.

- "(a) The proved public advantages of electrical energy in the generation of light and power warrant in their opinion the granting to undertakers of compulsory powers for acquiring sites for generating stations and lands or easements for pipes and mains therefrom, and other
- "(b) Provision should be made for the granting of these powers in the Provisional Orders of the Board of Trade, subject to confirmation by Parliament. Such provision would facilitate a continuance of the existing practice, according to which more or less uniform conditions under which undertakers are to work are provisionally settled by the Board of Trade. Procedure by private Bill should be reserved, as at present, for exceptional cases.
- "(c) Such powers may be given either to local authorities or to incorporated companies, whether the incorporation be by Special Act or Provisional Order, or under the Com-
- "(d) With respect to liability for nuisance, they are of opinion that where the site for a generating station is acquired under compulsory powers, and is specified in the Provisional Order or Special Act, the undertakers should not be subjected to any further liability than that which, according to Lord Blackburn Geddis v. Bann Reservoir, 3 App. Cas. 455),\* is imposed by the common law in the case of persons exercising statutory powers and duties. On the other hand, where the site for a generating station is acquired by agreement, they think the undertakers ought to be subject to the liability imposed by the common law.

"(e) With respect to notices, they think that the existing practice as to notices to the local authorities and also

Lard Blackburn's opinine, in the new words: 'It is now thoroughly redisting that no action will like for diff. Here words: 'It is now thoroughly redisting the new words and the new words and the new lines an exclusion of the new lines are called the new lines and the new lines are called the new lines and the new lines are called the new lines are the new lines are called the new lines are called the new lines are the new lines are called the

to owners, lessees, and occupiers of lands proposed to be taken, should be followed

"With respect to notices in gazettes and newspapers, they do not suggest any amendment of the existing procedure.

"The amendment of the Electric Lighting Acts, necessary to empower the Board of Trade to grant compulsory powers will, they assume, comprise provisions for notices and other matters of procedure for which precedents are found in the Housing of the Working Classes Act, 1890, and in the Light Railways Act,

" Ouestion 2.

"Subject to the above observations, the Committee are of opinion that compulsory powers for the acquisition of land for a generating station, and lands or easements for pipes and mains and other works to the area of supply, may also properly be given where the proposed site is not within the area of supply. The local authorities for the district or districts in which the site is, and the owners, lessees, and occupiers should have the same notices and the same locus standi as if that district were the area of supply. Provision also should be made for serving notices to local authorities and owners, etc., of districts or land through whose districts or land mains are to be run from the generating station to the area or areas of supply.

" Question 3.

- "In the case of powers being given for the erection of a generating station outside the area of supply, they think that powers may properly be given for laying the mains in streets leading from the generating station to the boundaries of the area of supply. In such case the local authority liable to maintain these streets should have the same option of themselves breaking up and reinstating the streets at the undertakers' expense as is now given in the Provisional Orders to local authorities within the area of supply, and should be empowered accordingly.
- "The Committee are of opinion that while it may be advisable to maintain the veto of local authorities as to the erection of overhead wires, given by Section 14 of the Act of 1882, in respect of other electric wires, it is not advisable that in the case of overhead wires for traction purposes the Iocal authority, other than the London County Council and county boroughs, should have an absolute veto. While due weight should be given by the Board of Trade to the representations of local authorities, the Committee think that in the case of

wires for purposes of traction it would be sufficient to give a *locus standi* to such local authorities.

"Questions 4—5

"Where sufficient public advantage is shown, powers may be given for the supply of electrical energy over an area including districts of numerous local authorities, and involving plant of exceptional dimensions and high voltage. The Committee further think that undertakings of this character may properly be authorised on conditions differing in some respects from those imposed by and under the existing Acts.

"Among the undertakers referred to in the preceding paragraph will be found undertakers supplying energy chiefly loulk or wholesale to other undertakers, whether an end of the theory of the companies, whose areas of supply are wholly or partly within the area of such bulk or wholesale supplying company, and who distribute the energy so obtained to consumers.

"As to giving compulsory powers of purchase of undertakings to local authorities, the Committee, without questioning the policy of Parliament in having given such powers observe:—

"First.—That when the power of purchase was granted in 1882 and 1888 no such schemes of supplying energy in bulk were contemplated as are now before Parliament.

"Secondly:—That when the power of purchase was thus granted the question then before Parliament was chiefly one of light; whereas the evidence given before the Committee shows that, although electric light is at present the predominant feature of the enterprises now before the public and Parliament, the angular of electrical energy in the form of power to an infinite variety future the predominant feature and function of these undertakings.

"Thirdly—It does not appear to them that an undertaking supplying energy in bulk at high voltage and in comparatively few mains is as a rule so desirable for the local authority to acquire as a low voltage undertaking with many distributing mains.

"The Committee think the provisions of the Electric Lighting Act. 1888, enabling the local authority to purchase an undertaking after a term of years, inapplicable, as a general, to the case of an undertaker supplying energy in bulk at high voltage, but there may

be special cases where it is desirable that the local authorities should have the right to purchase reserved to them. To meet such cases they suggest that the Board of Trade should have the power to insert the purchase clause in the provisional order, if the local authorities concerned can, in the opinion of the Board, show good cause for such a course.

"It is to be observed that the exemption from liability to compute or would not prevent local authorities, either alone or in combination with other local authorities, from applying for powers to purchase, but each case would have to be judged on its merits and such conditions imposed as might be thought fit.

"In cases of the exemption from liability to purchase, it would be specially expedient in the interest of the consumers that some kind of sliding scale, as in the case of gas undertakings, should be imposed.

"In connection with this question of purchase under Section 2 of the Act of 1888 evidence has been given to the effect that, with a view to secure in London one and the same time for the execution of the powers, the Board of Trade have in some cases imposed upon undertakers a less term than forty-two years within which they are

"The Committee suggest that if the full period of forty-two years is not granted, and if a substantially shorter period is imposed by the Board of Trade, the terms of purchase should in each case be reconsidered.

"The Committee consider that the provisions of the Electric Lighting Act, 1888, which require the consent of the local authority as a condition precedent to the granting of a provisional order, should be amended. In their opinion the local authority should be entitled to be heard before the Board of Trade, but should not have, so to speak, a provisional veto, only to be dispensed with in special cases by the Board of Trade.

"With respect to conditions, the Committee think it reasonable that where a local authority, or company having power to supply light within a certain area of supply, seeks to obtain compulsorily land for a generating station outside that area, it should not be allowed, except where Parliament or the Board of Trade decide otherwise, to supply from that generating station any area outside the area of supply of such authority or company.

"With regard to the powers of purchase conferred by Section 2 of the Art of 1888, they are of opinion that local authorities should be empowered to purchase undertakings partly outside their area of supply on terms agreed upon by the Board of Trade.

#### PROVISIONAL ORDERS

"The ordinary clause which forbids any connection with the earth, except with the approval of the Board of Trade and the concurrence of the Postmaster-General, should be inserted in every case.

"As to protection of telegraphs and telephones, the clauses now inserted in provisional orders seem to be sufficient in all ordinary cases, and regulations to protect the public can be made by the Board of Trade under Section 6 of the Act of 1882.

"The clauses which protect gas and water pipes have worked satisfactorily, and should be continued, but the Committee would direct attention to the observations of Mr. Preece as regards the difficulty arising from the working of Tramways by trolley wires His suggestion as to a strong "control clause" should be carefully

"They are disposed to concur generally with Lord Morley and Sir C. Boyle in thinking that as compulsory powers are given solely for the benefit of the public, it would be desirable to make some provision against these companies being subject to foreclosure or mortgage and against their rolling stock and plant being liable to

#### APPENDIX C

LONDON CHAMBER OF COMMERCE.

# (ELECTRICAL TRADES SECTION.)

REPORT BY THE ELECTRICAL POWER MAINS REGULATIONS COMMITTEE.

The Electrical Power Mains Regulations Committee was appointed by the Electrical Section of the London Chamber of Compointed by the Electrical Section of the London Chamber of Com-merce in February 1901, with a view to considering whether and what modifications are desirable in the existing Board of Trade rules and regulations affecting electric power-supply and transmission, having regard to the situation created by the passage of the Electric Power Acts in the Session of 1900.

The Committee consisted of the following members:-

R. Percy Sellon (Chairman of the Section). A. Siemens (Deputy Chairman of the Section).

A. Siemens (Deputy Chairman of the Section).
Wm. L. Madgen (Deputy Chairman of the Section).

S. Z. de Ferranti. F. E. Gripper.

A. J. Lawson.

E. Manville C. H. Merz.

A. M. Sillar.

C. P. Sparkes. I. Steinitz.

A. Campbell Swinton.

E. G. Cruise (Technical Secretary).

The general course adopted by the Committee was to obtain the opinions of its members and others interested as to the adequacy of the existing Board of Trade regulations, and also as to the special regulations imposed in the Manchester Midland Corporation and Walker Wallsend Power Supply undertakings, these being the only important electric power transmission schemes which had been attempted so far in this country. The Committee further decided that it would be of importance to compare regulations existing in foreign countries as to electric power transmission and supply, notably Switzerland, Germany, France and the United States of America.

The leading points which came under discussion and investigation were as follows:

- The maximum tension in volts to be used for a transmission of electrical energy at extra high pressure.
- 2. The maximum energy in KW, allowed to be transmitted through any one cable, and whether trunk mains must be always laid in duplicate. Also the manner of laying the trunk mains.
- 3. The supply of a metal sheath of electrical continuity round the extra high tension cables, and this sheath to be other than the lead covering.
- 4. The thickness of dielectric in underground extra high tension cables.
- 5. The employment of bare wire overhead transmissions in suitable rural districts.
- 6. The nature and construction of sub-stations and the maxinum energy to be allowed in any one sub-station; also the amount of obligatory attendance in a sub-station.
- 7. The maximum pressure allowed on to consumers' premises
- 8. The inspection of the lines and earthing devices, &c

These questions were carefully considered in the course of numerous meetings of the Committee, in the light of foreign practice, in regard to which the regulations referred to were obtained.

It was found that in the continental countries referred to (see pages 7 (4) regulations exist in regard to public safety and the safety of telegraphic and telephonic lines, and of the lines of other electric power transmissions in the same districts, which taken as a whole are more favourable to the free development of undertakings of this nature than the existing regulations in Great Britain.

The Committee arrived at the conclusion that an effort should be made to procure some modification of the existing Board of Trade Regulations, and their views were embodied in the following letter, issued by the Secretary of the London Chamber of Commerce to Mr. A. P. Trotter, Electrical Adviser to the Board of Trade.

# LONDON CHAMBER OF COMMERCE, BOTOLPH HOUSE.

Eastcheap, London, E. C., 19th June, 1901.

A. P. TROTTER, ESQ.,

ELECTRICAL ADVISER TO THE BOARD OF TRADE,

6, Richmond Terrace, Whitehall, S. W.

SIR.

Referring to my letter of the 13th March, addressed to the Fisheries and Harbour Department of the Board of Trade, and the Department's ruby of the 28th March, I am now desired to forward you a Memoratin of the views of the Sub-Committee of the Electrical Section of this Chambher, which has for some time past been considering the sub-vision of the conditions under which electrical power distribution schemes in this country may be carried out.

I am further to ask if, after consideration of the suggestions submitted by the Committee, you would be good enough to allow a deputation of their number to wait upon you in reference to the matter.

Yours faithfully, KENRIC B. MURRAY,

Secretary.

ENCLOSURE.—Copy of Memorandum.

LONDON CHAMBER OF COMMERCE.

#### ELECTRICAL TRADE SECTION.

ELECTRICAL POWER MAINS REGULATIONS COMMITTEE

Memorandum for Enclosure to Mr. A. P. Trotter, Electrical Adviser to the Board of Trade.

1. Voltage of Supply.—Speaking generally, the Committee submit that the Board of Trade should be prepared to sanction distributing systems at voltages at least up to 20,000 volts between any two conductors on the undertakers describing and adopting an approved method of working, and on the understanding that precautions are adopted similar to those which have been found successful in other countries. The Committee do not think that an arbitrary light should be fixed even at 20,000 volts, as cases may arise where higher voltages are desirable; but, in such cases, admit that undertakers might reasonably be asked to specify in detail, for the approposal of the Board, the character of the extra precaution they

- 2. Power Conveyed by Mains.—The Committee consider that I that the Consider that I that
- 3. Laying and Protecting of Cables.—The Committee strongly urge on the Board of Trade that the regulations under this head should be open and clastic. Most of the power transmission work which has been done abroad has been carried out by means of overhead wires, and there do not exist at present such large and complicated networks of underground mains for power distributions as are contemplated in the power distributions in this country. There can be no doubt that the use of underground mains on a large scale will ultimately lead to great improvements, diminishing their cost and increasing their efficiency, and it would be highly undesirable that rigid regulations should be laid down before experience has been acquired and thus stand in the way of legitimate experiment, development or invention, and place undertakers in this country at a disadvantage compared with undertakers abroad. Where the conductors are interwoven into a single cable, and where the neutral point of the system is earthed, the Committee submit that the use of a metal sheath in addition to the lead covering should be optional, provided suitable mechanical protection is afforded.
- 4. Thickness of Dielectric in Cables.—The Committee would point out that they can find no rule in any country abroad or in America making a particular thickness of dielectric compulsors and search when the present Board of Trade rule is not founded on any scientific basis, and since it was made there advances have standard the proad that great thickness of dielectric is sometimes actually a disadvantage. Abroad, makers after careful experiment have successfully adopted much thinner layers with advantage, while there is a great saving in cost. The Committee suggest that undertakers and cable-makers should be left to settle this matter between themselves.

5. Permission to use Bare Overhead Conductors .- The Committee would particularly point out the fact that the Board of Trade regulations have hitherto practically entirely prohibited overhead work in the United Kingdom, except under such onerous regulations as to make it impracticable. There are large areas in this country and in the districts over which power-supply Bills have been granted the character of which is similar to districts where bare overhead wires have been successfully and safely used on the Continent and in America at very high voltages for the past ten years, The great development of power transmission on the Continent and in America has been largely by bare overhead wires in a form which has been entirely prohibited in this country, and great industries have arisen based on their use which have no counterpart here at all. The Committee are strongly of opinion that permission to use overhead wires outside crowded city areas is vital to the commercial success of power schemes over large districts, and suggest that on this point the regulations should be brought into line with those current in other countries.

6. Sub-stations and transformers on Consumers' Premises—The Committee consider that undertakers should be permitted place transformers up to the voltages contemplated above on consumers' premises in sub-stations above or below ground, above on provided they are properly designed, drained and ventilated; and that the amount of power to be installed in sub-stations should be left to the undertaker's discretion.

7th June, 1901.

# From Chamber, to Government of Bengal, (P. W. D.)

No. 1260-1902.—CALCUTTA, 11th September, 1902.

I am now directed by the Committee of the Bengal Chamber of Commerce to submit their views for the consideration of Government on the Indian Electricity Bill. I am, at the same time, to apologise for the delay which has taken place in submitting these opinions. The Bill, however, is an extremely important and highly technical measure, and the Committee have felt it their duty to consider it from the points of view of both producer and the consumer, and also to avail themselves of expert advice where necessary. The Committee have had in view the unenlightened and obstructive legislation which has checked the development of electrical enterprises in England, which as is well known, have not proceeded at the same rate as in other countries working under freer and more liberal conditions. Among the class of restrictions which have had such harmful results in England have been those with regard to the construction and maintenance of electrical installations, which tended, by the extra cost involved in carrying them out, to prevent the latter from being com-

2. The position of Electrical Companies in England at the present moment is that they are controlled by the Act of 1888, this being largely based on the Acts of 1882 and 1870, which contain conditions that prevent development, and, lastly, they have to work under the restrictive Act of 1899. The restrictive nature of these Acts has. to some extent, been got over by the passing of Special Power Supolv Acts for specific areas, in which the restrictions of the Acts of 1888 and 1899 have been modified and altered. This method of legislation necessitates each separate area going to the great expense of promoting its own Bill, and anything of this kind would kill enterprise in India. What is wanted in this country is a liberal and enlightened Act equally applicable to all areas and Companies, and under which electrical enterprises will develop. The Committee would desire respectfully to urge upon Government that great care should be taken to avoid reproducing the disastrous restrictions which have so far fettered the development of electrical industry and enterprise in England.

3. The Committee have had the advantage of reading the Report of a Sub-Committee appointed by the Electrical Section of the London Chamber of Commerce in February 1901, called the Electrical Power Mains Regulations Committee, which was charged with considering whether and what modifications were desirable in the Board of Trade rules and regulations affecting electric power-supply and transmission. This Committee divided the subject referred to them into eight leading questions, which they carefully considered in the light of foreign practice, and they found that in Switzerland, Germany, France and the United States of America regulations existed in regard to public safety and the safety of telegraphic and telephonic lines and of the lines of other electric power transmissions which, taken as a whole, were more favourable to the free development of undertakings of this nature than the existing regulations in Great Britain. The Committee of the Chamber only refer to this Report to emphasise the suggestion which they propose to make later on for the formation of an Advisory Board similar to those existing in Switzerland, Germany and France, which act in conjunction with Government in framing the necessary rules. The Committee are strongly of opinion that the formation of such a Board would be a sufficient guarantee that rules would be framed which should be in all points reasonable, and at the same time not obstructive to the development of electrical industries in this great country. The principles they have kept before them in considering and commenting on the provisions of the present Bill are that it should be free and elastic in its technical conditions, and that it should contain no unreasonable restrictions which would tend to keep away the investment of capital in electrical undertakings.

4. I am now directed to submit the following suggestions on the provisions of the Bill:—

Clause 2.—Definitions.—The Committee consider that the definitions (a) and [7] of "railway and tramway" should be more clearly expressed, and that there should be some distinction between a tramway running through the crowded streets of a city and a tram-

way running through sparsely-populated suburbs to outlying villages, and becoming in the latter respect a road railway, where it would be possible to run with fixed stopping stations and at a greate speed than is possible on a transway within the boundary of a city.

Clause 3 (2). —Supply of energy to the public or for traction to be licensed.—The Committee consider that the terms of this subclause are open to more than one interpretation, and they recommend that the wording should be made clearer.

Clause 4.1) n)—Grant and Revocation of Licenser.—The Committee consider that this sub-clause should be modified so that a local authority should be left to recroid its objections to any posal for an electrical undertaking rather than that its consult should be asked beforehand.

Clause 4 (1)  $|e\rangle_c$ . The Committee recommend the substitution of the following sub-clause in place of the clause in the draft Bill,

A Hoense under this Part shall prescribe that the licenses my not supply energy subject to a creater variation in the licenses my not supply energy subject to a creater variation in the licenses of the supplied at consumer's terminal under the licenses to be supplied at consumer's terminal under the licenses of the supplied at consumer's terminal under the licenses of the supplied of the licenses of the license

Clause 4 (2) (e).—The Committee recommend the deletion of this sub-clause, as it appears to them that its effect would be to stifle all enterprise and originality.

Clause 12 (2)—Provisions as to the opening and breaking up of streets, &c.—The Committee consider that some restrictions should be provided in this sub-clause in order to protect public buildings from being disfigured.

Clause 13'3).—Notice of new works.—The Committee suggest that a time limit should be fixed for the removal of any aërial line temporarily put up to make good a defect.

Claus 14' 1). Alteration of pipes wires, &c.—The Committee consider that somewhat too liberal powers are given to a license under this sub-clause They do not think that a licensee should have power to alter the position of any wires that might be thought to be in his way. This might be most dangerous to the public.

Clause 15 (1).—Laying of electric supply-lines, &c., near sewers, pipes or lorder electric supply lines or works.—The Committee suggest that in the 20th and 27th lines of this sub-clause the words "not less than forty-eight" be substituted for the words "not more than forty-eight, and not less than twenty-four hours" in order that the provisions of this sub-clause may be in conformity with the Bye-laws of the Municipal Corporation.

Clause 15 2).—The Committee suggest that provision should be made that any work executed under these provisions of this subclause should be efficiently supervised.

Clause 18 (1)—Aerial lines.—The Committee suggest the interior in the 6th line of this sub-clause after the word "has" of the words with the approval of the local authority. The Committee are of opinion that the local Government should first consult the local authority before intimating to a licensee approval of the system which be proposed to adopt.

The Committee further suggest the addition of the following words after the word "adopt" in the 8th line of this sub-clause, "and sark general approval on the part of the Local Government shall contain a clause setting forth the minimum temperature, more than the sub-clause of the strength of the clause of the strength of strength to the taken by trensee when calculating the quality and weight of wire required where the sub-clause and supports should have stays." The committee make this suggestion as they are strongly of opinion that some stipulatine should be made with regard to various points which a licensee should have been attributed in. It was creent accidents in Calculatine where the sub-clause of the sub-clause of

Clause 20 1).—Power for licensee to enter premises for as certaining energy consumed, or to remove fittings, &c.—The Committee suggest the following addition to this sub-clause:

(d). Ascertaining whether the conditions of Clause 24, second "proviso, have been duly complied with."

Clause 22.—Obligation on licensee to supply energy.—The committee do not think the proviso in this clause is stated with sufficient clearness if it means that no person with a private generating plant shall be entitled to demand a connection with the mains of the licensee in order to use the licensee's energy only in the event of accident to his own plant.

The Committee would suggest that

Clause 25. Discontinuance of supply to consumer neglecting to pay charge. The Committee consider that the powers given in this clause are somewhat too comprehensive, and would suggest of the following provise: "provided that in case of a dispute between consumer and herence as to the pressure of the energy supplied or the correctness of the bill of charges, the provisions of this clause shall not apply, pending the settlement of the difference of dispute under Clause 32. 7):

Class 29.—Notice of accidents to be sent to Local Government—The Committee suggest that a time limit of twenty-four bours should be fixed within which notices of any accidents, explosions, or fires should be given under this clause.

Clause in (a)—Power for Local Government to interfere in cases of defective works, &c.—The Committee suggest that this paragraph should be altered to read as follows:—

(a) that a licensee is supplying energy otherwise than in accordance with the provisions of his license or except in accordance with these provisions has partially any part of his circuit to be connected with earth; or Clause II.—Appointment of Electric Inspectors.—The Connutted of this clause are sufficient. They suggest that permanent Inspectors should be appointed, whose Albert School of the Connutted whose the superferdy attended to They think that something more were inspected where the connutted in They think that something more wanted than the appointment of computent persons to be Electric Inspectors on the application of any consumer or of a licensee.

Charac 32 d), -Meters.—The Committee suggest that a fee of ten rupees should be fixed to meet the expenses referred to in this sub-clause.

Clause 32 7)—The Committee Suggest the insertion of the words "as regards pressure and quantity" after the word "supply" in the 3rd line of this sub-clause, and the substitution of the words "value of such supply" in place of the word "matter" in the 7th line. These suggestions, if adopted, will make the sub-clause cleure and more definite.

Clare 33.—Power for Local Government to make Rules.— The Committee are strengly of opinion that as the rules under this clause would have a most important effect on the industry, they should not only be referred to an Advisory Board, but published for general criticism before being adopted.

Clause 33 25 d5. The Committee suggest the insertion of the word "torm" after the word "preparation" in this sub-clause.

Clause 35. Power for Governor-General in Council to make Rules. It is not quite clear to the Committee why it should be necessary for a Local Government to make rules under clause 33, and for the Governor-General in Council also to make rules under Clause 35. The Committee think it should be possible to issue one set of rules by the Governor-General in Council which should be applicable to the whole of India. They consider that these rules should, as suggested in connection with Clause 33 (I), be submitted to an Advisory Board hefore publication.

Clause 35 (2) b). The Committee suggest that the following sub-clause should be substituted in place of that in the Bill:

"Provide for the testing at various parts of the system of the regularity and sufficiency of the supply of energy by the licenses to consumers and for the free publication and examination of the records of such tests by consumers."

Clause 36 (2).—Further Provision as to Rules.—The Committee are of opinion that this sub-clause should provide for ample time for criticism of the rules published.

#### THE SCHEDULE.

Clause II (b)—Security for Execution of Works of Licenseen toon of the words "if any" after the word "sum" in the 9th line of this clause in order to enable security to be dispensed with if necessary.

Chance III.—Audit of Accounts of Licensee not being Local Authority.—The Committee consider that is is not necessary to make such ample provision for the auditing of the Accounts in view of the provisions of Clause II. The licensee should submit accounts duly addied by Chartered Accounts on Board of Trade form.

Clause X (I)—Requisition for supply to owners or occupiers in vicinity—The Committee are of opinion that the provisions of this clause would not be objectionable, provided an additional clause were inserted protecting consumers in the matter of the quality of light supplied by putting narrower limits on the pressure or voltage than were at present permissible under rules made by the Government of Bengal. It is suggested that the limits should be stated in the Act and not left to be provided for in the rules.

The Committee are of opinion that the words "or fails to keep hister in proper order" in the 8th line of the third proviso are objectionable, because it will be impossible for the average consumer to know whether his meter was or was not in proper order. This is, of course, a matter for Electricaus, and the Committee are, therefore, of opinion that these words as well as the subsequent words, ris., "or the meter is not kept in proper order," in the last line but one in this proviso, should both be deleted.

The Committee consider that the fourth provise should also stipulate that no unreasonable obstruction should be offered by the licensee in cases where installations are put up by persons other than beenee, and in case of any dispute arising out of this provise the matter should be settled by arbitration.

Clause XI—Supply for Public Lamps.—The Committee recommend the entire re-casting of this clause on the lines of clause X '1) of the Schedule. They consider that as the licensee will be put to considerable expenditure in carrying out the provisions of this clause, it is quite reasonable that there should be some guarantee that Government should take the supply of energy for at least two years as provided for in Clause X (1) of the Schedule

5. In conclusion, I am directed by the Committee of the Chamber to forward, for the information of Government, copy of the Report of a special Sub-Committee of experts which considered the special request of the Committee of the Chamber in the early part the year. This Sub-Committee considered the Bill at the produced by and the Report is an able and interesting document, though perhaps, dealing with the matter rather too much from the producer's point of view. The Committee of the Chamber have, however, found in this Report much with which they are able to agree and have inner metal to the recommendations in their present letter. The Committee, however, have not been able to agree with the Sub-Camber and the improved the produced several of the recommendations in their present letter. The Committee, however, have not been able to agree with the Sub-Camber and the produced of the present letter.

# BILL TO CONSOLIDATE AND AMEND THE LAW RELATING TO THE PROCEDURE OF THE COURTS OF CIVIL JUDICATURE.

# From Government of Bengal (JUDICIAL), to Chamber,

No. 2269-J.D.-DARJEELING, 22nd July, 1902.

I am directed to forward herewith a copy of a Bill to consolidate and amend the law relating to the Procedure of the Courts of Civil Judicature, together with Statement of Objects and Reasons, and to request that you will be so good as to favour the Lieutenant-Gorenor, as early as possible, with an expression of your opinion on the provisions of the Bill.

# From Chamber, to Government of Bengal (JUDICIAL).

No. 1437-1902.—CALCUTTA, 29th October, 1902.

I am now directed by the Committee of the Bengal Chamber of Commerce to acknowledge receipt of your letter No. 2269. J.D., of 22nd July, forwarding copy of a Bill to consolidate and amend the law relating to the Procedure of the Courts of Civil Judicature, to gether with the Statement of Objects and Reasons, and requesting the opinion of the Committee of the Chamber on the provisions of the Bill.

2. The Committee of the Chamber desire me respectfully to express their appreciation of the care and labour bestowed in drafting the Bill, and in the committee of the committee of the Bill, and in the recommentary on the numerous provisions of the Bill, for to do so well occurp month time, and they doubt if their views, as those of layon occurp month time, and they doubt a their views, as those of layon occurp month time, and they doubt anterial assistance in the revision. They desire rather to confine themselves to stating, as concisely as possible, their views on the following specific and connected matters.

3. The declared objects of the Bill are (1) to reconcile conflicting rulings, (2) to incorporate as much of the case law as commends itself for adoption, and (3) to give effect to such of the suggestions received by Government as appear to tend to improvement of procedure.

4. As regards the first of the declared objects, it appears to the Committee that the opportunity is offered by the amendment of the Code, but has no been taken in the drafting of the Bill, to reconcile the conflicting decisions of the High Courts (Bombay, Madras and Allahabad arrayed against Calcutta) on the question of the survival

of the cause of action or right of suit on the death of one of several partners plaintiffs in a suit. Sections 362 and 363 of the Code, as is proposed they shall be amended by the corresponding clauses in the Bill, provide, firstly, that where there are two or more plaintiffs or defendants, and any of them dies, and where the right to tills or detendants, and any or ment thes, and where the right to sue survives to the surviving plaintiff or plaintiffs alone, or against the surviving defendant or defendants alone, the Court shall cause an entry to that effect to be made on the record, and the suit shall proceed at the instance of the surviving plaintiff or plaintiffs, or against the surviving defendant or defendants; and, secondly, that where there are two or more plaintiffs' and any of them dies, and where the right to sue does not survive to the surviving plaintiff or plaintiffs alone, but survives to him or them and the legal representative of a deceased plaintiff jointly, the Court may cause the legal representative, if any, of the deceased plaintiff to be made a party, and shall thereupon cause an entry to that effect to be made on the record and proceed with the suit. These provisions must be read for the purnose of the present proposition with Section 45 of the Contract Act, which enacts, as regards the devolution of joint rights, that when a nerson had made a promise to two or more persons jointly, then, unless a contrary intention appears from the contract, the right to claim performance rests, as between him and them, with them during their joint lives, and after the death of any of them, with the repreden join aves, and arrest one years or any or enem, with the representative of such deceased person jointly with the survivor or survivors, and after the death of the last survivor, with the representatives of all jointly. Now the Calcutta High Court, in the case Ram Narain Nursing Dass 7:s, Ram Chunder Jankee Lall, I. L. R., 18 Calcutta, 86, held that in a suit by surviving partners for the recovery of a partnership debt which became due during the life of a deceased partner. the representatives of such deceased partner, having regard to Section 45 of the Contract Act, were necessary parties. This decision has been adhered to and is strictly regarded in practice in Calcutta. The Committee understand that the English law treats the cause of and the rights of the representative of the deceased partner as against the surviving partners as a matter of account inter se. The Bombay, Madras and Allahabad Courts have held to the contrary of the Calcutta decision. Vaidyanatha Ayyar vs. Chinnasami Naik, I. L. R., F Madras, 108; Gobind Prasad vs. Chunder Sekhar, I. L. R., 9 Allahabad, 186 in this case it was held that the effect of Section 45 of the Contract Act is to extend the English law to India); Debi Das vs. Nirpat, I. I., R., 20 Allahabad, 365; Motifall Bechardass vs. Ghellabha Hairiam, I. L. R., 17 Bombay, 6; and Aga Gulam Hossein vs. Sassoon, I. L. R., 21 Bombay, 412. The decision of the Calcutta Court occasions much difficulty and delay, and, as the Committee submit, unnecessary expense. Take as an instance, the illustration being based on actual occurrence, the case of a firm carrying on business at various places in India within the jurisdiction of the several Courts. Their transactions necessitate the institution of suits in the several Courts, and, while such suits are pending in different stages of progress, one of the partners in the firm dies. In the Calcutta Court and Courts subordinate to it or following its decisions the

5. The provisions of the Bill tend greatly to improvement of procedure, but the Committee with deference suggest that, notwithstanding the consideration the subject has evidently received and the exception made in regard to members of a partnership suing in accordance with provisions adapted from English rules, something might still be done towards further simplifying procedure by confining the formalities prescribed for the signature of plaints to the class of cases mentioned in the Note on Clauses 51 and 52, in which signature is held to be essential as affording a guarantee of the knowledge and privity of the party, and dispensing with such formalities in commercial causes and other causes which do not come within the description in the Note. The formalities in the verification of pleadings are "intended only to fasten upon an assignable person the penal liability for misstatement." The Committee are not aware if the formality of verification has been known to have had a deterrent effect on the unscrupulous litigant, and no instance has come to their knowledge where, in the course of the hearing of a suit the evidence has disclosed the falsity of a statement in a verified pleading, proceedings have been directed against the party in respect of the false statement. The verification is lightly regarded by the litigant and in practice, and it would seem to be of minor importance having regard to the facilities rightly afforded for the amendment of having regard to the facilities rightly another for the amendment of pleadings. The formalities referred to are a peculiarity of civil pro-cedure in Indian Courts. On this point the Committee desire to avail themselves of the following pertinent remark of the Solicitor to Government (the late Mr. R. L. Upton) in his letter to the Government of India, Home Department, No. 89, of the 31st January, 1894, on the subject of the compulsory registration of partnerships:-

"Speaking for myself, I should not at all object to see this system of signing and verifying pleadings by the parties considerably modified, find abolished, in all classes, the parties considerably party entry entry

Accepting the conclusion arrived at in the Note on Clauses 51 and 20 the Bill, the Committee nevertheless submit that the class of cases in connection with which it is thought expedient to retain the formalities should form the exception and not the rale, and that he recognition of the necessity for the retention of the formalities in a particular class of cases is not a sound reason for their retention in respect of cases of different classes in which they have been found impedimental.

6. Further, in regard to the institution of suits, the Committee notice certain additions to the particulars to be contained in plaints. Clause 50 1)  $c\epsilon$ ) of the Bill requires a specification of the age of each party, or a statement that he is an adult or minor, as the case may be. It would not be possible in the majority of cases to state the age of each party, and as to the seeming alternative, it would, it is submitted, be superfluous to describe a party as an adult. If a party is a minor, the object of the amendment would be gained by merely confining the specification to his minority. Again, in Clause 50-2) the amendment requires that where the subject matter of a suit is immoveable property and such property is identified by boundaries or by numbers in a record of settlement or survey the plaint shall specify such boundaries or numbers. This addition will involve preliminary search and enquiry and occasion expense and delay, and in the absence of an explanation of the necessity for such addition the advantage to be derived from it is not apparent. It would seem but to create an impediment in the way of the plaintiff.

The introduction into the Code of the rules of English procedure admitting of suits by or against firms and persons carrying on business in names other than their own was originally suggested in January 1893. The Government of Bengal in their letter No. 2853-Judicial, of the 24th July, 1894, requested the opinion of the Bengal Chamber of Commerce on the question whether legislation should boundertaken on the lines indicated in the original suggestion, and in reply the Committee stated that, in their opinion, the proposed legislation would be extremely beneficial, but they, at the same time, urged that it would only partially unitigate the evils which the mercantile community suffered in the absence of legislation for the compulsory registration of partnerships which the Committee had advocated. The Committee anxiously await the adoption of the rules embodied in Chapter 32-A of the Bill and the result of their workmg in actual practice, but, notwithstanding the assimilation with present linglish procedure and the tentative adaptation in Clause 268-G of the provisions of Section 23 of the English Partnership Act, 1890, the Committee consider their object will not be fully attained, and that they are justified by circumstances in still urging the necessity for further legislation in regard to the compulsory registration of partnerships.

Apparently the question of the application of the above menbined provisions to joint family businesses or family trading partnerships depends on the fine distinction whether the business is ancestral and confusing exclusively of members of the joint family ad conducted with ancestral funds, or whether the members of the family are in reality partners in the ordinary sense. The Calcutz High Court has held, L. L. R., 6 (cal., 826, that where a joint family, or any members of it, carry on trade in partnership, and contract with the public in the course of that trade, their position is the same as other traders, and they are bound by the same rules as any other partnership. And communities are not in a position to offer any opinion on this intrication of the provision but they trust that the difficulty which is regarded as exesting will be overcome as to the application of the provisions of Clusch 180. At 0 F, for it was as much in regard to native firms, whether consisting of co-sharers or co-partners, as to other firms that the adoption of the English procedure was suggested.

7. Chapter XX of the Code relating to insolvency has been entirely recast, and the provisions in the corresponding chapter of the Bill accepted as practically new. The sections of the Code relate insolvent judgment-debtors, and it is now proposed to insolvent procedure applicable not only to judgment-debtors, but enabling persons in insolvent circumstances to obtain relief and admitting of hostile adjudication; in theory a potential procedure. In the endeavour to attain this object an attempt has been made to blend such of the provisions of the case are retained with those of the Punjab Law Act, 1872, and the control of the control of the Code as are retained with those of the Punjab Law Act, 1872, and the control of the Computer of the Code and the Code and

For years past the present procedure in insolvency, even in the Presidency Towns where the Statute 11 and 12 Vic., Chap. 21 (1848) is still in force, has been regarded as most unsuited to modern requirements and conditions and greatly in need of reform. The necessity for the adoption of a reformed procedure has been often pressed, but no reform has been as yet attempted owing, as the Committee believe, partly to the constant changes in Bankruptcy procedure in England and the want of a solid foundation on which to operate, and partly to the magnitude of the undertaking. The necessity is continuing and increasing, and the Committee feel that in the public interests, and particularly in the interests of the trading community, the desired amendment of the law should not be longer delayed. The Committee observe with some disappointment that no indication of any intended amendment of the law is put forward on the present occasion, and that the only reference to the present insolvency procedure under the Statute of 1848 is that on the whole it is considerably preferable to leave entirely to statute law the insolvency jurisdiction exercised in the Presidency Towns and in Ran-

The Committee consider that they cannot too earnestly deprecate any attempt to include an insolvency procedure amongst the provisions of the Code of Civil Procedure. In their opinion a complete insolvency procedure is a matter of far too important and comprehensive a character to be disposed of in so compendious a manner. The effect of the provisions of the Bill will be to create a procedure for the Mofussil, while a different procedure obtains in the Presidency Towns. The Committee submit that the procedure in England is now sufficiently settled for the purpose, and that what is required is that such procedure should be taken as the basis of operation, and that the Indian procedure should, as nearly as altered circumstances will admit, be assimilated to it, and in order to avoid conflict and confusion, there should be a separate and single enaetment applicable, with or without exception or modification as regards special local areas, to the whole of British India. The Committee feel assured that nothing short of this will be sufficient or satisfactory. With this object Chapter XX of the Code should be allowed to remain to be repealed by the separate enactment.

### DOUBLE RECORD SYSTEM OF EVIDENCE.

# From European and Anglo-Indian Defence Association, to Chamber.

No. 1053.—CALCUTTA, 21st July, 1902.

My Council would be glad to know your Committee's views on the following matter.

the The Gaeette of the United Provinces of Agra and Oudh of the Tht May last publishes a Resolution of the Government of those Provinces, dated 10th idem, directing a return to the double record system of evidence, which had been suspended for some years.

This system consists in a vernacular record being taken by a clerk as the evidence is being given in Criminal Courts, in addition to the notes taken by the trying officer, Judge or Magistrate, as the case may be.

The advantage of the system consists briefly in its affording an Applelate Court, both 1) a fuller record of the evidence actually given in a Court of first instance, and 2) also a means of estimating the value of the original trying officer's understanding of the evidence given before him.

My Council have no doubt in their own mind of the great advantage of such a system; and it has occurred to them that, if after a trial of the single record system in the United Provinces—which may now be held to have failed there—a return has been ordered to the former and more advantageous system of the double record, there seems to be no reason why an arrangement, which has been found to be advantageous, should be confined to the United Provinces, and should not be extended to Bengal, or, for that matter, any other province where it may not already exist. The Council will be glad to be favoured with your Committee's opinion on this

# From Chamber, to European and Anglo-Indian Defence Association.

No. 1063-1902.—Calcutta, 28th July, 1902.

I am directed by the Committee of the Bengal Chamber of Commerce to acknowledge receipt of your letter No. 1053 of 21st July, 1902, drawing their attention to a Resolution, dated 10th May of the Government of the United Provinces of Agra and Outh,

directing a return to the double record system of evidence, which had been suspended for some years.

You ask in your letter for the opinion of the Committee on the advisability of endeavouring to get a return to the same system extended to the Courts of Bengal and any other Provinces where it may not, at present, exist.

I am directed to say that after a careful consideration of this matter, the Committee of the Chamber are not prepared to support any movement in the direction indicated, as it would appear that the proposed procedure would tend to lengthen the bearing of cases.

# From Chamber, to Government of India (LEGISLATIVE).

No. 1555-1902. -- CALCUTTA, 21st November, 1902.

The attention of the Committee of the Bengal Chamber of Commerce has been recently drawn to the necessity which exists for the amendment of the law bearing on the registration of mortgages. The question arose in connection with a case in which at a meeting of Debenture-holders an enquiry was made as to a large sum entered in the Accounts of the Trustees for expenses incurred in litigation regarding the Trust property. It was explained by the Solicitors to the Trust in question that the sum mentioned was paid to a mortgagee who held a mortgage deed prior in date to the Trust mortgage, though subsequently registered, but within the prescribed time of four months. This was made the subject of a lawsuit, and the Committee understand that the Court held the prior mortgagee being able to show that consideration passed at the time of execution) that the mortgage took effect from the date of execution and in preference to the Trust mortgage, even though the latter had been first registered.

- 2. It appears to the Committee that this is a highly unsatisfactory state of matters, the law lending itself, as it apparently easily does, to deliberate fraud and utterly failing to protect bond fide lenders who advance their money in reliance on there being no prior encumbrances entered on the Register. In other countries where registration is compulsory the Committee understand that priority is given to mortgages according to date of registration, so that a search in the Register will disclose all burdens. It appears to have been the impression of a good many people that this was the law also in this country. Evidently, however, this is not the case, and the Indian law, as it stands, makes it dangerous for any one to pay money on a mortgage until four months after the same has been registered and the Register is clear. Even after the four months have expired it is apparently possible that the deed could be registered under section 24 of the Registration Act, 1877.

  - 3. Section 47 of the Registration Act, 1877, is as follows:-"A registered document shall operate from the time from which it would have commenced to operate if no registration thereof had been required or made, and not from the time of its execution."

Section 48 of the Transfer of Property Act is as follows:-"When a person purports to create by transfer at different times rights in or over the same immoveable properly. and such rights cannot all exist or be exercised to their full extent together, each later right created shall, in

the absence of a special contract or reservation binding the earlier transferees, he subject to the rights previous-

In the case of Santayan vs. Narayan, Indian Law Reports, 84 Bombay, 182, it was held that where a conflict arises between two pounds, the hard heart and the date of execution and not the date of registration which determines the question of precedence

With the sections quoted above there should be read section 78 of the Transfer of Property Act, which is as follows:

"Where through the fraud, misrepresentation or gross neglect of a prior mortgagee, another person has been induced to advance money on the security of the mortgaged property, the prior mortgagee shall be postponed to the subsequent mortgagee,"

This section affords considerable protection to mortgagees, for, in the majority of cases, there are title deeds relating to land which are naturally called for by a mortgagee and retained by him, and as it has been held in a Madras case that the conduct of the mortgagee in leaving title deeds with the mortgagor amounted to "gross neglect" within the meaning of section 78, apart from any imputation of fraud, a mortgagee does not, in the majority of cases, run much risk of his registered instrument being overridden by a previously executed but unregistered deed

The fact, however, remains that such cases do occur, where no fraud or misrepresentation or gross neglect can be proved, and in the case of hereditary estates it is by no means uncommon for no title deeds to exist, and a mortgagee thus loses the protection which the production and handing to him of the title deeds affords.

The result is that the records of the Registry Office cannot be relied on as recording all instruments affecting a property so as to protect a mortgagee against a previously executed but unregistered document, and a bond fide mortgagee who has taken all proper precattions and made the usual searches and who holds a registered deed, may find himself ousted by a deed of prior date, but unregistered, of which he could not by any enquiries have made himself aware

It must be noted that no deed can be registered after four months from the date of execution, except under certain circumstances, when it may be extended to eight months.

4. According to English Law, Registration of Deeds is not generally compulsory, though it is being gradually made compulsory and has for many years been compulsory in Middlesex and Yorkshire.

The Middlesex Registry Act '7 Anne, Chap. 20) purports to render any deed affecting the legal or equitable estate void as against a purchaser or mortgagee claiming under an instrument of an earlier date of registration, and at law mere priority of registration absolutely determined the right to the property as between parties claiming under adverse registered instruments purporting to pass the legal estate.

This has been to a certain extent modified by the Courts, which hold that registration is no protection against an unregistered assurance of which the party claiming under the registered instrument has notice prior to the completion of his purchase or security, but it has also been held that a purchaser advancing his money and taking a conveyance without notice of a prior deed unregistered or only impercely registered might, upon acquiring notice of it, register his own deed and so gain priority.

But a purchaser or mortgagee who at the date of conveyance and mortgage his notice of a prior unregistered instrument does not acquire priority by registering his own deed, the policy of the Acts being to protect parties against charges of which they had no notice and not against those which were known to them.

The Middlesex Registration law as modified by the Courts seems fair and reasonable, and gives effect to not of the chief objects of registration, to protect bond hide purchasers and lenders from fraudulent and secret conveyances and mortgages. The law in India does not at present effect this.

The Yorkshire Registration Act, 1881 and 1885 (section 14), contains provisions which make registration the absolute test of priority and expressly abolishes the old equitable rule which prevailed under the former Acts, that registration was no protection against unregistered assurances of which the party claiming under the registered assurance had notice at the date of completing his purchase or security.

5. The Committee think it would be an undoubted advantage to all persons having dealings with land, whether as purchasers or lenders done, if the present law in India were altered, and I am directed to suggest that the Government of India stder their early consideration, with a view to making such matter into their early consideration, with a view to making such that the presentation of the Registration Act and the Transfer of Property Act as may be necessary, to provide that presentation for registration and not execution shall in all cases in which registration is compulsory, give priority to deeds.

### UNIFIED REVENUE AND POSTAL STAMP.

### From Chamber, to Calcutta Trades Association.

No. 1279-1902. - CALCUTTA, 15th September, 1902.

I am directed by the Committee of the Bengal Chamber of Commerce to enquire whether you have received any further letter from the Director General of the Post Office of India in continuation of his letter No. 7.8 of 12th August, 1901, in which be stated that the proposal for a unified Stamp for the payment of Stamp Duty on receipts as well as for postage should be introduced, should receives his best consideration, and would be placed again before Government. If you have received any further communication, the Commitee would be obliged if you would let them know its purport, and whether there is any prospect of the proposal being adouted.

### From Calcutta Trades Association, to Chamber.

Calcutta, 15th September, 1902.

Unified Revenue and Postal Stamp.

In answer to your enquiry, I beg to state that the letter addressed to us by the Director-General of the Post Office on the 12th August, 1901, is the last that we have received from him on the above question.

# From Chamber, to Calcutta Trades Association.

No. 1291-1902. -- CALCUTTA, 18th September, 1902.

Unified Revenue and Postal Stamp.

I am much obliged by your letter of 15th instant, replying to min of same date in connection with the above matter. The reason I made the enquiry was that the Committee of the Chamber have been asked to take the matter up themselves. As however, your Association are dealing with it, they do not propose to take any action at present, pending the result of your representation.

The Committee suggest, however, that as the reply you received from the Director General of the Post Office in August, 1901, was favourable up to a certain point and contained a promise that the pro-

posal should receive his best consideration and would be laid again before Government, you should press for a further reply in order to ascertain what the views of the Government of India ne upon the question, which appears to the Committee one that should be dealt with by Government.

# From Calcutta Trades Association, to Chamber.

Calcutta, 24th September, 1902.

Unified Revenue and Postal Stamp.

With reference to your letter of the 18th instant, I have, as suggested by you, addressed the Director-General of the Post Office, and asked into let us know as early as possible the result of his reply will be sent to you as soon as I receive it.

of his reply will be sent to you as soon as I receive it.

### From Calcutta Trades Association, to Chamber.

CALCUTTA, 17th December, 1902.

Unified Revenue and Postal Stamp.

With reference to your letters of the 15th and 18th September, 1902, I forward herewith copy of a letter received yesterday from the Director-General of the Post Office on the above question. The Committee of the Trades Association will be much obliged if the Committee of the Chamber will favour them with an expression of opinion on the points referred to in the Director-General's letter.

From—The Director-General of the Post Office of India, To—The Secretary to the Calcutta Trades Association.

No. 294-St.—Calcutta, 16th September, 1902.

- I have the honour to acknowledge the receipt of your letter, dated the 9th instant, inviting my attention to the correspondence regarding the proposal for a unified stamp for revenue and postal purposes.
- 2. I regret that I am not yet in the position to inform your Association that a conclusion has been arrived at in accordance with the desire expressed by its Committee. First Committee The before the time (1882), when the matter first came before your Association, it has been

continually before the Post Office, and has never ceased to receive attention. As your Committee is aware, the adoption of the proposal has inhereto been held to necessitate the prohibition of the common reactive of unreling postage labels with a pien, in order that a cancelled stamp taken from a receipt may not be used again as postage; and the prohibition of the practice mentioned cannot, I am bound to say, be regarded by the Post Office south a minor matter as it appears to your Committee to be, judging from the penultimate paragraph of your letter of the 21st postage and other public bodies but the difficulty in dealing with the matter with 1 am confident, be appreciated by your Committee when the following extracts are read from the opinions expressed by one of the postage of the posta

"The opinions of Chambers of Commerce, Banks, Wholesale Firms Trading Associations and Municipal Corporations are not really those of the highest value on the puestion of pen-marking. As creporate bodies they formerly used right sames, and they now have a perfect substitute in the perforating machine. The same remark applies to retail firms, except in so the sate by have considered the circumstances and interests of their circumstances and of marking to make their opinions of much such circumstances and do generally avail themselves of safeguards not open to the general public. Their letters can be posted by trustworthy messengers, or they can use, against their private accounts, the marked stamps of their firms.

"The opinions entitled to most consideration on the question of pen-marking are those of private individuals and others who live and carry on their private correspondence away from their offices and houses of business. These opinions have found expression in letters to the press, and also in some of the replies of the public bodies and associations consulted. The position here is not the same as in the United Kingdom. Letter-boxes i.e., pillar and wall boxes) are not so close to each man's house in India as in England, and there is not much confidence in their regular clearance, except in the Presidency towns. It is not ordinarily practicable in India as it is in Europe for writers to post their own letters or to send them by trustworthy messengers. The stamp on a single foreign letter or on two or three inland letters is often equal to a day's pay of an Indian servant or messenger, and the temptation of an undefaced stamp is thus very great. Defaced stamps -even if defaced only by a line -are palpably stolen property, and although they may be sold and used they will only be bought at a low price and as stolen goods. Undefaced stamps could be freely sold, not only to stamp vendors outside the post office, but to clerks inside the post office. Also in post offices in the interior, the temptation to a stamper or clerk to secretly take away a few letters will be immensely increased if there be a rule prohibiting pen-marking, for he will know that all the stamps will be clean. Now out of a dozen postage stamps on unembosed covers there may be only one, or not even one, that does not bear on its face evidence that may convict the thief. To our letter-box postman, too, the temptation to dishonesty will be enomously increased. In my opinion the danger of fraud through the concealment of a postal obligation by a pen-mark is nothing in comparison with the evils that would follow from all postage stamps on articles not posted by corporations or firms which will commonly bear perforations) being perfectly clean until they reach the stamping-table. A very large number, I fear, would not reach the stamping-table as

"In another respect too the position as regards a unified stamp is not the same as in the United Kingdom. There two or more stamps may be used to denote any duty, but practically the stamp in universal use for both postage and revenue purposes is the penny stamp. Here the half-anna stamp is in every one's hand prostage, whereas the revenue stamp most needed is the one-anna stamp, which few people keep in stock. Two half-anna stamps could be used for revenue purpose, but the convenience and saving would not be quite as in England.

"During my recent tours many people have spoken to me on the subject, and the general feeling is that the number of letter stolen before being posted would be very large, and that the defaction of the subject of the stolen before being posted would be very large, and that the defact by chaptaris and other can inkelefaced stamp, but when a happasis takes a lot of such state an inkelefaced stamp, but when a happasis takes a lot of such state for such stamp vendor has however, and the stamp state is sufficient to the their is very slight to be sufficient to the stamp state of the stamp which is the temptation to the therefore the support of the stamps were clean and unmarked. The mofussit public opinion seems to be that the advantage of having a common postage and receipt stamp would not balance the disadvantage of not being able to initial or mark a postage stamp.

3. As I have already said, the matter is not yet closed; and if with reference to this letter, your Committee should favour me with any further remarks or suggestions, they will, the Committee may be assured, receive the most careful consideration. The desire of the Post Office in this matter is to meet the wish of your Association, if that is possible with due regard for other interests.

# From Chamber, to Calcutta Trades Association.

No. 76-1903.—CALCUTTA, 15th January, 1903.

Unified Revenue and Postal Stamp.

I am directed by the Committee of the Bengal Chamber of Commerce to acknowledge receipt of your letter of 17th December, 1902, enclosing copy of a letter of 16th December, from the Director-General of the Post Office of India, dealing in detail with the difficulties

in the way of introducing a unified revenue and postal stamp such as that in use in the United Kingdom.

I am desired by the Committee to convey to the Committee of your Association their best thanks for placing copy of this important letter disposal. The reasons which have been assigned by the Director of a constant the committee to the constant the committee to be somet and substantial, and in their opinion the time has not yet arrived for the introduction of the proposal reform

### From Chamber, to Government of Bengal (JUDICIAL).

No. 1283-1902.—CALCUTTA, 16th September, 1902.

The attention of the Committee of the Bengal Chamber of Commerce has been recently drawn by a number of leading firms, nembers of the Chamber, to the provisions of section 39 of the Presidency Small Cause Court Act, 1882, and the injurious consequence which result to plaintiffs in commercial suits in the Small Cause Court owing to the unfair advantage taken of the provisions of the section by defendants.

- 2. The section enacts that in any suit instituted in a Presidency Small Cause Court, in which the amount or value of the subject matter exceeds Rs. 1,000, the defendant, or any one of the defendants, may, at a stage and within a time prescribed, apply ex-parte, on an affidavit setting forth the facts on which he relies for his defence, to a Judge of the High Court for an order removing the suit into the High Court. The section declares that the defendant shall be entitled to such order as of right, unless the Judge is of opinion that the application has been made solely for the purposes of delay. The section was introduced by the amending Act I of 1895. From the abstracts of the proceedings of the Legislative Council, as published in the Gazette of India, the Committee gather that the subject matter so introduced was for several years under discussion, and that the Government had eventually to decide upon the adoption of one of three separate propositions in regard to the limitation of the jurisdiction of the Presidency Small Cause Courts, namely-
  - That the jurisdiction of such Courts should be confined to suits in which the amount or value of the subject matter should not exceed Rs. 1,000, and that there should be no right of appeal;
  - That the limit of the jurisdiction should be fixed at Rs. 2,000, the parties having a right of appeal in suits the amount or value of the subject matter of which should be between Rs. 1,000 and Rs. 2,000.
  - That the limit of the jurisdiction should be fixed at Rs. 2,000, and instead of a right of appeal in cases between Rs. 1,000 and Rs. 2,000 as proposed, defendants should have an absolute right to remove such cases to the High Court.

 At the Council Meeting on the 15th March, 1893, the then Legal Member of Council asked for leave to postpone his motion SECTION 39 OF PRESIDENCY SMALL CAUSE COURT ACT, 1882. 163

that the Bill be referred to a Select Committee, and in the course of his remarks, said -

"But on the other question I am perfectly clear, that there is no Judge living, from the Lord Chancellor of Great Britain downwards, who ought to be entrusted with authority to decide a question involving Rs. 2,000 without an appeal. Whether the matter should be settled by restricting the jurisdiction to Rs. 1,000, or by giving, as the Bill proposes, an appeal in cases of value between Rs. 1,000 and Rs. 2,000, or, in the manner I have suggested, by giving concurrent jurisdiction in cases between Rs. 1,000 and Rs. 2,000, allowing the defendant an absolute right to remove such cases into the High Court if he pleases, and barring him of any appeal if he chooses to consent to the case remaining in the Small Cause Court. Any of these solutions of the question I would be willing to assent to. But to leave a Court with power to dispose of cases involving £150 or thereabouts in value in a single hearing and at the discretion of a single man I consider would amount to a failure of justice?

The Bill was again before the Council on the 4th January, 1894. On this occasion the Legal Member referred to section 39 as the one which had given rise to the largest amount of difference of opinion,

"Now the Bill proposes to.....provide.....that any suit in which the subject matter is of less value than Rs. L000 shall be concluded in the Small Cause Court without going to the High Court at all, and that any decree in which the subject matter exceeds Rs. 1,000 shall be subject to an ordinary appeal. I find that there are no less than three different views on this. I think that the view of the majority is that the best course would be to restrict the jurisdiction of the Small Cause Court to suits the subject matter of which does not exceed Rs. 1,000, and thereupon to get out of all difficulty. If that view is taken, although I do not think it the best, I would not quarrel with it. Another view is to retain the present procedure, only enabling the defendant, in any case in which a suit is brought for more than Rs. 1,000, to remove it into the High Court. This is a somewhat cumbrous proceeding, and though I myself have no objection whatever to concurrent jurisdiction in different Courts, it is contrary to the scheme and to the spirit of the Indian legislation in these matters, and I doubt whether it would be as desirable as limiting the jurisdiction of the Court altogether. Still it might be found a workable modus vivendi having regard to the fact that there is so much difference of opinion in different localities on the question of limit."

The Committee have given the above quotations as affording an insight into the history of the section, and as showing that from suggesting the procedure afterwise embodied in the section, and advocating it, the Legal Member passed to recommending it of compromise, and that, as such, it was ultimately, on the report of the Select Committee, adopted by the Legislature as creating concurred jurisdiction in the Courts in suits between Rs. 1,000 and Rs. 2,000 in preference to a right of appear.

4. "Concurrent jurisdiction" is authoritatively defined as "the E. Concurrent jurisdiction is authoritatively defined as use jurisdiction of several different tribunals, both authorised to deal with the same subject matter at the choice of the suitor," that is, of the plaintiff. In selecting the High Court as the tribunal and instituting his suit originally in that Court, the plaintiff is at a disadvantage, for in regard to a claim for an amount between Rs. 1,000 and Rs. 2,000, he runs the risk (see section 22 of the Act of 1882) of being deprived of his costs of suit, should he, as the result of the hearing, in the case of a suit founded on contract, obtain a decree for a sum less than Rs. 1,000. If his suit is dismissed, the plaintiff has to pay the defendant's costs as between attorney and client True, section 22 contains a provision that it shall not have application to a suit in which the Judge certifies that it is one fit to be brought in the High Court, but in electing to sue originally in the High Court the plaintiff proceeds at the hazard of the certificate being refused, and there is no definition of fitness in this connection to guide a plaintiff in his election. The plaintiff may be influenced by the greater economy and expedition attending proceedings in the Small Cause Court, as compared with proceedings in the High Court, to exercise his right of election to proceed in the Small Cause Court, or he may be prevented by considerations as to costs to which we have referred from instituting his suit originally in the High Court, yet, under the section, his suit may be compulsorily removed to the High Court against his will and to his detriment in the greater expense and delay which proceedings in the High Court entail. The pense and delay which proceedings in the riight court entail. The provisions of the section involve this anomaly, that while the selection of the table of table of the table of t tion of the tribunal in the concurrent jurisdiction is at the option of the plaintiff, he may be arbitrarily deprived of the advantage and benefit of his election by the application of the defendant for an

5. As will have been seen from the above extracts, the Legal Member of Council, after deliberation, was led to characterise the contrary as a cumbrous proceeding and concurrent jurisdiction as Committee or cutter, in all respect, to aggest that the effect of the provision of the section is to render gualory the right recognised principle of concurrent jurisdiction in few in and attendant on the confer on the deep concurrent jurisdiction in few in and attendant on the confer on the defendant a right of an opprosing character not prehappy desire feed feed as existing, without any exacon beyond the unsaftions. The Conference of the confe

current jurisdiction be countenanced, the principle of concurrent jurisdiction, which admits of no such removal, is lost. The comprosing embodied in section 39 was most unfortunate and the provisions of the section are pernicious in their operation.

6. The section requires the application to be made to a Judge, and, in the words " unless the Judge is of opinion that the application has been made solely for the purposes of delay " contemplates that the application shall be considered by the Judge, but, as we are informed, in practice such applications are treated as matters of course. The right to an order of removal is not made dependent on the nature of the case or upon any justifying grounds or a good defence on the merits being disclosed in the applicant's affidavit. All that the applicant is required to do by the section is to set forth in his affidavit the facts on which he relies for his defence that the affidavit may thereafter be treated as his written statement in the suit. A weak or bad defence may be suggestive of an intention to delay, but this possibility is of course foreseen and the affidavit is prepared to meet it, and is made to contain the positive statement that the application is made in good faith and not for the purposes of delay. It is difficult to imagine how, under such circumstances, the Judge can come to a conclusion that the application is made for purposes of delay. To do so he would be driven to disregard the positive statement on oath of the applicant to the contrary and in a measure to prejudge the case. The conclusion, under such circumstances, is the outcome of prejudice. Thus the safeguard, such as it is, suggested by the section is abortive and the right is absolute.

As a deterrent against abuse of its provisions the section provides that it shall be hawful for the Judge, if he shall think fit, to require the applicant to give security to a reasonable amount for the payment of any costs which may become payable by him to the Jantiff. Enquiry has been made, and in no instance that we are aware of has this provision been enforced.

To Section 40 of the Act directs that, when a suit has been reasonal under section 39, it shall be heard and disposed of by the light count in the exercise of its original jurisdiction as it has been originally instituted in that Court. No precedence is gift had the section of the section o

As to the High Court the condition of things is such that no defendant against whom there exists a claim, other than a claim (on a negotiable instruction, or a liquidated claim, or a claim which is expable of being best returned as a commercial cause) for which precedence can be claimed, as at a claim country, in many cases, having exhausted the plained, or the control of the co

Court is becoming so also of proceedings in the Small Cause Court in regard to items exceeding Rs. 1,000 owing to the removal of cases to swell the High Court list of arrears.

8. The Committee are reliably informed that removals, under the section, are increasing in frequency. Plantiffs will continue to institute suits in the Small Cause Court with a view to speedy decision and in the hope that defendants may research to the right of removal, but as the removals increase in frequency matters will rapidly approach the development when the Rouall Cause Court will have so degenerated as no longer in practical being the removal in the removals increase in which a large and the subject matter is between Rs. 1,000 and Rs. 2,000. The will in subject matter is between Rs. 1,000 and Rs. 2,000. The will in effect, be a return to the old order of things, under which are discitlined in the characteristic of the Court was limited to Rs. 1,000, the very state the law which the Act of 1855 was intended to amend and the recurrence to which the compromise embodied in section 30 was designed supersely to prevent.

The encouragement given to defaulting buyers and debtors to defer the discharge of their liabilities and the facilities afforded by the section for so doing, are most preputedical to the interests of importers and of all others who may have the misfortune to become plaintiffs in Small Cause Court suits for claims above Rs. 1,000. Absurd as it may seem, it is undoubtedly a fact that removals are obtained, for instance, in suits on negotiable instruments, in suits for liquidated claims and simple debts, and forsooth, in suits by the Corporation of Calcutta for arrears of Municipal rates, Indeed, any suit the subject matter of which exceeds Rs. 1,000 in amount or value, regardless of the nature or simplicity of the cause of action may be removed, and generally speaking, the weaker his defence and his financial position the greater is the indicement to a defendant to avail himself of the right of removal. But for its gravity the position would be ridiculous.

- 9. 1 am instructed by the Committee of the Chamber to suggest that the question as to the limitation of the jurisdiction of the Presidency Small Cause Court should be re-opened with a view to securing the much-needed alteration to the statisting law. The working of a section 39 is manifestly attended with the complete of this section as a "workshile part of the provisions of this section as a "workshile part of the section as of a tentative measure or temporary arrangement pending the self-ment of conflicting propositions stands condemned after what has been now written. Seven years have clapsed since the Act of 185 came into force, and the Committee have not been able to ascertain that anything has yet been done towards arriving at a conclusion of the propositions which have been held in suspense.
- 10. The Committee of the Chamber would now respectfully strong the suggestion by way of solution of the difficulty. It appears from the proceedings of the Legislative Condition which reference has been made, that during the period the Bill was under discussion many expressions of opinion were received as to the pecuniary limit to be placed upon the jurisdiction of the Presidency Small Cause

Courts. From the above quoted remarks of the then Legal Member of Council it appears that the majority of those who expressed their views were in favour of the former limit of Rs. 1,000 being retained without any right of appeal, while the minority were in favour of the proposition, contained in the Bill itself, that the limit should be fixed at Rs. 2,000 with a right of appeal in cases between Rs. 1,000 and Rs. 2,000 in amount or value. The latter limit was adopted, and regarding it as preferable in the public interests, and accepting with approval the view expressed by the Legal Member of Council that to leave a Court with power to dispose of cases between Rs. 1,000 and Rs 2,000 in a single hearing would amount to a failure of justice, the Committee submit that section 39 and connected provisions should be repealed, and that a right of appeal should be given in all cases in which the subject matter is between Rs. 1,000 and Rs. 2,000 in amount or value. Provision might be made for what is recognised in regard to other appeals, namely, that the filing of the appeal does not in itself, effect a stay of execution of the original decree, and that a defendant-appellant against whom execution has issued. may be required to deposit security for the amount of the decree, following in this respect the provisions of the Code of Civil Pro-

#### From Government of Bengal (Judicial), to Chamber.

No. 4169-L .- CALCUTTA, 5th November, 1902.

I am directed to acknowledge the receipt of your letter No. 1283-1902, dated the 16th September, 1902, in which the Chamber state that great hardship is caused to plaintiffs in commercial suits in the Small Cause Court owing to the unfair advantage taken by defendants of the provisions of section 39 of the Presidency Small Cause Courts Act, regarding the removal of suits, above Rs. 1,000 in value, from a Small Cause Court to the High Court, on the application of defendants. The Chamber are informed that the removals under this section are increasing in frequency, and they apprehend that the Small Cause Court will in practice shortly cease to be regarded as an independent tribunal for trial of cases in which the value of the subject matter is between Rs. 1,000 and Rs. 2,000, and that there will, in effect, be a return to the old order of things under which the jurisdiction of the Court was limited to Rs. 1,000. They suggest that this section and connected provisions may be repealed, and a right of appeal given in all cases in which the subject matter is between Rs. 1,000 and Rs. 2,000 in amount or value.

2. In reply, I am to invite the Chamber's attention to the following table, compiled from the High Court's Reports on the administration of Civil Justice in Bengal, showing the number of suits, above Rs. 1,000 in value, instituted in the Calcutta Small Cause Court, and

the number of such suits removed to the High Court, since the year 1895, when section 39 was introduced into the Act.

Year,	Number of suits above Rs. 1,000 in value, ins- tituted in the Calcutta Small Cause Court	Number	Remarks.
1895	458	11	Under sections 38 and 39 of the Presidency Small Cause Courts Act,
1896	484	11	1
1897	545	30	Under section 39 of the Act.
1698	423	25	
1899	456	25	
1900	405	36	Under sections 38 and 39 of the Act.
901	367	21	

It does not appear from the figures given above that there has been any great abuse of the provisions of section 39, or that the danger apprehended by the Chamber is a real and pressing one. The Government of Bengal are therefore not prepared to address the Government of India, unless the Chamber can furnish further proof of the immediate necessity of an alteration in the law.

### BILL TO FURTHER AMEND THE INDIAN PORTS ACT.

#### From Government of Bengal (MARINE), to Chamber.

No. 2020-Mnc. -CALCUTTA, 7th November, 1902.

I am directed to forward, for the information of the Chamber, teaches copy of a Bill to further amend the Indian Ports Act, 1888, with Statement of Objects and Reasons, and to ask that this Government may be favoured with an expression of the Chamber's opinion on the provisions of the Bill.

An early reply is requested.

#### From Chamber, to Government of Bengal (MARINE)

No. 58-1903. -CALCUTTA, 13th January, 1903.

I am directed by the Committee of the Bengal Chamber of Commere to acknowledge receipt of your letter No. 2020-Marine, of 7th Normher, 1962, forwarding copy of a Bill to further amend the ladian Forts Art, 1889, with Statement of Objects and Reasons, and of the Bill of expression of the Chamber's opinion on the provisions

- 2. The Committee note from the Statement of Objects and Reasons that the Bill aims at correcting three defects of a formal character which have been brought to notice in the working of the ladian Forts. Act. 1889. The correction of the first and third of these defects, as defined in the Statement of Objects and Reasons, it is self-evident, is desirable, and the Committee approve the proposals of Government without hesitation. The remaining alteration which it is proposed to make in the Bill requires somewhat closer and more careful consideration.
- 3. The alteration proposed to be made in the first entry in the fourth column of Part I of the first Schedule of the Act is in order to bring it into accordance with actual practice under which port dues are levied on coasting vessels entering the Port of Calcutta only once in 60 days. While the Committee quite agree that the existing exception of "Dhonies and country vessels" is not adapted to modern conditions, they have thought it as well to enquire whether Government are justified in bringing the Act into accordance with the existing practice.
- The fact that the Act in its present form provides, in the case of Chittagong, that both mail steamers and coasting vessels only

pay port dues once in 60 days, is in the view of the Committee an argument in favour of the alteration now proposed to be made by Geremment in connection with Calcutta, but the Committee have for the control of the c

"The Lieutenant-Governor does not think that the vessels of the British India Steam Navigation Company have any claim to pay less than the full port dues chargeable on all the properties of the properties of the properties of more than fair that they should not be charged with port dues oftener than once in 60 days, and that this rule should be under applicable to all vessels."

 $\tilde{\mathfrak{d}}_{i}$  . It will thus be seen that the concession to coasting steamers was sanctioned by Government no less than forty years ago; and if it had not been the intention of Government to continue the concession, there is little doubt that it would have been stopped when the Indian Ports Act of 1889 came into force, unless, as appears to have been the case, it was understood that "country vessels" included coasting steamers. That this was the interpretation intended to be placed upon the provisions of the Act is rendered more probable by placed upon the provisions of the Act is rendered more probable of the fact that the policy of making concessions to coasting vessels for the purpose of encouraging local trade is one which is almost universally followed in all the large ports of the United Kingdom and in Europe. The additional fact that the Bill has been introduced at the instance of the Port Commissioners, and that it does not involve the question of surrendering any income which the Port Trust is receiving, but merely legalises an authorised practice which has existed for forty years, has also had weight with the Committee Taking all the circumstances of the case into consideration, the Committee instruct me to say that they agree with all the provisions

# CUSTOMS.

#### RUSSO-PERSIAN TARIFF.

# From Chamber, to Government of India, (Foreign.)

No. 1164 -- 1902. - CALCUTTA, 19th August, 1902,

The attention of the Committee of the Bengal Chamber of Commerce has been drawn by a number of British Indian traders of Khorasan and Seistan, both European and Native, carrying on business at Meshed in Persia, to the question of the new Tariff which, at is understood, is now being negotiated between the Russian discrements. It has been pointed out that there is a daager of the Tariff being framed in such a nanner as to be projudical to British trade, and especially to that portion of it carried on between Indian and Persia.

2 The Committee are informed that the existing Persian Tariff is found to be generally equitable and fair to all countries trading with Persia and that there is a strong feeling against it being interfered with. Fears are expressed that undue preference will be given to Russing observer those produced in India, and that the following articles are likely to be unduly handkapped, viz. Tea, Indigo, Spices Yams, Coral, Leather and Leather Goods.

3. The Committee have been made aware, by the public telegrams, that the Government of India are in communication with the Secretary of State for India with regard to the negotiations said to be in progress in the direct state of India and they have no doubt that British interests will be fully safeguarded. They think as well, however, to communicate to Government the apprehensions which have been naturally felt on the part of the traders in Khorasan and Seistan.

# From Government of India (Foreign), to Chamber.

No. 1780-E. A .- SIMLA, 29th August, 1902.

I am directed to acknowledge the receipt of your letter No. 1164-1992, dated the 19th August, 1902, in which you bring to notice the apprehensions entertained by British Indian traders at Meshed, regarding the effect of the new Russo-Persian Tariff, which is now under regordation, upon Indian trade.

The Government of India have reason to believe that the question is receiving the careful consideration of His Majesty's Government, with the view of safeguarding British interests.

# From Chamber, to Government of India (FOREIGN.)

No. 1238 -1902, -- CALCUTTA, 3rd September, 1902.

- 1 have the honor to acknowledge receipt of your letter No. 1180-E.A., of 29th August, in reply to my letter No. 1164-1992 of 19th idea, with regard to the apprehensions entertained by British Indian traders in Khorasan and Seistan with regard to the effect upon Indian trade of the new Russo-Persian Tariff now being negotiated.
- 2. The Committee note that the Government of India have reason to believe that the question is receiving the careful consideration of His Majesty's Government, with the view of safeguarding British interests, and the Committee have noted this with satisfaction.
- 3. I am directed by the Committee to enquire whether any detailed information with regard to the provisions of the Tariff, and of the duties sought to be imposed by it, is available and can be placed at their disposal.

# From Government of India (Foreign), to Chamber.

No. 1926-E.—SIMIA, 17th September, 1902.

- l am directed to acknowledge the receipt of your letter No. 1288, 1902, dated the 3rd September, 1902, enquiring whether any detailed mornation with regard to the provisions of the new Russe-Persian Taciff, and of the duties sought to be imposed by it, can be furnished to the Bengal Chamber of Comment.
- The Government of India regret that they are not at present in a position to supply the required information

#### THE NEW CHINESE IMPORT TARIFF.

#### From Chamber, to all Members

CIR. No. 374-1902. "CALCUTTA, 11th September, 1902

The new Chinese Import Tarity,

MEMO. The following is published for the information of members of the Chamber:--

GOVERNMENT OF INDIA, FINANCE AND COMMERCE DEPARTMENT.

No. 1783-S.R., dated SIMLA, 5th September, 1902.

READ

Letter from Sir J. L. Mackay, His Britannic Majesty's Special Commissioner for the revision of the British Treaty of Commerce with China, Shanghai, dated the 31st July, 1902.

Ordered that a copy of the letter be forwarded to the Bengal, Bombay, Madras, Rangoon, Karachi and Upper India Chambers of Commerce, and to the Millowners' Association, Bombay.

Dated SHANGHAL /u/y 31st, 1902.

From Sir Jas. L. Mackay, K.C.I.E.,

To The SECRETARY to the Government of India, Finance and Commerce Department.

Referring to previous correspondence on the subject of the duty or cotton yarms in the New Chinese Import Tariff, I have now the bonour state that the duty has been fixed, with the approval of His Majest y. Government, at an uniform rate of 9½ mace per picul for all yars, Government, at an uniform rate of 9½ mace per picul for all yars, and the picul rate provided the picul was provided to the uniform rate of 9½ majest picul was pressed for strongly by the Chinese representatives picul was pressed for strongly by the Chinese representatives picul was pressed for strongly by the Government of Land Parit (Finance and Commerce Department No. 2166) that this duty will also meet the views of the Government of Inda.

I have also the honour to state, with reference to my telegram of the 22nd May last, inquiring as to the average values of Gunny Bags the 22nd May iast, inquiring as to the average values of Gunny Bags and Hessians exported from India to China, and to your reply thereto of the 28th May, that the duties on Gunny Bags and Hessians in the New Chinese Import Tariff have been fixed as follows:

T. M. C. C. Gunny Bags : New ... per 1,000 ... 4 2 5 0 Old ... 5% ad valorem. Hessians or ... per 1,000 yards Burlaps, all weights

 $2 \ 8 \ 5 \ 0$ I trust these duties will prove satisfactory to merchants in India.

# BRITISH IMPORT DUTY ON TEA

PROCEEDINGS of a PUBLIC MEETING of proprietors, direc-tors, shareholders, agents, managers and all interested in the tea industry, held in the rooms of the Bengal Chamber of Commerce on Wednesday, the 22nd January, 1902, to protest against the enhancement of the British Import Duty on Tea rumouved to be under the consideration of His Majesty's Consemble unge upon the Government of India the wital necessity of strong. ly opposing the placing of any further burden upon the Tea Industry.

#### Bresent:

THE HON. MR. M. C. TURNER-President, Bengal Chamber of Commerce, in the Chair.

Mr. H. S. Ashton (Chairman, Indian Tea Association) ... C. Greenway ... E. A. Chettle ... C. M. Pope Messrs. Shaw, Wallace & Co. J. R. Black S. B. Porter T. G. Evers W. McMonies ... Sir Patrick Playfair, Kt., C.I.E. ... Mr. J. W. Baker Barry & Co. " C. D. Mathews " E. Cable " W. B. Colville Bird & Co. " A. A. Apcar Apear & Co. Sir Allan Arthur, Kt. Ewing & Co. Mr. W. L. Thomas " C. R. Hills
" R. J. P. Thomas
" J. D. West .. J. Thomas & Co. " A. F. Bruce R. G. Bates I. E. Cubitt Geo. G. Anderson Lockhart Smith Williamson, Magor & Co. Thomas Watson " J. J. Watson Watson, Sibthorp & Co. D. Cruickshank n D. Cruickshank
The Hon. Mr. G. H. Sutherland
Mr. D. A. Campbell
...
G. Pickford .... Begg, Dunlop & Co.

M	r. T. Fraser	Chatered Bank of India, Aus-
	Geo. A. Ormiston	tralia and China.
	A. C. Lawrie	··· ( Manner 12 1
,,	H. B. Yuille	Messrs. Balmer, Lawrie & Co
,,	Norman McLeod	****
.,	C. J. Danby	McLeod & Co.
"	c. j. Danoj	The Planters' Stores & Agenc
	Chialass Trans	
**	Shirley Tremearne	Messers. W. H. Targett & Co.
"	C. C. Kilburn R. R. Toynbee	1 17:21 0 0
"	R. R. Loynbee	} " Kilburn & Co.
**	H. W. Sutcliffe	j
**	Charles E. Pickford	} Barlow & Co.
٠,	H. E. Roxby	)
••	E. A. Goward	
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,,	G. S. E. Colville	Gillanders, Arbuthnot &
	C. W. L. King	
,,	H. P. Campbell	L. King & Co.
	G. L. Smallwood	Skinner & Co.
	A. S. Lovelock	Pigott, Chapman & Co.
		··· " Lovelock & Legges
	E I Wallet	I. E. Thomson & Co. Li
		Delhi and London Bank, Ld.
	Labor D. Commission	
**	John E. A. Sissmore	Messes. Grindlay & Co.
"	John Martin	John Davis & Co.
**	R. H. A. Gresson	, Jardine, Skinner & Co.
"	W. S. Green	" Lipton, Ld.
**	W. T. Carter	)
**	W. C. Aldam	,
	E. A. Woodhouse	W. S. Cresswell & Co.
	H. Jones	)
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	J. G. Ballantyne	
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Mr. R. D. MacGregor  " J. D. Nimmo " A Tocher	Messis. Walter Duncan & Co., Glasgow. Duncan Brothers & Co., Calcutta. Duncan Roothers & Co.
T. McMorran T. Traill L.S. Fraser H. W. Boyd C. D. Inglis G. F. Norman Durrant W. W. Crowhurst A. C. S. Holmes M. Trevor W. R. T. Aiklen Geo. P. Harris James M. Petrie H. E. Olphert A. Matt S. J. Valetta D. King D. Donald McGregor A. W. Fris Groe, Fester Good-Fester Goo	Duncan Brothers & Co.  "Thomas Cook & Son. "Hoare, Miller & Co. "Kettlewell, Bullen & Co. "Smith, Ross & Co. "N. I. Valerta & Co. Bank of Calcuta, Ld. Misme Book of Simia. Messes, Bathgar & Co. "Thompson, Lehren & Co. "Thompson, Lehren & Co.
Mr. D. C. Russell. M. Begg. C. A. Stewart. A. J. F. Blair E. J. Buck H. St. John Jackson Ularles Judge E. C. Whitehead Babu S. C. Bannerjee. Mr. James Hutchinson Hugh Grant R. J. Reid. Babu M. Doss. Br. G. Sterel Mr. D. Sterel	Editor, "Englishman".  Reuter's Telegram Co., Ld., "Indian Gardening" & Planting. "Indian Planters Gazette."  Meenglas Tea Estate.  Messrs, Pierce, Leslie & Co., Ld., Malabar.  A. W. Figgis & Co.  The Commercial Union Assurance Co. Messrs, J. MacKillican & Co. Sinclair & Eck.

Thomas Cook & Son. Hoare, Miller & Co. Carritt & Co. Kettlewell, Bullen & Co. Blacker & Co. Smith, Ross & Co.

M. J. Valetta & Co.

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Thompson, Lehzen & Co. itor, "Englishman", uter's Telegram Co., Ld., udian Gardening" & Planting. dian Planters Gazette." nglas Tea Estate. srs. Pierce, Leslie & Co., Ld., Malabar. A. W. Figgis & Co. Commercial Union Assur-ance Co. rs. J. MacKillican & Co. Sinclair & Eck.

Mr. M. R. Quin.

Geo. Ward

J. E. Weston I. I. Brebner.

Babu Kamala Chund Mookerjee

In opening the proceedings, The Hon. Mr. M. C. Turner said: -Gentlemen, You are invited to attend this meeting to-day to protest in the clearest and most emphatic manner against the rumoured enhancement of the duty on tea imported into Great Britain. It is indeed a matter of great satisfaction that we have such a large and representative gathering to-day. It is palpable evidence of the great interest taken in this most important matter. It is evidence of your complete condemnation of the proposal that is likely to be made; and of your belief of the most injurious and prejudicial effect that any enhancement is likely to have on the great tea industry of India and Ceylon an industry, sound indeed in itself, but which has unfortunately been under a cloud of depression owing to unforescen and unexpected circumstances during the past few years. It may be argued that in thus meeting to-day we are acting somewhat prematurely; that we are acting only on a supposition that such a proposal as the enhancement of the duty may be made; that we are acting only on a letter which has appeared in the Times. But at the foot of that letter, gentlemen, appears the signature of that eminent economist, Sir R. Giffen; and that letter has been supported by a leading article in the Times. We cannot but think therefore that it was put out as a feeler to test public opinion in India on the subject. We also see from Reuter's telegram received to-day that a deputation of tea-growers in London will wait on the Chancellor of the Exchequer. This indicates, perhaps more clearly than anything we have heard yet, the probability that the suggested increase in taxation may be brought into effect. Now, it may be argued that an enhanced duty will have to be met by the consumers: that it will not fall on the producers. That is true to some extent, for the increased cost of tea may have to be borne by the consumer. But it will undoubtedly affect the producer in two ways. It will put an end to all the hopes that producers had of increasing the consumption of tea; and it will undoubtedly affect the price that producers will obtain for their tea. So that in two ways the enhancement of duty will certainly affect the producer's interests. And then again, it may be argued that India should rightly bear some portion of that heavy expenditure which has been incurred owing to the of that neavy expenditure which has been incurred owing to prolongation of the war in South Africa. Well, gentlemen, I do not imagine that we should for a moment grudge extra taxation. provided it was made applicable to all classes in India. What we object to is that a particular industry—an industry which already has more burdens than it can bear-should be fixed upon to contribute so largely to the increased national expenditure at home. It would be better for us to advocate a contribution by the Government of India towards the expenditure in South Africa. We have already shown our willingness to help by sending that gallant corps of Lumsden's Horse to South Africa, and I have no doubt that, if called upon to do so, we could send another corps. But if that is

impossible, the Government of India might suggest that they should defray a portion of the cost of the troops sent from India to South Africa. I think myself that some such suggestion should be made, because we see how splendidly the Colonies have been helping the mother country; and it is only right that India should do something of the same sort. But we must protest, and protest most strongly, against this enhancement of the duty upon tea. Applause.)

The following telegrams were then read by Mr. Turner. namely:

From the Secretary, Ceylon Chamber of Commerce,- "Many thanks your telegram eighteenth; largely attended public meeting held here noon to-day following resolution unanimously adopted In view widely circulated rumour further increase duty tea imported into United Kingdom is contemplated this meeting, representing those interested tea industry Ceylon in all its branches, feeling that silence on this subject might possibly be misconstructed respectfully desires point out Majesty's Government that position tea industry Ceylon India both financially and reference overproduction is not materially changed since question further taxation was discussed Chancellor Exchequer in speech April eighteenth 1900; this meeting therefore submits any further burden on this great industry will be attended grave calamity to it as whole while entailing total ruin very many those engaged in enterprise. Deputation Governor followed meeting,3

From Mr. J. Buckingham, C.I.E .- "Please mention at your meeting that meetings are being held throughout Assam to protest against increase in tea duty; the whole planting community support your resolution strongly urging a deputation to Viceroy. His Excellency fully understands the present critical state of tea industry and any temporary check to consumption will have a most disastrous

· From Chairman, Bishnath Circle, Assam Branch,-- "Bishnath planters at meeting held yesterday passed strong protest against injustice of proposed increase of tax on tea, which would mean absolute ruin to concerns now struggling for existence."

From Chairman, Jorchant Circle, Assam Branch,- "Jorchant district strongly protest against any further increase of duty on tea, especially in the present depressed state of the industry."

From the Chairman, Tezpur Sub-Committee, Assam Branch,-"The Tezpur Sub-Committee, Indian Tea Association, request the Secretary of the Association in Calcutta to urge immediate action by all interested in the tea industry to resist the proposed increase in the duty on tea and press for reduction of the present duty as memorialised for on sound grounds last year; they would urge that any additional taxation on tea, which is admittedly already overtaxed in proportion to other commodities, would deal a heavy blow to an industry that has done much for India and from which in its present struggling condition it could hardly hope to recover. They would urge that all Chairmen and Directors of Home companies press the injustice of the present suggested tax on the Chancellor of the Exchequer through their several members, and the press, thereby assisting similar afforts made in India, and press for a remission of the present duty rather than its increase."

From Chairman, Doom-Dooma Circle, Assam Branch.—
"Meeting held 15th January strongly protested against proposed increase of tea duties."

From Chairman, Gologhat District.—"Gologhat district view with consternation and dismay proposal raise tea duty and unanimously protest; industry already crippled, cannot possibly stand further strain."

From the Chairman, Dibrugarh Sub-Committee, Assum Branch... Representative meeting held Dibrugarh twentieth following resolution passed unanimously: that we view with the greatest construction the suggested increase in the duty on tea which if passed into law will mean the foundering of the industry as even under existing conditions it can barely keep aftout.

From Hon, Secretary, Summa Valley Branch. "Meeting planters North Cachar Kalline eighteenth resolved that in the present risis in tea an additional tax means widespread disaster."

From the Hon. Secretary, Summ Vulley Branch.—"At mass meeting Cachar and Sylhet planters held Silchar Monday at which one hundred present the following resolution was passed: that the proposed increase of duty on tea will prove fatal to the tea industry and will ultimately result in the closure of the majority to proprietors and the large native population to whom employment is provided by the industry."

From the Hon. Secretary, Duars Planters' Association .--"Fully representative general meeting Duars Planters' Association held to-day passed following resolution that a General Meeting of the Duars Planters' Association held at Jalpaiguri on Monday, the twentieth January, 1902, it was unanimously resolved that this Association enter a most emphatic protest against the proposal that has been made to enhance the present high rate of duty upon tea. The crisis through which the industry is passing, and which has been referred to by the Chancellor of the Exchequer is by no means over and any addition to the import duty would in our opinion involve the Indian tea in ruin and mean its ultimate extinction This Association views with an alarm amounting to consternation the contemplated enhancement of the British Import Duty on tea and it begs to offer the Chairman of the public meeting to be held in Calcutta on the twenty-second instant its warmest support in the efforts he proposes to make for urging upon the Government of India the absolute necessity that exists in the interests of the industry of actively opposing any such proposals if introduced by His Majesty's

From the Hon. Secretary, Terai Planters' Association.—
'A meeting of representative Native and European Planters of the
Terai view with the greatest dismay the runnoured enhancement
of the duty on tea, which would absolutely run the tea industry in

the Darjiling Terai district. At the present time four-fifths of the gardens being worked at an absolute loss. The planters of this district are prepared to support the Indian Tea Association in any action they may take in the matter."

From Hon. Secretary, Kanga Valley Planters' Association, "Kanga Valley Planters' Association manimously view with alarm proposal enhancement British tea duty, industry severely damaged by exchange restrictions and recent extra duty would be cripipled irrevocably."

From Hon. Secretary, Kanan Devan Planters' Association.

"Kanan Devan Planters' Association in meeting vigorously protest
against threatened enhancem of Berish ten duly and supports
every effort of Indian Tea Association in opposing same."

Letter dated Vth January, Juan the Hon. Secretary, Wilvin

Plantars Association, "Our Association will strongly support any action you take to protest against an increase of the duty on tea in "The Law of the duty on tea in the duty of the duty on tea in the duty on tea in the duty of the duty on tea in the duty of the

"The depressed state of the market without any further argument ought to be enough to prohibit such an increase."

Mr. H. S. Asitron. Gentlemen, our Chairman has already explained to you the object of aur meeting, and it only remains for we, lefore entering into the arguments that I have to place before you, to read the resolution that I have to propose. It is as follows:

"That in view of the present position of the tea industry in India and Ceylon, this Meeting regards with the greate parpenension the possibility of the British impossibility of the British impossibility of the British india the properties of the financial situation of the greatest of the financial situation of the present and the need for extra taxation to never ment, and the need for extra taxation to never war expenditure, considers that British-grown tax is already bearing its full share of the burden; and protests strongly against any addition thereto."

You will observe, gentlemen, that the resolution is framed in such a way as to admit that extra taxation is necessary because of the war. And I am quite sure that all the sentiments which are implied by such an admission will be accepted by everybody present to-day at this meeting. We all admit that the British Government must find money to a great extent from its present revenues to meet the cost of the war, and really the only question before us is that this cost should be equitably distributed. I do not think that I should have undertaken to propose such a resolution as this, if I had not felt, before I examined the case, that it was a very strong one, and if I had not found that the strongest supporter of it is the present Chaurellor of the Exchequer. It is to this question of the equitable distribution of the burden of the war taxtion that I intend specially to address myself. In the first place I would refer to the speeches delivered last year by Sir Michael Hicks Beach. He, in choosing fresh ground to exploit the tax payer, tried to follow this principle of equity. Anybody who has read his speeches cannot but be im-

pressed by that. But it is equally clear to any one who has read the whole debate that he is exposed to two very great temptations, The first of these is to make greater use of existing sources of revenue, rather than to dig out fresh channels. The second is to gnore certain sources of taxation which might involve both himself and his colleagues in the Cabinet in political difficulties. It is a very easy thing to put three pence extra on tea; and I think we can all of us easily understand how tempting it must be to a harassed Chancellor to accept such a proposal as has been made by Sir R. Giffen, backed by the weighty authority of the Times, especially when it can be shown that a great portion of this tax will be borne, not by the consumers who are the constituents of Sir Michael Hicks Beach and the rest of the Cabinet-but by the producers. It is undoubtedly a great temptation, and I think that the object we should keep in view is the stiffening of Sir Michael Hicks Beach's back in order to prevent him falling into it. That I am not exaggerating my case will be clear to you when I remind you that in last year's debate (which was brought about by Sir Henry Seymour King in the interest of the tea industry) Sir Michael Hicks Beach admitted -in referring to the incidence of the tax upon Ireland-that the increased duty had fallen largely upon the producer. And in his Budget speech in the previous week he said : -" Tea is already taxed to 75 per cent, of its value. Tea is now a product mainly of India and Ceylon. It is a crop in which our own fellow subjects at home and abroad are deeply interested, and the trade in which at present is largely owing to over-production, not by any means in a satisfactory condition. I do not think we ought to increase the

With these admissions from so high an authority it would seem that we have very little more to do than to prove that the circumstances which induced Sir Michael Hicks Beach to come to that conclusion twelve months ago still exist. You will have observed that in the telegram from Ceylon this point is emphasised. Their resolution lays stress upon this very fact, and they use, I think, the words that the conditions of the trade are not materially altered since Sir Michael Hicks Beach spoke those words. I must say that I most strongly approve of that portion of their resolution. Well, gentlemen, in dealing with the remarks made by Sir Michael Hicks Beach, I would first of all point out that the duty is now more like 80 per cent of the value of tea than 75 per cent. This you will see from the figures that I shall quote from the Trade and Navigation Returns. And you will probably recollect that the last Reuter's telegram giving the average prices of tea sold on garden account in London is §d. That makes the incidence of the tax 80 per cent. upon the value in Bond. Again, as showing I think more strongly than any other figures to what extent the extra 2d, on tea has fallen upon the producer, I would quote the amount of tea imported into England in 1899 and 1901 and the valuations thereof. In 1890, that is to say the last year before the duty was raised, the amount of tea imported was 259\(\frac{1}{4}\) mils, and the value of that tea was  $\mathcal{L}_{2}^{01}$ mils sterling. In 1901 an almost precisely similar quantity was imported—261 mils and the value of that tea had dropped to

48,300,000. Working out the average, you will find that the value of the tea per pound in 1899 was 8.83d, and in 1901 was 7.64d.—a difference of very nearly  $\frac{1}{4}d$ . And 1 think it is fair to assume that a very large proportion—I do not say the whole, because after all these are average valuations -but a very large proportion of the 11d. came directly out of the producer's pocket. Now it is obviously unfair that a tax which is admittedly levied to come out of the consumer's pocket should fall upon the producer. In further support of these figures I would mention that the price of tea sold in London on garden account in 1900 feli penny from 1899. For 1901 1 have not been able to get a similar figure, but glancing through the weekly averages it appears to me to be extremely likely that the average will not be materially increased, although we have hadowing to abnormal circumstances rather less tea to send. Further, the price of tea at the Calcutta sales averaged 6 annas in 1899; 5-6 annas in 1900; and the same in 1901. In addition to these figures I may mention that the stock of tea in London on the 31st December last was only one million pounds less than it was on the corresponding date of the previous year. Clearly, gentlemen, I think there is ample evidence of there being no material improvement in the position of the tea industry, and that, therefore, Sir Michael Hicks Beach's conclusions of April 1901 hold good to-day.

The next point upon which Sir Michael Hicks Beach touches is that of over-production. Now my experience, as Chairman of the Indian Tea Association, is that over-production is a phrase which is used very loosely. I do not think that half the people who write anonymous letters to the newspapers know quite what they are talking about when they speak of over-production. They almost invariably speak of it as a thing which is the fault of the producers; and it is not an uncommon thing for the Indian Tea Association to be more or less jeered at as a useless body because it is unable to control the quantity of tea which is put out in any one year. Now I would observe that Sir Michael Hicks Beach does not refer to overproduction in this spirit at all. And I think if we had the opportunity of speaking to him face to face we should find that he agrees with me in saying that over-production is not the fault, but the misfortune of any producing trade. I do not see myself how the producers of any commodity can fail at times to produce too much of that commodity if they had any enterprise. And it seems to me that when these difficulties occur it is the business of the Governments under whom we live to try to ameliorate the conditions of the trade when passing through its troubles. I have no doubt whatever in my own mind that, but for the rapid extension of tea-producing in India and Ceylon, British-grown tea would never have taken the place that it has done in the world's tea trade. We should never have beaten out China as we have done; and it is quite certain that Great Britain would not now be consuming 240 millions of pounds of Indian and Ceylon tea as against 17 millions of foreign-grown tea in place of 126 millions foreign and 34 millions British tea some 20 years ago. Surely an industry which has transferred so enormous a trade from the Chinese to the British Empire is deserving of all consideration. (Hear, hear).

Gentlemen, the resolution admits the difficulty of the financial situation and the need for extra taxation. It is not for us to show more than the unfitness of tea to have its share of the burden increased; but it seems to me after studying the trade figures of Great Britain and reading the Budget Debates for the last three years -that one cannot but sympathise with a Member of Parliament (I think for one of the divisions of Sheffield) who suggests that the ninety million pounds worth of manufactured goods which enter Great Britain offer a fair field for exploitation in the matter of taxation. They are mostly the production of other countries, that is to say, of countries outside the British Empire; and there are many of them, which, so far as I can see, there is no objection to putting a war-tax upon. For instance, there are £10 mils of oils, (5), mils of which consist of petroleum, entirely from foreign comtries. There are £35 mils of paper, printed and unprinted, mostly from foreign countries. There are £14 mils of manufactured silk goods. There are £8,300,000 of manufactured steel and iron There are £9,300,000 of woollen manufactured goods, and £1\frac{3}{4} mils of gloves. The total of all these is equal to £47 mils, and I must say that I see no reason why these should not be taxed, and pretty heavily taxed too, before any further burden is put upon tea. Turning to another division of the Trade and Navigation Returns, I find that in 1900 there were only £27 mils of dutiable articles under the heading of "Food and Drink" as against £178 mils which came in free of duty. In 1901, for the eleven months for which we have figures, the proportion was as £42 mils to £119 mils, the change having been brought about by last year's additional tax on sugar. Sugar was expected by the Chancellor of the Exchequer to give £5,100,000 during last years. Wine and spirits gave something between £6 mils and £7 mils, as far as I can make out. Tea will have given, at 6d. a pound, about £61 mils, and from the other few nave given, at or, a pound, about £0; mils, and from the other few articles which are taxed—among which are cocoa and coffee—there is only about £1 mil obtained. Now 1 do not think that is right. I do not see why tea should pay 6d, a pound or 80 per cent, of its value), thus yielding £61 mils out of such a small total, when so many things go free; and especially when nothing is added to the small tax that has hitherto been levied upon coffee and cocoa. I do not think there can be any doubt whatever that I shall be moderate in my language if I call that a crying injustice. This will be patent to you, I think, when I tell you that since 1899 the consumption of cocoa has risen 28 per cent, the consumption of coffee 22 per cent, and the consumption of tea only 61 per cent. The actual gross total increase of coffee and cocoa consumed is 17 mils of pounds. The actual total increase of tea during the same period is only 15 mils of pounds. And so far as I can discover such a rate of increase of cocoa and coffee as compared with tea is absolutely unprecedented in the history of the trade.

Gentlemen, when I discovered these facts, when I saw the enormous proportion of the total imports into Great Britain, and the large proportion of the interpret duties paid by tea; and when I confirmed my apprehension as to the extent to which this extra duty had been paid by the proteiner, I confess that I was inclined to

suggest to our Chairman that, instead of the words of the resolution,
"tea is already bearing its full share of the burden," we should
anneal the draft, and say "tea is already bearing more than its fair
share of the burden." I merely put that forward as a suggestion,
and, if the meeting would like have the resolution altered, I am
sure that I as proposer, would be agreeable that it should be done

Now gentlemen, I have completed the argument so far as I intend to pursue it. As I told you at the beginning, my main object was to show that this extra burden if put upon the cannot upon it equitably. I shall leave to other gentlemen and I have no doubt that they will put it very forcibly before the neglect of all with the probable effects upon the Indian tea industry of any further taxation. For myself I would only say that, atthough there is less tea in sight at the moment for the world's comparison than there was twelve months ago, I believe that there is plenty of tea to keep things going very comfortably for the distribution until the new crop ones in. The weight of that new crop is so fecures an absolutely unknown quantity; but when it is known, and when the crop is marketed at a profitable rate, it will be ample time to talk about tea having recovered, and being able to bear more burdens.

Mr. D. F. MACKENZIE said: - Mr. Chairman and Gentlemen, I have very great pleasure in rising to second the Resolution proposed by the Chairman of the Indian Tea Association. We all recognise that the Government have great difficulties in deciding how to raise the revenue necessary for the purposes of the country, and it can only be a choice of evils as to the source from which much of the additional revenue is to be obtained. But we appeal to the Government and the British people to put the additional taxes on the commodities that can best bear them, and not upon tea simply because that commodity can make a weaker defence for itself than some of those more strongly represented in the Imperial Parliament. If we can show them, as we undoubtedly can, that the incidence of further taxation of tea would press unduly upon the grower, and scrously cripple an industry which has been in a critical position since the duty was raised to 6d, a lb, two years ago when the price went down about 11d, per lb, and has not since recovered one-half that amount. And if we can show, as we undoubtedly can, that a further tax of, say 2d. per lb., would be the last straw with many concerns which have since been carried on without profit, in the expectation that increased consumption would lead to a slightly higher range of prices, surely we shall have established a case not for an increase, but for a reduction of the present tax upon Indian tea (Hear, hear.) It is scarcely necessary to point out to an assembly such as this, that although in looking down the share lists one may see a number of gardens paying dividends and in a seemingly prosperous condition, yet it is an incontrovertible fact that these are but a minority; that numbers of estates are now returning nothing to the proprietors, and that the accounts of many others only come out on the right side by reason of their having already been well provided with labour, buildings, and machinery, and that

but little is being spent on renewals. But if a depreciation account were kept, these also would be found to be on the losing side. Now, Sir, if an additional 2d. per lb. were to be levied what would be the immediate result to the tea trade generally? The grocers would immediately raise the present price of their canister by this amount. while their customer would endeavour to make the quantity they now usually buy go further, so that the weekly expenditure on tea should be no higher. In this way consumption would be checked probably by 5 to 10 per cent. over the year, so that at least 12 million lbs less tea would be consumed in the United Kingdom than if the duty were not raised above its present level, which, as I have shown, already presses most unduly on the trade. In addition to this, stocks would be depleted to avoid paying the higher duty, and the falling off in deliveries would be even greater than the percentage I have suggested. In the meantime, even if many gardens have eventually to be closed, they would be carried on for another season, and the result of that should the season be a favourable one for growth) must be a larger crop than that of the past year, in which the weather was so adverse in most districts, and here would be a further fall of perhaps the whole 2d. per lb. duty. So that this tax would be levied, not on the shoulders intended and fitted to bear it, but upon the Indian producer, and the result would be, if not an actual death-blow, at least a most serious injury to an industry which owes its origin, not to the present or to any other Government, but to the unaided extertions of a numerically small body of capitalists who have a right to look to the Indian Government specially, and through them to the British Government, to foster the industrynot to kill it. (Cheers.)

And now, Sir, let me ask what has tea done for India? Is not the industry the one unqualified success of Indian creative industry in the twentieth century? An export whose annual value is above six millions sterling which supplies the Western world with a cheap and wholesome beverage -and has done more to reform the drunk ard than all the temperance orators of the century. Renewed cheers.) In the East it gives industrial occupation to nearly a million of labourers. To the working man in India the tea industry means food, clothing, shelter, savings. To the working man and woman of the world it has brought a large portion of the progress they have made. It means happy, healthy homes by the million simply. Those who make the tea and those who take the tea are blessed alike. And if they knew that the industry, already heavily crippled, were threatened with destruction, they would rise as one man. (Hear, hear.) Round a thousand little hills in Assam, Darjiling and Ceylon, the hum of industry is heard—the swamp and the prairies have been turned into gardens. Are these smiling Edens to become dank and poisonous jungle again? Is the cup, which i the comfort and resource of Empress and pauper alike, to be snatched from the lips of the working man who can no longer afford to pay for it? Are the million of labourers-now well fed, clothed and healthy—to wander back 600 miles to their ancient squalid homes, where famine has been raging, to add to the congestion and misery now existing? (Loud applause.) This is a question we would earnestly press on our intelligent and far-seeing Viceroy, and to those who are amswerable for the proposal we would say—" for never a moment can be carried out. You no, doubt found it very difficult to ascertain the best means of raising money, but you took what was the worst. You did your best to lessen human happiness in millions of homes and to put back the hand of the clock of progress and civilization." Renewed cheers.) Let us all join in the earnest hope that in this they may fail, and the Government may not be persuaded by their irresponsible advisers to supply such disastrous policy. With these remarks, Sir, 1 beg to cordially second the Resolution. "Applause."

SIR PATRICK PLAYFAIR said: -Mr. Chairman and Gentlemen,-I beg to support the Resolution put to the meeting. At the same time I feel it would have been to our advantage had we before us the text of Sir Robert Giffen's letter to the Times and the Editorial "Leader" to understand the arguments put forward in favour of an increase in the British customs duty upon tea. The telegraphed warning, however, may be of use by putting the Government of India as well as the industry on the alert, and I assume that we are to-day doing that spade work in entrenching the policy we wish the to-day doing that spatie work in enteriening the policy we will die Government of India and the Secretary of State to carry out, which help, Lord Rosebery says, is necessary. I fancy no one will question the fact that the progressive consumption of tea per head of the population in England has been closely associated with a heavy fall in price, and that although the consumer in the long run pays the customs duty, its effect may react upon the producer in restricting the expansion of the trade, with a probable reduction in price. This was inversely the case in 1890, when the reduction in duty of 2d, per lb, was followed by an increase in consumption of 7 per cent, between the years 1889 and 1891, accompanied, on that occasion, by a slight rise in prices. If the statistics of the past year do not quite bear out this theory regarding the incidence of duty which was increased in 1900 by 2d, per lb., I think the reason lies in the fact that the relation of supply to demand has been more consistent, and it can at the same time be affirmed that the abnormal cheapness of British-grown tea has stimulated consumption both at home and abroad. The facts of the case are that duty was paid last year on something approaching 7 million pounds more tea than the previous year, and the exports to other countries from the United Kingdom increased by about 5 million pounds, the percentage of increase in the one case being 3 per cent., and in the other case being 13 per cent. Trade circulars point with satisfaction to quotations as showing that prices of Indian teas at the close of last year were higher than those current 12 months ago by perhaps a penny per lb., but the average for the past year has been about 1d. per lb. below the average of sales of the previous year in the London market. It may be admitted that the position of the tea industry is more hopeful than it was a year ago, if Mr. Ashton cannot say it is improved, but if we have a normal and not even a prolific crop this year, it is quite probable that the supply will be greater than the demand without a reduction in price which many growers will not be able to

face. Under such circumstances we are more than entitled, I submit to present the serious prospects ahead of the industry for the consideration of the Government of India in the hope that the Section of the Government of India in the hope that the Section of the Government of India in the hope that the Section of the Government of India in the India in the India in the India in India Ind

I think something can also be said on behalf of the consumer, a large proportion of the population of the British Isles having come to regard the beverage as a necessity and not a luxury. Used now by agriculturists as well as by operatives, and by the poor as well as by the rich, it is the best corrective to that form of vice that is unfortunately associated with the Excise Duties. The cheaper the article can be sold, and the smaller the fiscal assessment, the less fear there will be of adulteration, which is a further consideration in the interests of the consumer, although in making this remark I do not mean to go so far as the Member for North Longford, who objected to the increase in the duty on the argument that it would tend to the increase of the lunacy in Ireland, brought about by adulteration, the effects of which I am not in a position to gauge, unless the conduct of Irish Members during last session may be regarded as suspicious evidence of the fact. (Laughter.) There is a further view of the question which is of importance. Customs duties in other countries, as well as in England, have been an impediment to the expansion of the tea trade, and it will be all the more difficult to claim some relief if the tax in England is maintained so high, while our Indian transfrontier trade may be retarded as at least one commercial treaty gives liberty for the taxation of tea to the amount of the duty levied in England. I shall not presume to suggest what form of taxation might take the place of the suggested enhancement of the tea duty; but as the money is required for Imperial purposes, and as our interests are welded to the cause of the Empire, would reiterate what was stated in the House of Commons by the Member for West Islington, that 84 per cent. of tea is imported into Great Britain from dependencies and colonies and 16 per cent from foreign countries, while 94 per cent, of sugar imported comes from foreign countries and only 6 per cent, from colonies. This ratio of supply appears to be entitled to some consideration out of respect to the old Scotch saying that "blood is thicker than water."

MR. D. KING:—Guttlemen,—In February last year we were startled with the announcement that some £650,000 had been paid for tea dutty in anticipation of an addition to the tax then existing of 6d. in the pound, and we for the form of the record our protest gaginst the industry being further than the form of Sir R. Giffen's anticoned. This year the news comes by wire of Sir R. Giffen's anticoned. This year the news could well be placed on tea, and with such an authority, backed by

the support of the Times, it is not surprising that all interested in tea should be disturbed. To the man in the street it must appear quite natural that, with tea selling so cheaply, the consumer can well afford, and should properly pay, this proposed extra 2d., and if it were an undoubted fact that he alone would bear the burden, there would be no point in our meeting here to-day. The question is if this additional duty is imposed, who will pay it? It seems to me quite evident from the present statistical position of tea that it must fall almost exclusively on the grower. With Ceylon and India alone producing as much tea as the world requires, and unfortunately no combination existing amongst growers to hold stocks until consumers want them, it follows that dealers in buying tea forced on the market for sale, often times for financial considerations, and which they have to hold for months, are not likely to run any risk in the matter of the consumer paying the extra duty and so to continue to make their profit sure, and with their power of combination naturally as shrewd business men will err on the safe side of cutting the proposed increased duty out of the price payable to the grower. We have only to look at the effect on prices of the last increase of the duty which was on the 6th March, 1900. If we take the average price of Indian tea sold in London on garden account for the years 1895-96, 1896-97, 1897-98, 1898-99, it will be found that there was little or no variation, prices ranging from 8.75 to 8.78d., but when we come to 1899-1900, which only included three months of the effect of the duty on the season's crop, we fined a drop practically of \d. over the whole year's sales, however proceeding to compare the first whole year's average scales when the 6d, duty existed, 1900- $\emptyset$ I, there is a decline in prices of about  $I_2^{\dagger}d$ , per pound. I do not think therefore that our fears are unwarranted when we argue that the additional duty will in the main, and until consumption more equally approaches production, be borne by the grower. To my mind there are two telling facts as to the incidence of the duty, first, that though the outurn of Tea for 1899-1900 exceeded the previous year by 22 million pounds, the average sale price of Tea in London on garden account to 31st December, 1899, 21 months before the last addition to duty was made, was better than for the same period in 1898, being 8:47d, against 8:44d, and the fall in prices egan as soon as the dealers foresaw the duty was inevitable. Further comparing 1896-1897 with 1895-1896 when there was an increased production of 13 millions pounds the average actually rose from 875 to 9d. The grower's position is too well known to need many remarks from me, but much can be said in a few words. There is a little doubt that adverse times in Tea have been productive of good in the matter of reducing expenditure as regards the planters, and from the time the leaf is plucked until it reaches Calcutta I do not think there is much room for further economy; a little certainly might be saved if the Liners' Conference treated Tea more generously, by reducing the \$\frac{a}{0}\$th of a penny per pound, that Tea is penalised as against other produce. Again the Warehouse ring in London could get a reasonable profit on their investment and afford to forego more of their charges; beyond these items I fail to see how the cost of bringing Tea to market is to be reduced and thereby meet

any substantial portion of this threatened additional burden. The Sterling and Rupee capital invested in Indian Tea Companies is roughly estimated at 101 millions, and if this further imposition of 2d. in the pound takes effect, and my premises are correct that the extra duty will fall on the grower, it practically means a tax on the invested capital equal to fully 10%. Judged by the return which an investment in joint stock Tea Companies gives to its shareholders in the case of Sterling Companies something under 4%, and in the case of Indian Companies not even 21%, it is a little difficult to understand how the industry is to bear this burden of 10% without financial distress. It is of course urged that the present deplorable position of Tea is due to the tremendous extensions which have been made within the last 10 years; admitting this to be true there is no disguising the fact that the Imperial Exchequer certainly has benefited very largely by these extensions to say nothing of the indirect advantages to the Indian Budget), first, to a small extent in the matter of the fees payable on registering these Companies in London, next, by the payment of income-tax on any profits these converted Rupee Companies have earned since they have been registered London Companies, and, lastly, by the increase in the total duty which has accrued to the Imperial Government by reason of the cheaper prices increasing actual consumption, and by the heavy invisible stocks held throughout the country which the low prices of Tea must have induced small distributors to hold. If as I have stated there are no economies by which the Tea industry can meet this tax, and the average profits carned are insufficient to pay it, the result of a further imposition of the duty must be debt and ruin to many, and trouble to all. We are all prepared to make any sacrifices for home and duty, and to contribute our share to Imperial necessities, but I cannot believe that it is either the wish or the intention of those who steer the Imperial ship in their search for ways and means, to shipwreck those whose enterprise and money have brought to the home of our countrymen the greatest comfort to the greatest number. Tea, unlike tobacco and spirits, is not only consumed by men, but by women and children also. Applause.)

MR. NORMAN McLeoD said: -1 do not know that I have much to add to what has already been so ably put forward by other speakers, still. I would like briefly to mention one or two points which have in my opinion a bearing on the subject before us.

In speaking last year at the Budget Debate the Chancellor of the production than over-taxation. That may be so, but in the experience of all connected with the industry was suffering more from over-taxation. That may be so, but in the experience of all connected with the industry it is without question that the higher duties tend to retard the increased consumption which would to a large extent counteract the increased production. In reply to a deputation asking for a reduction and the cellor said that while he virtually admitted ten was taxed to its but that the matter was before him. It face of these statements it would almost seem as if he had the face of these statements it would almost seem as if he had the face of these statements dath this field of taxation cannot extend beyond the proverbial

"breakfast table," which in the case of tea is tottering on its legs and dreading the last straw of an additional duty. It may be that we are rying before being hurt, but it is difficult to conceive that Sir Robert Giffen, who, though a great authority on taxes, has hiberto been unknown in connection with this midistry, should now come forward, backed by the *Times*, and propose that the duty be raised by a quarter to a third without he had the hint from some higher power to test the feeling of the public.

It is said by some that the additional duty would have but little effect on the consumption. That does not seem to stand to reason, but however little it may affect the consumption, it is on that little we depend to compensate for the alleged over-production, as every pound taken out of consumption tends to dimmish the price of the balance. The people who drink most ten are those to whom a Mi incress in price is of some consequence, and if they of necessity curtail their consumption to the percentage of the increased price then the effect will be more than serious, it will be dissistrous.

There is one other point which strikes me, and that is the effect an increased daty will have on the large London dealers. As you know, to carry on a big whole-sale trade an commons sum is required to pay the daty on the sales, there is auther dealers, who have not the same financial facilities. If there fore, the duty is increased to the same financial facilities. If there fore, the duty is increased to the same type of the same from the same to t

The increase in the duty will also strike against a substantial class of provincial dealers, who have hitherto been in the habit of buying for themselves in the sale-rooms. It will drive a great many of them into the bands of the wealthy London dealers, and consequently the higher price they might have paid in competition in the sele-room will find its way into the pocket of the larger dealers and not into that of the producer, the competition being withdrawn, as these smaller dealers cannot carry the quantity of stock, owing to the burden of the additional duty. "Cheers"

MR STALKART said: His Excellency the Viceroy in his speeches during the past few years has taught us the lesson of self-left. If the fresh duty on ten is imposed, let us approach His Excellency for the purpose of having countervailing duties put upon Manchester and other goods. The first principle of self-help is that we should be prepared to help ourselves. With these remarks, 1988 to support the resolution

On the suggestion of SIR P. PLAYFAIR, the resolution was amended as follows, when it was put to the vote and carried unanimously:—

"That in view or the present position of the Industry in India and Ceylon, this meeting regards with the greatest aprension the possibility of the British imported the possibility of the British imported the possibility of the India and the India and India

MR. SHIRLEY TREMEARNE, in proposing the second resolution, said:—Mr. Chairman and Gentlemen,—I think no better selection could be made that that of the deputation which I suggest for your consideration. The tast of the deputation which I suggest for your munity, and may be safelyers of it command the esteem of the commander. Nothing can be gained by superficient probably as well acquainted with a state of the ten industry as we are. They have facts, figures under the state of the ten industry as we are. They have facts, figures a trait size for the ten industry as well acquainted with a state of the ten industry as well acquainted with the state of the ten industry as well acquainted with the state of the ten industry as well acquainted with the state of the ten industry as well acquainted with the state of the ten industry as well acquainted with the state of the ten industry as well acquainted to the state of the

Gentlamen, I think I voice the feeling of the meeting when I say that we are all discusses of helping the British Government financially, if the need such help. We are a portion of the British Empire, we are to be a portion, and we are quite willing to bear the legitimate that that burden should be equal, that it should be levied equitably that that burden should be equal, that it so strongly processing againen us all, and it is for this that we are it seems like placing all the weight upon one of the weakest parts of a structure. (Applause,

I think it might be suggested to the Viceroy that if the British Government want funds, India is prepared to pay her share, and let that share be equitably distributed among us all; and not imposed on one industry only.

I would very much impress this view, because there is ample time to ventitate it. The Chemiler of the Exchequer, I see, which receive a deputation of British reas-growers next Tuesday week, and this alternative might be put of him. That he is to receive such a deputation to my mind plainly above that the Government contemplate an increase in the duties. Mr. A. Tocher said he had much pleasure in seconding the resolution.

At the instance of SIR P. PLAYFAIR the resolution was amended to read as follows. It was then put to the vote and carried unanimously:—

"That the following gentlemen be constituted a Deputation to wait upon His excellency the Viceroy to urge upon Hi Secclency the pressing necessity for an immediate pressination on the part of the Government of the Beretary of State for India, developing any further fiscal burdens being placed upon tea imported into Great Britain, namely:

The Hon. Mr. M. C. Turner, President of the Bengal Chamber of Commerce.

Mr. H. S. Ashton, Chairman of the Indian Tea

The Hon. Mr. G. H. Sutherland. Sir Patrick Playfair, Kt., C.I.E. Mr. J. F. Muir. Mr. D. King."

It was proposed by MR. J. F. MUIR, seconded by MR. G. G. ANDERSON, and carried unanimously:—

"That copies of the proceedings of this meeting be forwarded to the Government of India, the Government of Bengal, the Chambers of Commerce of Bombay, Madras and Ceylon, and to the leading Indian and English newspapers."

With a vote of thanks to the Chair, moved by MR. D. A. CAMP-BELL, the meeting came to a close.

M. C. TURNER.

Chairman.

From Chamber, to Private Secretary to H. E. the Viceroy.

No. 114-1902.—CALCUTTA, 23rd January, 1902.

I am directed by the Committee of the Bengal Chamber of Commerce to hand you copy of three Resolutions which were passed at a Public Meeting held yesterday in the rooms of the Bengal Chamber of Commerce with reference to the question of the possibility of a further microsic in the British Import Duty upon Tea.

2. I am directed to enquire whether His Excellency the Viceroy will be pleased to receive the deputation referred to in the second

of these Resolutions, and, if so, whether His Excellency will be pleased to fix a day and hour for the deputation to wait upon him

#### RESOLUTIONS

- 1. That in view of the present position of the tea industry in India and Ceylon this Meeting regards with the greatest apprehension the possibility of the British Inport Duty upon Tea being further increased; and, with a silve to the difficulties of the financial situation of the British Government, and the need for extra taxation to meet the war expenditure, considers that British-grown Tea is already over-taxed, and protests strongly against any addition thereto.
- 2. That the following gentlemen be constituted a deputation to wait upon His Excellency the Viceroy to urge upon His Excellency the pressing necessity for an immediate representation on the part of the Government of India to the Secretary of State for India deprecating any further fiscal burdens being placed upon tea inported into Great Britain, namely,—

The Hon. Mr. M. C. Turner,
President of the Bengal Chamber of Commerce.
Mr. H. S. Ashton,
Chairman of the Indian Tea Association.
The Hon. Mr. G. H. Sutherland.
Sir Patrick Playfair Wr. C. L. E.

Sir Patrick Playfair, Kt., C.I.E. Mr. J. F. Muir. Mr. D. King.

3. That copies of the proceedings of this Meeting be forwarded to the Government of India, the Government of Bengal, the Chambers of Commerce of Bombay, Madras and Ceylon, and to the leading Indian and English newspapers.

# From Private Secretary to H. E. the Viceroy, to Chamber.

GOVERNMENT HOUSE, CALCUTTA, 25th /anuary, 1902.

The Viceroy has received your letter from the Committee of the Bengal Chamber of Commerce, reporting to him the Resolutions which were passed at the recent public meeting with regard to the possibility of an increase in the tea duty, and asking him whether he will receive a deputation on the subject.

His Excellency thinks that he need not put the deputation to teptouble of a personal interview. He has carefully studied the report of what was said at the meeting; and he has, moreover, already anticipated the object with which it is proposed to approach him by telegraphing on behalf it is Government of India to the Secretary of State even before the meeting was held.

The following is the text of the telegram that was despatched to the Secretary of State on January  $22nd:\dots$ 

"Referring to article in *Times*, and Sir Robert Giffen's letter advocating increase of import duty on tea, Indian Tea Association submit representation strongly deprecating any increase. It is feared that increase of English duty may be very injurious to the Indian industry, and we should be glad if His Majesty's Government can refrain from imposing it."

It does not seem possible to His Excellency to advance beyond this point at the present stage. What the spokesmen of the tea industry desire to know is that in their representations they have the sympathy of the Government of India, and that formal expression has been given by the latter to this feeling. The telegram will furnish them with satisfactory assurances on both these points.

#### From Chamber, to Private Secretary to H. E. the Vicerov.

No. 137-1902.-CALCUTTA, 28th January, 1902.

I am directed by the Committee of the Bengal Chamber of Commerce to acknowledge, with hanks, the receipt of your letter of 25th January, in reply to my No. 114-1902 of 23rd January, enquiring whether His Excellency the Viceroy would be pleased to receive the deputation referred to in the second Resolution passed at the abblic meeting held on the 22nd idem with reference to the possibility of a further increase in the British import duty on tea.

The Committee note that in the opinion of His Excellency, in view of the action already taken by him, a personal interview with the deputation is unnecessary.

The Committee have read with much satisfaction the text of the telegram despatched by His Excellency to the Secretary of State on the 22nd January, which affords ample assurance that the representatives of the tea industry have the sympathy of the Government of India in the representations which they have made

The Committee in accepting the decision of His Excellency leave with confidence the interests of the tea industry, as affected by the threatened enhancement of the British import duty on tea, entirely in the hands of His Excellency.

#### From Chamber, to Bombay, Colombo and Madras Chambers.

No. 136-1902.-CALCUTTA, 28th January, 1902.

I am directed by the Committee of the Bengal Chamber of Commerce to forward, for the information of your Chamber, and in

accordance with the terms of a Resolution passed at the meeting in question, copy of proceedings of a public meeting held in the room of the Bengal Chamber of Commerce on Wednesday, the away, 1912, to protest against any increase in the British important of the proceedings of the protest against any increase in the British input.

From Chamber, to Government of India (Finance) and, Government of Bengal (Finance)

No. 138 1902 - CALCUTTA, 28th January, 1902

I am directed by the Committee of the Bengal Chamber of Commerce to forward, for the information of Government, and in accordance with the terms of a Resolution passed at the meding in question, copy of proceedings of a public meeting held in the rooms of the Bengal Chamber of Commerce on Wednesday, the 22nd January, 1902, to protest against any increase in the British import duty upon tea.

From Government of India (FINANCE), to Chamber.

No. 588-S.R. - CALCUTTA, 29th January, 1902.

I am directed to acknowledge the receipt of your letter No. 138 1902, dated the 28th instant, forwarding a copy of the proceedings of a public meeting held in the rooms of the Chamber on Wednesday, the 22nd idea, to protest against any increase in the British import duty upon tea, and to say that it will be placed before the Covernment of India.

From Chamber, to Private Secretary to H. E. the Viceroy-

No. 192-1902. - CALCUTTA, 5th February, 1902.

I am directed by the Committee of the Bengal Chamber of Commerce to Iransunt to you, for the information of H. E. the Vicerey, a copy of a telegram which has been received to day by the Indian Tea Association here from the London Secretary to the Association in connection with the proposal centainer the duty levied apport taa imported into the United Kingdom. The telegram has trade, which waited upon the Chancellor of the Excherger yesterday. It is as follows:

"The Chancellor of the Exchequer, without committing himself, showed much sympathy, and admitted that further increase in the duty might check consumption. The interview was satisfactory."

From Ceylon Chamber, to Chamber,

COLOMBO, 13th February, 1902.

I am directed to acknowledge with thanks the receipt of your letter of the 28th ultimo, and the accompanying copies of proceedings of the public meeting held on the 22nd idem, to protest against any increase in the British import duty on tea.

I am to say that the copies have been circulated amongst the members of my Committee, who have perused them with great interest.

# WASTAGE ALLOWANCE ON SALT IN INLAND BONDED WAREHOUSES

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

No. 1960-B .- CALCUTTA, 28th July, 1902.

I am directed to refer you to your letter No. 614-1900, dated the 25th April, 1900, to the address of the Collector of Customs, Calcutta, on the subject of the wastage allowance on salt delivered from inland bonded warehouses.

2. At the time that the subject was then under discussion, the Committee of the Chamber ment Notification No. 6(65-S R., dated the 21st

of Commerce expressed themselves strongly opposed to any reduction of

the allowance of 3 per cent. for wastage' posed to any reduction of such salt originally delivered from shipboard or the golas, which they declined to consider as over-liberal or as more than was justified by the circumstances and necessities of the trade. They finally suggested that the disposal of the question should be postponed paramount of such wastage as might occur.

- 3. The decision then arrived at by the Government was that no change should be made for the time being in the rate of 3 per ent. permitted under the existing rules, but that the question of the reconsideration of those consideration of those that the present of further investigation. Such enquiries the now been made, and have resulted in the collection of more staticts than were then available Before, however, communicating of comment the figures that are now before them, together with the decreases which may be drawn therefrom, the Board, looking to the part which the Chamber of Commerce have previously taken in the discussion, would be glad to hear anything which they may now desire to represent in the matter.
- 4. Since the Chamber was last addressed upon the point, the Board have caused an inspection to be specially made of the different inland bonded warchouses at present licensed in the Province. The reports that was been received show that, with two exceptions to remedy what action is being taken), the golas are cool and dry, and well adaption the storage of sait. The Chamber will no doubt agree that, in discussing the question, the Board are entitled to assume that each warchouse is entirely fitted, in so far as it is within the power of the licensee to ensure this, for the proper storage

of salt. Should the salt deteriorate unduly, owing to conditions which it is open to the bonder to remedy, the additional loss should be his.

In the matter of the length of the leads from the importing flats to the golas, the warehouses generally compare favourably with those at Sulkea. In one instance (Ashuganj) the lead is long during the dry season, but the distances in all cases are materially reduced as the rivers rise during the rains. The salt is usually landed in baskets, and with the exercise of due care the loss from spilling should be small.

- 5. On the other hand several of the golas are inconveniently situated for the purposes of supervision by any Government office other than the daroga in immediate charge. The darogas are not highly paid officials, and by the conditions of the review are partitally liable to outside influences. It will not perhaps be denied that it is difficult to guarantee their integrity.
- 6. The following figures show the average annual wastage on salt cleared from inland bonded warehouses during the past six years; (salt cleared, without warehousing and reweighment is not included):—

Ye.	AR.	 Jhalakati,	Bhairab Bazar.	Narayan- ganj,	Chandbali,	Balasore
1896 97 1897-96 1896-99 1898 1900 1900-1901 1901-1902 (1st 3	  quarters)	 Not open 2-31 2-28 2-42 2-51 2-46	1·10 1·42 1·34 2·43 2·54 2·45	1·78 1·52 1·72 2·30 2·24 2·10	2.53 2.54 2.25 2.42 2.46 2.80	2·73 2·73 2·55 2·69 2·60 Closed

Nore, - Figures not given for the warehouse at Ashuganj, which has been reently opened.

The distribution of the salt dealt with in the above figures is

Variety o	No. of consign- ments		the margin. The greater part was English panga		
English panga Aden crushed			72	salt.	
Rowayah crushed	•••	***	5	The Board would draw	
Hamburg crushed		***	3		
Salif	***	***	3	the attention of the Cham-	
	•••	•••	1	ber to the remarkable rise	
in the figures of	worte-		3 C	at District Description	

in the figures of wastage reported from the Bhairab Bazar and Nanyanganj warehouses within the last three years in comparison with those during the earlier years of their existence. So far no reason has been forthcoming in explanation. At the other warebouses a uniformly high rate of wastage has been maintained.

7. Compared with the ascertained statistics of wastage at the Sulkea golas, the above figures are instructive. The particulars

three years are shown below :-

reported from the maning goas are suspectously high, that the actual wastage should be less; and that the maximum of 3 per cent, allow-

ed, is unnecessarily liberal. The Board would be glad to receive an

expression of the opinion of the Committee upon these criticisms

PERCENTAGE OF WASTAGE. Description of salt. 1899-1900. 1900-I901. 1901-1902. General average, English panga salt 1 65 1.91 Aden crushed salt 1.43 1.24 Rowayah crushed sait 1.23 1.48 1.21 1.33

The details in the statement annexed, exhibiting the percentage of the total quantity of salt dealt with falling within the wastage at varying rates, and the periods for which the different proportions of such salt had been in store, afford further particulars, both relevant to the present purpose. A similar classification is also given of the salt delivered from inland bonded warehouses during the first three months of the year 1901-1902

8. The Collector of Customs writes as follows regarding these figures : --

figures :—
"It will be seen from the above statement that the average wastage in 18001801 was 237 per cent, as compared to 165 per cent in 1801-1802. This variation is explained by the fact that the sail was in store for a longer period in the former year; in the former year oil per cent, of the total quantity was in store for over period. In 1889-1800, when they are only 89 per cent, was in store for the same period. In 1889-1800, when they are only 80 per cent, was in store for the same store for over 6 months was 21 per cent. The amount of wastage depends therefore to a certain extent on the period during which sails is kept in store. There are also other causes which affect the amount of the wastage; sail discharged from a ship will take place through draines or of delicency on final clearance, as much loss of the control of the

over 1 ppc cent. and with any same stees than 1 per cent.

"Now, about 80 per cent." of the salt sent to inland bonded warehouses is the same steel to the remaining 21 per cent. From the Government goles at Calcutta. The salt calcutta and the central amount of drainage has a fready taken obtace during the period the salt has been in bond. The average condition of the salt taken direct from shipboard is also better than that of salt bonded in Calcutta, as the bottom salt of a vessel is as: rule bonded at Calcutta

"A comparison between the above tables and those for Salien for the year 1901-1902 is instructive. The priving during which the salt wait is notee does not differ to any great extent, but there is a marked difference in the variations of the tone of the control "A comparison between the above tables and those for Sulkea for the year

9. Looking to these figures, combined with the fact that the conditions of the inland warehouses, in respect of the wastage likely Statement showing the quantity of English panga salt cleared from the Sulkea golas; the percentage of wastage actually found, and the periods for which such salt had been in store previous

	1899	1900.	1900.	190 (.	•1901	-1992,	
Percentage of Wastage.	Quantity in maunds,	Percent. age of total,	Quantity in maunds,	Percent- age of total,	Quantity in maunds.	Percent- nge of total.	REMARKS
Union 1 per cent, Between 1 and 2 per cent Between 2 and 3 per cent 3 per cent, and over  Period in Stere	1,87,259	29	60,225	7	1.50,619	28	*First
	2,23,672	91	3,34 533	42	3.35,197	50	three
	1,53,780	24	1,52,525	19	94,685	15	quarters
	81,181	13	2,49,494	32	82,951	12	only.
Under 3 month-	2,97,514	32	1,55,276	19	5,61.103	81:3	
Between 3 and 6 months	3,05,300	47	1,51,326	19	48,611	7:3	
Between 6 and 9 months	71,115	11	3 15,362	40	15,401	2:2	
9 months and over	61,963	10	1,71,619	21	40,391	6:2	

Statement showing similar particulars as reported from Inland Bonded Warehouses during the first three quarters of the year 1901-1902 for salt of all descriptions cleared.

			*1901	-1902	
PERCENTAGE OF W	ASTAGE.		Quantity in maunds.	Percentage of total.	REMARKS.
Under I per cent. Between I and 2 per cent. Between 2 and 3 per cent. 3 per cent. and over			Nil 2,54,990 5,35,335 31,707	NiI 31 65	• First three quarters only.
Period in Stor	e.				
Under 3 months Between 3 and 6 months Between 6 and 9 months 9 months and over			7.04 058 1,01,474 12,500 4,000	86 12 1:50 :50	
Between 8 and 6 months		:::	1,01,474 12,500	12 1.50	

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

No. 2481-B. -CALCUTTA, 15th September, 1902

In continuation of this office letter No. 1960-B. dated the 28h July 1902, regarding the wastage allowance on salt delivered from July 1902, regarding the wastage allowance on salt delivered from inland bonded warehouses. I am directed to forward, for any remarks the Chauber may define or offer thereon, a statement showing the quantity of English portor offer thereon, as a fixed the percentage of wastage actually found thereon, and the period for which such salt had been in store previous to design.

Statement showing the quantity of English panga salt cleared from the Kiddlerpore golas; the petcentage of wastage actually found thereon, and the periods for which such salt had been in store previous to clearnine.

	1869	1909.	1909	-1901,	1901-	1902.	
PERCENTAGE OF WASTAGE	Quantity in maunds	Percent- age of total.	Quantity in maunds.	Percent- age of total.	Quantity in maunds.	Percent- age of total.	REMARK
Unifer 1 per cent. Between 1 and 2 per cent Between 2 and 3 per cent 3 per cent, and over	1 21 990	0.0	1,39,547 6,85,711 4.54,678 1,25,217	38	3,88,804 9,41,806 4,03,087 2,12,309	20 48 21 11	
Period in Store.							
Under 3 months Between 3 and 6 months Between 6 and 9 months 0 months and over	8 53,677 5 57,819 1,16 189	56 36 8	10,94,945 3,41,961 1,45,160 64,057	66 21 9	16,30,649 1,76,669	84 9 '7	

BOARD OF REVENUE, L. P. Calcutta the 15th September 1902.

H. WHEELER, '
Secretary,

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

No. 1305-1902.—Calcutta, 24th September, 1902.

I am directed by the Committee of the Bengal Chamber of Commerce to acknowledge receipt of your letter No. 1900-B. of 28th July, 1902, on the subject of the wastage allowance on said delivered from inland bonded warehouses. I am also to acknowledge further receipt of your subsequent letter, No. 24th B. of 15th September, forwarding a statement showing the quantity of English pangs slit cleared from the Kiddeprore Dock golas, the percentage of wastage actually found thereon, and the period for which such sait had been in store previous to clearance.

- 2 You refer to my letter No. 611-1900 of 25th April, 1900, to the address of the Collector of Customs, Calcutta, in which the Committee of the Chamber, after pointing out that the wastage allowance on its present basis was settled after discussion between the Board of Revenue and the representatives of the salt trade, and was arrived at after careful investigation of facts, which had been home out almost exactly by later results, expressed themselves as strongly opposed to any alteration whatever in the minimum wastage allowance, and recommended that the question of reducing it should be allowed to stand over until more reliable data were available as to what the maximum wastage amounted to.
- 3. This recommentation was accepted by Government, and orders were given that no change should be made for the time being in the rate of 3%, permitted under the existing rules, but that the question of the reconsideration of these orders should form the subject of further investigation. You state in your letter that these enquires have now been made, and have resulted in the collection of more statistics than were then available. Before, however, the Board of Revenue communicate further with Government, you are good enough to say that they will be glad, bearing in mind the part which the Chamber have previously taken in the discussion, to hear anything which they may now desire to represent.
- 4. The Committee have read very carefully the paragraphs of your letter dealing in detail with the investigation made under the intructions of the Board, and they have studied the statistics given in your letter of the average annual westage on salt generally cleared from inland bonded warehouses during the past six years, as compared with the ascertained statistics of wastage on English page salt recorded at Sulkea during the last three years. The monaprison of these figures may be, as you state in paragraph 7 of your letter, instructive, but it is not in the view of the Committee by any means convincing as to the necessity for reducing the present wastage allowance of 3%, although the Committee note that the Collector of Customs has arrived at the conclusion that the figures reported from the inland golas are suspiciously high, that the actual wastage should be less, and that the naximum of 3%, allowed is
- 5. In my letter No. 611-1900 of 25th April 1900, the Committee pointed out that the only fair and equitable basis for an allow-are of this kind was the maximum, and not the average amount of mastage, and it was clearly shown by the figures of the then Collected of fustons that this approximated, in the case at any rate of Liverpool and other English pangs and, to 2½. The Committee fail to discover in your letter now under consideration any of the more reliable data about maximum wastage, which they expressed a disar should be ascertained, and which, it was understood, were to the principal object of the enquiry. It would appear from the figures given in the statement attached to your letter, that a small precutage of salt cleared from inland bonded warehoused during the first three quarters of the year 1901-1902 showed a wastage of 3% and over, and that presumably, therefore, bonders were called

on to make good to Government the duty on any excess of wastage over 3%. The payment of such duty is, of course, a dead loss to the bonders, and any reduction of the limit of 3%, would be likely to affect very deleterously the amount of salt passing through in land warehouses, by increasing the amount of salt passes to the bonders. The percentage of salt cleared from Sulkea showing a wastage percentage of 3% and over amounts to 19% average for the 23 years for which figures are given. It would have been a faire comparison if figures for which gives for which gives for the corresponding 23 years, instead of for nine months only.

6. The Committee notice that the Collector of Customs, in his note, draws attention to the fact that at Sulkea in 1901-1902 23%. of the total quantity of salt cleared showed a wastage of under 1% but that up-country, in no case was the wastage less than 1%. The Committee would, however, point out that no allowance has been made for the increased length of time occupied in transit to the upcountry warehouses, which, in some cases, takes three weeks against the few hours necessary to reach Sulkea. From the statements annexed to the Board's letter, however, it is clearly shown that at Sulkea, where the golas are high above the river level, with pucca roofs, walls and floors, and where the action of the sun can only slightly affect the salt, the number of cases in which the wastage exceeded 3% was in 1901-1902 12% of the whole, and in 1900-1901 no less than 32% or about 3rd of the whole. The golas up-country in many cases are of necessity not of such a substantial nature as those of Sulkea. The up-country golas are also much more exposed to the heat, and the various influences affecting such an article as salt render it impossible to say what the wastage will, in all cases, amount to. It may be at once accepted that the conditions up-country are less favourable than at Sulkea, and the Committee are still strongly of opinion that an allowance of up to 3% is not excessive. The duty is paid on the quantity actually delivered, except where the wastage is over 3%, in which case the importer has to pay on the excess, but is not, under any circumstances, granted a refund where the wastage is under the percentage allowed

7. But it appears to the Committee from the perusal of paragraph 5 of your letter that a new element is now introduced into the discussion, via, the question of supervision by Government of their own servants in charge of the depots, viz, the darogas with regard to whose integrity sup some appear to be entertained. The significant statement is made that they are not highly paid, that by the interest of their service was particularly islable to outside influences, and that it will not perhaps be denied that it is difficult to guarantee their integril not perhaps be denied that it is difficult to applatically, their opinion that, if the darogas are not above suspicion, proper and adequate supervision should be insisted upon and arranged for by Governie in view of the large revenue derived from salt. They are not aware that there is any systematic inspection of either the golas or the returns of the darogas. The Committee consider that the up-country golas should be under the

smervision of a thoroughly responsible European inspecting staff, and they have reason to believe that such supervision and inspection and mey man mape come on the part of Government would be gladly welcomed by the European firms engaged in the trade. They would point out that at Naraingunge there are in all eight golas licensed for the storage of bonded salt, and as there is a Collector of Customs at that place, it might be practicable to appoint a special Salt Inspector under his control, who might also carry out inspections at Bhairab, Jhalokati, Ashugunj and Dacca, which are all within about a day's run of Narainguage. As the trade is tending more and more towards inland bonded warehouses, the Committee certainly think that the annointment of a central Mofussil Inspector would be a very prudent step to take. The Committee would further suggest that the darogas should be called upon to explain any unusal wastage, and they should be transferred to different golas from time to time. The Committee believe that the darogas are required to give security upon appointment, and with adequate supervision there should be no undue risk to the Government revenue

8. In conclusion, the Committee respectfully submit that no good receases have been shown for any alteration in the wastage allowance, and they are still as strongly opposed as even to any change being marke. The figures given in your letters, so far from being an argument in Laviour of the reduction of the allowance, show conclusively that not only do the various influences affecting an article like saft render it impossible to forted but that the wastage may be, but that, newth-standing the conditions obtaining at Sulkea and kildlerpore, which must be more favourable than those at inland depots, there is at those depots a large wastage over 3% and consequently that the present allowance is not excessive.

# PROPOSED IMPOSITION OF A COMPULSORY CESS ON INDIAN TEA.

GOVERNMENT OF INDIA --- FINANCE AND COMMERCE DEPARTMENT.

No. 4178-S.R.--SIMLA, 1st August, 1902.

#### RESOLUTION

Read the following letters from the Secretary, Indian Tea Association:—

 No. 200 O., dated 10th March, 1902, with enclosure, being a memorial signed by a large number of companies, firms, and persons owning ten estates in India.

(ii) No. 245-O., dated 26th March, 1902 (iii) No. 289-O., 9th April, 1902 (iv) No. 298-O., 15th April, 1902 (v) No. 334-O., 26th April, 1902 (vi) No. 373-O., 13th May, 1902 (vii) No. 444-O., 18th dune, 1902

In the memorial received with the first of the letters read above, a request was preferred that the Government would impose for a term of five years a cess, at the rate of one fourth of a pic per pound, on all Indian tea exported by sea from India, the proceeds of which estimated by the memorialists at affective the first of the read of the

The above named request was of a novel and unusual character and demanded the careful consideration of the Governor General in Council. After consultation with the Secretary of State for India it has been decided that if it is shown to the satisfaction of the Government of India that the ten industry is substantially of one mind on the subject, the request of the menoralists may be acceded to. The necessary legislation for the imposition of the cess will therefore be undertaken during the next Calentia session of the Legislative Council of the Governor-General, provided that newighty or widely entertained objections are received in the interval. This Resolution will be published in the Gazette of India in order that all persons who may object to the proposed legislation may have an opportunity of recording their objections before the Bill is introduced. Any such communications should reach the Governor-General proposed of the Governor-General proposed for the Governor-General p

ment of India before the 1st of December next. If they are not of a character to impair the practical unanimity which is desired as a condition antecedent to legislation, the latter will then be proceeded with

Ordered, that the above Resolution be published in the Gazette of India, and that copies be forwarded to all Local Governments (except Burma) and to the various Chambers of Commerce in India

R. A. MANT, Under-Secy. to the Govt. of India.

### COMMITTEE OF ENQUIRY INTO THE PROCEDURE OF THE CALCUITA CUSTOM HOUSE.

# From Government of Bengal (Finance), to Chamber.

No. 1617-T.F. -Darjeeling, 23rd September, 1902.

The Government of India have decided to appoint a small departmental Committee shortly to conduct a thorough enquiry into the procedure of the Calcutta Custom House, under the Chairmanship of Mr. L. F. Morshead, Officiating Collector of Customs, and support of Art. L. P. Mulsucati, Omerating Corrector of Actionness and including as members Mr. A. S. Judge, Superintendent of the Preventive Service and Salt Department, Calcutta, a member of the Bonbay Civil Service possessing a knowledge of the working of the Bombay Custom House, together with one or two gentlemen representing the mercantile community. The Committee will probably assemble on the 20th November next, and will hold its sittings from time to time for about a month. As desired by the Government of India, I am to request that the Chamber of Commerce will be so good as to nominate for the purpose one, or if they prefer it, two non-officials who have had recent practical experience of the working of the Calcutta Custom House, and who are also of sufficient standing to secure the confidence of the commercial public. I am to ask that you will be so good as to communicate their names to Government at an early

# From Chamber, to Government of Bengal (Finance.)

No. 1329-1902.—CALCUTTA, 1st October, 1902.

- I have the honour to acknowledge receipt of your letter No. 1617-T.F. of 23rd September, 1902, intimating that the Government of India have decided to appoint a small departmental Committee Of intera have decented to appoint a small departmental Communication conduct a thorough enquiry into the procedure of the Calcutta Custom House under the Chairmanship of the present Officiating Collector of Customs. You request that the Chamber of Commerce will nominate as members of the Committee one or two non-officials who have had recent practical experience of the working of the Custom House, and who are also of sufficient standing to secure the conficience of the commercial public.
- 2. This letter was considered at a special meeting of the Committee, held yesterday, at which it was felt very strongly that the proposed Committee of Enquiry would be very much strengthened

by having three non-official members instead of two to represent respectively Shipping, Exports and Imports. It would be difficult in find a competent representative who could combine expert knowledge of any two of these important branches of trade in his own person. I was therefore instructed to despatch to your address the following telegram, to which I now await your reply:

Telegram begins. "Your letter 1617 twenty-third September. Committee consider it essential that they should be allowed to nominate representatives of shipping, exports and imports on Custom House Enquiry Committee, and instruct me to request urgently that permission be given to Chamber to nominate three representatives". -Telegram ends.

# From Collector of Gustoms, Galcutta, to Chamber,

No. 5228.—CALCUTTA, 14th October, 1902.

The Government of India have decided to appoint a small Committee to enquire into the procedure of the Calcutta Custom House in respect of

- (I) the entry and clearance of vessels;
- (2) arrangements for the import and export of goods;
- (3) transhipment and reshipment rules;
- 4) the working of the Preventive Service in its relation to trade and shipping; and
- 5) the forms in use.
- 2. The Committee will commence its sittings on the 20th of November next. In the interval it would be convenient if any suggestions which members of your Association and of the Calcutta mercantile community would like to bring before the Committee ould be communicated to me in time to consider their bearings, so as to be ready with information on the subject when the Committee sits. I beg, therefore, to invite the communication of any suggestions of the sort, and to say that it would be more convenient to receive them singly, or in small batches, just as they happen to come in rather than wait until a large number has been collected, as this course will enable me to deal with them more expeditiously.

# From Chamber, to Collector of Customs, Calcutta.

No. 1406-1902 .- CALCUTTA, 24th October, 1902.

I have the honour to acknowledge receipt of your letter No. 5228, of 14th October, 1902, intimating that the Government of ladia have decided to appoint a small Committee to enquire into the procedure of the Calcutta Custom House, and that the Committee in question will commence its sittings on the 20th of November next.

# 2. The Committee of the Chamber have already been advised by the Government of Bengal of the proposed formation of this Committee, and I shall have much pleasure in circulating a copy of your letter now under acknowledgment to all members of the Chamber, asking them to submit through me any suggestions they may have to make.

The Committee presume that members forwarding suggestions will also be permitted to give oral evidence in support of their proposals before the Committee, if they desire to do so.

### From Chamber, to all Members.

CIR. No. 437-1902. CALCUTTA, 27th October, 1902.

I am directed by the Committee of the Bengal Chamber of Commerce to subjoin, for the information of members of the Chamber, oppy of a letter No. 5280 of 14th October, from the Officiating Collector of Customs, intimating that the Government of India have decided to appoint a small Committee to enquire into the procedure of the Calcutta Custom House, and that this Committee will commence its stittings on the 20th of November next.

The Collector gives in his letter the main points of the proposed enquiry, and intimates that he will be glad to receive, before the Committee commences its operations, any suggestions which members of the Chamber desire to bring before it. It is understood that oral evidence will also be taken.

I am instructed by the Committee to request that members of the Chamber having any communications or suggestions to make in connection with the proposed conquiry will froward them through me at as early a date as possible and the Committee venture texpress the hope that members of the Chamber generally, whether importers, Exporters or Shipping Agents, will co-operate with the Committee of Enquiry with the view of improving and simplifying the working of the Custom House.

# From Collector of Customs, Calcutta, to Chamber.

No. 5558.—CALCUTTA, 27th October, 1902.

I have the honor to acknowledge receipt of your letter No. 1408-1902, dated the 24th instant, and to say, with reference to your paragraph 3, that there will, I understand, be every opportunity for members forwarding suggestions to appear before the Committee and state what they have to say in support of them.

# From Chamber, to Government of Bengal (FINANCE).

No. 1431-1902. -CALCUTTA, 27th October, 1902.

With reference to my letter No. 1:29-1:902 of 1st October, 1902, in which I stated on belaff of the committee of the Chamber that the proposed Committee of Enginy into the procedure of the Calculus and Custom House would be very under strengthened by having three non-official members instead of one preparent respectively shipping Exposts and Imports, I am now done the procedure of the Committee to minimate that on further consideration they will be committee to menofficial members only, and they will feel obliged if under these circumstances Government will consider the letter under reference as cancelled.

I have to say that the nomination of the two representatives will be made at an early date.

# From Chamber, to Government of Bengal (Finance).

No. 1449-1902. -CALCUTTA, 31st October, 1902.

In continuation of my letter No. 1431-1902 of 27th October, 1902, and with further reference to your letter No. 1617-712, of 23rd September, 1902, I am now directed by the Committee of the Bengal (Hamber of Commerce to intimate that they nominate the two undermentioned gentlemen as members of the proposed Committee of Enquiry into the procedure of the Calcuta Custom

Mr. Herbert W. Cassels, of Messrs, Finlay, Muir & Co. Mr. A. Forsyth, of Messrs, Graham & Co.

# From Calcutta Wheat & Seed Trade Association, to Chamber.

No. 94-H .- - CALCUTTA, 31st October, 1902.

I am directed by the Committee of the Calcutta Wheat & Seel Irade Association to acknowledge receipt of copy of your Circular Loss of 27th instant, asking for suggestions with the view of improving and simplifying the working of the Calcutta Custom University of the Calcutta Custom with which you intunted the Co-remment of lands have appointed a Committee of Enquiry, which will commence as attings on the 20th November next.

The subject matter of your circular has received the Committes' best attention. I am directed to state that, in the opinion of the Committee, so far as the export trade is concerned, there is at present nothing in connection with the working of the Custom House which calls for improvement, the procedure being in their opinion both simple and expeditions.

# From Calcutta Wine, Spirit & Beer Association, to Chamber,

No. 52-Q .- CALCUTTA, 11th November, 1902.

I have to acknowledge receipt of your Circular No. 437-1802, dated 27th October, asking for suggestions with the view of improving and simplifying the working of the Calcutat Custom Hoses, in connection with which you intimate a Committee of Enquiry has been appointed by Government, and will shortly commence its sittings.

I placed your circular before the Committee of this Association, and, while thanking you for your courtesy in the matter, I am directed to intimate that they have no suggestions which they desire to place before the proposed Committee of Enquiry.

# From Jute Fabrics Shippers' Association, to Chamber.

No. 54-J. -CALCUTTA, 12th November, 1902.

I am directed by the Committee of the Jute Fabrics Shippers' Association to acknowledge receipt of your Circular No. 437-1902, dated 27th October, asking for suggestions with the view of improving and simplifying the working of the Calcutta Custom House, in connection with which you intunate a Committee of Enquiry has been appointed by Government, and will shortly commence its sittings.

In reply, I am directed to hand you copy of a letter, dated Ist instant, which the Committee have received from Messrs. Gillanders, Arbuthnot & Co., drawing attention to the restriction at present prevailing regarding the issue of Customs passes for export goods before the vessel has been entered outwards, and suggesting that shippers might be allowed to take out such passes even before the vessel concerned was in port.

The Committee are in complete accord with the suggestion of Messrs. Gillanders, Arbuthnot & Co., and they trust that the  $p^{\nu}$  posed Committee of Enquiry will be able to see their way to recommend it for future adoption.

CALCUTTA, 1st November, 1902

From-Messrs. Gillanders, Arbuthnot & Co.,

To-The Secretary, Jute Fabrics Shippers' Association.

In connection with your Circular No. 9-J., and in reference to the Bengal Chamber of Commerce Circular No. 437-1902, a point occurs to us which, though a small matter perhaps, is the cause of a good deal of inconvenience at times.

At present shippers are unable to take out Customs passes for generating the passes of the exported by a certain vessel until that vessel has been entered outwards. There may be some good reason for this, but it would at first sight seem that shippers might be allowed to take out such passes beforeined, even before the vissel councired is in port. If your Association is of the same opinion, we shall be glad if the point can be suggested to the Committee of Enquiry into the procedure of the Calcutat Custom House.

# From Calcutta Import Trade Association, to Chamber,

No. 64-M. -- CALCUTTA, 15th November, 1902.

I am directed by the Committee of the Calcutta Import Trade Association to acknowledge receipt of your Circular No. 437-1902, dated 27th October, 1902, asking for suggestions with the view of improving and simplifying the working of the Calcutta Custom House, in connection with which you intimate a Committee of Enquiry has been appointed by Government, and will shortly commence is stitings.

The Committee have given their most careful consideration to the working of the Custom House as far as the trade which they repeated is concerned, and I am directed to place before you certam suggestions which the Committee consider would, if adopted, anterally conduce to the satisfactory working of that institution.

Setting aside the minor inconveniences and difficulties which are met with in fulfilling Custom House requirements in connection with the clearance of import goods, the Committee consider the undue delay which occurs in passing documents relating to import cargo through the Custom House a matter which calls for speedy reform. The Committee would suggest that, in place of the present procedure which has to be followed in order to have documents completed before delivery of goods, such arrangements should be made as will enable merchants' agents to hand in documents at a given point and receive them back at the same point, the necessary entries and signatures being made and affixed and the documents handed from one department to another by the Custom House officials themselves. In the opinion of the Committee it is inadvisable that sircars and others transacting business at the Custom House should be allowed access to the different clerical departments. Under such a system as that indicated above, it would be possible for sircars to hand in their papers and return after a certain interval to receive them back completed. This would have the double advantage of strars being able to attend to other business, and of diminishing the bistle and confusion which prevails on the premises. The Committee would further suggest that the clerks' desks at the Custom House should be arranged with more regard to accessibility, and that officers who may have to affix formal signatures should not be

located in private rooms, where it is difficult to find them, and from which they cannot perhaps supervise the work as well as they could otherwise do.

I am instructed to forward herewith a memorandum giving details of the procedure in clearing packages from the Custom Houswhich precalled in May 60. These details were obtained by the Committee of the Chamber of the Custom House which precalled in May 60. The second been drawn at that time to the serious inconvenience of which importers were put in their efforts to clear their goods for the convenience at not aware whether this memorandum correctly represents the many for the presentime; but they have reason to believe that the much, if at all, simplified. It will be seen that notes and the inter-operations have to be got through with every challan at the Custom House and the Jetties. Many of these operations appear to be quite valueless and unnecessary, and could probably be dispensed with altogether. In any case there would seem to be ample room for simplification of the procedure, and it would probably be found that this would also allow of a smaller establishment.

The Committee also understand that at present the Assistant Collectors are generally employed in their respective office work until a late hour every day, and in the meantine the sirears have no option but to wait about until such time as they are disengaged. The Committee consider that this practice should not be allowed to continue, and Assistant Collectors should be put in the position of being able to a thend to merchauts agents from the beginning of the working day, so that the latter might be able to start work at once.

Another suggestion which the Committee desire to make is in regard to the necessity of having at present to go to two places, vis., the Jetties and the Custom House, for clearance of goods. The Committee understand that before the Port Commissioners came into existence, the whole of the work used to be done at the Custom House Subsequently, when the Port Trust was constituted, a portion of the work, vis., the landing and delivery of goods to consign ees, was transferred to them, the result being that merchants have to do a portion of the work at the Custom House and a portion at the Jetties. Although the suggestion may be considered to be of a somewhat radical nature, the Committee would still solicit the consideration of the Committee of Enquiry into the question as to whether arrangements could not be made for all the work to be done at one and the same place for the convenience of merchants. In this connection they would venture to suggest, although it forms no part of the work done at the Custom House, that the combination of the special toll and landing charges operations would, if effected, render a second visit to the Port Commissioners' office unnecessary.

In conclusion, I am directed by the Committee to express a hope that the deliberations and investigations of the proposed Committee to express a hope of Enquiry will result introduction of a system of working in the routine business connected with the claramer of goods in this port.

Calcutta, 11th May, 1894

DETAILS OF PROCEDURE IN CLEARING PACKAGES.

The Post Commissioners' Office

- The import duty challan, made out in duplicate, has to be taken first to a clerk of the Port Commssioners' office for calculating the special toll.
- 2. The same challan has to be taken to the cash-keeper for depositing the toll duty.
- 3. The same has to be taken to the supervisor for signature after the toll duty has been deposited.

#### The Custom House

- The same challan has to be brought to the Custom House, to a clerk, who will give numbers on the challan.
- 5. The same has to be sent to the noter, who notes the challan by comparing it with the Agent's manifest and D/order, according to the numbers of the challan given by the clerk mentioned in paragraph 4.
- The same challan has to be classified by an appraiser after being noted.
- The same has to be calculated by a clerk after being classified.
- 8. The same has to be examined by another clerk after being calculated.
- 9. The same has to be brought back to a clerk, who will enter it in a Register book and give numbers on the challan for Cash Department.
- $10.\,$  The same has to be sent to a man for punching the stamp put on the original challan.
- The same has to be sent to another clerk for signature after being punched and numbered.
- 12. The same challan has to be sent to the Cash Department to a clerk, who will take silver and copper only.
- The same challan has to be sent to another Cash clerk, who will take notes only.
- $11. \ \ \,$  The same has to be entered into a Register book by a clerk after duty is paid at the Cash Department.
- 15. The same has to be sent to the Cashier for signature.

- 16. The same challan has to be taken to the Import Department, to a clerk, who will enter it into a Register book and will then send it to the Assistant Collector for signature.
- 17. The same has to be sent to a clerk with the Register book for stamping challan  ${\rm II.~D.~R.,~No.}$  of ).
- The same has to be sent to the Deputy Collector with the Register book for signature after being stamped.
- $19.\,\,$  The stamped duplicate challan has to be taken to the appraiser at the Jetty.
- The Jetty Appraiser will give the order to the Reporter for opening the packages written in the challan.
- 21. The Reporter will report on the challan, which will then be brought back to the  $\Lambda ppraiser.$
- $22. \ \ \,$  The Appraiser will examine the opened packages and write " Appraised in full " on the back of the challan.

### The Jetty.

- 23. The "Appraised in full" challan, along with a jetty challan, has to be taken to the Shed Officer for the rate of landing charges to be written on it.
- 24. The two challans have to be brought back to the Jetty Cash officers at Port Commissioners' office to a clerk for calculating the amount of landing charges.
- 25. The same challan will be sent to another clerk for checking the amount of landing charges.
- 26. The Jetty challan will be entered into a Register book after being checked
- 27. The Jetty challan has to be taken to another clerk, who will receive the amount to be deposited.
- $28. \;\;$  The Cashier will sign the challan after the money has been deposited.
- 29. The Jetty challan and Custom House challan have then to be taken to a jetty clerk at the shed again for a gate pass 'comparing them with jetty manifest and bill of lading).
- $30. \;$  The Shed Officer will sign the Gate pass and return the same with the Custom House pass.
- 31. The Gate pass and Custom House pass have then to be brought back to the Gate Officer. The Jetty and Custom House Gate Officers will compare the packages with the Custom House pass then they will allow the goods to be taken delivery of by passing

# From Calcutta Tea Traders' Association, to Chamber.

No. 113-B.—CALCUTTA, 18th November, 1902.

Proposed Committee of Enquiry into the procedure of the Calcutta

Custom House.

I am directed by the Committee of the Calcutta Tea Traders' Association to acknowledge receipt of copy of your Circular No. 487.1908, dated 27th October, on the above subject, and to intimate that any suggestions which may be made, or may occur, to the Committee in time to be considered by the proposed Committee of Enquiry will be communicated to you.

# RULES FOR EXPEDITING THE CLEARANCE OF IMPORTS THROUGH THE CUSTOM HOUSE.

From Collector of Customs, Calcutta, to Chamber.

No. 4706.—CALCUTTA, 22nd September, 1902.

I should like to take up again the correspondence that was dropped in 1898 with the Chamber of Commerce's letter No. 228 of the 12th February, 1898, approving of some rules, drafted by Mr. Baker, for expediting the clearing of imports through the Custom House. It appears that a difficulty of a practical nature arose in taking full advantage of the rules in consequence of the reluctance of shipowners to give a delivery order before a vessel actually arrived in port, and a suggestion was made by Mr. Cassels, Secretary of the Liners Conference, that, if possible, the Custom House should dispense altogether with the production of the delivery order. Mr. Baker made a reference to the Government Solicitor on the point and received a reply which had the approval of the officiating Standing Counsel at the time, to the effect that the production of the order in question might be dispensed with so far as the Customs House is concerned, provided that certain conditions were inserted in the application for inward entry prior to arrival and in Bills of Entry presented under the rules framed. The nature of these conditions will be seen from the copy of the Government Solicitor's letter, which I send herewith. Mr. Baker was about to write to you on the subject, but put off doing so as he wished to consider the matter further. He was then relieved by another Collector, and apparently the question was not raised again The only difficulty that appears to me to arise, if Mr. Eddis' recommendations are followed, is that Bills of Entry and Bills of Lading when they come to us without the delivery order may also not have what is called the Line Number upon them, and we require this number to enable us to refer readily to the entry concerned in the manifest. I understand that that number is not, in practice, noted on the Bill of Lading until the delivery order is given. The way in which the difficulty might be overcome would be, I suppose, for owners of goods who wish to take advantage of the rules to apply to the Agents for the line number before they file their documents here, and this would not be a serious inconvenience.

2. In view of Mr. Baker's caution in pursuing the question upon receipt of the Government Solicitor's letter, I should prefer not to commit the Custom House finally to the procedure, but if it would suit those interested to accept the terms suggested by Mr. Eddis, and to arrange for supplying the Line Number as suggested above.

I should be glad to give it a trial for a month or two and see if any unforescen conditions arise, and I beg to enquire if the Chamber would be agreeable to this.

3. In framing his rules, Mr. Baker does not appear to have considered their applicability to coasting vessels. I should prefer, therefore, to reserve the question of their extension to these vessels for further consideration.

No. 319. -FORT WILLIAM, 4th April, 1898.

From -W. K. Eddis, Esq., Solicitor to the Government of India, To--The Collector of Customs, Calcutta.

I have the honour to acknowledge the receipt of your No. 13478, dated 22nd ultimo. Having also had the advantage of a personal interview with you on this matter, when the course of procedure was explained to me, I beg to advise as follows.

I do not consider that the Customs authorities would incur any responsibility, or run any risk, if you dispensed with the production of the delivery order by consignees of goods under the circumstances described in your letter. The Custom House pass cannot operate as a delivery order, and cannot effect the relations between the Master and the Agents of the vessel on the one side and the consignces or owners of the goods on the other. The pass is merely an acknowledgment from the Custom House authorities to the owners, that so far as the Custom House is concerned, he has complied with the requirements necessary to authorize him to receive a pass to clear the goods from the Custom House, or under your new order, to reach the various stages therein indicated. The Act makes no mention of delivery orders, because its provisions (see Section 86) do not contemplate the owner approaching the Custom House with his documents until the goods have been landed from the ship, when presumably he would have got possession of them from the ship; not only do I think that there is no necessity for the Custom House to insist upon the delivery order, but it seems to me that this requisition might give trouble, in case, for instance, of a pass being furnished without a delivery order being produced, if it was the recognised custom of the Custom House that no pass would be given without a delivery order.

I would suggest that throughout your Order No. 910 you should use the words "owners of goods imported" instead of "importers" as being in accordance with the wording of the Sea Customs Act.

I would suggest also that, in the 3rd line of para. 4 of your Office No. 910, the words "delivery orders" should be eliminated, and also that on the application form for an inward entry of the vessel before its arrival, required by para. I to be filed by the Agents of the vessel, it should be distinctly stated that the application is made under, and subject to, your Office Order No. 910. In like

Section 86 states that the owner of any goods shall, on the landing thereof from the importing ship, make entry of goods &e, but there is nothing in the Act to prevent the Custom House and such owner, being the parties concerned under Section 86, from carrying out the requirements of that section at an earlier period, any body attempting to dispute the right of the consignee to the and I do not think it would be a valid complaint on the part of goods in question, and endeavouring to seize the goods, that the Custom Authorities did too much to expedite the delivery to the benefit of the trade of the Port.

A note should be placed on record in your office to amend Section 86 when next there is any amendment of the Act, so as to bring it into harmony with the course of dealing adopted by your office with owners of roads.

I may add that I have consulted Mr. Pugh, the Standing Counsel, and considered the position very carefully with him, and he agrees with me in the views which I have expressed in this letter.

I return the forms of Bill of Entry which you were kind enough to leave with me.

# From Chamber, to Calcutta Import Trade Association.

No. 1335-1902.—CALCUTTA, 2nd October, 1902.

I am directed by the Committee of the Bengal Chamber of Commerce to forward, in original, letter No. 4706 of 22ad September, 1902, with enclosure, from the Officiating Collector of Customs, through the cules to expedite the clearance of imported goods February, 1808, and suggesting in amplification of the 21st augurated by those rules, a mode by which goods may be passed without production of delivery orders.

It will be seen that the Collector intimates that if it will suit inglad to give it a trial for a month or two for the purpose of ascertaining if any unforeseen conditions arise.

In order to facilitate reference, I attach the file of papers connected with this matter, from which it will be seen that in their

letter No. 7-M., of 5th February, 1898, the Comittee of the Calcutta Import Trade Association agreed to the introduction of the rules, copy of which will also be found on the file.

The favour of an early reply, and the return of the papers, is solicited.

# From Calcutta Import Trade Association to Chamber,

No. 61-M.—CALCUTTA, 17th October, 1902.

I am directed by the Committee of the Calcutta Import Frate Association to acknowledge receipt of your letter No. 1335-1902, dated 2nd October, 1902, forwarding, in original, letter No. 4706, dated 22nd September, 1902, with enclosure, from the Offg Collector of Customs, referring to the rules which came into operation on the 21st February, 1898, to expectite the clearance of goods imported through the Custom House, and suggesting, in amplification of the system thereby imagurated, a mode by which goods may be passed through the Custom House in anticipation of the arrival of vessels without production of delivery orders.

The Committee have carefully considered the Collector's proposal, and are in favour of initiating it as a tentative measure, for a month or two, in order to ascertain if any unforeseen conditions

I return the file of papers on the subject which accompanied your letter under reply.

# · From Chamber, to Collector of Customs, Calcutta.

No. 1405-1902.—CALCUTTA, 24th October, 1902.

I am directed by the Committee of the Bengal Chamber of Commerce to acknowledge receipt of your letter No. 4706, with enclosure, of 22nd September, 1902, on the subject of the rules for expediting the Carring of imported goods through the Custom Blass, published by the Collector of Customs on the 21st February.

e. In your letter now under reply you take up the question of the arrival of vessels without the production of delivery orders, and you suggest in amplification of the system inaugurated by the rules show referred to, a mode by which the above facility can be granted, provided certain conditions are compiled with

 Under the instructions of the Committee, I placed your letter and its enclosure before the Committee of the Calcutta Import Inde Association, and I have now received a reply from that body, intimating that they are prepared to accept your proposal as a tentative measure, for a month or two, in order to give time to ascertain if any unforescen conditions arise.

### From Collector of Customs, Calcutta, to Chamber.

No. 5958 .- CALCUTTA, 13th November, 1902.

With reference to your letter No. 1405-1902, dated the 24th October, 1902, I have the honour to send you a copy of the rules revised that I propose to have advertised in order to give effect to the proposal.

I beg to enquire if you agree that they are suitable. The favour of a very early reply is requested.

### REVISED OFFICE ORDER NO. 910.

Rules to expedite the Clearing of Imported Goods through the Custom House.

When any vessel is expected shortly to arrive in the port, and the Agents desire to avail themselves of the facilities provided by these rules, they may file an application for inward entry of the vessel, together with the import manifest, in duplicate, at any time not exceeding seven days before the probable date of arrival.

- 2. The application shall be in the ordinary form, and shall, in addition to the usual particulars, state the probable date of arrival of the vessel, and shall contain an undertaking by the Agents that they will, immediately after her arrival in port,
  - (a) The Master's authority appointing them his Agents;
- (b) Two copies of the Store list signed by the Master; and (c) Such other documents as are prescribed by the Customs authorities.
- It must also be distinctly stated in the application that the latter is made under and subject to these rules.
- 3. On receipt of such an application, together with the importunantiest, in duplicate, a notice to that effect shall be published in the Custom House Daily List of Imports, for the information of owners of goods imported.
- 4. Thereupon, and notwithstanding that the order for inward their bills of entry accompanied, where necessary, by Bills of Lading, showing the manifest line number of the consignment and invoices, and may proceed to go through the whole procedure for clearing their goods (including the payment of duty when this is permitted

by Rule 5) in accordance with existing rules, in the same manner as if the vessel had actually arrived, down to the stages mentioned in para 6 below. The Agent's delivery order is not required at this stage on the Bill of Lading.

- 5. Each bill of entry must contain definite statements (1) that is presented under and subject to these rules and (2) for the purposes of Section 37 of the Sea Customs Act, that it is expressly agreed that it shall be deemed to be delivered on the date when the order for inward entry is passed.
  And the bill of entry shall in fact be so deemed to be delivered.
- Subject to these conditions the stages to which owners of goods imported may go in anticipation of the vessel's arrival are as follows:—
  - (a). In the case of overside goods, the order to appraise and outpass.
  - (b). In the case of goods which are opened for examination, the order to open and examine.
  - (i) In the case of goods of which the whole or a percentage is sent into the Custom House, the order to send the whole, or a percentage.
  - (d). In the case of Bonded goods, the stage preceding the execution of the bond.
  - (e) In the case of sælt intended for delivery within the excepted limits, the issue of the salt certificate.
  - (f) In the case of salt intended for delivery beyond the excepted limits, the grant of the salt duty receipt.
- 7. When the vessel arrives in port, the Agents shall give notice of the fact to the Assistant Collector, at the same time producing the Master's authority appointing them his Agents, and filing the stee lists and other documents required by the Customs, as provided by Rule 2; and the Assistant Collector shall thereupon give the formal order for inward entry.
- On the arrival of the vessel, importers will take up the clearing of their goods at the stage to which it had been carried previously.
- 9. No fee will be charged for filing an amended or supplementary manifest prior to the formal order for inward entry. For amending or supplementing manifests, after such order has been given, the usual fees will be charged.
- 10. The Collector of Customs reserves to himself the right to withhold the privilege allowed by these rules in any case, at his discretion, without stating reasons; or to grant it subject to such conditions as may seem to him necessary in the particular case.
- 11. The facilities allowed by these rules extend to Coasting as well as Foreign trade.

# From Chamber, to Collector of Customs, Calcutta.

# No. 1548-1902.—CALCUTTA, 19th November, 1902

I have the honour to acknowledge receipt of your letter No. 5958 of 13th November, 1902, forwarding copy of the rules to expedite the clearance of imported goods through the Custom House, revised as proposed in your letter No. 4706 of 22nd September, 1902.

 I have placed this document before the Committee of the Calcutta Import Trade Association, who have signified their approval of the rules as revised.

# IMPORTATION OF GERMAN SALT INTO RANGOON.

From Rangoon Chamber, to Chamber.

RANGOON, 14th November, 1902.

I am desired to inform you that the following letter was addressed to the Local Government on the subject of German salt imported into Rangoon in subsidised German steamers:—

"The attention of this Committee has recently been drawn by several of the leading import firms to the fact that German salt imported in subsidised German steamers, and said to be a monopoly of the German Government, is rapidly ousting salt of British manufacture from the local market.

"The following figures, giving the imports in tons, for the past seven years, and taken from the Chief Collector of Custom's Report on the Trade and Navigation of Burma, aptly illustrate the position—

		1895-96	1896-97,	1897-98.	1898-99	1899-00	1900-01	1901-02
From United King	dom	30,4:5	24,819	30,398	23,802	16,865	10,265	13,650
Germany		21,401	10,443	22,286	22,892	14,593	21,689	25,386
Other countries		6	55	57	3,009	3,557	4,254	4,945
Total		51 852	35,317	52,741	49,703	35,015	36,208	43,981

"They show that while the imports from the United Kingdom have fallen from 30.445 tons in 1895.96 to 13.650 tons in 1901.02 the imports from Germany in the same period have risen from 21.401 tons to 25.386 tons."

"The Chief Collector of Customs in his Report for 1900-01 states that—

"The subsidised Hansa line fills up the steamers with salt, and by sacrificing if necessary any charges for freight, is able to undersell British salt.

"The better quality of the English salt enables it to keep a hold on the market, though in quantity the imports of British and German alt have changed places, and there appears to be no doubt that in the near future the divergence between the relative figures will become even more marked in lavour of the German product, it being impossible, in face of the competition described, to lay down British salt a remunerative prices.

"The circumstances would appear to justify the imposition of a countervailing duty on said of foreign manufacture, as has been done in the case of bounty-flogar, and I am desired to ask whether His Honor the Lieutenant Coemor is prepared to favourably coasider this method of obviating the injustice to British manufactures and importers here indicated.

"The Local Government having intimated its willingness to forward this representation to Government of India, should the Chamber desire it, my Committee have requested that it should be forwarded, and I am to say that if your Chamber is taking any action in the matter, they will be glad to be informed, with a view to joint action."

# From Chamber, to Rangoon Chamber.

No. 104-1903.—CALCUTTA, 20th January, 1903.

I am directed by the Committee of the Bengal Chamber of Commerce to acknowledge receipt of your letter of 14th November, forwarding copy of a letter addressed by your Chamber to the Government of Burma on the subject of German salt imported into Rangoon in subsidised German steamer, and imported

Vour letter to the Government of Burma has had the careful attention of the Committee of this Chamber, and they note from the concluding paragraph that you have suggested the imposition of a countervailing duty on salt of Foreign as opposed to salt of British manufacture.

The case for a countervailing duty hardly appears to rest on the same basis as the case for a countervailing duty on Foreign sugar, as this product was competing with an Indian industry, while object of your proposal is to protect, not a product of the country, but an imported product of British manufacture.

Further examination of the figures given in your letter to the Government. Burma discloses that while the imports of salt from the United Linguish have fallen off to the certent of 16,798 creased by 3,985 tons ince 1896,1896 the imports of German salt have only increased by 3,985 tons in the same period. It is clear, therefore, that some further read in the same period. It is clear, therefore imports of British salt than the competition of the German strice. I am to say that them the competition of the German Silter of the Silte

### From Rangoon Chamber, to Chamber.

RANGOON, 21st January, 1903.

I addressed you on 14th November on the subject of German satisficating British salt in this market, and informed you that the Local Government had undertaken to forward to the Government of India this Chamber's suggestion regarding a countervailing day being imposed on it.

I now beg to enclose copy of reply received from the Government of India, stating that in their opinion no case had been made out for the imposition of the special duty suggested.

I am to ask if your Chamber has taken any steps in this matter, and that you will favour the Committee with any information you can give with reference thereto.

No. 6600-S.R.—CALCUTTA, 13th December, 1902.

From—The Government of India, Finance and Commerce Department,

To-The Revenue Secretary to the Government of Burma.

I am directed to acknowledge the receipt of your letter No. 340-1, dated Eth November, 1902, forwarding a copy of a letter from the Chamber of Commerce, Rangoon, in which it is suggested that a special duty should be imposed on salt of German manufacture.

In reply I am to say that the Government of India are of opinion that no case has been made out for the imposition of the special duty suggested.

#### From Chamber, to Rangeon Chamber.

No. 153-1903.-CALCUTTA, 28th January, 1903.

I am in receipt of your letter of 21st instant, enclosing copy of a letter of 13th December, from the Government of India, Finance and Commerce Department, to the Government of Burna, intimating that the Government of India are of opinion that no case has been made out for the imposition of the special duty suggested.

This letter has crossed my letter of 20th January, to the address of your Chamber, and this letter, which you have probably ere now received, will answer the enquiry in the last paragraph of your letter under reply.

# CUSTOMS TARIFF CIRCULARS.

MEMO.-The following Customs Circulars, issued by the Government of India, Finance and Commerce Department, have been circulated during the year for the information of members of the

### Customs Circular No. II of 1902.

Notification—By the Government of India, Finance and Commerce Department.—No. 158-S.R., dated the 8th January, 1902.

In exercise of the power conferred by section 7 of the Cotton In exercise of the power conferred by section 7 of the Cetton Duties Act, II of 1896, and in supersession of the Notification in this Department, No. 6208-5.R, dated the 12th December, 1900, the Governor-General in Council is pleased to fix, for the descriptions of cotton goods hereunder specified, tariff values as follows with effect from the 1st February, 1902:—

GREY GOODS, PLAIN OR BORDERED.

Tariff value.

### Blankets and blanketings, raised Chadars and bedsheets, plain, or with borders not over \$\frac{1}{4}^g\$ Dangari cloth, including khadi Dhutis, cholas, or sallas, dupattas, and lungis, plain, or with borders not over 1" ... (calendered) over 1" but not over 1\frac{1}{2}" 7. Domestics, T-cloths, shirtings, longcloth, sheetings with borders not over 1" 9. Drills and Jeans, plain (callendered)... 10. Fents 11. Jacconets, unbleached bleached 13. Madapollams, unbleached bleached Mulls, unbleached bleached 17. Printers (bhagayad) 19. Shirtings, twilled, unbleached

coloured warp

coloured warp

20. ", bleached 21. Tent, sail, commissariat, and double cloth (dosuti) Zanzibar cloth, including American cloth Bed-covers, quilts, twilled sheets, twilled chadars, and

table cloths, with borders not over 1"

16.

18

24

FIGURED OR COLOURED GOODS.	Tariff	value.
FIGURED OR COLOURED GOODS.		r lb.
26. Bed ticking, plain or drilled		A. P. B 3
27. Blankets and blanketings, raised		36
28. Chadars, twilled, coloured (shawl checks)	10	
29. " not twilled, coloured, calico wove, shawl-pa	ittern 1	ŏŏ
31. Cotton tweed, commonly called hunting cloth, plain	ı or	
surped, including leneria, I nana susi. Thana to	vill,	
and I hana check	1.0	0 (
32 Cotton tweed, known as English checks, trousering	ngs,	
and coatings	10	0 (
33. Drills and Jeans, striped	8	
	8	
35. ,, ,, ,, khaki dyed 36. Fents	11	
27 Long and postula alath	7	
38. Lungis, unbleached, coloured stripes and borders	8	
39. Lungis, coloured	9	
40 Madrae cloth	12	
41. " " (imitation)	9	
42. ", twilled, checked, coloured warp and w	9 eft 10	
48. " " handkerchiefs or lungis	12	0
44. Napkins, unbleached	7	6
45. " bleached	8	6
46. Susi, ordinary, coloured stripes	8	3
47. " " weft	8	
48. " " fancy dobby pattern and or	di-	
nary susi checks	9	3
49. " " fancy dobby pattern, colou-	red	
warp or weft	10	3
50. " " fancy dobby flannel patte	rn,	
grey weft	8	6
" " " rancy dobby name patte		
52. Towels Turkish unblacehod	9	0
59	8	9
; " " " Dicached	9	9
" " " noneycomo, unbreached	7	6
56 Zonkow alasti " " Dicached	9	6
Sephyr Cloth		
Provided that any goods specified in the foregoing	lists sh	aii,
when woven with borders of silk, be assessed to duty ad	vatorem	-
Customs Circular No. III of 1909		•

### Customs Circular No. III of 1902,

Notification-By the Government of India, Finance and Commerce Department .- No. 351-S.R., dated the 20th January, 1902.

In exercise of the powers conferred by sections 22 and 23 of the Sea Customs Act, 1878 (VIII of 1878), in modification of the tariff values fixed by the Indian Tariff Act, 1894 (VIII of 1894), as

GENERAL DUTIES - contd.

BACON.

amended by the Indian Tariff Act (1894) Amendment Act, 1896 (III of 1896), and as further altered from time to time by Notifications of the Governor-General in Council, the Governor-General in Council, the Governor-General in Gouncil is pleased to fix, with effect from the 26th of January, 1992, for the articles specified in column 2 of the schedule hereto amexed, the tariff values stated in column 4 of the said schedule Provided that nothing in this Notification shall affect any additional duty imposed under the powers conferred by section 8A of the Indian Tariff Act, 1894 (VIII of 1894), as amended by the Indian Tariff Act AM (1809, (XIV of 1899).

SCHEDULE IV .- (IMPORT TARIFF.) GENERAL DUTIES.

	GENERAL DI	TH	s.		
No.	Names of Articles.		Per	Tarifi Valuation	DUTIES
,	Animals, living.  HORSES, CATTLE, SHERP, and all other live animals, of all kinds	ing		Rs. As	Free.
2	Articles of Food and Drink.  COFFEE  FRUITS AND VEGETABLES, except fresh from dyepetables not separately enumerated.		cwt.	28 0	Five per cent.
4	white are tree.—  Almonds without shell  in the shell  free the state of the state	in .	thousand ewt.	50 0 14 0 0 44 0 0 14 0 0 12 0 0 14 0 0 12 0 0 14 0 0 15 8 0 0 0 0 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Free. Five
5	MINERAL AND ABRATED WATERS and a unfermented and non-alcoholic beverages.	-11		ad valorem	Five per

# SCHEDULE IV. - (IMPORT TARIFF.) - contd.

_	GENER	A1. D01	TRS - COL	ifd-		
No.	Names of Article			Per	Tariff Valuation.	Duty,
	Articles of Food and				Rs. As.	
6	PROVISIONS, OILMANS' STO	RES AN	D GRO-			
	Bacon			lb.		Five per
	Beef and Pork		{	tierce of 3 cwt. barrel of	75 o	} ,.
	Biche de mer Butter			2 cwt. cwt. lb.	50 D	ľ.,
	Cheese China preserves in syrup			box of six	0 10 4 8	
	,, ,, dry, cand	lied		jars lb,	0 4	",
	Fish maws Flour		:::		ad valorem	Fre.
	Ghl Groceries, not otherwise of	 lescribed		cwl.	50 0 ud valorem	per cent.
	Margarine Pork hams	•••		Ъ.	0 11	::
	Shark-fins Singally and sozille			cwt.	7 8	Free.
	Taploca Vinegar, European, in wo	od		cwt.	11 0	Five per cent.
	, Persian	•••		Imperial gallon	1 0	.,
	" Indian All other sorts of provi stores and groceries	sions, o	ilman's	"	o 6	
7	Spices Beteleuts Goa				ua vaiorem	"
	,, —in the husk		==	cwt. thousand	11 o 2 o ad valorem	
	Chillies, dry Cloves stems and heads	···	::	cwt.	13 o 25 o	"
	in seeds, narlavang Ginger, dry			:	8 0 11 0 20 0	:
	Nutmegs in shell			іб. **	0 8	
	Pepper, black white All other sorts of spices		:::	cwt.	33 0 65 0	
8	Sugar, China, candy			cwt.	ad valorem	"
	" loa! " crystallised, beet			:	15 0	:
	" " and soft, fro	Mauri	tius Egypt	:	10 8	
					,	

SUGAR.

# SCHEDULE IV .- (IMPORT TARIFF) -contd.

GENERAL DUTIES-contd.

No.			-	-	-	-
	Names of Ar.	icles.		Per	Tariff Valuation	Duty.
8	Articles of Food and				Rs. A	s.
۰	produce of all	or China		cwt,	8 8	Five per cent
9	TEA, black			ib.	ad valores	7 "
	" green	•••		21	0 10	
	and Tanning Mat	erials.	eing			
10	CHEMICAL PRODUCTS AND F	REPARATI	ons-			
	Acid, sulphuric Alkali, Indian (sajji-kháa)			1ь.	0 1	Five per cent.
	Alum			cwt.	2 0	7
	Arsenic			"	4 10 25 0	"
	Bicarbonate of soda			,,	18 0	",
			***	.,	6 8	"
	Explosives, namely, blastin	g gelatine,	dyna-	**	2 12	"
	mite, roburite, tonite descriptions, including					
		detonator			ad valorem	
ĺ			:::	cwt.	27 0	
į	Sulphate of copper Sulphur (brimstone), flour	***		"	20 0	"
i	" (") roll	•••	[	**	6 0	"
- 1	n / 1 1 mount			"	5 0	" "
- 1	All other sorts of chemic preparations, including	al product	s and	"	, ,	"
- 1	borax	saltpetre	and		ad valorem	
11	DRUGS, MEDICINES, AND NAR					
- 1	Aloes, black	cories				
- 1	Socotre			cwt.	18 0	H 1
	Aloc-word			ıй. I	25 O	
	Asafoetida (hing) coarse (hingra)			cwt.	65 0	"
				10	22 0	11
	Banslochan (bamboo camph	or)	:::	iii l	15 0	"
	Brimstone (amaisára) Calumba root	***		cwt.	35 0	"
- 1	Camphor, refined, cake	***	***	ii.	9 0	,,
- 1	partially refined,	cake, in bl	ocks	16.	1 10	**
	of about 1	3 lb.		. 1	1 3	
			•••	/	1 3	,,
- 1	China root (chobchini), roug	h		cwt,	26 0 8 0	**
- 1	Cubebs ( , ), scra	ped		"	13 0	"
1	Galangal, China			0	26 o	
	Pellitory (akalkára)		:::	:	10 o	"
		-		"	50 0	"

PEPPERMINT.

# SCHEDULE IV .- (IMPORT TARIPF) -contd.

GENERAL DUTIES-contd.

Names of Articles,	l'er	Tariff Valuation	Duty.
Chemicals, Drugs, Medicines and Narcotics, and Dyeing and Tanning Materials - condd.		Rs. As.	
DRUGS, MEDICINES, AND NARCOTICS -concld.	lb		
Quinine and other alkaloids of chinchona Salep			Five per cent, Free.
Senna leaves		1 1	Pive per cent.
Storax, liquid (rose melloes)			19
		40 0	Free.
,, manufactured		ad valorem	Five
All other sorts of drugs, medicines and			per cent.
Schedule III)		1 1	
Dyging and Tanario M.		1 " 1	
Alizarine due dry 40 per cont		1 1	
	lbs.	1 41	**
60	*1	1 8	,,
	9.5		**
,, ,, 8o ,,			
" " " 100 ",			"
" ", moist, 10 ",			**
" " " 10 ",			"
	,,	0 84	,,
de de	,,	0 68	
n salts	**	1.0	.,
Avar bark			11
Buzgand (gulpista)	CWt.		
	ii.		**
Ominuts (myrabolams)			11
			"
Orchilla wood	,,	0.0	
Sappan wood and root	19	5 8	
	**	5 8	,,
All other sorts of dweing and transfer	**	9 0	"
materials		ad valorem	
Metals and Manufactures of Metals.			"
hattowate 2335 Cuttare, including from- moscyr and plated-wate, and also including machines, and an origination to be a surface of the control of the control of the option and and parts of the control of the which of presents, and parts thereof, and any parts of the control of the control of the present of the control of the control of the present of the control of the control of the present of the control of the control of the presents of the control of the control of the presents of the control of the control of the presents of the control of the contro			
	Chemicals, Drugs, Medicines and Asrcotics, and Dyaing and Narcotics, and Dyaing and Tanning Materials. Search.  Dates, Menicines, Ann Narcotics—concil. Peppermint, cystals  Quinine and other alkaloids of chinchons Saley  Quinine and other alkaloids of chinchons Saley  Nonas, liquid (not mellocs)  "Nonas,	Chemicalia, Druga, Madicinso and Narcottes, and Dystin and Narcottes, and Dystin and Tarning Materials - seeded.  Dates, Meteterists, AND NARCOTTES - conded. Peppermint, crystals - lib.  Quinine and other alkaloids of chinchons of the condens of	Chemicals, Drups, Medicines and Narcotices, and Dyenic and Tanning Materials accords.  Dates, Menicress, AND NARCOTICS - coneld. Peppermint, crystals  Quinine and other alkaloids of chinchons Saley  Quinine and other alkaloids of chinchons Saley  Commission of the

HRASS

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# SCHEDULE IV .- (IMPORT TARIFF) - contd.

# GENERAL DUTIES-contd.

				-
No.	Names of Articles.	Per	Tariff Valuation.	Duty
	Metals and Manufactures of Metals - contd.		Rs. As.	
	cotton, namely, bobbins (graying), forts for fooms, bendis, headt covits, bendi tentine, needles, laces, lags and needles for dobbins, pickers (budho) and others), picking bands, mander, reed pile recking sticks (over and homely, prings for looms, strappings, and well forts]  MACHINERY, namely, prime-movers and com- panent parts thereof, including bodies, and component parts of the principles of the principles of the postable copies to com- notines in which the prime- modines in which the prime- modines in which the prime- poperative parts		ad valorem.	Five per cent.
	", (and component parts thereof), meaning machine or sets of machines to be worked by electric, steam, water, fire or other power not being manual or animal labour, or which before being brought into use require to be fixed with reference to other moving, parts; and including belting of all materials for driving machinery			
	Provided that the term does not include tools and implements to be worked by manual or animal labour, an brouded also that only such articles shall be one to deal to the such articles shall be one to the such articles of machinery as are indispensed by the working of the machinery and articles of the working of the machinery and articles of the machinery articles of the machinery and articles of the machinery and articles of the machinery articles of the machinery and articles of the machinery and articles of the machinery	,		
	Note.—Machinery and component parts thereof made of substances other than metal are included in this entry.			
15	METALS, unwrought and wrought, and articles			Five
	Brass, orsidue and leaves, European	m. I	16	per cent.
- 1		,,	1 2	, a
1	, patent or yellow metal, sheathing, sheets, plates, and bolts , patent or yellow metal, seathing,	cwt.	48 o	,,
- 1			30 O	,,
- 1	,, sheets, flat or in rolls, very thin	"	150 0	"
- 1	, wire	16.	0 75	,,
			d valorem	
- 1	Copper, bolt and bar, rolled	cwt.	6o o	**
- 1	pails and composition it.	"	58 O	11
- 1	n old	"	57 0	
	, pigs, tiles, ingots, cakes, bricks, and	"	40 0	
	,, sheathing, plate, and raised bottoms	:	55 0 60 0	,,

COPPER.

### SCHEDULE IV -(IMPORT TARIFF)-contd.

### GENERAL DUTIES - contil.

No.	Names of Articles.	Per	Tariff Valuation,	Duty.
	Metals and Manufactures of Metals—contd.		Rs. As.	
15	METALS, unwrought and wrought, and articles made of metals—contd.			
	Copper, China, white, copperware , foil or dankpana, white, 104 in, x	Hs.	1 2	Five per cent
	44 in	hundred leaves	2 2	
	× 4½ in wire, not including phosphor-bronze	lib.	2 4	,,
	,, (phosphor-bronze) , all other sorts, unmanufactured and manufactured, except current coin of		ad valorem	::
	the Government of India, which is free			,,
	Gold, bullion and coin	hundred	". 3 0	Free. Five
	Iron, anchors and cables	leaves	ad valorem	per cent. One per cent.
	,, angle, T. and channel, other than Lowmoor or Swedish	ton	115 0	per cent
	,, angle and T, other than Lowmoor or Swedish (if galvanised) ,, channel (if galvanised)	,,	175 0 ad valorem	,,
	, bar, Lowmoor and similar qualities	ton	370 0 155 0	"
	" , nail-rod, also round rod under half an inch in diameter	,	170 0	,,
ı	,, ,, other kinds nail-rod, and round	11	100 0	**
	red under half an inch in diameter " ", " (if galvanised) " beams, joists, pillars, girders, bridge-	"	105 0 140 0	::
	work, and other such descriptions of iron imported exclusively for building purposes ,, plate and sheet, Lowmoor and similar		ad valorem	,,
	qualities y y Swedish and charcoal	ton	460 0	.:
	,, hoop, other kinds (if galvanised)	ton	115 0 ad valorem	"
- 1	", plate ", " ( ", ) " ", ", ", (if tinned) " sheets ", " (if galvanised)	ton	ad valorem	"
	,, sheets ,, ,, (if galvanised) ,, ,, (lead-coated) ,, bar, hoop, plate and sheet, Lowmoor	cwt.	ad valorem	"
	and Swedish (if galvanised) , , (including angle, T, and channel).		"	"
	, nails, rose, wire, and flat-headed	cwt.	10 0	"
	" , clasp " , other Sorts (including galvanised or tinned)	"	17 0	"
	nuts and bolts, also galvanised hooks and nuts for roofing		ad valorem	
	, old , pig	cwt	2 8 gd v alorem	::

IRON.

# SCHEDULE IV .- (IMPORT TARIFF) -contd.

### GENERAL DUTIES -contd.

Is ME	ridging, galvanised rivets and washers, all sorts. rivets and washers, all sorts. witer, including fenering wire and wire wire, including fenering managers. Including wire-netting managers, including wire-netting metals of the property of	Per	Rs. As.	
Is Mg Is	Metal's—could wrough, and artislet make the country of the country		ad valorem	per cen
Les Les Shi Siti	maked of metals—contal maked of metals—contage pages and when including intimes there- pages and when including intimes there- sockets, flanges, and the hills sockets, flanges, and the hills than those obscilled in place safety than those obscilled in place spike(commonly known as kyalica) spike(		,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	per cen
Lo Le Qu Shi Sii	maked of metals—contal maked of metals—contage pages and when including intimes there- pages and when including intimes there- sockets, flanges, and the hills sockets, flanges, and the hills than those obscilled in place safety than those obscilled in place spike(commonly known as kyalica) spike(		,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	per cen
La Le Qu Sh Siil	man hose described in No S, also man hose described in No S, also proposed to the common stage level-need, and tickers and tic		" " " " " " " " " " " " " " " " " " " "	Five per cens
La Le Qu Sh Siil	rice-lowls rice-lowls rice of the control of the co		" " " " " " " " " " " " " " " " " " " "	Five per cen
La Le Qu Shh Siii Sto	rives and washers, all sorts wire, including fearing wire and wire rope, but excluding wire-netting all other sorts, including wire-netting metta ad, all sorts (except sheets for tea-cheats, which are free) desilver  0. bindling or coin, except current coin of		" " " " " " " " "	Five per cen
La Le Qu Sh Sit	wire, including fencing wire and wire repe, but excluding wire-netting all other sorts, including wire-netting all other sorts, including wire-netting mimetia and, all sorts (except sheets for tea-chests, which are free)		" " " 9	Five per cen
Lo Lo Sh Sil Sti	all other sorts, including wire-netting all other sorts, including wire-netting and, all sorts (except sheets for tea-chests, which are free)	 Ib	" " "	Five per cen
La La Qu Sh Sil Str	meeta meeta and sorts (except sheets for tea-chests, which are free) sickslive	 Ib	,, ,,	per cen
Le Qu Sh Sil Str	metta ad, all sorts (except sheets for tea-chests, which are free) icksilver ot, bird ver, bullion or coin, except current coin of	 Ib	", ",	per cen
Le Qu Sh Sil Str	ad, all sorts (except sheets for tea-chests, which are free) icksilver ot. bird ver, bullion or coin, except current coin of the Government of Latin	it.	" 9	"
Qt Sh Sil Str	ot, bird ver, bullion or coin, except current coin of	116	" 9	.;;
Ste Ste	ot, bird ver, bullion or coin, except current coin of the Government of India		19	,,
Str		cwt.	15 0	,,
Str				
;;	el, anchors and cables	***	ad valorem	<i>"</i> ,
;;	angle shows 1 3 .	•••	,,,	One per cent
	angle, channel and spring	***		per cent
"	basic, all sorts, including galvanised or	***		"
	work and other description, bridge-		"	"
	poses exclusively for building pur-			
	cast and blistered of any kind not speci- fied in this number		"	
1	u (if galvaniand)	ton	140 0	"
. ,,	nails		ad valorem	"
"	nuts and bolts and nail rods		,,	.,
		Ion	120 0	,,
"	pipes and tubes, including fittings there- for, such as bends, boots, clhows, tees, sockets, flanges, and the like			**
- 22	hunce and sticets		ad valorem	11
,,,	" planished	ton	115 0	**
,,	" " (if galvanicad) "	ton	ad valorem	0
"	rails about 1 (if tinned or lead-		id valorem	,,
	other than those described in No. 58, also spikes (commonly known as dog spikes), switches, crossing			,,
1		1	- 1	
1 "			,,	

# SCHEDULE IV .- (IMPORT TARIFF) - contd.

### GENERAL DUTIES. - contd.

2074	GENERAL DUTIES (	ontd.		
No.	Names of Articles.	Per	Tariff Valuation	Duty.
	Metals and Manufactures of Metals—concid.			
15	Merals, unwrought and wrought, and articles made of metals—concid. Steel, T-bars			
		ton	115 0	One
	,, (if galvanised) ,, (if tinned) ,, wire, excluding wire-netting		165 o aa valorem	per cent.
	,, wire-to-pe all other sorts, including wire-netting			.,
	Tin, block	1	"	Five per cent.
1	,, foil, and other sorts Zinc or spelter, nails	cwt.	ad valorem	
	" plates and other shapes, soft	cwt,	20 0 16 8	"
	All other sorts of metals		ad valorem	"
	Oils.		,"	"
	Petroleum, including also nashtha and the many control of the cont	Imperial gallon,	ad valorem	One anna.
A	Il other sorts of oil, animal or vegetable (including otto of all kinds), and mineral, including paraffin wax			per cent.
	ther Articles, unmanufactured and manufactured.			,,
a h a e:	Practi, including drapery, halterdashery, and milinery, and military and military and another uniforms and accountements; but excluding columns of the state of t		,,	,,

BAMBOOS.

### SCHEDULE IV .- (IMPORT TARIFF) -contd.

### GENERAL DUTIES-contd.

No.	Names of Articles.	Per	Tariff Valuation,	Duty,
	Other Articles, unmanufactured and manufactured—contd.		Rs. As.	
18	ART, WORKS OF, except statuary and pictures intended to be put up in a public place, which are free		ad valorem	Five
19	BAMBOOS, common, grass, hay, rushes, straw,			per cen
20	Books, printed, including covers for printed books, maps, charts and plans, proofs, music,			1100,
	and manuscripts			,,
21	BRISTLES AND FIBRE, for brushes and brooms	***		,,
22	BRUSHES AND BROOMS, all sorts		ad valorem	Five per cer
23	BUILDING AND ENGINEERING MATERIALS, namely, asphalt, bricks, and tiles, cement of all kinds, fire-clay, earthenware piping, lime, and other kinds, not otherwise			
	described		, ,	
24	CABINET-WARE AND FURNITURE			,,
25	CARIAGES AND CARTS, including motor cars, bicycles, tricycles, jinrikshas, bath-chairs, perambulators, trucks, wheel-barrows, and all other sorts of conveyances, and compo- nent parts thereof.	!		,,
26	CHINESE AND JAPANESE WARE, including lac- quered-ware, but excluding earthenware, china, and porcelain (for which see No. 31)		,,	
27	CLOCKS, WATCHES, and other time-keepers, and parts thereof			.,
28	COAL, COKE, AND PATENT FUEL		"	Free
29	COTTON, AND ARTICLES MADE OF COTTON-			rice
29	Cotton, raw			,,
	, twist and yarn			
	,, sewing thread ,, piece-goods, hosiery, and all other manufactured cotton goods not	•••		"
	otherwise described		ad valorem	Thre and one-h per co
30	EARTH, COMMON CLAY, AND SAND-			Free
31	EARTHENWARE (except earthenware piping, for which see No. 23), china, china clay, porcelain, and imitation or false coral			Five
	porcessing and miniation of laise coral		ad valorem	per cer

FANS OF ALL RINDS.

# SCHEDULE IV.—(IMPORT TARIFF) = contd. GENERAL DUTIES—contd.

No.	Names of Articles.	Per	Tariff Valuation.	Duty.
	Other Articles, unmanufactured and manufactured—contd.		Rs. As,	
32	FANS OF ALL KINDS, except common palm- leaf fans, which are free		ad valorem	Five
33	FIREWORKS, all sorts, including fulminating- powder			per cent
34	FLAX, AND ARTICLES MADE OF FLAX, including linen-thread			,,
35	FURNITURE, TACKLE, AND APPAREL, not otherwise described, for steam, sailing, rowing, and other vessels		,,	
36	GUMS, GUM-RESINS, and articles made of gum or gum-resins-			
	Copal	cwt.	70 0 20 0	,,
- 1	Gamboge	16	10	,,
ļ		cwt.	15 0	,,
- 1	,, Arabic	**	20 0 20 0	"
	" Benjamin, ras	,,	25 0	,,,
	" " cowric		75 0	,,
- 1	" Bysabol (coarse myrrh)	,,	25 0	,,
	" Olibanum or frankincense	,,,,		Free.
	" Persian (false)	cwt.	10 0	Five per cent
- 1	Myrrh	,,	33 C	. ,,
- 1	Rosin	**	4 8	
- 1	All other sorts of gums, gum-resins, and articles made of gum or gum-resin,			
37	including caoutchouc and gutta-percha HEMP, including Manila hemp, and articles		ad valorem	"
3/	made therefrom		,,	,,
38	HIDES AND SKINS (except raw or salted hides and skins, which are free), including parch- ment and veilum, gold-beaters' skins, and all			
	other descriptions of bides or skins		,,	"
39	Horn			Free.
	,, articles made of, not otherwise described		ad valorem	Five per cent
40	INSTRUMENTS, APPARATUS, AND APPLIANCES, and parts thereof-			
	Computing, Dentel, Distilling, Diving, Drawing, Educational, Electric, Electric lighting, Galvanic, Measuring, Musical, Optical, Philosophical, Phonographic, Photographic (including materials for Photography), Scientific, Surgical, Surveying, Telegraphic, Telephonic, Typewriters, and all other sorts, except Telegraphic			

Hoss.

# SCHEDULE IV .- (IMPORT TARIFF)-contd.

# GENERAL DUTIES-contd.

No		-		
	Names of Articles.	Per	Tariff Valuatio	n. Daty.
	Other Articles, unmanufactured and manufactured—contd.		Rs. A	
	instruments and apparatus, and parts thereof, when imported by or under the orders of a railway company, and any instruments,			
	a passenger as part of his personal baggage			
	his profession or calling, which are free	cwt.	ad valores	y Five
41	IVORY AND IVORY-WARE—			bet otti
	Elephants' grinders tusks (other than hollows,	,,	350 0	, .
	in weight, and bollows			"
	Elephants' tusks (other the over	"	750 0	
	and not exceeding 20th each, and hollows, centres, and points each weighing less			
	Elephants' tuelle med tour it	**	650 c	
	Sea-cow or move teeth	,,	500 0	. ,
	Sea cow or move tout		200 0	
	3lb and under 4lb		185 0	
	Sre-cow or moye teeth, each less than 3lb. All other sorts, manufactured and unmanu-	"	135 0	"
42			ad valorem	,,
4-2	JEWELLERY AND JEWELS, including plate and other manufactures of gold and silver— Silver-ware, plain			
		tola	1 0	
	All other sorts, except precious stones and pearls, unset, which are free	"		
43	JUTE. raw		ad valorem	,,,
	,, articles made of, except second-hand or used gunny bags, which are free			Free.
44	LEATURE, and assistant		ad valorem	Five per cent.
	LEATHER, and articles made of leather, includ- ing boots and shoes, harness and saddlery, except saddlery of a military and saddlery,			per com
	by an officer of Dia No. pattern imported			
	which he is required.			1
			1	.,
45	MANURES, of all kinds, including animal hones		"	Free.
46	all binds			r fee.
47	OIL-CLOTH AND P			,,
	lincrusta, linoleum, and tarpaulins		ad valorem	Five
		- 1		per cent.

PAINTS.

SCHEDULE IV.—(IMPORT TARIFF)=contd.

GENERAL DUTIES—contd.

No.	Names of Articles.	Per.	Tariff Valuation	Daty.
	ther articles, unmanufactured and manufactured—contd.	1	Rs. As.	
48	and compositions for application to leather wood, and metals—	;		
	Lead, red, dry	· cwt.	15 0	Five per cent
	Ochre, other than European, all colours		17 0	
	Paints, composition		. 2 4	
	, patent driers		ad valorem	,,
	Turpentine		15 0	1,
	Verdieris	galion	1 - 0	
	Vermilion Canton	cwt.	70 0	١.,
	verminon, Canton		110 0	1
	Zinc, white, dry	bundles cwt.	1	1 "
	All other sorts, including glue and putty	ewt.	ad valorem	1,
			Jan Olitorem	"
49	PAPER, PASTEBOARD, MILLBOARD, AND CARD- BOARD of all kinds, including ruled	:1	1	1
ĺ	or printed forms and account and	1	İ	ł
	or printed forms and account and manuscript books, labels, advertising		1	{
			1	1
	calendars, Christmas, Easter, and other	1	1	
- 1	cards, including cards in booklet form, including also waste paper and old	1	1	1
- 1		1	}	1
- 1	,, articles made of paper and papier.		,,,	"
- 1	mâché papiet	1		
50	Perfumery-	1	. "	"
30	Gowla, husbard and unburster a		1	
- 1		cwt,	35 o	
- 1	Kapurkachri (zedonry)	1	8 0	
. }	Patch leaves (natchouli)		17 0	
- 1	Rose-flowers, dried	1	13 0	",
- 1	Rose-water	Imperial	2 0	",
	All other sorts, except perfumed spirit (for	gallon,	i	, ,
- 1	which see Schedule III)	J	ad valorem	
51			ua victorent	"
3,	PITCH, TAR, AND DAMMAR- Bitumen	1		
- 1	Dammor		,,	- ,,
	Pitch, American and Fusansas	cwt.	5 0	**
- 1			7 0	
	Tar, American and European	",	6 0	- 11
	" coal	, ,	4 0	;;
1			ad valorem	
1	,,			
52	PLANTS AND RULBS, living also dated for	1		
- (	PLANTS AND BULBS, living, also dried for			F
- (	PLANTS AND BULBS, living, also dried for herbaria	,		Free.
- (	PLANTS AND BULBS, living, also dried for herbaria PRECIOUS STONES AND PEARLS, unset (includ- ing the stones generically	,,		Free.
- (	PLANTS AND BULBS, living, also dried for herbaria  **RECIOUS STONES AND PEARLS, unset (includ- ing the stones generically known as Cambay stones, such as against	,,		Free.
53 F	PLANTS AND BULBS, living, also dried for herbaria PRECIOUS STONES AND PEARLS, unset (includ- ing the stones generically	n 		Free.

PRINTING.

31

# SCHEDULE IV.—(IMPORT TARIFF)—contd. GENERAL DUTIES—contd.

	1							
No.	Name	of Artic	eles.		Per.	Tariff Valuatio	n.	Duty.
55	Other Articles and mans PRINTING AND LIT namely, presses composing sticks	ifactu:	red <i>—conte</i> HING MAT	f. ERIAL,		Rc. A	s.	
	and lithographic	stones, 1	out not inc	luding				Free.
56	Rags						- 1	
57	RACKS for the withe	ring of to	a-leaf				1	
58	RAILWAY MATERIA COLOR IN COLOR	nely, cylioper bridge, cylidge, cylidge, cylidge, cylidge, cylidge, cylings, signification, cylings, c	inders, gird, s, rails, si, s, rails, si, s, rails, si, s, rails, sifish-bolts, r-fastenings attus, brake agnals, turneenders, cau cenders, cau clies, truck also the ted by, or company, n raier tanks, ther materise of this s a line of its of the includes a rail so of the includes a rail so of the sinch the rail so of the sinch the rail so of the condition of the rail so the rail so of the condition of the rail so the rail so of the condition of the rail so that the rail so that the rail so that the rail so the rail so that the rail so the rail so that the rail so that the rail so the rail so that the rail so th	ers and eepers, chairs, schairs, swit- gear, -tables, rriages, s, and follow- under amely, s, and als for exemp- railway leer the co such ral in Gazette				
59	SEEDS-	-					ĺ	
	Castor				cwt.	6	۰	Five per cent.
	Cummin	•••	•••		,,		0	,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,
	Linseed	•••	•••	•••	,,,		0	٠,
	Methi			•••	٠,		01	н
	Mustard, rape,	r sarson		•	,,,		0	**
	1'oppy			-	**		2	,,
	Quince, bihidán	a		:-	.,		0	"
	Till or Jinjili	***		:::	"		6	. ,,
	All other sorts				"	ad valore		
60	SHELLS AND COW	ries-				Jan Dalore	~	"
	Chanks—large	hells, for	cameos		hundred	15		
	,, white,					10	.	,,
	Cowras "	dead	,		n n		6	
	Cowras	••			",	"		

SHRLLS.

SCHEDULE IV,-(IMPORT TARIFF)-contd.

GENERAL DUTIES-contd.

No.	Names of Articles.	Per.	Tariff Valuation.	Duty.
	Other Articles, unmanufactured and manufactured—concid.		Rs. Δs.	
60	SHELLS AND COWRIES-contd.			
	Cowries, bazar, common	cwt.	3 8	Five
	" yellow, superior quality		r 8	per cen
	Maldive	,,	5 8 5 8	۱ "
	" sankhla		60 O	,,
	Mother-of-pearl, nacre		- 22	Free
	Nakhla	cwt.	65 o	Five
	Tortoise-shell	16	9 0	per cen
	,, nakh	.,	40	"
	All other sorts, including articles made of			
	shell, not otherwise described		ad valorem	,,
Gr	SHIPS AND OTHER VESSELS for inland and harbour navigation, including steamers, steam-launches, boats and barges, imported entire or in sections.			Free.
62	SILK, AND ARTICLES MADE OF SILK-		1	
	Bokhara	n,	7 8	Five per cen
	Floss	۱.,	6 8	1,02,000
- 1	Piece-goods		ad valorem	
	Sewing thread, China Raw silk—Chaharam, Cochin-China, and	15	8 0	",
- 1			48	
	Mathow	"	2 8	"
- 1	Other kinds of China		6 4	"
	Waste and Kachra		14	
	Panjam		1 12	, ,
•	Persian	"	5 0	**
	All other sorts, including cocoons	"	ad valorem	,,
			na vaiprem	"
63	SOAP	-	"	"
64	SPECIMENS ILLUSTRATIVE OF NATURAL SCIENCE, including also natique coins and medals			Frec.
65	STATIONERY, excluding paper (for which see			
	No. 49)		ad valorem	Five
66	STONE AND MARBLE, and article made of stone and marble			per cen
67	TALLOW AND GREASE, including stearine	٠.	"	"
68			"	"
US	TEA CHESTS of metal or wood, weather im- ported entire or in sections, provided that the Customs Collector is satisfied that they are imported for the purpose of the packing of tea for transport in bulk			Free

TRXTILE FABRICS.

# SCHEDULE IV .- (IMPORT TARIFF) - concid.

GENERAL DUTIES. -concld.

No.	Names of Articles.	Per	Tariff Valuation	Daty
	Other Articles, unmanufactured and manufactured—concid.		Rs. As.	
69	TEXTILE FABRICS, not otherwise described -		ad valorem	Five per cer
70	TOILET REQUISITES, not otherwise described		,,	per cer
71	Toys, including toy-books, and requisites for all games		,	,,
72	Umbrellas, parasols, and sunshades of all kinds			"
73	WALKING STICKS and sticks for umbrellas, parasols, and sunshades of all kinds, mounted and unmounted, driving, riding, and other whips, fishing reds and lines		"	"
74	WOOD AND TIMBER (except fire-wood, which is free), and articles made of wood not otherwise described		"	1,
75	Wool, raw " articles made of, including felt	=	" Id valorem	Free.
76	ALL OTHER ARTICLES, manufactured or un- manufactured, not described in this Schedule		u vuorem	per cen

# Customs Circular No. IV of 1902.

Notification—By the Government of India, Finance and Commerce Department.—No. 314-S.R., dated the 17th January, 1902.

The Governor-General in Council is hereby pleased to direct that the further duties imposed on sugar imported from Italy by the Notification in the Finance and Commerce Department No. 4II0-S.R. of August 1, 1901, shall not be leviced until further notice.

# Customs Circular No. V of 1902.

Notification—By the Government of India, Finance and Commerce Department.—No. 817-S.R., dated the 7th February, 1902.

In exercise of the power conferred by sub-section (2) of section 8A of the Indian Tariff Act, 1894 (VIII of 1894, as amended by Ats III of 1804 and XIV of 1899), and in supersession of the rates of additional duty on the kinds of sugar exported from Holland, mentioned in the Notification in this Department No. 2479-S.R. dead the 7th May, 1901, the Governor-General in Council is pleased to declare that the rates shall be revised as follows, with effect from the 18th March, 1902:—

#### For

Kinds of sugar.	Bounties bestowed.	Additional duties to be levied.
Raw sugar produced in Hol- land from beet-roots.	1:50 florins per 100 kilograms of hard refined*.	Per cwt. Rs. As. P. 0 15 3
raw sugar produced in Hol- land.	1-72 florins per 100 kilograms 22 florin per 100 kilograms, in addition to bounty, if any, allowed on the raw sugar by the country of pro- duction	0 2 3 in addition to contervaling du if any, on traw sugar.

<sup>\*</sup>The output of refined sugar from raw is computed by deducting from the Polantision of the raw sugar twice the glucose, four times the ashes, and one and shalf per cent. for loss in refining.

### Read

Kinds of sugar.	Bounties bestowed.	Additional duties to be levied.
		Per cut.
Raw sugar produced in Hol- land from beet-roots.	1.38 florins per 100 kilograms of hard refined+.	0 14 0
Sugar refined from beet-root raw sugar produced in Hol- land.	1.57 florins per 100 kilograms	0 15 11
Sugar refined from imported raw sugar.	•19 florin per 100 kilograms in addition to bounty, if any, allowed on the raw sugar by the country of pro- duction.	0 1 11 in addition to com tervailing duty if any, on the raw sugar.

+ The output of refined sugar from raw is computed by deducting from the polarization of the raw sugar twice the glucose, four times the ashes, and one and a half per cent. for loss in refining.

### Customs Circular No. VI of 1902.

Notification—By the Government of India, Finance and Comment Department.—No. 916-S.R., dated the 12th February, 1902.

In exercise of the power conferred by section £2 of the Sac Customs Act, 1878 (VIII of 1878), and in supersession of the value fixed in columns 3 and 4 of the schedule appended to the Notification by the Government of India in the Finance and Commerce Department, No. 351-SR, dated the 20th of January, 1902, for the articles specified in column 2 of the schedule hereto annexed, the Governor-General in Council is pleased to fix for the said article, with effect from the 20th of February, 1902, the value stated in column 5 of the said schedule.

ı	2	4	5		
Number in Tariff Schedule.	ariff Name of Article. Per Present va		Present valua- tion.	Revised valua- tion.	
	Articles of food and drink,		Rs. As.	Rs. As.	
8	Sugar, soft or raw, other than from Mauritius, Egypt, or China	cwt.	9 8	8 8	

### Customs Gircular No. VII of 1902.

Notification—By the Government of India, Finance and Commerce Department.—No. 1262-S.R., dated the 28th February, 1902.

The Governor-General in Council is pleased to direct that refineshall be made of the difference, as indicated below, between (a) the rates of additional duty actually charged on the different kinds of Austro-Hungarian sugar imported into India which were simped from Austria-Hungarian sugar imported into India which were simped from Austria-Hungary, or from ports of other countries, from the 1st of August, 1900, to the 31st July, 1901, inclusive, and (b) the rates now ascertainced to be chargeable thereon after making allowance for the maximum bounty paid by the Austro-Hugarian Government. Such refunds will be made to the importers concerned, that is to say, to the person by whom the duty was originally paid, on application to the Collector of Customs to whom the duty was paid, evidence that the sugar was exported from Austria-Hungary during the period mentioned above and evidence regarding the rate and amount of duty paid being furnished to the satisfaction of the Collector:—

	RATES OF DUTY A	d) ADDITIONAL CTUALLY RGED	(b) RATES NOW ASCRITAINED TO BR CHARGEABLE.	DIFFEREN REFU	
KINDS OF SUGAR.	From the 1st August 1900 to the 1st February 1901.	From the 2nd February 1901 to the 31st July 1901.	From the 1st August 1900 to the 31st July 1901.	On sugar on which the rates in column 2 have been charged	On sugar on which the rates in column 3 have been charged.
	2	3	4	5	6
Sugar under 99:3	Per cwt. Rs. As. P.	Per cwt Rs. As. P.	Per cwt. Rs. As. P.	Per cwt. Rs. As. P.	Per cwt. Rs. As. P.
per cent, and of at least 90 per cent, polarization Sugar of at least	0 15 0	103	0 12 6	0 2 6	0 3 9
99'3 per cent, polarization.	150	174	120	030	0 5 4

### Customs Circular No. VIII of 1902.

No. 1656-S.R., dated the 20th March, 1902.

From—The Secretary to the Government of India, Finance and

To-The Secretary to the Government of Madras, Revenue Department.

I am directed to acknowledge the receipt of your letter No. 1164 (Revenue), dated the 16th December, 1901, on the subject of the pay-

ment of drawback on dutiable goods imported by parcel post which are subsequently re-exported out of British India by the same

2. In reply I am to say that His Excellency the Governor-General in Council sanctions the payment of drawback in the case of all articles re-exported by parcel post, in whatever manner imported arranged re-exported by parcer post, in whatever manner imported, provided that adequate proof is produced of the payment of import duty, of the identity of the articles, and of their re-export being effected within two years from the date of importation, or within such extended term, not exceeding three years, as the Chief Customs authority, on sufficient cause being shown, determines in any case.

### Customs Circular No. IX of 1902

No. 845-S.R., dated the 11th February, 1902.

From-The Secretary to the Government of India, Finance and Commerce Department,

To-The Secretary to the Government of Bombay, Revenue Department.

I am directed to refer to the correspondence ending with your letter No. 75, dated the 6th January, 1902, on the subject of the marking of worsted woollen yarns imported from the Continent of Europe. The Government of India have asked the Secretary of State to ascertain the views of English spinners on the question; and in the meantime I am to say that the Continental description of count may be allowed for the present in the case of both woollen and silk yarns, provided the manufactures follow the metric system in full, qualifying the marks with the words "Continental Count" or "Metric System of Count," and give the country of origin of the

No. 3007-S.R., dated the 7th June, 1902.

From-The Secretary to the Government of India, Finance and Commerce Department,

To-The Secretary to the Government of Bombay, Revenue Department.

In continuation of the letter from this Department No. 845-S.R. dated the IIth February, 1902, I am directed to inform you that the Association of Chambers of Commerce of the United Kingdom, which was consulted by the Secretary of State for India, approves the application of the metric system of marking to both silk and woollen yarns in India, provided that the manufactures follow the metric system in full, qualifying the marks with the words "Continental Count" or "Metric System of Count," and give the country of origin of the yarns; and provided also that yarns marked in accordance with the British system are admitted freely as hitherto.

9. The provisional orders conveyed in the letter above cited may now be considered as final

# Customs Circular No. X of 1902.

Notification-By the Government of India, Finance and Commerce Department .- No. 3131 S.R., dated the 6th June, 1902.

In exercise of the powers conferred by section 8-B, sub-section The of the Indian Tariff Act, 1891 (VIII) of 1894), as amended by the Indian Tariff (Amendment) Act, 1902 VIII of 1902), the Govemor-General in Council is pleased to impose a special duty, at the rates set forth in the schedule hereto annexed, upon all sugar import ed into British India from the countries mentioned in the said schedule, whether the same is imported directly from the country of production or otherwise, and whether it is imported in the same condition as when exported from the country of production or has been changed in condition by manufacture or otherwise.

#### The Schedule.

			Country.	Rate of special duty per cwt.				
	Austria-Hung					R	· As,	Р.
		ary					3 3	9
3	Germany	***	***		***	2	2 13	9

### Customs Circular No. XI of 1902

No. 3358 S.R., dated the 18th June, 1902.

From- The Secretary to the Government of India, Finance and Commerce Department,

To -The Secretary to the Government of Madras, Revenue Department.

I am directed to acknowledge the receipt of your letter No. 431, dated 5th May, 1902, regarding the levy of customs duty on flint pebbles. The question has arisen in connection with the importation

int publics for use as rolling ballast in their tube mills for the manufacture of cement. The Board of Revenue considers that the Customs Collector has correctly levied duty on these pebbles, but, as the practice appears to be different in Calcutta, you refer the case for a ruling by the Government of India.

2. In reply I am to say that the Government of India agree with the Board of Revenue in thinking that the duty has been correctly levied in the case under consideration. They consider that flint publics imported for the purpose indicated cannot be held to be component parts of a cement mill, but should rather be regarded as consumable stores used in working the mill. Duty should, therefore, be levied on them at five per cent. ad valorem, whether they are imported separately or along with the machinery of a mill.

### Customs Circular No. XII of 1902,

Notification—By the Government of India, Finance and Commune Department.—No. 4439-S.R., dated the 14th August, 1902.

In exercise of the powers conferred by section 8-A, sub-section 2, of the Indian Tariff Act, 189, 2, and section 8-B, sub-section 27, of the Indian Tariff Amendment Act, 1890 XIV of 1899, as aemded by the Indian Tariff Amendment Act, 1890 XIV of 1899, as aemded by the Indian Tariff Amendment Act, 1890 XIV of 1899, as a condend to Indian Tariff Amendment Act, 1890 XIV of 1899, as a condend to Indian Tariff Amendment Act, 1902 XVIII of 1902, the Government 1902, and the Indian India

#### RULES

1. For the purposes of these rules, unless there is anything repugnant in the subject or context, "Customs-port," "Chief Customs authority," "Customs Collector," womer and "public ware house" have the meanings respectively assigned to them in the Sec Customs Act, 1878 VIII of 1878).

2. Where any sugar is imported into any Customs port, the owner shall declare to the Customs Collector in what country sudsugar was produced, and shall furnish him with such other information as may be necessary to enable him correctly to assess the additional or special duty 'if any) chargeable under sub-section (I) of section 8.4 or 8-B, respectively, of the Indian Tariff Act, 1894 (VIII of 1894)

3. (1) Where the information required by rule 2 is not furnished, the Customs Collector shall deposit and detain the sugar in such part of the Custom House premises as he may deem suitable.

2) The owner of any sugar deposited and detained under subrule '1) may, at any time, clear such sugar on payment of the additional or special duty leviable thereon and of the other charge payable to the Customs Collector, whether for wharfage fees or other wise in respect of the same.

(3) For the purposes of sub-rule '2) and for the purpose of calculating the surplus payable to the owner under section 88 of the Sea Customs Act, 1878, the additional or special duty leviable upon any sugar deposited and detained under sub-rule (1) shall, if the information necessary for the correct assessment of the additional or special duty leviable thereon has not been furnished, be assessed at such rate not exceeding the highest rate of additional or special duty leviable upon any class of sugar as the Governor-General in Council may, by general or special order, fix in this behalf, in this sheatly.

4. The Customs Collector may accept the information required by these rules in any form which he may consider sufficient; and he shall accept it if given in the form and manner hereinafter prescribed.

 Where sugar is imported into any Customs port from a bonded warehouse in the United Kingdom, the owner shall furnish the Customs Collector with the following documents, namely:

 a) a certified copy of the delivery warrant of the British Custom House;

(b) a certified copy of the shipping bill; and

a declaration in writing of the exporter in Form A or Form B, as the case may be, stating

(i) the country in which the sugar was produced;

i) the date of shipment from the country (if any) from which the sugar was exported to the United Kingdom:

iii) where the sugar was not produced in the country referred to in sub-head (ii), the date on which it was exported from the country in which it was produced, and

(iv) whether the sugar is cane or beet.

6. Where refined sugar, having passed through a refinery in the United Kingdom, is imported from the United Kingdom into any Customs port, the owner shall furnish the Customs Collector with the following documents, namely:

(a) declaration in writing by the refiner in Form C, or by any person authorized by a power of attorney from such refiner in Form D, stating—

i) the particulars of the raw sugar from which the refined

sugar was manufactured;

ii) the country from which such raw sugar was imported into the United Kingdom;

 (ii) the date of shipment from the country referred to in sub-head (ii);

(iv) where this information is available at the time of importation into the Customs port, the country in which the raw sugar was produced; and

(b) a declaration in writing by the exporter in Form E, or by any person authorized by a power of attorney from such exporter in Form F, identifying the sugar entered for shipment with the sugar referred to in the declaration prescribed in clause 'n'.

7. '1) In the case of any sugar-

(a) which, being refined sugar, has been imported, on payment of duty, into the United Kingdom and has been exported thence without drawback to any Customs port, or

(b) which, though nominally imported into the United Kingdom, has increly passed through a port in the United Kingdom in transit to be re-exported thence to any Customs port in the same or another bottom; or

 which has been imported into any Customs port from any country other than the United Kingdom;

con

the owner shall furnish the Customs Collector with one of the following documents, namely:—

(i) where the sugar was produced in the country from which it was exported either to the United Kingdom or direct to India, a certificate by the exporter in Form G;

(ii) where the sugar was produced in a country other than that from which it was exported either to the United Kingdom or direct to India, a certificate by the shipper in Form H.

(2) Where any sugar referred to in sub-rule 1) has been exported from a port in any country other than the United Kingdon or any British possession to the United Kingdon or to any Customs port, the certificate shall be attested by the British consular officer at the port in such country.

3) Where, in any case referred to in sub-rule (2), the Britist consular officer so desires, the certificate shall have been approved and communicated to him by a local Chamber of Commerce.

### Form A.

DECLARATION BY EXPORTER IN THE CASE OF SUGAR SHIPPED DIRECT TO THE UNITED KINGDOM FROM THE COUNTRY IN WHICH IT WAS PRODUCED.

[Rule, 5, clause (c).]

I, A. B.

declare that the consignment of

cwt. of but

sugar of degrees of polarisation, in bags marked and addressed as follows

signed to Messrs.

(a) Insert name of Indian port.
 (b) Insert name of Country.
 (c) Insert name of port.

was produced in (b) and shipped from (c)

day of 190 .
Signature of Exporter.
Declared before me at the Custom
House at this

day of , 190 . Signature of Chief Officer of Customs, Port of Form B.

DECLARATION BY EXPORTER IN THE CASE OF SUGAR EXPORTED FROM THE COUNTRY IN WHICH IT WAS PRODUCED, TO SOME OTHER COUNTRY, AND THENCE SHIPPED TO THE UNITED KINGDOM

[Rule 5, clause (c).] I. A. B

declare that the consignment of beet can be sugar of degrees of polarisation, in bags, marked and addressed as follows:

(e) Insert name of Indian port, (i) Insert name of country. signed to Messrs. of (a)

was produced in (b) and exported thence in bond on the

of day 190 . and that the said sugar was shipped from on the

day of 190 .

Signature of Exporter.

Declared before me at the Custom House at

day of , 190

Signature of Chief Officer of Customs, Port of

Form C.

DECLARATION OF ORIGIN AND MANUFACTURE OF SUGAR BY A REFINER [Rule 6, clause (a).]

(a) Insert address and description.
(b) The refined sugar to be described and identified with marks and numbers in this space.
(c) Insert names, with country or place of refinery.

(4) Insert place

do solemnly and sincerely declare that the undermentioned sugar (b)

was delivered on the

nery at  $(\epsilon)$  , from my refito (d) for exportation

and was manufactured by me from importations of raw sugar as endorsed hereon. And I make this solony Dale

And I make this solemn Declaration conscientiously believing the same to be true, and by virtue of the Statutory Declaration Act, 1835. this

Declared at

Signature of Refiner.

day of . 190

Before me, A Justice of the Peace or a Conmissioner to administer Oaths in the Supreme Court of

This is the Exhibit referred to in

Declaration of the

day of , 190

Form D

DECLARATION OF ORIGIN AND MANUFACTURE OF SUGAR BY AN AGENT OF REFINER UNDER POWER OF ATTORNEY.

[Rule 6, clause (a).]

I, A.B. of (a)

do solemnly and sincerely declare (a) Insert address and description.
(b) The refined sugar to be described and identified with marks and numbers in this space.
(c) Insert refiner's name and address.

(d) Insert place.

that the undermentioned sugar (b) was delivered on the day of

, 190 , from the refinery of (c) at

for exportation to (d) and was manufactured by the said from importations

of raw sugar as endorsed hereon. And I make this solemn Declaration conscientiously believing the same to be true, and by virtue of the Statutory Declaration Act, 1835. Signature of Agent

Declared at this

day of . 190

Before me. A Justice of the Peace or a Commissioner to administer Oaths in the Supreme Court of

This is the Exhibit referred to in Declaration of day of,

, 190

Form E DECLARATION BY EXPORTER. [Rule 6, clause (b).]

I, A. B.

(a) Insert address and description. Of (a) (8) The refined sugar to be de-scribed and identified with marks

and numbers in this space (a) Insert names of ship and

til Insert place.

hereby declared that the undermentioned sugar (b) has been entered for shipment

Master (1) for exportation to (d)

and I further declare that the sugar so entered is the sugar referred to in the annexed Declaration marked

Signature of Exporter. Declared before me at the Custom House

this

day of

Signature of

Chief Officer of Customs, Port of

Form F.

Declaration by an Agent of Exporter under Power of ATTORNEY.

190

[Rule 6, clause (b).] I. A. B

(a) Insert address and description. Of (a) (d) losert names of ship and has been entered for shipment

(v) Insert place.

10) insert address after description.
10) The refined sugar to be described and identified with marks and
immbers in this region.

per (c) Master (c)

for exportation to (d) and I further declare that the sugar so entered is the sugar referred to in the annexed Declaration marked Signature of Agent.

Declared before me at the Custom House at

this day of

190

Signature of Chief Officer of Customs, Port of

Form G

DECLARATION BY EXPORTER AT A FOREIGN PORT AS TO THE ORIGIN OF SUGAR PRODUCED IN THE COUNTRY FROM WHICH IT WAS EXPORTED EITHER TO THE UNITED KINGDOM, OR DIRECT TO

[Rule 7, sub-head (i).]

I. A. B.

declare that the consignment of

cwt. of been

sugar, of degrees of polarisation, in bags, marked and addressed as foland shipped on

(a) Insert name of port in the United Kingdom.

190 190 , per steamer consigned to Messrs. India. (//) Insert name of country of export.

& Co. of (a) was produced in (b)

Exporter's signature. Certified that I believe the above Declaration to be true. Signature of Consul at foreign port of exportation.

### Form H.

DECLARATION BY SHIPPER AT A FOREIGN PORT AS TO THE ORIGIN OF SUGAR PRODUCED ELSEWHERE THAN IN THE COUNTRY OF EXPORT.

[Rule 7, sub-head (ii).]

I. A. B. declare that the consignment of

cwt. of beet sugar,

degrees of polarisation. bags, marked and addressed as follows: and shipped on 190 per steamer consigned to Messrs.

& Co..

(a) Insert name of port in the United Kingdom. India

(b) Insert country of production

(c) Insert name of country,

(d) Insert port of shipment

was produced in (b) and exported thence in bond on

for transit through (c)

to (d) for shipment to India. (r) Insert name of place whence the sugar was exported in transit. (f) Insert port of shipment.

I produce and annex to this Declaration the bills of lading and other relevant documents attested by the Customs and other officials at (e) and at (f)

Shipper's signature.

Certified that I have examined the documents mentioned and believe the foregoing Declaration to be true.

> Signature of Consul at foreign port of exportation.

### Customs Circular No. XIII of 1902.

Notification -- By the Government of India, Finance and Commerce Department: No. 5028-S.R., dated the 19th September, 1902.

In exercise of the power conferred by section 19 of the Sea Customs Act, 1878 (VIII of 1878), the Governor-General in Council is pleased to prohibit the taking by sea or by land out of British India (a) feathers of ostriches and (b) skins and feathers exported bond fide as specimens illustrative of natural history.

### Customs Circular No. XIV of 1902.

No. 5098-S.R., dated the 24th September, 1902.

From-The Secretary to the Government of India, Finance and Commerce Department.

To-The Revenue Secretary to the Government of Burma.

I am directed to acknowledge the receipt of your letter No. 808-2C, added the 29th August, 1902, in which the Government of Burna recommends the exemption from Customs duty of mess-plate to the value of £2,140 which the officers of the 2nd Battalion, West Riding Regiment, propose to import to replace that destroyed by fire in December last.

2 Under the orders contained in the letter from this Department, No. 2919-S.R., dated the 3rd July, 1897, the mess-plate of British regiments arriving in this country, when certified by the Commanding Officer to have been in use for twelve months is exemptof from Customs duty, provided that the plate is brought with the regiment on arrival in India. The Governor-General in Council has now decided to extend this exemption to such cases as the one reported in your letter. In future, therefore, when a regiment has lost the whole of its mess-plate by calamity, whether by land or sea, it may import the equivalent free of Customs duty. This concession will apply only to eases of total loss of mess-plate, and will not come individual or partial renewals even where these are the consequence of similar accidents.

 The application from the officers of the 2nd Battalion of the West Riding Regiment may be disposed of in accordance with these orders.

# Customs Circular No. XV of 1902.

Notification—By the Government of India, Finance and Commute Department.—No. 5502-S.R., dated the 16th October, 1902.

In exercise of the power conferred by sub-section (2) of section 8-A of the Indian Tariff Act, 1894, VIII of 1894, as amended by Acts III of 1899, XIV of 1899 and VIII of 1894, as a mended by Acts III of 1899, XIV of 1899 and VIII of 1992, and in supersection of the rates of additional duty on the kinds of sugar mentioned against France in the Notification in this Department No. 3242 SIS, dated the 10th October, 1901, the Governor-General in Council is pleased to declare that the rates shall be revised as follows, with effect from the 1st September, 1902: Provided that the rates hereby supersected shall apply to any imported sugar for which the bill of lading was signed and given before the 1st September, 1902:—

#### For

Kinds of sugar.	Bounties bestowed.	Additional duties to be levied.
Raw sugars from 65 to 98 per cent, polarization for beet-mot sugars, or 65 to 97 per cent, for French colo- nial sugar.	9-26 francs per 100 kilograms of refined sugar of 100 per cent, polarization.*	Per cwt. Rs. As. F 3 0 l
Sugar candies Refined sugars in loaf or crushed, clear, hard and dry.	10-40 francs per 100 kilograms 10-40 francs per 100 kilograms	3 2 3 3 2 3
Raw and refined sugars in grains or crystals of a minimum standard of 98 per cent, polarization.	10·18 francs per 100 kilogroms	3 1 2

<sup>\*</sup> The output of refined sugar from raw is computed by deducting from the polarization of the raw sugar twice the glucose, four times the ashes, and one and a-half per cent. for loss in refining.

#### Ram

Kinds of sugar.	Bounties bestowed.	Additional duties to be levied.
		Per cwt.
Raw sugars from 65 to 98 per cent, polarization for heet-root sugars, or 65 to 97 per cent, for French colo- nial sugar.		Rs. As. p 2 13 11
	9-83 francs per 100 kilograms	2 15 6
Refined sugars in loaf or crushed, elear, hard and dry,	9.83 francs per 100 kilograms	2 15 0
taw and refined sugars in grains or crystals of a minimum standard of 98 per cent, polarization,	9:67 francs per 100 kilograms	2 14 9

\*The output of refined sugar from raw is computed by deducting from the patrization of the raw sugar twice the glucose, four times the ashes, and one and

### Customs Circular No. XVI of 1902.

Notification—By the Government of India, Finance and Commerce Department.—No. 6068-S.R., dated the 13th November, 1902.

The Governor-General in Council is pleased to direct that the particular No. XIII of 19:2 operation of the Notification? in the Finance and Commerce Department Finance and Commerce Department that is of January 1909.

[Note,-See Chamber Circular No. 402-1902, dated 29th September 1902.]

# Customs Circular No. XVII of 1902,

Notification—By the Government of India, Finance and Commerce Department.—No. 5754-StR., dated 27th October, 1902.

In exercise of the power conferred by section 23 of the Sen Cisson Act, ISBN 24711 of 1878), and in supersession of the Notification in this Department, No. 5596.S.R. dated the 22nd December 1807; the Governor central in Council is pleased to exempt from the whole of the Crust-General in Council is pleased to exempt from the whole of the Crust-General in Council is pleased to exempt from the whole of the Crust-General in excess of five per cent. and valuere has its Bashing point and on above one hundred and fifty degrees of Edkenheits themselved, and which is proved to the satisfaction of the Customs Collector to be intended for use exclusively as fuel.

### Customs Circular No. XVIII of 1902.

Notification-By the Government of India, Finance and Commerce Department.—No. 6160-S.R., dated the 5th December, 1902.

In exercise of the power conferred by sub-section (2) of section 8-A of the Indian Tariff Act, 1894 VIII of 1894, as amended by Acts III of 1896, XIV of 1899 and VIII of 1902), and in superses. sion of the rates of additional duty on the kinds of sugar exported · Vide Circular No. V of 1902. from Holland, mentioned in the

Notification\* in this Department, No. 817-S.R., dated the 7th February, 1902, the Governor-General in Council is pleased to declare that the rates shall be revised as follows, with effect from the 6th December, 1902:-

Kinds of sugar.	Bounties bestowed,	Additional duties to be levied.
Raw auger produced in Hol- band from beet-roots. Sugar refused from beet-root raw sugar produced in Hol- land. Sugar refused from imported raw sugar.	or norms per 100 kilograms	Per ewt.  Rs. As. P.  0 14 0  0 15 11  0 1 11 in addition to comtervailing duty if any, on the

\*The output of refused sugar from raw is computed by deducting from the polarization of the raw sugar twice the glucose, four times the ashes, and one and a-half per cent, for loss in refining,

Kinds of sugar,	Bounties bestowed.	Additional duties to be levied.		
Raw sugar produced in Hol- land from heet-roots. Sugar refined from heet-root raw sugar produced in Hol- land. Sugar refined from imported raw sugar.	1-16 florins per 100 kilograms of hard refined, 2 120 florins per 100 kilograms 1-20 florins per 100 kilograms, in addition to hounty, iff any, allowed on the raw siggr by the country of pro- duction.	Per cwt.  Rs. As. P.  0 11 9  0 13 3  0 1 6 in addition to controvaciling duly if any, on the raw sugar.		

\*The output of refined sugar from raw is computed by deducting from the solarization of the raw sugar twice the gluesse, four times the ashes, and one and

# Gustoms Circular No. XIX of 1902.

No. 6631 S.R., dated the 15th December, 1902.

From -The Secretary to the Government of India, Finance and

Commerce Department, To 1: The Secy, to the Govt, of Madras, Revenue Department

Bombay

Bengal, Financial 3: Revenue Secy. to the Govt. of Burma

With reference to the correspondence ending with your letter. Ol No. 780, dated the 28th August, 1962

(2) No. 624-M., dated the 27th October, 1902. (3) No 1713-T. F. dated the 26th September, 1902. | am directed to forward 4 No 327 2 C. S. dated the 15th September, 1909

a copy of letter No. 6635 S.R., of to day's date, to the Secretary, Calcutta Import Trade Association, conveying the decision of the Government of India with regard to the assessment to Customs duty of cotton prints imported in lengths of 21 yards and upwards. I am to request that this decision may be communicated to the the Madras Presidency.

Collectors of Customs in "Bonna Bengal, " Bombay Burma

No. 6645 S.R., dated the 15th December, 1902.

From . The Secretary to the Government of India, Finance and Commerce Department,

To The Secretary, Calcutta Import Trade Association.

I am now directed to communicate the decision of the Government of India on the question raised in your letter No. 36-M., dated 2nd June, 1902, regarding the Customs duty payable on cotton prints imported in lengths of  $\mathfrak{T}_2^1$  yards and upwards. The Committee of your Association states that similar goods made in the Indian Mills pay an Excise duty of 3½ per cent., and contends that it is unfair to levy a duty of 5 per cent, on imported goods, and thus to protect the local article to the extent of 11 per cent. ad valorem.

2. The Government of India do not consider that the provisions of the Cotton Duties Act, 1896 /II of 1896), are relevant to the point at issue, which is simply whether the goods are "cotton piece-goods" or "appared" within the meaning in which these terms are used in the fourth schedule of the Indian Tariff Act, 1894 (VIII of 1891; "Piece goods" are lengths of textiles manufactured as material for conversion by subsequent manipulation into articles for wearing apparel, domestic use, etc. The prints, of which a sample was forwarded with your letter, are finished articles with a selvage and a fringe at either end. They have already received the manipulation preparing them for use as apparel, and they are therefore, in the opinion of the Government of India, taxable as apparel at 5 per cent. ad valrorem.

# Customs Circular No. I of 1903,

Notification.—By the Government of India, Finance and Commerce Department.—No. 6948-S.R., dated the 29th December, 1902.

In exercise of the power conferred by section 7 of the Cutum Duties Act, 1896 II of 1896), and in supersession of the Notification in this Department, No. 58-S.R., dated the 9th January, 1998, the Governor-General in Council is pleased to fix, for the description of cotton goods hereunder specified, tariff values as follows, with effect from the 1st February, 1993:—

		Tar	iff v	
	Grey goods, plain or bordered.		Per	10.
1 1	New Law and La		a.	p.
9. (	Blankets and blanketings, raised		8	0
≈. (	hadars and bedsheets, plain, or with borders over \frac{1}{2}"	not		
3. I	Dangari cloth, including khadi		Į	0
4. I	hutis, cholas or sallas, dupattas, and lungis, plair		1	0
	with borders not over !"	ı, or	7	6 :
õ.			'	0 .
	(calendered) " "		7	9
6.	"			
~ 1	with borders over 1" but not over 11"		8	6
f. 1.	omestics, T-cloths, shirtings, longcloth, sheetings v	vith		
8.	borders not over 4"		7	0
٠.	(calendered) " " "		7	
9. I	rills and Jeans, plain	• • • •	7	6
0. F	ents		6	0
1. J:	iconets, unbleached		10	9
2.	" bleached		11	9
3. N	adapollams, unbleached		9	0
4.	" bleached		9	0
5. M	ulls, unbleached		11	0
l6. 7. P	" bleached		12	0
8.			7	6
	, 'bhagavad) hirtings, twilled, unbleached		7	3
0,			8	9
1. T	ent, sail, commissariat, and double cloth (dosuti)	***	6	6
			7	ő
3. B	cu-covers, dulles, fulled shoote twilled decidence -	nd		
4.	table cloths, with borders not over 1"		7	6
4.	* "			
5.	coloured warp or weft "		8	6
	coloured warp and weft " "	51	_	
6. B	ed ticking, plain or drilled			6
7. B	lankets and blanketings, raised		8	6
			0	

			Tar	iff va	lue
				per l	
Grey goods, plain o	r bodrered-	(concld.)	۱. '	per 1	υ.
				$\sigma$ .	p.
R. Chadars, twilled, coloured (sh	awl checks	)		12	6
, not twilled, colour	ed, calico	wove, s	hawl		
pattern L Cholis and saris (coloured)				10	0
(Cholis and saris (Coloured)		***		10	0
Cotton tweed, commonly calle	hunting	cloth, pla	in or		
striped, including leheria,	I nana sus	i, Thana t	will,		
and Thana check				10	0
Cotton tweed, known as Englis	sh checks, t	rouserings,	and		
coatings Drills and Jeans, striped				10	3
	***			- 8	3
				9	0
, " " khaki deyed Fents				11	
Lancour Lauretola Lat		***		7	0
Lungis, unbleached, coloured s				-8	9
" coloured				9	
M. I. J. d.				12	
" " imitation)		***		9	3
" " imitation) " twilled, checked				9	0
" " handkerchiefs o	, coloured	warp and	weit	9	6
Napkins, unbleached	r rungis			12	0
bleached		***		- 7	9
Susi, ordinary, coloured stripes				9	0
" " weft				8	3
" " weft fancy dobby p	ottom 1	. 11	:	8	9
checks		ordinary :	suis-		
checks colo				9	
" " flannel pattern,	ured warp	or wert		10	
	coloured			8	9
Towels, Turkish, unbleached	coloured			9	3
blanchad				8	9
" honoucomb	malalan da			9	9
	blanched	1		Ĩ	9
Zorbus start			• • • •	8	9
" " striped and che				9	6
wided that striped and the	жкеа			10	6
wided that any goods specifi en woven with borders of silk, be	ed in the cassessedt	toregoing o duty ad	( lists	s sh	all,

# MARINE

#### PILFERAGE OF CARGOES IN TRANSIT.

### From London Chamber, to Chamber.

LONDON, 31st December, 1901

During the summer of 1900 communications were received from some Colonial Chambers of Commerce, complaining of the prevalence of pilterage from goods in transit from the port of London to the Colonies, and requesting that the London Chamber of Commerce take action.

After making certain enquiries, and communicating with the police authorities, railway and dock companies and others, this Chamber convened a meeting of merchants and shipowners interested in the question, who appointed a Committee "to make diligent and effective enquiry and report thereon."

This Committee obtained detailed particulars shewing that the robberies were systematized, and had reached enormous dimensions; and acting upon expert advice, decided to engage a detective staff in order to stamp out this evil.

The object of this present is to ask that your Chamber will assist my Committee in their efforts by arranging that merchants and consignes in your district will forward to me, either direct or intrough your goodselves, particulars of any robberies that may you come under their notice, as the experience of my Committee is that robberies, atthough probably taking place prior to shipment in London, are usually discovered when delivered at the port of disdrage, or even in the consigners, warehouse.

May I also ask that the enclosed forms be used for supplying y Committee with particulars of such future robberies that you may be kind enough to obtain for my Committee: you will notice that the name of the shipper of the goods is asked for, also information as to whether the stelen property can be indentified. In most cases there is certain information 'essential for purposes of investigation' that can only be supplied by the shippers in London while at ion) that can only be supplied by the shippers in London while at ion too much to say that, without means of identification alm errors of the property of the prop

Although it may appear that information of robberies supplied from Foreign and Colonial ports, and consequently arriving, her some weeks after the departure of the steamer from London, may not be of practical the properties of the temper from London, may not be of practical from the properties of the temperature of the temperature that the detective staff should be in possession of the most complete information possible, and I shall be glad if you will urge upon consigness that

they should forward to London advices of every case of pilferage discovered in the Colony .so far as may be).

I sincerely trust that the combined efforts of the Chambers of Commerce, both at home and abroad, may result in securing such convictions that will put a stop to these repeated depredations.

With thanks in advance, and with every desire to reciprocate.

### From Chamber, to Liners' Conference,

No. 146-1902. -- CALCUTTA, 28th January, 1902.

On an directed by the Committee of the Bengal Chamber of Commerce to hand you copy of a letter from the Secretary of the Ladon Chamber of Commerce, and of its enclosure. Although referring primarily to the pillerage of goods in transit from the port of London to the Colonies, the Committee believe that a considerable amount of pillerage is carried on in cargo shipped from Liverable amount of pillerage is carried on in cargo shipped from Liverable amount of pillerage is carried on in cargo shipped from Liverable and Committee and

### From Chamber, to London Chamber,

No. 645-1902.—CALCUTTA, 14th May, 1902.

I duly received your letter of 31st December, 1901, with refercace to the above subject, and the packet of printed forms referred to in the letter also reached me.

-1 was instructed by the Committee of the Chamber to pass on copy of your letter and a supply of the printed forms to the Secretary of the Lines' Conference, which represents all the principal lines of ocean steamers trading between this port and Liverpool and Loadon, and I have been informed by the Secretary that the matter is having his careful attention.

### From London Chamber, to Chamber.

LONDON, 2nd June, 1902

I am in recipit of your letter of the 14th current, in which you inform me that my letter of the 13th December last, which referred to the subject of pilferage of cargoes in transit, has been handed by you to the Secretary to the Liners' Conference, who is giving the matter his careful attention.

Please allow me to express my thanks to you for your assistance in this matter.

### CALCULATION OF CUBICAL CONTENTS OF CYLIN-DRICAL PACKAGES FOR TONNAGE.

From Bombay Chamber, to Chamber.

BOMBAY, 30th December, 1901.

Some time ago application was made to this Chamber for a pronouncement as to the nature of the formula recognised by the Chamber for the calculation of the cubical contents of cylindrical packages for tonnage. My Committee has never authorised, or in any way taken cognizance of any particular formula of the kind in question, but has reason to believe that the formula most commonly used for the purpose stated is one which gives an error of some 21, per cent. It appears that disputes and difficulties have arisen in the matter, and are likely to recur, unless some uniformity of procedure can be obtained. But since the existing rates of freight for cylindrical goods of various kinds have presumably been fixed with regard to the erroneous results given by the formula most commonly in use, it is felt that any sudden adoption or authorisation of another formula would have all the effect of a change in the existing tonnage scale. In Bombay no such change can be made without the sanction of a General Meeting of the Chamber; and my Committee are disposed to submit to the forthcoming Annual General Meeting a proposal to recognise one or other of the correct formulæ shown below, and to appoint a date on which such recognition shall come into force.

The key of both the correct formulæ is the ratio of circumference to diameter, which ratio is constant in all circles, and is commonly signified by the Greek letter = This ratio is 3°1416, etc. but practical purposes would be satisfied if it were taken at 3°14.

The first formula is to multiply the square of the radius (t) into the said ratio of circumference to diameter =  $\pi$ ) and multiply the product by the length 1, thus  $-r^2 \times \pi \times 1$ . Example: —A package having diameter 4 feet and length 10 feet. Diameter 4 feet, therefore radius 2 feet

Square 2 ft. = 4.

Multiply 4 by # (i.e. 3:14) = 12:56.

... 12:56 by length 10 ft. as before – 125:6 cubic feet. The second is to multiply the square of the diameter (d) into one quarter of the aforesaid ratio ( ) and again multiply the product by the length thus =  $d^{\pm}v \equiv x \parallel x \parallel$ . Example =

Diameter, 4 ft., squared = 16 ft.

Multiply 16 by 1 of # or .7854 = 12:5664.

12,5664 by length 10 ft. = 125.664 cubic feet.

As it is belived that the Annual General Meeting of your Clamber will shortly be held, I am directed to beg that you will lay this matter before your Committee and obtain an expression of their opinion as to the expediency of a joint adoption by trains Martime Chambers of Commerce throughout India of one of the above simple formulæ in place of the various calculations had one in fact estimate that which they pretend to estimate.

### From Chamber, to Bombay Chamber.

No. 161-1902.—CALCUTTA, 31st January, 1902.

Lam directed by the Committee of the Bengal Chamber of Commerce to reply to your letter of 30th December on the question of the calculation of the cubical contents of cylindrical packages for ton-

The Committee have given their most careful attention to the contents of your letter, which has also been considered by the Shipping Sub-Committee of the Chamber.

You intimate that the proposals in your letter would have all the effect of a change in the existing tomage, and that in Bombay any such change could not be made without the sanction of a General Meeting of the Chamber, but that your Committee are disposed to submit to your forthcoming Annual General Meeting a proposal to recognise one or other of the two formulæ detailed in your letter and to appoint a date on which such recognition shall come into

It has been pointed out to the Committee in considering this mession that the space required for cargo is properly represented by the cubical measurement of the space, and not by the cubical measurement of ach cask. Also, that it is the invariable and, apparently, the simplest rule on this side to calculate tonnage on the cubical space occupied by the shipment, and that rates are fixed bere in accordance. The Committee, recognising that the introduction of the proposal referred to in your letter would mean the alteration of the whole schedule of freights for cask goods in a manner which would not be altogether fair to ships and steamers have decided that it would not be expedient to make any change in the practice prevailing in this port, which apparently is either to charge for actual space occupied at the ordinary measurement rate or to adopt the formula and charge an exter rate.

### From Bombay Chamber, to Chamber.

BOMBAY, 24th February, 1902.

I am directed by the Committee of the Bombay Chamber of Commerce to acknowledge the receipt of your letter of the 31st January on the subject of the proposed adoption of a uniform formula for the calculation of the cubical contents of cylindrical pack-

ages. My Committee fear that their letter of the 30th December has failed to make clear the object and the effect of the proposed change. They think the matter of sufficient importance to call for further consultation with your Committee.

Enquires made here showed that the formula most commonly used in Bombay is to square the quarter of the mean girth and multiply the product into the length.

Taking the example given in my letter of the 30th December, i.e., a cylindrical package having diameter 4 ft. and length 10 ft., the above formula gives cubical contents

length 10 ft., the above formula gives cubical contents of only .... 98:596

Either of the correct formula gives, as was shown in the said letter, cubical contents ... 125

The objection raised by you to the adoption of the correct formula is that, while calculating the actual cubical contents of the packages themselves it does not allow for the space lost in the interstices between those packages. But if this objection apply to a formula giving 125 6 cubic feet, it would seem to my Committee to be doubly applicable to a formula giving only 98 6 cubic fl, as at present. Other things being equal, the change from the latter to the former of these two formular would—so far from being "unfair to the ship"—I awour it to the extent of 25 per cent.

There appears to my Committee to be nothing to prevent a ship line which has hitherto used the arbitrary formula from adopting a correct formula and so securing 25%, more freight. This in brief, was the Committee's reason for moving in the matter.

In their letter of the 30th December my Committee proposed the adoption of one or other of the two correct formulæ therein shown. It has, however been represented to them that the formula sommonly used for the calculation of ore other than the formula is organized by the commonly used for the relation of the second position with a generally known and sufficiently accurate for adoption with a seek to uniformity. That formula is to spoure the damater, multiply the product into the length, and deduct one fifth. They are therefore disposed to recognise this last formula, and since the Chambers of Commerce in Karachi, Madras and Cochin have intraded their readiness to take united action in the matter, my Committee will esteem it a favour if the Bengal Chamber will, in the light of the facts above stated, take it again into their consideration.

### From Bombay Chamber, to Chamber.

Bombay, 25th March, 1902.

Cubical Contents of Cylindrical Packages.

With reference to previous correspondence, I am directed to hand you a copy of the Resolution adopted by this Chamber at the Annual General Meeting, held on the 12th inst., on the above subject.

### BOMBAY CHAMBER OF COMMERCE

The following Resolution, adopted at the Annual General Meeting of the Bombay Chamber of Commerce, held on 12th March 1902, is printed and circulated for the information of members:—

"That the following addition be made to the Tonnage Scale:—
(YLINDRICAL PACKAGES, ROLLS, ETC., 40 CUBIC FEET and that the following foot-note be appended.

FEET, and that the following foot-note be appended:—
On and after 1st April, 1902, the following formula shall be recognised for the calculation of the cubical contents of cylindrical packages, namely, that the square of the diameter be multiplied mut the length and one-fifth deducted from the product.

FREDERIC NOEL-PATON.

BOMBAY, 19th March, 1902

Secretary.

### From Chamber, to Bombay Chamber.

No. 440-1902.--CALCUTTA, 1st April, 1902.

Cubical Contents of Cylindrical Packages for Tonnage,

I am directed by the Committee of the Bengal Chamber of Commerce to acknowledge receipt of your letter of 25th March, forwarding ropy of a Resolution adopted by your Chamber at the Annual General Meeting, held on the 12th March.

The Committee have been giving their most careful consideration to the contents of your further letter of 24th February on this subject.

am directed by the Committee to express their regret that under the circumstances prevailing with regard to this matter in the Port of Calcutta, it would not suit them to adopt a similar Resolution to that a copy of which you have been good enough to favour them with. The Committee are sorry that the position in regard to the matter on this side was not detailed with sufficient clearness in my letter of 31st January, and have directed me to emphasise what I then wrote in order to make the matter plainer. In pointing out that "it is the invariable, and apparently the simplest, rule on this side to calculate tonnage on the cubical space occupied by the shipment, and the rates are fixed here in accordance". it would perhaps have been better if I had illustrated the statement by an example, as, for instance, for a cask 4ft. diameter and 10ft. long; the space required for cargo would be "properly represented by the cubical measurement of the space, and not by the cubical measurement of each cask," and would work out as follows :--

4ft. × 4ft. × 10ft. = 160 cubic feet.

This is the simple rule followed on this side, and rates are fixed here in accordance. Your suggestion was for the adoption of

a formula which would give the measurement to be charged for at 125°6 cft. You will easily see from this that to adopt a formula giving only 125°6 cft. in place of one which gives 160 cft. would be, as pointed out in my letter above referred to, to alter the basis of freight for cask goods in a manner not altogether fair to ships or steamers, unless, indeed, the latter were to establish a higher rate of reight to equalise the smaller measurements, a course which would only cause dissatisfaction among shippers. The Committee trust they have now explained why they are unable to fall in, as they would otherwise wish to have done, with the action taken on your side.

### From Bombay Chamber, to Chamber.

BOMBAY, 10th April, 1902

I am directed by the Committee of the Bombay Chamber of Commerce to acknowledge the receipt of your letter of the Ist instant, on the subject of the calculation of cubical contents of cylindrical packages, and to express the regret of the members that your Committee has not found it convenient to recognise the formula recognised by the Chambers on this side.

It ought perhaps to be pointed out that the said formula is not designed for application to casks as in the example you quote, but to true cylinders.

### LIGHTS IN THE RED SEA.

### From Chamber, to Government of India (FINANCE).

No. 157-1902. -- CALCUTTA, 31st January, 1902.

1 am directed by the Committee of the Bengal Chamber of Commerce to address you with reference to the improvement of the Bafer Point Light on Perim Island, a matter which has been the subject of correspondence between the Committee of this Chamber and the Council of the Chamber of Shipping of the United Kingdom during the past year.

2. The necessity for the improvement of this light for the guidance of vessels of heavy draught passing through the wider passage of the Straits of Babel-Mandeb has long been recognised. The light, however, although recognised by the Admiralty, and advised by them to Mariners as a guide to navigation, is, as Government are no doubt aware, the property of the Perim Coal Co., Ld. This Company, however, do not see their way to incur the expenditure necessary to increase the range of visibility of the light, which answers the local purposes for which it was originally erected. The Committee understand from the Council of the Chamber of Shipping of the United Kingdom, who have been in correspondence with the President of the Board of Trade, the Secretary of State for India, and the Lords of the Treasury at home, that the Government of India have expressed their willingness to bear a reasonable share of the cost of the desired improvements, but consider that the Imperial Treasury ought also to contribute, as the work would not be for the exclusive benefit of India, but for the safety of navigation between Great Britain and many other parts of the world. The Lords of the Treasury, however, found themselves unable to provide any funds for the purpose, and, from the latest communication received from the Chamber of Shipping of the United Kingdom, the Committee gather that the Board of Trade, although anxious to see the light improved, are unable, under the provisions of the Merchant Shipping Act, 1898, to make any contribution, and had declined to ask Parliament for a special vote on the ground that the provisions of the same Statute have relieved the Imperial Exchequer from liability to contribute towards the expenses of any lighthouse service. So far as the Board of Trade are aware there is no other public fund out of which a contribution could be made for the purpose in question, and under these circumstances the Board have expressed their regret that they are unable to devise any way in which the Indian Government can be assisted in carrying out what is acknowledged to be a most desirable improvement in the Balfe Point Light.

3. The Committee have ascertained that although to increase the visibility of the light from 5 to 15 miles would involve an expenditure of £2,500, the improvement of the light by which the visibility

could be increased from 5 to 10 miles only could be effected at the extremely moderate cost of about £80/-. The Committee understand that the lesser improvement would suffice for the purposes of navigation, and 1 am instructed to suggest that, under the peculiar crumstances of the case, and in view of the inability of either the Lords of the Treasury or the Board of Trade to make any contribution, the Government of India should contribute from its general revenues the comparatively small sum required and thus confer a lasting benefit upon vessels navigating the Red Sea,

MARINE.

### From Government of India (PINANCE), to Chamber,

No. 702-S. R. CALCUTTA, 4th February, 1902.

I am directed to acknowledge the receipt of your letter No. 157, dated the 31st January, 1902, regarding the improvement of the Balfe Point Light on the Island of Perim, and to say that it will be submitted for the orders of the Government of India.

## From hamber, to Chamber of Shipping of the United Kingdom

No. 196-1902. CALCUTTA, 6th February, 1902.

Light on Balfe Point, Perim Island.

I duly received your letter of 20th November, 1901, enclosing copy of a communication from the Board of Trade, clated 19th idem, which has been receiving the careful attention of the Committee of this Chamber. In view of the apparent deadlock which has taken place among the home authorities in rouncetion with this matter, the Committee of this Chamber have placed thenselves in direct commincation with the Government of India in regard to it, and I will advise you in due course as to the result.

In September last the Committee were informed by the Commander of a P. & O steamer which had passed through the Red Sea a short time previously that he could see no sign of the commence of the construction of the four lighthouses either on the islands of Zebeyr, Abu Ail, Jebsil-Tir or at Mocha. In view of the greating portance of this matter to the interests of trade and navigation the Committee addressed the Government of Bengal on the subject, and were subsequently informed that copy of their letter had been forwarded to the India Office. In December last they received an intention from the Government of India through the Government of 1900 and the September 1900 and the Turkish Government for commencing the work of construction. The Committee will be glad to know whether of the soft of the structure of the Committee will be glad to know whether of the contraction of the Committee will be glad to know whether of the contraction of the Committee will be glad to know whether of the contraction of the Committee will be glad to know whether of the contraction of the Committee will be glad to know whether of the contraction of the contraction of the contraction of the Committee will be glad to know the contraction of the Committee will be glad to know the contraction of the Committee will be glad to know the contraction of the Committee will be glad to know the contraction of the Committee will be glad to know the contraction of the Committee will be glad to know the contraction of the Committee will be glad to know the contraction of the contracti

## From Government of India (FINANCE), to Chamber.

No. 848-S. R .- CALCUTTA, 10th February, 1902

la reply to your letter No. 157, dated the 31st January, 1902, and the finding the improvement of the Balfe Point Light on the Island of Perin, I am directed to say that while the Government of India are quie prepared to contribute a reasonable quota of any expenditure reagnised as desirable in the interests of navigation to India, they feel compelled, as a matter of principle, to decline to burden Indian enemus with the whole cost of the improvement of the light, which will benefit other British possessions equally with India.

## From Chamber of Shipping of the United Kingdom, to Chamber.

LONDON, 19th February, 1902

Light on Bulte Point, Perim Island.

I was duly in receipt of your letter of the 25rd November and, in reply, beg to enclose you a copy of letter which I have received from the Board of Trade, dated 19th November last, in reply to my letter to them of 31st October last upon the above subject.

My Council considered the letter from the Board of Trade (copy of which I enclose) at their meeting last month. They regarded the letter as being most unsatisfactory, and they, therefore, requested the President of this Chamber Colonel Ropner. M. P.) to put a question in the House of Commons on the subject, with a view to, if possible, directing public attention to the matter. I have accordingly diafted a question for Colonel Ropner. M. P., to put, and if he does do so, I will forward to you a copy of the question together with a way of the official reply thereto.

#### LONDON, 19th November, 1901

From—The Board of Trade Fisheries and Harbour Department).

To-The Secretary to the Chamber of Shipping of the United Kingdom.

I am directed by the Board of Trade to acknowledge the receipt of pointer of the 31st ultimo upon the subject of the suggested improvement of the light on Balfe Point, Perim Island; and, in 19b/. I am to state, for the information of the Chamber of Shipping of the United Kingdom, that the matter has engaged the attention of the Board for some time nast.

The Board have been in communication both with the Secretary of State for India and with the Lords Commissioners of His Majes-

ty's Treasury on the subject, as they were anxious in the interests of shipping to find, if possible, some mode of facilitating the improvement of this light for the benefit of ships which pass on the west side of Perim.

With regard to the suggestion that the Board of Trude about sanction the payment of the necessary sum out of the General Lighthouse Fund, I am to inform you that the Board are advised that the terms of the Merchant Shipping (Mercantile Marine Fund) Ad, 1898, preclude them from making any contribution with the struction of maintenance of lights outside the United single outside than those mentioned in the Ad, and with regard to the outside that those mentioned in the Ad, and with regard to the suggestion that the Board of Trade should ask Parliament for a special soft that the Board of Trade should ask Parliament for a provision of the same Status have relieved the Imperial Exchequer from liability to make any contribution towards the expenses of any lighthous service.

So far as the Board are aware there is no other public fund on the whole actinition could be made for lighthouse purpose, and in these circumstances they are, very much to their regret, unable of devise any way in which the Indian Government can be assisted in carrying out the most desirable improvement in the light at Bale Point.

## From Chamber of Shipping of the United Kingdom, to Chamber.

LONDON, 28th February, 1902.

New Lighthouses in the Red Sea.

I wrote you on the 19th instant, and since then have received your letter of the 6th instant.

In reply to your enquiry, I have to say that this Chamber has not received any information on the subject of the four new lighthouses on the Islands of Zebayer, Abu Ali, Jebeel Tir and Mocla from any Government authority, but I may mention that in Fürifylar for September 12th at these appeared an article which gave paticulars of the precise spots faxed upon for the lights. The article further stated that they of a building the four lighthouses lab been entrusted to the firm of Barbiere and Benard; that much of material had already been propared in France, and was about to be despatched by a special steady of the special segment of the process of the work of construction would have been begun. It was add the towled the subject of the special segment of the subject of the subje

I may add that in the number of Fairplay for September 19th last there appeared another article, stating that the sites originally

fixed upon for the four new lights had been changed, and giving the new positions as follows:---

It was further stated in the article that "some slight alterations may yet be made in the exact positions of the lighthouses."

#### Balfe Point Light, Perim.

I enclose you copy of the question which Colonel Ropner, M. P., the President of this Chamber, put to the President of the Board of Trade in the House of Commons last night, and of the reply thereto of the President of the Board of Trade.

It would seem from Mr. Gerald Balfour's reply that we shall have to approach the India Office again upon the subject, but I peopose to formally place Colonel Ropper's question and Mr. Gerald Balfour's reply before the next meeting of my Executive Council (which will be held on the 19th March) and to take their instructions thereupon.

#### HOUSE OF COMMONS.

27th February, 1902.

#### Question.

23 COLONEL ROPERR—TO ask the President of the Board of Inde whether his attention has been called by the Chamber of Slipping of the United Kingdom to the fact that, in return for the expenditure of about £80, the visibility of the light on Balfe Point, Peim Island, could be increased from five to ten miles, and that the Gowrmant of India have expressed themselves as being willing to bear a reasonable share of the cost of the desired improvement, which improvement in the visibility of the light would conduce to the safety of life and property on board of the steam vessels passing up and down the Red Sea:

And, whether, if it be illegal to charge the cost of this improvement to the General Lighthouse Fund Account. His Majesty's Government will propose a special vote to the House during the present session, whereby the sum of money required to effect this improvement in the visibility of Balfe Point Light, Perim Island, may be provided?

#### Reply of the President of the Board of Trade.

Perim is within the Government of Bombay, and any expenditure for the improvement of the light there is consequently properly chargeable to Indian Revenues. The Board of Trade are advised that it would be illegal to charge it to the General Light House Fund Account, whilst it would be contrary to the intentions of Parliament in passing the Merchant Shipping Mercantile Marine Fund) Act of 1898, to submit a special vote to this House for the purpose.

## From Chamber, to Chamber of Shipping of the United Kingdom.

No. 397-1902. - CALCUTTA, 22nd March, 1902.

Since writing you on the 6th February, I have had the pleasure of receiving your two favours of 10th and 28th February, and am much obliged for the information contained in the latter with reference to the construction of the four new lighthouses in the Red Soa. It is evident from what you write that operations of some kind are at last in progress, and the Committee can only hope that the anti-cipations of the contractors that all the four lighthouses will be completed by the Ist January, 1905, if not earlier, will be fulfilled.

The Committee have also to thank you for your report of progress in connection with the question of the improvement of the Balfe Point Light on Perint Island. They have read with much interest the copy of Col. Ropner's question in the House, and of Mr. Gerald Balfour's reply, from which it would appear that further perseverance will be required in order to bring the Secretary of State and the President of the Board of Trade into line on this matter with the view of establishing a modus vivendi. I enclose, for your information, copy of my letter of 31st January, to the Government of India, Finance and Commerce Department, and also copy of the reply. In the meantime the Committee have received from the Committee of the Bombay Chamber of Commerce copy of a representation which has gone up to the Government of Bombay from that Chamber based upon a memorial from all the leading Ship Agents in Bombay, urging that the matter is one of sufficient gravity to warrant a further representation to Government. The Committee of the Bombay Chamber suggest that His Excellency the Viceroy should communicate with the Secretary of State on the matter with the view of moving the Board of Trade to accord to the proposed and necessary improvement of the light a measure of assistance proportionate to the Imperial interest in the safety of British shipping passing Perim I have been instructed by the Committee of this Chamber to address I have occur instructed by the Committee of this Chamber to account the Government of India in support of this representation and an accordingly doing so. I shall be happy to furnish you in due course with copy of the reply received. In the meantime your Council will no doubt not relax their efforts in connection with the

## From Chamber, to Government of India (FINANCE.)

No. 416-1902. -CALCUTTA, 27th March, 1902.

I am directed by the Committee of the Bengal Chamber of Commerce to acknowledge receipt of your letter No. 848-S.R., of 10th February, 1902, with regard to the improvement of the Balfe Point

Light in the Island of Perim, from which the Committee regret to on that, while the Government of India are quite prepared to contible a reasonable quota of any expenditure recognised as desirable in the interests of navigation to India, they feel compelled, as a matter of principle, to decline to burden Indian Revenues with the whole of the cost of the improvement of the above light, as it will benefit other British possessions equally with India. Since the receipt of this letter, the Committee have been favoured by the Committee of the Chamber of Commerce, Bombay, with copy of a letter addressed by that Chamber to the Secretary to the Government of Bombay, Marine Department, representing that the question of the improvement of the light has been made the subject of a joint letter. signed by all the leading Shipping Agents in Bombay, urging that the matter is one of sufficient gravity to warrant a further representation to Government. The Committee of the Bombay Chamber suggest that His Excellency the Viceroy should again communicate with the Secretary of State on the matter with the view of moving the Board of Trade to accord to the improvement of the light a measure of assistance proportionate to the imperial interest in the safety of British vessels passing Perim.

2 The Committee are also informed by the Secretary of the Chaulter of Shipping of the United Kingdom that on the 21th Echausty Colonel Ropner. Mr. Bernstein of that Chaubter of the Chaubter of Commons, in reply to which Mr. Bond of Trade in the House of Commons, in reply to which Mr. Bondson of thour stated that Perin was within the Government of Bondson and any expenditure for the improvement of the light was consequently that the Mr. Arageable to Indian revenues. Mr. Balf four also stated that the Mr. Arageable was advised that it would be collected to the Govern Indian to South the Committee of the Committee

. 3. It would appear from Mr Balfour's reply to Colonel Ropper that the appear from Mr Balfour's reply to Colonel Ropper that the Appear from Mr Balfour's reply to the financial shift both admitting the necessity for the improvement of the Light, while both admitting the necessity for the improvement of the Light, and direct some with regard to the manner in which funds are to be provided. I am Serveted by the Committee of the Chamber to segest that the Necestral Servet of State for India should be addressed on the subject with the view of bringing about a module viewall between these two particulars of the Administration. The Committee are strongly of opinion that the matter should not be allowed to drop merely count of a question of financial liability between the Home and the Indian Governments, which is, after all, a purely technical noise.

# From Chamber, to Chamber of Shipping of the United Kingdom No. 443-1902. -- CALCUTTA, 2nd April, 1902.

Light on Balfe Point, Perim Island.

In continuation of my letter No. 397-1902, of 22nd March, 1902, thate now the pleasure to hand you copy of my letter No. 416-1902.

of 27th March, 1902, to the Secretary to the Government of India, Finance and Commerce Department, with reference to the above matter.

### From Government of India (FINANCE), to Chamber.

No. 1942-S. R.-SIMLA, 10th April, 1902.

I am directed to acknowledge the receipt of your letter No. 416, dated the 27th March last, regarding the improvement of the Perim lights, and to say that it will be submitted for the orders of the Government of India.

#### From Chamber of Shipping of the United Kingdom, to Chamber,

London, 15th April, 1902.

Light on Balfe Point, Perim Island.

I beg to acknowledge the receipt of your letter of the 22nd ultimo, with its enclosures, upon the above subject, for which I have to thank you

Since writing you last, this subject has been again considered by the Executive Council of this Chamber, at their meeting on the 19th ultimo, when they instructed me to address a letter to the India Office, forwarding a copy of the question which Colonel Ropner, M. P., put in the House of Commons on 27th February last, and of the reply of the President of the Board of Trade thereto.

My letter also proceeded to state to the India Office that, having regard to the statement of the President of the Board of Trade, that the improvement of the light on Balfe Point, Perin Island, sir properly chargeable to Indian Revenues; and that the amount required (say £80) for the improvement of the visibility of the light of Balfe Point, Perin Island, was so small, and having regard, likewise, to the fact that the Treasury authorities had informed this Chamber that they could not properly pay any proportion of the cost of the desired improvement, my Council earnestly hoped that, in the interests of the safety of life and property on board of the numerous and valuable steam vessels which pass up and down the Red Sea, the Government of India would consent to bear the conparatively trifling cost of making the necessary improvements in Balfe Point Light.

Up to the present I have only received a formal acknowledgment of the receipt of my letter, but when any definite reply is received by me from the India Office I will forward you a copy of the

#### From London Chamber, to Chamber,

LONDON, 16th April, 1902.

Lighting of the Red Sea.

At the last meeting of the East India and China Trade Section of this Chamber this question was brought forward for discussion,

and I was instructed to ascertain whether your Chamber has been dealing with the matter during the last few months and, if so, to ask that you would favour me with copies of any letters, or details of any representations, which you may have addressed either to the Government of India, or to the Imperial Government. On the other hand, wen if no action has been deemed necessary, perhaps your Chamber would state whether, in your opinion, the lighting facilities in the Red Sea are now satisfactory and, if not, what recommendations your Chamber would wish to make regarding improvements therein.

## From Chamber of Shipping of the United Kingdom, to Chamber.

London, 17th April, 1902.

Light on Balfe Point, Perim Island.

Referring to my letter to you of the 15th instant, I now beg to enclose, for your information, copy of letter which I have to-day received from the India Office. It will be submitted for consideration at the next meeting of the Executive Council of this Chamber, the date of which, however, is not yet fixed.

#### INDIA OFFICE, LONDON, 16th April, 1902.

Frm-The Under-Secretary of State for India,

To-The Secretary Chamber of Shipping of the United Kingdom.

In reply to your letter of 25th March, 1902, on the subject of the Frim lights, I am directed by the Secretary of State for India in Comoil to request that the Executive Council of the Chamber of Stipping of the United Kingdom may be informed that a copy of its representation will be forwarded to the Government of India for their consideration.

As the Chamber was informed in Sir A. Godley's letter of 5th March, 1901, the Government of India are prepared to bear one-half of the cost of improving the Perim Island lights at Obstruction Point and at Balfe Point whenever the British Treasury consents to bear half the cost. The Government of India, in declining to bear the whole cost considered that an important principle was involved, for they do not admit that the whole cost is properly chargeable to Indian revenues, incurred as it would be for lights required for a route in which the United Kingdom and all the British Colonies and Dependencies in the East are interested equally with India, and in which British shipowners have a special pecuniary interest. They have represented that if the English statute does not permit the charge to be met from the General Light House Fund Account, it is within the power of Parliament to amend the law or otherwise to authorise the Treasury to make the necessary contribution of funds. Lord George Hamilton much regrets that this difficulty should have arisen,

and he trusts that some way out of it may eventually be found. He does not, however, think that the question of improving the light a Balfe Point at the cost of Indian revenues can be conveniently dealt with apart from the main proposal for the improvement of the light at Obstruction Point. The Balfe Point Light is at present only a local light, maintained by the Perim Coal Company, and the Government of India is not in any way responsible for it, and would probably not be disposed to hear any portion of the cost of improving it except as part of the whole scheme.

## From Chamber of Shipping of the United Kingdom, to Chamber,

LONDON, 21st April, 1902.

Light on Balte Point, Perim Island

I beg to acknowledge the receipt of your letter of the 2nd instant, enclosing me copy of your letter of 27th March, 1902, to the Secretary to the Government of India, Finance and Commercial Department, with reference to the above matter, for which I am much obliged.

P.S. I wrote you by last week's mail upon this subject, which I hope you will duly receive.

## Form Government of India (Finance), to Chamber.

No. 2173-S. R .- SIMLA, 25th April, 1902.

In reply to your letter No. 416, dated the 27th March, 1902, pegarding the improvement of the Perim lights. I am directed to for the information of the Information of the Chamber, a copy.

Desputch to the Secretary of State for India.

Desputch to the Secretary of State for India.

Desputch to day, 1991.

Desputch to day, 1991.

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Desputch to day, 1993. and en which explains the positional day of the correspondence of the Chamber, 2007. The correspondence of the

Despatch No. 21- 1901. -- CALCUTTA, 17th January, 1901.

From—The Government of India, Finance and Commerce Department.

To-Her Majesty's Secretary of State for India.

My Lord.

We have the honour to refer to Your Lordship's Despatch, No. 66 (Revenue), dated the 3rd May, 1990, regarding the Perim and Ras Marshag Lights near the entrance to the Red Sea. Two separate should be improved, and, if on what way; and (2) from what sources could funds be found for these improvements.

Exchange operations should enable the Government to meet its additional sterling obligations without loss," and that consequently a somewhat lower rate than 1s. 4d. is necessary in order to prevent interest drafts issued in this country being used as a form of remittance giving a rate more advantageous than that offered by the Banks. In putting forward this argument for a lower broken rate, however, your Sub-Committee would appear to have lost sight of the fact that English as well as Indian Income-tax is at present deductof from interest warrants on "Enfaced" Rupee Paper cashed at Home, and that a similar rule would presumably apply to all interest payments made at Home in gold under the proposed new scheme. is seems to our Chamber that under these circumstances there can be no practical danger of Indian holders of Rupee Paper sending their Securities or Interest Warrants Home in order to get the interest naid in gold at 1x. 4d., as they might otherwise have done, for the incidence of the Home Income-tax is nearly 7 per cent, at present. No doubt this is exceptional, and due to extra war taxation. But it is not likely ever to go below, say, 22 per cent, which would be a sufficient protection from the point of view we refer to.

From the above consideration regarding (1), this Chamber's opinion regarding 2), namely that the guarantee should apply to all Rape Paper whether enfaced and held in England or held in India, matually follows. It is true tunnels the circumstances detailed above the privilege would be permitted a dead-letter so far as Rape Paper held in India is the Chamber is of opinion that easier that the state of the s

As regards 3), namely that past as well as future Rupec Loans should be mituded in the guarantee, this Chambier thoroughly agrees with the remarks of your Sub Committee, and considers that to limit the guarantee to future loans would inevitably result in lessening the popularity and lowering the market value of existing loans.

In the prefatory portion of your Sub-Committees Report the marks made in Rupee securities on their present basis are fusacially and even legally unsuitable for the investment of Trust Pends generally. In this connection, however, it seems necessary to point that it is becoming increasingly common for Rupee Paper to be included in the authorised investment clauses of private from the properties of the properties on the properties of the prop

In conclusion, and in reply to the enquiry in the penultimate paragraph of your letter under reply. I may state that our Chamber prepared to make a representation to Government on the lines indicated above. It would be glad to know what the final decision of your Chamber is, so that it can make either a representation of \$5000,000 at joint representation with your Chamber.

#### From Chamber, to all Members.

CIR. No. 446-1902. -- CALCUTTA, 3rd November, 1902.

A fixed Guaranteed Rate of Exchange for payment of Interest on Government Rupee Paper.

The Committee of the Bengal Chamber of Commerce have had under consideration a suggestion that the Government of India should guarantee payment of interest on Government Rupee Paper enfaced interest payable in London, at a fixed rate of Exchange per rupee. The question appearing to the Committee to be one of considerable importance from more than one point of view has been receiving their careful considerable. It would appear on close examination to open out wider and more far-reaching issues than the comparatively limited one of guaranteeing a fixed rate of Exchange for payment of interest on London enfaced Government Rupee Paper, and the Committee, therefore, invite the views of members of the Chamber on the subject. The points noted below are those which, in the opinion of the Committee, should form the basis of discussion.

- (1) Should the guarantee of payment of interest in Sterling be applied to all existing rupee loans, or only to such loans as may be issued in the future?
- (2) Should the payment of interest in Sterling on these guaranteed loans be exclusively limited to such Rupe Paper as is enfaced for payment of interest in London, or should a holder domiciled or residing in this country, whose paper has not been so enfaced, have the option of cashing his interest drafts in rupees if presented for payment in this country or in Sterling if the said drafts are presented for payment in London?
- (3) Should the rate of Exchange for such guaranteed interest be fixed at 1s. 4d., or at some other rate?
- (4) Should the existing procedure for registration of the securities and payment of interest be continued, or in what way should it be modified to meet the proposed new conditions?

The Committee are generally agreed that the matter is one which the Chamber should take up with the view of making a representation thereon to the Government of India, but before doing so they desire to have the views of members.

The favour of a reply by the 15th current is requested.

## From Upper India Chamber, to Chamber.

CAWNPORE, 4th November, 1902.

I am now directed to reply to your letter No. 1265 of the 11th September last, inviting the views of this Chamber upon a suggestion which has recently emanated from the Madras Chamber of Commerce that the Government of India should guarantee payment of interest on Government rupee paper enfaced on London at a fixed rate of exchange of 1s. 4d. per rupee.

The very interesting and exhaustive report of the Finance Sub-Committee of your Chamber which accompaned your letter has revived the fullest consideration at the hands of my Committee, and I am to state that so far as the principles lying at the root of the question are concerned, my Committee find themselves in accord with your Chamber's criticisms and recommendation.

It is believed that such a guarantee as that contemplated would be accepted as furnishing a powerful carriest of the Government of ladis's confidence in its capability to maintain exchange at or above the 1st drate and, in realty, by bringing ladia's rupes investments into increased demand upon the London market, work induce a resiliant flow of English money to India which would and to misting the effects of the Government of India's attendant understaking to pay English bolders their interest at 1st 4st. by increasing the demand for Coupcil Bills and thus strengthening the Secretary of States ontrol of the exchange market.

The opinion is held that the present proposals cannot be regarded as independent from the Government of India's intentions with respect to existing rappe loans and with generally the policy to be adopted in regard to future borrowings. Should the Government of India's currency system continue to be successful in maintaining the exchange value of the rupee in the region of 1s. 4d. it would be easuable to suppose that the acceptance of such a guarantee as that outenighted would sait the Government of India in view of the facilities it would offer for the conversion of existing loans as they

My Committee at the same time cannot overlook the fact that sheald any untoward circumstances arise to bring about any materials and fature loans, might conceivably result in a serious loss to grad future loans, might conceivably result in a serious loss to grad future loans, might conceivably result in a serious loss to gradient the serious loss to describe the serious loss of the continuent increase in India's Sterling indebtedness, to recombine the serious loss of the serious loss o

While giving due weight to the reasons adduced in the Finance Sub-Committee's report for advocating that the rate of exchange for appearant of interest should be fixed at fractionally below 1s. 4d., many the formation would hesitate to recommend any departure from the first process of the first process

The application of the Sterling guarantee to only existing 3 per cent loans I am to point out, it is considered, would render feasible the conversion of current 31 per cent. loans to guaranteed 3 per cent. loans as the option dates fall due. I am, in conclusion, to advise that this Chamber is prepared to support any representations in keeping with the foregoing recommendations which it may be decided to make.

## From Karachi Chamber, to Chamber.

No. 353. -KARACHI, 12th November, 1902.

Guarantee of a Fixed Rate of Exchange for payment of Interest on Government Rubee Paper.

I am directed to acknowledge receipt of letter No. 1265 of 11th September last on the above subject, with the Report of your Finance Committee, which my Committee have perused with much interest.

I am directed to state, in reply, that the conclusions arrived at by your Sub-Committee are generally approved by my Committee, and that they are prepared to support a memorial drawn up on the lines indicated in your Finance Committee's Report.

### From Chamber, to Government of India (FINANCE).

No. 1701-1902. -CALCUTTA, 23rd December, 1902.

The Committee of the Bengal Chamber of Commerce have had sudder consideration a suggestion made by the Chairman of the Madras Chamber of Commerce that the Government of India should guarantee payment of interest on Government Rupee Paper, enfaced for payment of interest in London, at the fixed rate of 1s. 4d. per Rupee. The question is one which has received the careful attention of the Committee of this Chamber, and they have, in consideration of its general importance, decided to place their views on the subject before the Government of India.

- 2. The proposal is doubtless based on a desire to improve the position of Government Rupee Securities in the money markets of Europe, as well as of this country, to increase their popularity as an investment, to facilitate the issue of future loans, and to obviate speculative disturbances which now attend the floatation of even a small Rupee Loan on the circumseribed money markets of India.
- 3. It is noteworthy that, while India Government 3½ per cent. Sterling Securities are at present at a premium of about 7½ per cent. the 3½ per cent. Rupee Securities of the same Government are at a discount of about 2½ per cent. Much of the preference displayed by investors for the Sterling Loans must be sought for in the fat that they serve as a remunerative source of employment for the re-

sources of Banks, Insurance Companies, &c., and for Trust Funds generally, for which purposes Rupee Securities on their present basis are not regarded with favour, and in the case of Trust Funds are even legally disqualified.

The proposal then involves the consideration of the following  $_{\rm questions}: --$ 

- (a) Should the guarantee of payment of interest in Sterling be applied to all existing Rupee Loans, or only to such loans as may be issued in the future?
- (b) Should the payment of interest in Sterling on these guaranteed loans be exclusively limited to such Rupee Paper as is enfaced for payment of interest in London, or should a holder domiciled or residing in this country, whose paper has not been so enfaced, have the option of cashing his interest drafts in Rupees if presented for payment in this country or in Sterling if the said drafts are presented for payment in London?
- (c) Should the rate of exchange for such guaranteed interest be fixed at 1s. 4d., or at some other rate?
- (d) Should the existing procedure for registration of the securities and payment of interest be continued, or in what way should it be modified to meet the proposed new conditions?
- 4. Dealing scriatim with the questions raised in this letter, the Committee have arrived at the following conclusions:—
  - (d) Assuming the confidence of the Government in the maintenance of the ratio of exchange established under the Currency Scheme and the adequacy of the gold reserves which have been, and continue to be, accumulated for that purpose, the Committee consider that in giving the proposed guarantee on all Rupee Loans, the Government of India would only be acknowledging in form a guarantee which already exists in fact, seeing that the maintenance of the ratio of 1s. 4d. to the Rupee in the currency of this country presupposes ability to guarantee not only interest on, but also the principal of rupee loans on a similar basis without appreciable additional risk.

Further, viewed in its broadest aspect as a matter of statesmanshap as well as a question of finance, the Committee are decidedly of opinion that the guarantee should apply to all existing Rupes Loans, and should not be limited only to such as may be issued in the future. The intention being on inspire confidence in the security, that object will not be attained by the second of responsibility, which migraginess to a delefe that the Government themselves lacked confidence in the stability of the exising ratio and, consequently, in the security which they offer to the intesting public. Lastly, the effect of limiting the guarantee to future loans might tend to lessen the popularity of existing loans and to lover their market value, as investors would naturally prefer the guaranteed paper. For all these reasons, therefore, the Committee are of opinion that the guarantee should apply to all existing and future loans during the whole period of their respective currents.

(b) Coming to the second question, it is desirable to enquire what would be the probable effect of guaranteeing interest on Enfaced Rupee Paper only. It may be presumed, in the first place, that it would tend to create a flow of paper to Europe and, in the second place that it would enhance the market value of Enfaced and, as a necessary consequence, of Un-enfaced Rupee Paper But, unless made legally suitable for the investment of British Trust Funds, it is unlikely that even guaranteed Rupee Paper would attain the premium which it ought to command. Also the Committee believe that the flow of paper to Europe, to which they have alluded as a probable and immediate consequence of the guarantee. would be effected with less disturbance of the finance markets and made more gradual in its operation by the giving of a general guarantee which would remove the possible anxiety of investors to transfer their paper too rapidly to Europe. If, then, the proposal only contemplates guaranteeing interest at a fixed rate for Sterling Exchange in the case of Enfaced Rupee Paper, as was suggested by the Chairman of the Madras Chamber of Commerce, the Committee fail to find reasons for recommending it.

Again, if a guarantee is to be given, the Committee do not see why it should be granted as a privilege to one class of investors or holders above another, nor why the European investor should have the right of encashing his interest drafts in either Sterling or Rupeés while the Indian investor should he offered payment only in Rupees. For all these reasons the Committee are of opinion that the guarantee should extend to all Rupee Paper, no matter where held, or where presented for payment of interest.

- (c) As regards the rate of Exchange, the Committee having consulted the general body of members, find that a large majority of the replies are in favour of the rate being fixed at 1s. 4d. Although this rate is undoubtedly higher than the ruling rate of Exchange for some months in the year, this objection would, it is believed be more than counterbalanced by the incidence of the income tax, on the supposition that interest warrants payable in Sterling would be subject to the English income tax in addition to Indian income tax already deducted.
- (d) Finally, the Committee think that the existing procedure for the registration of the securities themselves, and for

the issue of the interest drafts, should be modified to the following extent:---

- (1) that arrangements be made for the encashment in London of such interest drafts as may be there presented for payment.
- 2) that, as a protection against forgery and fraud, as well as to allow of the Government ascertaining the extent of their possible Sterling liabilities under this head, all holders of Rupee Paper should be required to declare, when applying for interest, whether they required payment to be made in Rupees or in Sterling, and that the drafts should be thereupon issued and be payable accordingly

From Government of India (FINANCE), to Chamber.

No. 6927-A .- CALCUTTA, 27th December, 1902.

I am directed to acknowledge the receipt of your letter No. 1701, abut 23rd December. 1902, regarding the proposal that the Government of India should guarantee payment of interest on Government Ruper Paper at a fixed rate of 1s. 4st. per Rupee. The letter will be laid before the Government of India.

## RAILWAYS.

## EAST INDIAN RAILWAY-SUPPLY OF WAGONS.

## From East Indian Railway, to Chamber.

No. 1875-T .- CALCUTTA, 28th January, 1902.

We are now experiencing some pressure in the matter of wagon stock, and in view of this increasing, as it is certain to do during the approaching export prince season, and our supply proving insufficient to meet the demander the trade, I am desired by the Agent to forward herewith, for the information of your Chamber, an extract part, VI from the Minute of the Twenty-eighth Meeting of the local Consulting Committee of the Venty-eighth Meeting of the total party. How the Winter State 1997, 1997

Extract from the Minutes of the Twenty-eighth Meeting of the Local Consulting Committee, held at Agent's Office, on 6th January,

VI. Sutement of Ralling-stack.—The recent additions to stock were brought to the notice of members. The Agent, however, pointed out that the 1,000 additional wagens asked for as long back as 3rd June, 1901, had not yet been girected to by Government. He thought the delay was very much been regretted; no reason whatsoever had been given for the delay. He regretted; no reason whatsoever had been given for the delay. He may be the proposed of the immediate necessity for these wagons, and the feared very much that in the conjuguous manner and the surface of the manner and the trade in a marked and unfortunate manner—it will, he fears, be the old state of affairs repeated.

He pointed out that next month there would be 80 miles of new line to be provided with stock—the Barun-Daltongunge Railway—from which a considerable coal traffic was expected, and though it was possible this would cause some diminution of traffic elsewhere, it would be clear that the fact of the stock having to be distributed over a greater length of line must necessity reduce its effective use. He referred to this continuous struggle to get the necessary appliances to deal with the trade coming to the Railway, which to him was incomprehensible in view the returns made by the Railway, not only in the way of direct revenue, but indirectly also in

is interested in the Red Sea, we should think fit to waive our claim for contribution, and should decide to bear the whole cost.

2. We have given the most careful consideration to this suggestion, but we are still of opinion that though the cost of the work required would not be great, the principle involved is important, and we see no reason to recede from our former position and to impose we see no reason to revene from our former position and to impose on India the whole charge for a work in which she is only one of several parties interested. We admit that clear necessity has been shown for the improvement of the Perim lights, and we do not underestimate the great importance to India of the proper lighting of the Red Sea route. But, as we pointed out in our letter of the 17th fanuary, the United Kingdom and all the British colonies and dependencies in the East are also interested in this route, and the British shipowners have a special pecuniary interest in it. Under the circumstances we think that our offer to bear half the cost was the atmost that could rightly be undertaken on behalf of India, and when we last addressed Your Lordship on the subject we had decided that, if the offer were to be finally rejected, we should be compelled to desist from the work altogether. As the Board of Trade declines to co-operate in the matter, we have no alternative but to abandon the project, and, though we do so with regret, we feel satisfied that the resposibility for any loss of life or property that may ensue will not rest upon our heads.

We have the honour to be.

My Lord.

Your Lordship's most obedient, humble Servants,

(Signed) CURZON.

\* \* \* \*

" \* \* \*

" T. RALEIGH.

E. F.G. LAW.

E. R. ELLES.

A. T. ARUNDEL.

## From Chamber, to Government of India (Finance).

No. 611-1902 .- CALCUTTA, 7th May, 1902.

I am directed by the Committee of the Bengal Chamber of Commerce to acknowledge, with thanks, receipt of your letter No. 2173-SR of 25th April, 1902, forwarding a file of official correspondence on the subject of the improvement of the Perim Lights in the Red Sea.

2. The Committee note that a copy of their letter of 27th March has been forwarded by the Government of India to the Secre-

tary of State for India, and will feel much indebted if they can be favoured with the copy of the reply when received.

# From Chamber, to Chamber of Shipping of the United Kingdom

No. 665-1902.—CALCUTTA, 19th May, 1902.

Improvement of the Lights on Perim Island.

I am directed by the Committee of the Bengal Chamber of Commerce to acknowledge, with thanks, receipt of your two letters of 15th and 17th April, the latter enclosing copy of a letter of 16th April addressed to you by Sir Horace Walpole, Under-Secretaly of State for India. This letter, the Committee regret to see, does not advance the question beyond the point at which it was brought by the Government of India in their Despatch of the 31st October, 1901, to the Secretary of State for India, of which I have the pleasure to enclose copy. You will see from this document that the Government of India admit that clear necessity has been shown for the improvement of the Perim lights, and that they do not underestimate the great importance to India of the proper lighting of the Red Sar oute. The Board of Trade however having declined to co-operate in the matter, the Government of India feel they have no alternative but to absundous the project, though they do so with great regret.

I have not yet received any reply to my last letter of 27th March, 1912, to the Government of India, of which I have already sent you a copy. As soon as I do so, I will place a copy at your disposal. In the meantime you will doubtless not relax the efforts you are making on your side.

## From Chamber, to London Chamber,

No. 666-1902.—CALCUTTA, 19th May, 1902.

Lighting of the Red Sea.

I am directed by the Committee of the Bengal Chamber of Commettee to acknowledge receipt of your letter of 16th April enquiring whether this Chamber has been dealing with the question of the lighting of the Red Sea within the last few months, and also enquiring whether in the opinion of the Chamber the lighting facilities in the Red Sea are now satisfactory.

The Committee have not been engaged in any recent correspondence on the general question of the lighting of the Red Sea, the latest information which they have received with regard to progress of the construction by the Ottoman Government of the four new flighthouses on the Islands of Zebeyr, Abu-Ail, Jeb-il-Tiri and at Mocha being contained in a letter dated 28th February, 1902, from

the Secretary of the Chamber of Shipping of the United Kingdom, copy of which I have the pleasure to enclose.

The committee have found it a matter of difficulty to obtain any define official information, and will feel much indebted if your chamber will take the matter up with the imperial Government with the view of expediting the construction of these much-needed lighthness. The Committee have no further recommendations to make at the present moment, as they understand that when the lights above referred to are completed the needs of navigation will be fairly well matter.

The Committee have had a considerable amount of correspondence with the Government of India, and also with the Chamber of Shipping of the United Kingdom, with regard to the improvement of the lights on the Island of Perim. This discussion has been inordinately prolonged and unprofitable. Notwithstanding the persistent efforts made by this Chamber, the Chamber of Commerce at Bombay, and the Chamber of Shipping at the United Kingdom, and the fact that the expenditure required is small, it does not appear that a solution of the difficulty is yet within reach. From the copies of official correspondence, which have been placed before the Committee, it would appear that the Imperial Government and the Govemment of India, while both admitting the necessity for the improvement of the lights, are at direct issue with regard to the manner in which funds are to be provided. It would appear that while the Government of India are quite prepared to bear half the cost of the improvement of the lights on Perim, which they consider is the utmost that they could rightly undertake on behalf of India, as the United Kingdom and also the British colonies and dependencies in the East are also interested along with British shipowners, the Imperial Government decline to give any assistance, the Board of Trade having apparently satisfied themselves that they have no power under the Merchant Shipping Act, 1898, to devote any portion of the General Lighthouse Fund to the cost of improving the Perim lights. The Board of Trade are unwilling to initiate legislation to amend the Merchant Shipping Act with the view of permitting contributions being made from the General Lighthouse Fund for such a purpose as that in question.

In the last letter addressed by the Committee to the Government of India on the 27th March. 1002, the Committee suggested that the Sectary of State for India should be addressed on the subject with the view of bringing about a modus vinearly tenent between the Imperial and the Indian Governments, being strongly of opinion that the matter should not be allowed to drop merely on account of the question of financial liability between the Home and the Indian Governments, which is after all a purely technical point.

I would refer you for further information as to the correspondence which has taken place on this matter to the Secretary of the Chamber of Shipping of the United Kingdom in London, with whom you are no doubt in constant communication.

#### From Government of Bengal (MARINE), to Chamber.

No. 84-T-MNE.—Darjeeling, 14th June, 1902.

In continuation of the letter from this Department, No. 316-Mne, dated the 5th February last, I am directed to forward, for the information of the Chamber, the accompanying copy of a letter (No. 3088-5.R.), dated the 6th instant, from the Government of India, Finance and Commerce Department, on the subject of the construction of lighthouses in the Red Sea.

#### No. 3088-S. R.-Dated, 6th June, 1902.

From.-The Secretary to the Government of India, Finance and Commerce Department,

To-The Secretary to the Government of Bengal, Marine Department.

In continuation of my letter No. 601-S.R., dated the 31st Jamay last, I and directed to say that information has been received through the India Office that the construction of the lighthouses in the Red Sea was to be pushed on actively till the commencement of the hot weather, and that it was hoped that all except the Mocha Light would be nearly finished by then.

2. I am to request that this information may be communicated to the Local Chamber of Commerce.

## From Chamber, to Government of Bengal (MARINE.)

No. 819-1902.--CALCUTTA, 18th June, 1902.

I am directed by the Committee of the Bengal Chamber of Commerce to actionvicing, with thunks, the receipt of your letter No. 84-TM. I HI time. 1992, forwarding copy of a letter dated fith idem, from the Government of India, Friannec and Commerce Department, on the subject of the construction of lighthouses in the Red Sea.

# From Chamber of Shipping of the United Kingdom, to Chamber.

LONDON, 10th June, 1902.

Improvement of Light on Balte Point.

I beg to acknowledge the receipt of your letter of the 19th Mayhereon, the contents of which I fully note.

The letter which you send me from the Indian Government, dated Simla, 31st October, 1901, shows that Lord George Hamilton

would raise no objection to India being charged the whole of the trifling cost of the improvement of Balfe Point Light, but that the opposition to this course being taken is to be found in the Viceroy's Conneil.

I may mention, for your information, that this matter was again considered by the Council of this Chamber at their meeting on the Ethi dillino, when they came to the conclusion that they could not, at present, carry the matter further than the point at which it had arried. If, however, your Chamber in the future see any opportunity of further action being usefully taken in this matter, I feel sure that my Council will be glad to co-operate with your Chamber.

P.S.—I enclose for your information a copy of the reply of the holder-Secretary of State for Foreign Affairs (from to-day's Official Parliamentary papers) to a question x the Red Sea Lights, put to him in the House of Commons yesterday by Mr.

#### Question.

Mr. Weir.—To ask the Under-Secretary of State for Foreign Affairs is the will state whether the work of constructing a lighthouse on Jibel (Mount) Teir, Red Sea, has been commenced, and, if so, can he say when the work is expected to be finished. [9th June]

#### Answer.

I informed the House on the 5th ultimo that the work of construction of this and the other lights was to be actively pushed on till the hot weather set in, by which time it was hoped that all except the Moka light would be nearly complete.

From information, however, which has since reached the Foreign Office, we have learnt that the foundations of the lighthouse on jbc-l-Teir have not as yet been begun, and that it will not be finished for fully nine months. [9th June.—Foreign Office.]

## From Chamber, to Government of India (FINANCE).

No. 936-1902.—Calcutta, 7th July, 1902.

I am directed by the Committee of the Bengal Chamber of Commerce to draw your attention to my letter No. 416-1002 of 27th March, 1902, on the subject of the improvement of the Balfe Point Light, on the Island of Perim, and to ask for the favour of a reply by an early opportunity.

# From Chamber, to Chamber of Shipping of the United Kingdom.

No. 937-1902.—CALCUTTA, 7th Inly, 1909.

Improvement of the Lights on Perim Island.

I am directed by the Committee of the Bengal Chamber of Commerce to acknowledge rectip of your letter of 10th June, 10th, intimating that the above matter was again considered by the Comed of your Chamber at their meeting on the 27th of May, when they came to the conclusion that they could not, at present, carry the matter further than the joint at which it had arrived.

The Committee of this Chamber, who are still awaiting a reply to their last letter to the Government of India, are not surprised at this decision. I will duly communicate to you any further developments which may take place on this side.

I enclose, for the information of your Council, copy of an article on the question of the Perim lights which appeared in *Indian Engineering* of the 14th June, 1902.

Lights in the Red Sea.

I am obliged for the copy of the reply given by the Under-Secretary of State for Foreign Affairs to a question put to him by Mr. Weir, and have the pleasure to enclose, for the information of your Council, copy of a further and very interesting article which appeared in Indian Engineering of the 7th June, and which brings the available information on the subject fairly up to date, showing that greater progress has been made with the construction of the new lights than was generally supposed.

## From London Chamber, to Chamber.

London, 24th June, 1902.

Lighting of the Red Sea.

With further reference to your letter of the 19th ultimo, I beg to inform you that the same was duly brought before my Council at their last meeting, when I was requested to state that the Chamber approve the efforts of your Chamber in the matter, and will do all in their power to expedite the construction of lighthouses in the Red

I am accordingly writing the Foreign Office again, drawing attention to the resolution passed at the last Congress of Chambers of Commerce of the Empire, and to the promise then given that the matter would receive careful consideration

### From Government of India (FINANCE) to Chamber.

No. 3826-S. R.—SIMLA, 12th /ulv, 1902.

With reference to your letter No. 936 of the 7th instant, asking for an early reply to your letter No. 416 of the 27th March last on the subject of the improvement of the Balfe Point light on the Island of Perin, I am directed to say that no reply has yet been received from the India Office to the letter from this Department with which your letter of the 27th March was forwarded to the Under-Secretary of State for India.

A further communication will follow when a reply is received from the India Office.

## From Chamber of Shipping of the United Kingdom, to Chamber

LONDON, 1st August, 1902.

Improvement of Lights on Perim Island. Lights in the Red Sea.

I am duly in receipt of your letter of 7th July, and beg to thank you for the copies of the articles from *Indian Engineering* of the 7th and 14th June last, which I have read with much interest.

In lawe nothing further to report to you in these matters, and can only repeat that whenever your Committee think that this Chamber can be of any further assistance to you I shall be pleased to lay any communications with which you may favour me before my Executive Council for their consideration.

#### From Chamber, to all Members

CIR. No. 28-1903 .- CALCUTTA, 23rd January, 1903.

Light Houses in the Red Sca.

MEMO.—The following correspondence is circulated for the information of members of the Chamber:—

## From Government of Bengal (MARINE), to Chamber.

No. 61-MNE.—CALCUTTA, 16th January, 1903.

In continuation of the letter from this Department, No. 1746-Maria, dated the 23rd September last, I am directed to forward for the information of the Chamber the enclosed copy of a letter (No. 38.S.R.), dated the 8th instant, from the Government of India. Finance and Commerce Department, on the subject of the construction of lighthouses in the Red Sea.

No. 38-S. R.—Dated, 8th January, 1903.

From—The Secretary to the Government of India, Finance and Commerce Department.

To-The Secretary to the Government of Bengal, Marine Department.

In continuation of my letter No. 4941-S.R., dated the 16th September last. I am directed to inform you that His Majesty's Ambasador at Constantinople has learnt privately from the Ministry of Marine that a Commission composed of representatives of the Admirative and the Lighthouse Administration is about to start for the Red Sea to take delivery of the new lighthouses which, as soon as this formality is accomplished, will commence working. His Majesty's Ambassador also promises to report the date on which the new lights will be put into use as soon as he is able to do so.

2. I am to request that this information may be communicated to the local Chamber of Commerce.

## From Chamber, to Government of Bengal (MARINE.)

No. 116-1903.—CALCUTTA, 22nd January, 1903.

I have the honour to acknowledge, with thanks, receipt of your letter No. 61 Marine, dated 16th January, forwarding copy of a letter of 8th January, from the Government of India, Finance and Commerce Department, intimating that a Commission is about to start for the Red Sea to take delivery of the new lighthouses, which will come into use as soon as this formality has been accomplished

The information contained in the letter will be circulated to members of the Chamber.

#### ADMINISTRATION OF THE PORT TRUST

#### From Chamber, to Calcutta Port Commissioners.

No. 194-1902.--CALCUTTA, 5th February, 1902.

The attention of the Committee of the Bengal Chamber of Com-Bengal with regard to the proposal to retain the Special Toll under the designation of River Due as printed in Appendix A. of the Proceedings of the 908th Mecting of the Port Commissioners, held on Monday, the 13th January, from which they gather that the draft was approved and ordered to be submitted to Government.

The concluding paragraph of the letter in question reads as

"Before coming to any decision on the subject, the Commissioners wished, in the first place, to acquaint themselves with the views held by the commercial community at large. They are now informed that, after a very careful discussion of the subject by the Chamber of Commerce and the various Associations affiliated to the Chamber, the Committee of the Chamber have replied to the reference made to them by Government supporting the proposal for the retention of the charge as a River Due. The Commissioners, for the reasons stated, concur with the Chamber of Commerce in recommending the proposal, and trust that it may receive the sanction of Government."

I am directed by the Committee to say that they consider that the view they expressed in their letter No. 1260-1901 of 18th September, 1901, to the Government of Bengral, copy of which I enclose, are not quite correctly stated in this paragraph. The Committee spread with the Port Trust Enquiry Committee in holding that the principle on which it was proposed to base the imposition of a permanent River Due, viz., that the whole of the trade of the Port should contribute to the maintenance of the Port, was a perfectly sound one; but at the same time, looking at the matter from all points of view, by seggested that the proposal should stand over for three years, and that in the meantime the Special Toll should be leviced annually, as required in accordance with the requirements of the Port Trust At, leaving the question of converting it into a River Due to be decided at the end of that time.

The Committee leave you to take what action you may think advisable to correct the erroneous impression which your representation to Government has conveyed so far as the views of the Chamber of Contenned.

#### From Chamber, to all Members.

CIR. No. 291-1902.—CALCUTTA, 16th /uly, 1902

Administration of the Port Trust.

MEMO.—The following correspondence is circulated for the information of the members of the Chamber:—

#### From Chamber, to Government of Bengal (MARINE.)

No. 1260-1901.—CALCUTTA, 18th September, 1901.

I am directed by the Committee of the Bengal Chamber of Commerce to address you with regard to the Recolution of the Gerenment of Bengal, Marine Department, No. 696-Mine of 1st Agal, 1901, on the Report of the Committee appointed to enquire into the working of the Calentat Port Trust, which was issued on the 1sh Committee of the Calentat Port Trust, which was included by the Committee of the Chamber of the Committee of the Calentat Port of the Committee of the Committee of the Chamber of the Committee of the Calenta of the Committee of the Chamber of the Committee of the Chamber of the Calenta of India."

- 2. In considering the recommendations made in the Report, the Committee have more particularly dealt with the special points on which, it is believed, His Honor the Lieutenant-Governor is awaiting the opinion of the Chamber. These may be briefly stated as follows:—
  - The question of extending the period of repayment of the Government Dock Loan to 1951, or sixty years from the year 1891, when the Docks were held to have been completed. This question is referred to in paragraph 11 of the Government Resolution.
  - The suggestion to amend the Calcutta Port Act so as to make the basis of repayment of any new debenture loan a term of sixty years. This forms the subject of paragraph 12 of the Resolution.
  - 3. The suggestion to make the Special Toll, which is a present renewable year by year, a permanent impost in the shape of a River Due, forming the main permanent source of revenue of the Port Trust, the charges made for landing, shipping and special services being the varying elements in the Port Trust Revenue to be adjusted, from time to time, in accordance with the financial position. This is specially referred to in pass graphs 16 and 17 of the Resolution.

In dealing with these important matters, the Committee of the Chamber have had the advantage of hearing the views of all the interested Associations connected with the Chamber, and I now proceed to

place before Government the opinion of the Committee after considering the Report of the Port Trust Enquiry Committee, the Government Resolution upon it, and the views of the representatives of the different trade interests.

3. With regard to the proposal to extend the period of repayment of the Government Dock Loan to the year 1951, I am directed to suggest, for the consideration of Government, that instead of the extended period of sixty years dating from 1891, the date of completion of the Docks, it should date from 1911, the year originally fixed tion of the Commencement of the repayment of the loan. This point has been strongly pressed on the Committee of the Chamber, and the ground upon which the suggestion is made seems to the Committee to be a strong one. The sinking fund under present arrangements to be a strong one. The sinking rung under present arrangements will not be instituted until the year 1910, and under these circumstances an annual payment of 1 per cent. would have to be made if the loan is to be repaid by 1951, or 40 years from 1911. On the other hand, if the period of repayment could be extended to 60 years from 1911—and this would appear to be reasonable, looking at the fact of the hitherto unremunerative character of the Dock works, and the fact that the sinking fund will not come into operation until 1910the Port Commissioners would only have to reserve 1% per annum for the repayment of the loan. The Committee would urge that the exceptional history of the Kidderpore Docks calls for exceptional consideration from Government. The Committee desire me to urge this amended proposal very strongly on the attention of Government, as they consider that this mode of repaying the loan is preferable to the proposals made in paragraph 29 of the Report of the Port Trust

4. The recommendation of the Port Trust Enquiry Committee that the Calcutta Port Act be amended so that in future the sinking funds necessary to liquidate new debenture loans should be on the basis of repayment in 60 years, which is said to be in accordance with the existing practice in the case of the Bombay Port Trust, commends itself to the Committee as eminently just and reasonable The Committee understand from the Report of the Port Trust Enquiry Committee that in Bombay debenture loans are not usually issued for a longer period than 30 years. The Port Trust there provide sinking funds sufficient to liquidate all their loans in 60 years, and when any loan falls in, they liquidate it partly by means of the sinking fund and partly by issuing a fresh loan for the balance. The Committee think that such an arrangement, as above indicated, would suit the circumstances of the Port of Calcutta equally as well as those of the Port of Bombay. The Port Commissioners should be left free to suggest to Government any term of loan which they might consider advantageous at the time, and the effect of carrying out such a proposal would be that if the progress of money was in the direction of cheaper rates of interest, the Commissioners would get those cheaper rates as time moved on.

5. The suggestion to make the Special Toll, which is at present netwable year by year, a permanent impost in the shape of a River Due requires very careful consideration. The Committee note that

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His Honor the Lieutenant-Governor considers this the one part of the recommendations of the Port Trust Enquiry Committee on which there is likely to be a difference of opinion, and that he will, therefore, before coming to a final decision, wait to hear what the Port Commissioners themselves and the Bengal Chamber of Commerce have to say. In view of Sir John Woodburn's remarks just quoted and also of the fact that the proposal now under reference did not emanate from any of the witnesses examined at the enquiry, but was initiated by the members of the Commission, the Committee have given the matter their very special attention. The majority of the Associations consulted by them offer no opposition to the proposal provided-and they are unanimous upon this point-that a guarantee is given to reduce to a minimum the charges made for landing, shipping and special services, as the financial position of the Port Trust may permit. One Association is, however, very strongly opposed to the conversion of the Special Toll into a permanent River Due, and urges that the impost should be abolished altogether as soon as equilibrium is restored between the receipts and expenditure of the Trust. It is contended that the proposal is quite unnecessary and uncalled for, that the Toll was imposed in 1893 for a special purpose, vis., to bring about equilibrium between receipts and expenditure, and that it was then believed that within a short time the receipts from the Docks would largely increase and enable the author-ties to do away with the impost. Further, in view of the recommendations made by the Port Trust Enquiry Committee, which, if adopted, will result in a saving of over six lakhs of rupees, it argued that equilibrium between revenue and expenditure may be expected even without the Special Toll, looking at the annually increasing business at the Kidderpore Docks, and the more economical working of the Trust which may be expected under new management. These arguments do not altogether commend themselves to the Committee of the Chamber, as they lose sight of the principle on which the Special Toll was based and on which it is proposed to base the imposition of a permanent River Due, viz., that the whole trade of the Port should contribute to the maintenance of the Port. This principle the Committee of the Chamber agree with the Port Trust Enquiry Committee in holding to be a perfectly sound one, and they also consider that it should not only be applied when the finances of the Port would otherwise show a deficit, but should he of permanent application.

At the same time, looking at the matter from all points of view, the Committee would suggest that the proposal should stand over for three years, and that in the meantime the Special Toll should be levied annually as required, in accordance with the requirements of the Port Trust Act, leaving the question of converting it into a River Due to be decided at the end of that time.

6. The Committee, having now dealt with the three points specially mentioned in the Resolution of the Government of Bengal, proceed to comment on a few of the other matters touched upon in the Report of the Port Trust Enquiry Committee, and the recommendations with regard to them. The first of these is the question of Hospital Port Dues, and I am instructed to say that the Committee of the Chamber cordially agree with the recommendation made in paragraph 159 of the Report that half the cost of the Port Health Officer and his establishment should be borne by the Provincial Revenues, as is now done in Bombay and Karachi. This would reduce the rate of the present levy on the shipping from 9 pies to 6 pies per ton, and in this connection the Committee would point out that owing to the fact that very few sailing ships now visit the Port, and the further fact that European crews are being largely replaced by natives, there cannot be the same number of nationts from the shipping making use of the General Hospital as in former years when sailing ships frequented the Port in large numbers and for lengthy periods.

7. With reference to the remarks in paragraph 129 of the Report, the Committee are inclined to doubt whether the number of berths for loading coal steamers will continue for many years to be sufficient even after one or two of those berths have been supplied with mechanical apparatus for loading. The Committee are strongly of opinion that this point should continue to receive the most careful attention of the Port Commissioners.

8. The Committee strongly support the proposal made in paragraph 82 of the Report for a re-adjustment of the charges for the River and Dock Police. Under the present system three-fourths are paid by the Port Trust and one-fourth by the Government of Bengal. The Committee agree that as the main duties of the force consist of the preservation of the public peace, the division of the cost should be the same as on railways, viz., in the proportion of three-tenths to be paid by Government and seven-tenths by the Port Commissioners

9. The Committee have been asked to draw attention to the opinion expressed in paragraph 139 of the Report to the effect that a slight enhancement of the shipping charge of 2 annas a bale now paid on jute would not affect traffic or unduly burden the trade. Against this proposal a strong protest has been recorded by the representatives of the jute trade. They point out that jute can always be shipped by boat at 2½ annas per bale or less. If, therefore, the Port Commissioners are desirous of retaining the shipment of jute at the Kidderpore Docks, it would be a distinctly unwise move to make any addition, however slight, to the present charge. Even were the latter raised only to 21 annas per bale, the tendency on the part of native balers would be to give their jute to beats, for even if the boat owner gives no discount or concession, he probably gives credit, whereas the Port Trust demand cash. To secure the largest possible portion of the jute trade the Port Trust must be content to keep its rates a trifle below the 21 annas charged by boat owners. The Committee of the Chamber consider that these remarks are worthy of consideration, and desire me to say that they support the views expressed.

10. The Committee of the Chamber are not in favour of amalgamating the offices of Secretary and Chief Accountant. They have, as Government are aware, recommended the separation of the offices 302

of Vice-Chairman and Chief Engineer, and on the recommendation of the Port Trust Enquiry Committee this suggestion has already been acted upon by Government. The duties of the Secretary would appear to be sufficiently onerous without imposing on him those of Chief Accountant. The Committee hold that for both posts the best possible men should be selected with reference to their respective

#### From Government of Bengal (MARINE), to Chamber,

No. 101-T .- MNE .- DARJEELING, 25th June, 1902.

I am directed to acknowledge the receipt of your letter No. 1260-1901 of 18th September, 1901, submitting the views of the Chamber on the several suggestions made by the late Committee of Enquiry into the working of the Calcutta Port Trust. In this letter the question of converting the Special Toll into a permanent River Due will only be dealt with.

2. In paragraph 5 of your letter it is stated that the majority of the Associations consulted by the Chamber offer no opposition to the proposal, provided that a guarantee is given to reduce to a minimum the charges made for landing, shipping and special services as the financial position of the Port Trust may permit. One Association is, however, very strongly opposed to the conversion of the Special Toll into a permanent River Due, but it is observed that their arguments do not commend themselves to the Chamber, as the Association lose sight of the principle on which it is proposed to base the imposition of a permanent River Due, viz., that the whole trade of the Port should contribute to the maintenance of the Port. Looking at the matter from all points of view, the Chamber suggest that the proposal should stand over for three years, and that in the meantime the Special Toll should be levied annually as required.

3. With reference to this suggestion, I am to say that the Lieutenant-Governor is pleased to note that the proposal for the conversion of the Special Toll into a permanent River Due has received the support of the great majority of the several Associations connected with the Chamber. In deference, however, to the wishes of the Chamber, the Lieutenant-Governor accepts the recommendation made that the proposal should stand over for three years. Accordingly the Toll will continue to be levied annually, but I am to say that its designation will be changed to River Due to bring it into accord with the wording of section 108 of the Act.

4. In regard to the guarantee asked for by the Associations who have supported the proposals that the charges for shipping, landing, &c., should be reduced to a minimum, I am to say that the Lieutenant-Governor considers the demand to be a just one, and as a first step in this direction, I am to invite the attention of the Chamber to the Resolution of this Department No. 1156-Marine of 20th instant, reviewing the Budget estimates of the Commissioners

for the current year, a copy of which is herewith enclosed. In this Resolution it will be seen that the Commissioners have decided to make certain reductions in the charges for services rendered by which the trade will be benefitted to the extent of Rs. 1,76,000.

Resolution on the Budget estimate of the Commissioners of the Port of Calcutta for the year 1902-1903.

GOVERNMENT OF BENGAL-MARINE DEPARTMENT. No. 1156-MNE .- CALCUTTA, 20th June, 1902.

## RESOLUTION.

missioners is given below :---

READ... Letter No. 2, dated 1st April, 1902, from the Vice-Chairman of the Commissioners of the Port of Calcutta, submitting, for sanction, the Budget estimate of the Commissioners for the year 1902-1903.

The Budget estimate this year has been compiled in a new form. In place of the old head of account, "Strand Bank Lands," three new main heads have been substituted, vis., "Rentable Lands and Buildings," "Tea Warehouse," and "Petroleum Wharf." Docks are now shown under two heads, viz., "Wet Docks" and "Dry Dock."

2. In making these changes, the Commissioners have followed the recommendations of the Committee of Enquiry with such modifications as seemed to be desirable in order to make the details fit in with the practical working of the Trust.

3. With the revised classification and a more simplified form of account, it will now be possible to exercise more efficient control over the receipts and working expenses of the Port.

#### REVENUE ACCOUNT 4. A general summary of the estimates submitted by the Com-

	Estimate for 1902-19:3.	Total.
	Rs.	Rs.
	2,800	
	11,37,071	
	1,10,800	
	2.96.532	
	3.89.144	
ild-		
	5,44,863	
	4,99,549	
	5.42.954	
	7,65,120	
	19,77,967	
	2,51,050	
	83,050	
	ild-	for 1902-19 3, Rs. 2,800 11,37,071 1,10,800 2,96,532 3,89,144 ild- 5,44,863 4,99,549 5,42,954 7,65,120 19,77,967 2,51,050

66 00 900

## MARINE.

Expenditure.		
	Rs.	Rs.
IControl	2,47,130	
II.—Ietties	6.38.430	
III.—Tea Warehouse	76,325	
IV.—Petroleum Wharf	1,29,281	
VInland Vessels' Wharves	2,51,280	
VIRentable Lands and Build-		
ings	93,224	
VII.—Port	4,74,620	
VIIIPort Approaches	5,58,113	
IXRailway	5,61,708	
XWet Docks	18,71,259	
XIDry Dock	77,363	
Provision to meet unforeseen		
expenditure	20,000	
Interest and Sinking Fund		
charges	24,87,458	
		74,86,191
Deficit River dues leviable under sec-		8,85,291
tion 108 of Calcutta Port Act  Less—Proportionate cost of collec-	9,15,000	
tion	11,126	9,03,874
Estimated surplus		18,583

The net surplus, after meeting Interest and Sinking Fund payments, is shown as Rs. 18583.

5. In the original Budget estimate, as passed by the Finance Committee, the surplus was estimated at Re. 194,858. When considering this estimate, the Commissioners decided that it was desirable to give some relief to the trade by reducing the charges levided under sections 103 to 106 of the Calcutta Port Act, 1890, and the following reductions were made accordingly:

			Rs.
Reductions on imports			95,000
Night work on vessels	244		20,000
Further reductions on piece gated-iron	e-goods and	corru-	
Dadustin			21,000
Reduction of rate on wheat	and seeds		40,000
	_		
	Total		1,76,000

leaving the small surplus of Rs. 18,583, as shown in the Budget.

#### RECEIPTS

6. The following are the principal details of the Budget estimate under the different parts:  $\longrightarrow$ 

nate under the efficient parts:—
(1) Part 1--[ettes.—The receipts from the Jetties proper are stimated at Rs. 11.37,071, and show a reduction on the actuals for the calendar year 1901. The average for the three years has been Rs. 213,000, and in the present estimate sufficient allowance has been made for a gradual expansion of traffic after allowing for a decrease of Rs. 93,000 due to reduction of rates.

(2) The income from the Tea Warehouse has been placed at Rs 1,10,800, which is less than the actuals for 1901, as, it is thought, the competition with Chittagong may probably depreciate the rents.

(3) Part VI—Rentable lands and buildings—This shows a

[3] Part VI—Rentable lands and buildings.—This shows a large increase owing to the additional area leased at Budge-Budge for the bulk-oil installation, the grain-shed at Kantapukur, the payment of rent for sheds Nos. 2 and 4 at the Docks, and a general improvement of the rents 

4) Part X-Kilderpore Docks—The receipts show a small increase in the total of Rs 4,053 only. A better revenue is expected this year from wheat and seeds; but, on the other hand, there is a probability that, owing to the low rates ruling for English coal, the exports of Bengal coal may be lessened, as the shipment during the first half of March last scarcely reached 40,000 tons as compared with an average of about 135,000 tons in recont months.

(5) A new item of revenue is now shown as "Interest on Revenue Reserve." The Vice-Chairman, in his forwarding letter, reports that, in the opinion of the Commissioners, prudent management requires that there should always be a sufficient balance against any tempary depreciation of revenue. A fund has therefore been formed with the revenue cash balances, which it is estimated will, at the close of the current year, amount to Rs. 12,00,000. This fund will be called the Revenue Reserve Fund, and any deficiency in a year's wayk will be made good from it, thus avoiding the possibility of distability rates. The interest on this fund is estimated at Rs. 48,000, and credit for this amount has been taken.

### Expenditure

 The estimate provides for an expenditure of Rs. 75,27,302, and an abstract compared with the sanctioned estimate for 1901-1902 is given below:—

#### 1902-1903, 1901-1902

2 .	Rs.	Rs.		Rs.
Establishment	. 19,03,686	18,55,237	+	48,449
Stores	. 3,94,960	3,68,831	+	26,129
Maintenance and repair	s 9,17,392	8,39,488	+	77,904
Labour		12.71.860	_	1,83,860
Miscellaneous	6.74.958	5.41.500	+	1,33,458
Police	60.848	64.404	_	3,556
Interest	20,06,338	20,23,308		16,970
Sinking Fund	4.81,120	5,46,387	-	65,267

... 75,27,302 75,11,015

Total

- 8. The amount shown above includes a sum of Rs. 61,295 on the Revenue charge able to Capital. Excluding this the Revenue charge under the heads noted above will be Rs. 74,06,061, to which has to be added Rs. 11,250 for Home charges and Rs. 20,000 for unforscen demands. The total Revenue Budget for expenditure will therefore be Rs. 74,07,317.
- 9. Comparing the estimates for 1902-1903 with those of the year just closed it will be seen that there is a net increase in the cost of establishment of Rs. 48,449. On the one hand, mes establishment of Rs. 48,449. On the one hand, mes establishment of Rs. 48,449. On the one hand, mes establishment hand, the Commissioners have by a reorganization of the best hand, the Commissioners have by a reorganization of the other sections of the establishment, carried out some of the suggestions of the late Committee of Enquiry, and thereby effected a sweep fixe 22,848. The net increase on establishment propri, therefore amounts to Rs. 38,177, to which must be added Rs. 10,272 on account of increments which have accurated on posts with progressive salaries.

 $10. \;\;$  The more important items of increase of establishment are as follows:—

		Rs.	
Board		5,040	Weekly instead of fortnight meetings have now to be held deal with increased business.
Extension of	audit	5,880	The late Committee of Enqui urged increased check over rev nue, and anticipated an increa in collections which would me than recoup the cost.
Engineering	De-		
partment		18,444	This is wholly due to the appoinment of a Chief Engineer of Rs. 1,500 to Rs. 2,000.
Port		3,600	Two additional Assistant Ha bour Masters. The present sta is insufficient for the increase number of vessels.
Railway	•••	13,632	For the new coal depôt at Shai mar now worked by the Commissioners, formerly by the Ea Indian Railway at the cost of the Commissioners.
Wet Docks	***	8,028	Staff for grain-sheds and hid sheds at the Docks-both ne

all. Consequent on the improved control by the establishment as now organized over the departmental labour employed at the Jetties, it is estimated there will be a saving in that item of under establishment shown above, the net increase will amount to also deducted from the increase \$25,749.

institutions.

12. The chief cause of the large increase under hand "Miscellangus" is due to a larger provision for insurance and depreciation of light-vessels survey-vessels, etc. Having regard to the value of tesme, to the great risks to which light-vessels are reposed in bact realier, and to the comparatively small sum that now and to the comparatively small sum that now deather, and to the comparatively small sum that now the regist of the Insurance and Depreciation Funds, the Calmidt of the Insurance and Insu

#### CAPITAL

13. The total Capital expenditure proposed to be incurred amounts to Rs. 26,80,000, and will be expended on the following

		Rs.
Construction of a shed for imports		1,75,000
Removal and re-crection of workshops		8.000
Extension of Jetties		2,50,000
Improving and enlarging Petroleum Wharf		
		2,80,000
	٠.	5,50,000
Ditto False Point Light-house premi	se	s 10,000
New survey-vessel to replace the Cuckoo, Kidde	r-	
pore Docks	٠.	80,000
Transit sheds and cranes for berth in tidal basi	n	1,00,000
Adopting south wall tidal basin for unloading of	ρf	
flats		25,000
Extension of grain depôt	٠.	1,75,000
New light-draft caisson for 60-feet entrance	٠.	1,00,000
Reconstruction of timber Jetty	٠.	1,00,000
Improvement of lines, etc., Dock junction	٠.	1,00,000
Quarters for District Traffic Superintendent, De Section	cl	
		20,000
Dispensary and apothecaries' quarters	٠.	10,000
Lavatories	٠.	12,000
Offices for Yard Foreman, ash-pits, columns, etc		30,000
Fire Service Warehouse and other facilities for the tea trac	٠.	50,000
warehouse and other facilities for the tea trac	le	1,00,000
	٠.	2,50,000
Dredging for extension of Dock No. 2	٠.	25,000
stone against Capital under Engineering an	d	
Workshops	٠.	80,000
Total .		26,80,000

The funds to meet this expenditure will be obtained-

•	-
D. 11	Rs.
By debenture loan	26,00,000
appropriation from Vessels' Depreciation	
Fund	00.000

No expenditure on any of these works should be incurred unless the plans and estimates have been sanctioned by proper authority, as required by the law.

14. In pursuance of the powers vested in him by section 71 of Act III (B.C.) of 1890, the Lieutenant-Governor approves of the estimate of the income and expenditure of the Commissioners for the year 1902-1903.

By order of the Lieutenant-Governor of Bengal,

D. B. HORN,
Offg. Secretary to the Government of Bengal,

## From Chamber, to Government of Bengal (MARINE.)

No. 973-1902,-CALCUTTA, 12th July, 1902.

I am directed by the Committee of the Bengal Chamber of Commerce to acknowledge receipt of your letter No. 101-T. Marine, dated the 25th June. 1902, in reply to my letter No. 1260.1901 of 18th September, 1901, submitting the views of the Chamber on the several suggestions made by the late Committee of Enquiry into the working of the Calcutt Port Trust.

- 2. I am directed by the Committee to express their satisfaction that His Honor the Lieutenan-Governor has accepted the recommendation of the Chamber, that the proposal for the conversion of the Special Toll into a permanent River Due should stand over for three years. The Committee note that the Toll will continue to be levied annually, but that its designation will be changed to River Due in order to bring it into accord with the wording of section 108 of the Port Act.
- 3. The Committee also note, with satisfaction, that the Commissioners have decided to make reductions in their charges for services rendered, by which trade will be benefited to the extent of Rs. 176,000 and that this decision has been sanctioned by Government.

### IMPROVEMENT OF THE LIGHT AT FALSE POINT.

### From Galcutta Port Commissioners, to Chamber.

No. 4275.—CALCUTTA, 24th February, 1902.

A proposal has been made to the Commissioners for the improvement of the light at the False Point Lighthouse, and as there appears to be some doubt as to whether there is any necessity for doing so, I have been requested to ask that you will kindly ascertain from the representatives of the shipping of the Port whether, in their ominion, such improvement is desirable.

#### From Chamber, to Calcutta Port Commissioners

No. 395-1902.—CALCUTTA, 21st March, 1902.

I am directed by the Committee of the Bengal Chamber of Commerce to acknowledge receipt of your letter No. 4275 of 24th February, 1902, in which you ask the Committee to ascertain from the representatives of the shipping of the Port whether the proposed improvement of the light at False Point is desirable.

- The Committee have been in communication with the Liners' Conference, and also with the representatives of the steamers engaged in the coasting trade, which more than any others are interested in this particular light.
- 3. In the light of the communications which they have received on this matter, the Committee are of opinion that the light as it is at present is sufficient for all practical purposes. The light at False fourt used to be a more important light than it now is, because it used to be the land-fall light for all vessels bound to Calcuta during the south-west monsoon. Now that nearly all the trade is done in steamers, the value of the light is much reduced, because steamers, generally, make straight for the Eastern Channel Light Vessel, the approach to which is well protected on the west by the Ridge Light Vessel and on east by the Mutlah Light Vessel. Under these circumstances the Committee find themselves unable to recommend the proposed improvement of the light.

CHETLA, 28th February, 1902.

Memorial.

To-The Officiating Chief Secretary to the Government of Bengal.

Through-The President of the Bengal Chamber of Commerce.

The humble petition of the Merchants, Commission-Agents, Mohajans, Baparies, Carriers, &c., of Moonsigunge, Orphanjunge, Chella, Tollygunge, Goria, and their adjoining places

MOST RESPECTFULLY SHEWETH . ....

That the condition of the Tolly's Nullah, which is 17 miles in length from Samookpotah to Hastings, is really deplorable.

That this is largely due to the fact that two tides play in the Tolly's Nullah, one coming from the direction of the river Bidyadhari and the other from the river Hooghly; and the two tides play at Russa, where a *chur* has been formed extending over more than a

That, owing to the aforesaid reason and the opening of the Kidderpore Dock Canal, the bed of the Tolly's Nullah has been silted up to a large extent.

That the bed of the said Nullah from Hastings to Kalighat is dangerous to navigation, as most of the old bathing ghats have tumbled down.

That, as a consequence of this deplorable condition of the Tolly's Nullah, your honor's petitioners experience much difficulty in importing and exporting goods by boats to and from their Aruts.

That, owing to the very low level of the tide water, large boats cannot enter into the Tolly's Nullah from the 6th to the 10th day of the moon; and that even after those days, though large boats can enter, they cannot fully enjoy the advantages of high-tides, as the bed of the Tolly's Nullah is shallow in many places for a considerable distance.

That, as boats cannot reach their destined Aruts or Gollas, when there is shallow water during behick a great deal of time is lost in loading and unloading them, and the merchants of Calcutta hesitate to take delivery of goods from the said places owing to the aforesaid conditions of the said Nullah.

That large boats can come to their Aruts or Gollas in safety only 6 or 8 days in a month.

That, as large boats cannot pass from the 6th to the 10th day of the moon, your honor's petitioners and the merchants of Calcutta have at times to pay an additional fee to the Canal authorities and hast-owners respectively.

That the northern portion of the Nullah in question has not been re-excavated within the last 40 or 45 years, and that portion which had been re-excavated has again been silted up.

That, owing to the above condition of the said Nullah, trade in the above places, and specially in Tollygunge, has been seriously affected, and some of your honor's petitioners have been obliged to remove their places of business.

That, under the circumstances, your honor's petitioners pray that orders for the re-execuation of the Nullah from Goria to its junction with the Hooghly be kindly issued in order to remove the griezances complained of, for which act of kindness your honor's petitioners shall, as in duty bound, ever pray.

AMULYA DHAN ADDY

Municipal Commissioner of Ward No. 23, and Representative of the Traders of Chetla and its adjoining places.

8, Myerpore Road, Post Office Alipore, Calcutta.

From Chamber, to Government of Bengal (P. W. DEPT.)

No. 384-1902.—CALCUTTA, 21st March, 1902.

I am directed by the Committee of the Bengal Chamber of Commerce to enquire whether you have received a petition from the native merchants and brokers of Chetla, Tollygunge, and adjoining places with reference to the condition of Tollygunge, and adjoining places with reference to the condition of Tollys Nullah. A copy of the Memorial in question has been forwarded to the Committee with a request that they will give it their support. Provided the facts stated in the Memorial are correct, there would appear to be some messity for steps being taken to keep the Nullah in a navigable condition. The Committee would be glad if you could favour them with any information on the subject at your disposal.

From Government of Bengal (IRRIGATION), to Chamber.

No. 559-I .- CALCUTTA, 2nd April, 1902.

I am directed to acknowledge the receipt of your letter No. 384, dated the 21st March, 1902, enquiring if a petition has been received from the native merchants and brokers at Chetla, Tollygunge, and

the adjoining places with reference to the condition of Tolly's Nullah.

2. In reply, I am to state that a petition was received in May, 1901, and duly replied to by the Superintending Engineer, South Western Circle, to whom it was forwarded by this office for disposal. I am to forward herewith a copy of the Superintending Engineer's reply No. 4934, dated the 13th July, 1901, for the information of the Chamber, and to say that I agree in the opinion expressed therein.

#### No. 4234.—Dated, 13th Iuly, 1901.

From—The Superintending Engineer, South-Western Circle, To—Babu Amulya Dhone Addy & others, Honorary Magistrate, Traders & Merchants, &c.

With reference to your petition, dated the 7th May, 1901, to the address of the Chief Secretary to the Government of Bengal, praying that orders may be issued for the reexecuation of Tolly's Nullah, from Goria to its junction with the Hooghly, I have the honour to inform you that this Department has for many years past recognized and deplored the evils of which you complain.

But experience in the case of this channel, and in that of others subject to similar influences, has made it evident that the mere excavation of the silt is not attended by benefits commensurate with the great cost of the work. As recently as in 1898 the millah was re-excavated, between Tollygunge and Bansdhani, at a cost of Rs. 25,000. What was the result! In less than a year after the completion of the work the millah had sitted up again and its condition was practically no better than before the work had been commenced.

In the face of this experience it is impossible for me to advise Government to repeat an experiment so fattile, so barren of good results. So long as the causes, to which you rightly ascribe the deterioration of the channel, continue to operate, no measure short of canalizing the nullah by the construction of a lock at each end, has any chance of pernanent success. This has long been reognised by Engineers, and 16 years ago a project was drawn up for converting Tolly's Nullah into a still-water canal. But the estimated cost was great, and Government did not consider that the interests involved were sufficiently important to justify an expenditure of some 31 lakhs of rupees from Provincial revenues.

I do not think that there is any chance of the decision of 1885 being re-considered, unless those concerned in the improvement of the navigation of this waterway are prepared to guarantee such enhanced water rates as will ensure an adequate return upon the Capital expended.

It remains for you, gentlemen, to decide whether your interests are sufficiently great to justify you in formulating proposals to this end

## From Chamber, to Babu Amulya Dhan Addy.

No. 487-1902.—CALCUTTA, 10th April, 1902.

I am directed by the Committee of the Bengal Chamber of Commerce to acknowledge receipt of copy of a petition addressed to the Chief Scretary to the Government of Bengal, and forwarded by you to the President of the Chamber representing the deplorable of the theoretical condition of Tolly's Nullah, and asking Government to issue orders for the reexecuvation of the nullah from Goria to its junction with the Hoophly.

The Committee noticed that this petition was originally dated in March 1901, and they accordingly placed themselves in communication with the Government of Bengal to ascertain what reply had been sent to it. The Committee have now obtained from Government copy of a letter, dated 13th July, 1901, addressed to you by superintending Engineer, South-Western Circle, and dealing with the subject of your petition in full detail. The Committee makestand from this that unless those concerned in the improvement of the navigation of Tolly's Nullah are prepared to guarantee seat enhanced water rates as will ensure an adequate return upon the Capital expended in converting the nullah into a still-water caul, which appears to be estimated at about 31 lakbs of rupees, there would appear to be no chance of the matter being taken up by Government, and the Committee of the Chamber fear they are not observed in the control of the control of the control of the proposals you contemplate placing before Government.

## CARRIAGE OF KEROSINE OIL IN NATIVE PASSENGED SHIPS.

## From Government of Bengal (MARINE), to Chamber,

No. 456.-CALCUTTA, 19/h March, 1902.

With reference to the correspondence ending with your letter No. 1013, dated the 24th July last, I am directed to forward the enclosed copy of a letter No. 456, dated the 19th instant, from the Government of India, and to request that you will be so good as te favour the Government with the views of the Chamber on the point; raised by the Government of India in connection with the transpor of petroleum by native passenger ships.

No. 456 .- CALCUTTA, 19th March, 1902.

From-The Under-Secretary, Government of India, Home De-

To--The Secretary, Government of Bengal, Marine Department.

I am directed to refer to the correspondence ending with your letter No. 1548-Marine, dated 20th August, 1901, regarding the conditions on which the carriage of kerosine oil should be permitted on Native passenger ships, and to say that, before passing orders in the matter, the Government of India desire to be furnished with the further opinion of the Government of Bengal on the points stated

2. The Government of India have specially considered the question as to the methods of packing kerosine oil or petroleum which can be regarded as suitable for the purpose of transport on Native passenger ships. They are convinced that it is essentially necessary that the vessels containing kerosine oil or petroleum should be air-tight and not liable to leak. The necessity for these requirements has been established by the case of the burning of the S. S. Karagola, to which reference was made in Home Department letter No. 25, dated the 6th January, 1902. I am accordingly to say that the modes of conveyance, in ship other than bulk-oil steamers, which commend themselves to the Government of India, are -(1) tins, protected by wooden cases, and 2) hermetically sealed iron or sted drums. The Government of India would not, however, object to the use of imported barrels, which have been strongly made and coated internally with glue to prevent leakage. Before, however, coming to a final decision upon the methods of packing which should be prescribed, the Government of India would be glad to

weive the opinion of His Honor the Lieutenant-Governor on these proposals. His Honor will no doubt wish to ascertain the views of the principal persons and bodies interested, and there is no objection to this course being taken.

3 It has also been suggested to the Government of India that to the conditions proposed in Home Department letter No. 667. dated the 11th May, 1901, should be added the further condition. that no kerosine oil or petroleum shall be taken on board a Native passenger ship, or discharged therefrom, except between the hours of sunrise and sunset. The Governor-General in Council is inclined to approve of this condition, but would be glad to receive the opinion thereon of His Honor the Lieutenant-Governor as well as of the mercantile community in Bengal.

### From Chamber, to Government of Bengal (MARINE).

No. 562-1902. - CALCUTTA, 24th April, 1902.

I am directed by the Committee of the Bengal Chamber of Commerce to acknowledge the receipt of your letter No. 676-Marine, of 27th March, forwarding copy of a letter No. 456 of 19th idem, from the Secretary to the Government of India, Home Department, raising further points in connection with the transport of petroleum by native passenger ships, on which I am instructed to offer the following remarks in response to the request in your letter.

2. After giving the proposals in the letter from the Government of India their most careful consideration, the Committee are of opinion that serious difficulties and hindrances to trade might result if any hard and fast rules were laid down as to the description of packages to be used for the shipment of kerosine oil in native passenger ships. The cost of packages, such as hermetically sealed ion and steel drums, would probably be prohibitive; and as it is to the interest of shippers to ship their oil in strong packages, which are not likely to leak, the Committee hardly see the necessity for laying down a stringent rule in this particular. It would also be difficult for the owners or agents of steamers to satisfy themselves whether imported barrels, if used, had been internally coated with glue. Taking all the circumstances of the case into consideration, the Committee do not think that such regulations as proposed would be found to be of any practical use. The most important point, in their estimation, is that to which I drew the attention of Government in my letter No. 1013-1901 of 24th July, 1901, namely, that precautions should be taken to ensure shipment of the precise oil for which a test certificate has been granted by the representative of the Local Government at the port of shipment, and to prevent oil of a lower flash point being fraudulently shipped. This is a matter which can only be effectively dealt with by Government themselves.

3. With regard to the suggestion in paragraph 3 of the letter from the Government of Indian that no beresaine oil or petroleum from the Government of Indian that no beresaine oil or itscharged therefrom except between the hours of sunrise and sunset, mittee consider that now that the majority of steamers are fitted with electric light, there is no real necessity for such a regulation; at any rate if it is decided upon, it should only come into operation in cases where electric light is not used.

# FRAUDULENT SINKING OF COUNTRY BOATS LADEN WITH TEA IN CACHAR AND SYLHET.

From Chamber, to Calcutta Marine Insurance Agents'
Association.

No. 430-1902.--CALCUTTA, 1st A pril, 1902.

In continuation of previous correspondence ending with your letter No. 311-76. of 9th September, 1901. I am now directed to hand you, in original, a letter dated 14th March, 1902, from the Secretary to the Chief Commissioner of Assam, with a file of official correspondence in connection with the suggestions made by the Police authorities in Sylhet and Cachar for the prevention of the robberies which have been so long under discussion. The Committee will be glad to have as soon as possible the views of your Committee on these proposals, and to be informed whether your Committee can effer any assistance in bringing them into operation. I am also communicating with the General Committee of the Indian Tea Association on the matter, and I undestand that the Chief Commissioner of Assam has placed himself in direct correspondence with that body

## From Chief Commissioner of Assam, to Chamber.

No. 79-Police -- SHILLONG, 14th March, 1902.

In continuation of this office letter No. 362-Police-3570-J, added the 16th August, 1901, regarding thefts of gardent case while in transit in country boats from the gardens to the steamer ghats in the districts of Sylhet and Cachan, I am directed to forward a Letter No. 4-60, dated the 15th February, 1902, from the 19styce of the correspondence on the February, 1902, from the 19styce of the correspondence on the Merkary, 1902, from the 19styce of the correspondence on the Swarigi and to subject noted on the margin and to say that while the prevalence of tea thefts in the districts of Cachar and 49th, 1901, from the District Super-sizedent 49 folice. Cachar.

of the local Police, the matter appears to be one in regard to which Managers of the gardens might with advantage ender assistance to the Police by the adoption of additional precautions in forwarding ossignments of tea. The loss resulting from these thefts which, it appears, are carried on on a considerable scale, must ultimately fall on the tain industry owing to the high rates of insurance which the Insurance Companies are obliged to charge on tea carried by country boat. It would seem, therefore, that any measures which can be

taken in order to prevent the fraudulent disposal of tea in transit might properly be made the subject of combined action at the instance of the Indian Tea Association

2. The Inspector-General of Police, Assam, has recommended the adoption, with one exception, of certain precautions proposed by the District Superintendent of Police, Dacca, which practically cor. respond with proposals made by the District Superintendent of Police, Cachar, in his letter No. 452, dated the 29th July, 1901. The Chief Commissioner observes, however, from the last Annual Report of the General Committee of the Tea Association that these proposals were considered by the Association to be elaborate, and that the Committee were not clear as to what further steps could be taken. The proposals put forward by the District Superintendent of Police, Cachar, are perhaps in some respects too elaborate and likely to involve trouble and delay in the despatch of consignments of tea, but it seems only reasonable to expect that Managers of tea gardens should engage only known and trustworthy contractors for the conveyance of tea boxes from the forwarding ghats to the steamer stations, and that they should obtain particulars at least of the name and address of the manjhi of each boat. It also seems very necessary that the manjhi of each boat should be furnished with an invoice or challan containing his name and address and the number, description, and distinguishing marks of the tea boxes shipped in the boat.

3. The District Superintendent of Police, Cachar, has further proposed that an engagement should be taken from the manjih of each boat, binding has to observe certain conditions. It is perhaps unnecessary to require the manjih to report their arrival at each police station and output manjih to report their arrival at each police station and output the trivers along which they ply, and obtain an endostment on their their reversal only which they ply, and obtain an endostment on the conditions opinion it is very desirable that an engagement should be taken from them to observe the other conditions proposed by the District Superintendent of Police Cachar, viz. =

(1) That on the sinking of a boat owing to any accident they will give information promptly to the nearest village chaukidar, and to the nearest police station.

(2) That the affidavit regarding the loss or damage of insured tea by the sinking of any boat shall be made within a specified time

(3) That after the arrival of the boat at its destination they will obtain an endorsement recorded by the steamer agent on the invoice or challan, and return it to the sender of the consignment.

4. I am to add that, should the Tea Association, on reconsideration, see their way to adopting any of the above suggestions the Chief Commissioner will be glad to take such measures as may be possible, through the Police to facilitate the precautions against theft of tea and render them effective. Mr. Cotton agrees however with the opinion expressed by the District Superintendents of Police.

Cathar and Dacca, and the Inspector-General of Police, Bengal, that it is not advisable to prescribe any general or indiscriminate searching of boats by the Police.

5. The Chief Commissioner observes that an exemplary sentence has been passed by the Sessions Judge of Sylhet in a recent case of theft of tea in transit, and he trusts that this conviction will have an neeful deterrent effect.

No. 466 .- SHILLONG, 15th February, 1902.

From—The Officiating Inspector-General of Police, Assam, To—The Secretary to the Chief Commissioner of Assam. With reference to the correspondence ending with your Memo.

No. 322-Police 3371-J., dated the 16th August, 1901, regarding thefts of tea while being taken in country boats from the gardens to the steamer ghats in the districts of Sylhet and Cachar, I have Rul 329, Jacket 4th September, 1901, from the Secretary, Calcetta Marine Insurance Agents' Association, 80, 162-August 1902, from the Secretary, Calcetta Marine Insurance Agents' Association, 80, 162-August 1902, from the Secretary Calcetta Secretary Carlos (Sec. Lat., and Sec. Marines, 181), and cellosures. Sec. Sec. August 1902, from the theoretical Carlos (Sec. Lat., and neclosures) and conference General Orlotte, L.F., and enclosures.

administration of any district that it should be possible for such frauds to go on. But it is clear that one of the two parties must suffer by the fraud: either the planter who entrusts his tea to the boatmen, or the Insurance Companies in Calcutta who insure the tea while it is in the hands of the boatmen. The average insurance value of the tea, it may safely be said, is in excess of the average price realized for the year's crop of any garden. Any chests of tea which are totally lost are paid for by the Insurance Company at the tate per pound for which insurance has been affected. Any tea damaged is sold by auction for the benefit of the Insurance Company, the difference between the price realized and the price for which it was insured being paid by the Company to the planter. Thus, the planter gets for any tea lost or damaged a higher price than he would have got had the tea reached the market undamaged and been sold there, and he does not regard it as his business to check the misdoings of the boatmen. The Insurance Companies undoubtedly do suffer, but their rates of insurance are so high, and the amount of tea on which they have to pay is so small in proportion to the aggregate amount of tea insured with them, that they, too, do not consider the matter worth troubling about. This explains the apparent apathy and lack of prosecutors of which all the District Superintendents of Police complain.

strange Companies certain precautions. It is for them to adopt them on the high grant per adopt t

would suggest are those set forth in letter No. 2107, dated the 13th December, 1901, from the District Superintendent of Police, Dacca. to the Personal Assistant to the Inspector-General of Police, I. P. (conv attached), with the exception of para. 1. To adopt such a rule would practically be to make tea into an exciseable article and would also, to some extent, be in opposition to the attempts that are being made to create a market in India for tea. Should the Insurance Companies adopt any or all of these suggestions, every assistance will be rendered them by the Police. But unless the parties directly concerned will take some measures to protect themselves I do not see how Government can move in the matter.

No. 125-P .- CALCUTTA, 4th September, 1901.

From-The Secretary, Calcutta Marine Insurance Agents' Association.

To-The Inspector-General of Police, Assam.

I am instructed by the Committee of the Calcutta Marine Insurance Agents' Association to acknowledge the due receipt of your letter No. 1737, dated 12th June, with enclosed copy of letter No. 1256, dated 21st May, from the District Superintendent of Police, Sylhet, and of your letter No. 2388, dated 12th August, with enclosed copy of letter No. 452, dated 29th July, from the District Superintendent of Police, Cachar,

I am to thank you for the particulars of information afforded by these letters, and for the various suggestions they contain with a view to checking the systematic robbery of tea practised in connection with the boats between the gardens and steamer ghats.

As it is out of the power of this Association to do anything in almost any of the directions indicated, the Committee have passed on copies of your letters to the Committee of the Indian Tea Association, who alone will be able to deal with them, and they trust that it may be found practicable to adopt some of the precautions recommended. In the meantime they hope that the sentences already passed on the accused in the Ballacherra and Silcoorie cases will have a wholesome and deterrent effect.

No. 11567.—CALCUTTA, 2nd December, 1902. From-The I. G. N. and R. Co., Ld., and R. S. N. Co., Ld.,

To-The Inspector-General of Police, Assam.

Fraudulent sinking of country boats tea laden in Cachar. We have to thank you for the copy of the Sylhet District Su perintendent of Police's report, forwarded with your favour No. 1738 of 12th June, and for your request for our opinion upon the suggestions made therein, which we regret we have so long delayed.

The question of the stoppage of local sale of tea of any desrintion is one which hardly comes within our province, but we think the proposal would not find favour with tea producers in view of the efforts which are now being made to increase the consumption of ten among the natives of India. Perhaps, however, all shops for the sale of local tea could be put under license and thus the origin of their supplies cold be put under Police control.

LADEN WITH TEA IN CACHAR AND SYLHET.

We think Mr. Savi's suggestion in regard to the filing of "affidavits" before a Magistrate not later than three days after the alleged occurrences is a good one, and would be a valuable check upon fraud. If garden Managers and boat contractors were made acquainted with this rule, we think it could be made quite practi-

But the most effective check would, we think, be found in Mr. Savi's last proposal, that the Police should exercise a careful watch at all thanas situated close to the rivers along which the boats must ply, and inspect each one as it passes and cause the boatmen to account for all the tea under their charge. In addition to this any hoat leaving the district, say for Dacca, might be made to report itself at certain stations, say Fenchuganj on the Kusiara, and Chhatak on the Surma. We note that the District Superintendent of Police, Cachar, whose report you have kindly sent with your favour of 12th August, and who makes very useful and practical recom-mendations upon the same lines as those put down by the Sylhet District Superintendent, is not in favour of indiscriminate inspection of boats, and thinks it might be a source of unnecessary harassment. We think, however, that very little hardship would be inrolved to the boatmen, and that it is well worth a trial in consideration of the beneficial results that such a simple means of check is likely to produce.

No. 707. - CALCUTTA, 18th January, 1902.

From .- The Inspector-General of Police, L. P., To-The Inspector-General of Police, Assam.

In continuation of my letter No. 13557, dated the 16th November last, regarding the suggestions made by the District Superintendents of Police, Sylhet and Cachar, with a view to put a stop to smuggling of tea by fraudulent sinking of boats laden with it, I have the honour to forward herewith, for your information, copy of

No. 2,107, dated 13th December, 1901. No. 88, dated 9th January, 1902.

the letters noted in the margin, from the District Superintendent of Police, Dacca.

2 It will be seen that the District Superintendent of Police, Dacca, agrees generally with all the suggestions, except that with reference to the searching of boats laden with mats, etc., made by the District Superintendents, Sylhet and Cachar.

3. Under the circumstances I have to request that all the three District Superintendents may now be asked by you to take the necessary steps in the matter and that the proposal about searching of boats may be left out.

No. 2107. - Dacca, 13th December, 1901.

From -The District Superintendent of Police, Dacca, To-The Personal Assistant to the Inspector-General of Police,

I have the honour to submit the following suggestions for your information:

- 1 The local sale of sunken or otherwise damaged tea, teadust, and sweepings should be discontinued. Tea of all descriptions should be shipped to Calcutta. The stoppage of local sale may frustrate the deceiful scheme of illicit transaction and surreptitions shipment.
- 2) Only known and trustworthy contractors or carriers should be engaged for the conveyance of tea boxes from the forwarding ghats to the steamer station. The manjhis and the crew of the boats should also be of recognized good conduct.
- (3) An invoice or challan containing 1) the names and addresses of the manjhi and the crews, 2) number and description of the tea boxes, with their distinguishing marks for identification, and 3) the name of the garden employe accompanying the consignment should accompany the articles. The garden employe should be a responsible officer of recognized good conduct.
- 4. In case of a real accident, the manjhi and the garden employé should be bound to report the accident to the nearest police station or outpost without loss of time. They must also mitimate the mishap to the nearest villagers and the chaukidars to witness the occurrence. The police officers, on receipt of the information, shall forthwith proceed to the spot, make necessary enquiry, and render assistance in saving the articles as far as possible.
- (5) The manjhi, his crews, and the garden employé should jointly swear affidavits about the accident to the nearest Magistrate within a reasonable time (3 days or earlier, if possible).
- (6) The manjhi, crews, and the garden employé will be jointly responsible for making over the articles to the steamer agent and obtaining an endorsement recorded by him out the back of the invoice or challan and returning the same to the consignee without unnecessary delay.

 Any omission on their part to observe the rules or to do anything fraudulently shall make them jointly liable to compensate the loss.

8 No compensation should be paid by the Insurance Company before an affidavit is sworn and the Police final report is received.

9. The above rules, if properly observed will, I think, stop the fraudulent transactions of tea as being done now.

No. 88 .- DACCA, 9th January, 1902.

From -The District Superintendent of Police, Dacca, To -The Personal Assistant to the Inspector-General of Police,

Reference -His No. 15006, dated the 18th December, 1901. Subject--Fraudulent sinking of boats laden with tea.

Has the honour to submit the opinion of the undersigned with reference to the two points suggested by the District Superintendent of Police, Sylhet and Cachar.

- The manjhi should also give a duplicate receipt, one to the contractor and one to the Manager of the garden. The receipt book should be in triplicate, the countertiol remaining with the contractor, for which he will be responsible, and one copy of receipt should be sent to consigner.
- 7 This is likely to cause oppression on the innocent traveller. Many boats ply between Sylhet and Cachar and Dacca, and their unnecessary detention and search will cause inconvenience and oppression. There is no objection to searching the boats which are suspected to contain snuggled tea.

No. 452,-Silchar, 29th July, 1901

From -The District Superintendent of Police, Cachar, To -The Inspector-General of Police, Assam.

With reference to your No. 1736, dated the 12th June last, and its subsequent reminder No. 2129, dated the 20th instant, on this subsequent reminder No. 2129, dated the 20th instant, on the subject of fraudulent sinking of country boats laden with tea and the subsequence of the Cachar rivers and the relations to state that stations in Cachar and Sylphel, I have the honour to state that the matter has been engaging the attention of the Police of this district for sometime, but there are various difficulties standing in the way of bringing home the offence to the real offenders and the failure on the part of the Police to come upon any positive means to bring the offenders to justice is not surprising.

The boat maniees have several plans to carry out their nefarious tricks, the one most commonly adopted is to empty the tea hoves into gunny bags and send them off in another boat to other places for sale, then scuttle the boat, stating that the tea boxes have been washed away by the stream, and sign an affidavit to this effect. A seeming indifference is discernible on the part of the garden owners in the movement for putting a stop to the stratagem systematically performed by the manjees of the country boats. All teas are insured before their despatch from the gardens. The responsibility of the garden owners ceases as soon as the insured tea boxes are not on a country boat, as they can recover the value of the tea on production of the sworn affidavits of the boat manjees. Several dealers of damaged tea appear to have sprung up of late in the local markets. They are presumably the confederates of the dishonest boat maniees. They are supposed to obtain their supply locally from tea gardens. On the occasion of a bond fide purchase they obtain a receipt from the owner of the tea sold, and having this document in possession to offer when necessary, they carry on illicit transactions without fear of detection in their surreptitious dealings.

transactions without fear of detection in Just's surreprisons desauge.

2. With a view to check the fraudulent sinking of boats laden with ten and surreptitions shipment by the confederates of the boat manjees, the following suggestions may be offered:

- a) The local sale of "Sunken or otherwise damaged tea," "Tea dusts," and "Sweepings" should be disontinued. According to the old practice, tea of all description should be shipped direct to Calcutta. The local sale of tea never prevailed here a few years back. To safeguard against the possibility of being subjected to heavy loss, resulting from the lifeit transaction and surreptitions shipment by fraudulent purchasers, the owners of tea concerns may be prepared to disregard the profit gained by the local sale of tea. The discontinuance of the local sale may, in a great measure, frustrate the deceifful scheme of illicit transaction and surreptitions shipment.
- b. Only known and Irrustworthy contractors and carries should be engaged for the conveyance of tea bases from the forwarding ghats to the steamer stations. The manjee and cross of the boat should furnish a statement in writing, which will contain the following information:
  - i) Names of the manjee and crews, their father's names and residence, including native village. ii) Certificate of a person of respectability testifying to the correctness of the information furnished in the statement.

. The information furnished in the statement should be verified by a reference to the person named in the statement or to any other person who has the means of testing the statement.

- An invoice or challan containing the following should be furnished to the manjee and crews of the boat:—
  - i) Names, father's names and residence, including native villages of the manjee and crews of the boat.
  - ii) Number and description of the tea boxes shipped, and their distinguishing marks, for identification.
  - iii) Name of the garden employé accompanying the consignment.
- - 2) That they will report to the Police officer present at the police stations or outposts situated close to the rivers along which their boat plies, and obtain an endorsement recorded by the Police officer on the back of the invoice or challan regarding the safe arrival of the boat there.
  - ii) That in the case of a real accident occurring, when a boat actually sinks, they will, without any loss of time, bring the gearest village chankidar to the spot to witness the mishap, and also send a report at once by one of their men to the nearest police station or outpost for information and necessary action, and make over the invoice or challan to the Police officer present at the police station or outpost, for reference when necessary in the course of the police enquiry in the matter.
  - iii That the affidavit regarding the loss of insured tea, or damages done to them by the sinking of the boat should be sworn to conjointly by the manjees and crews within a reasonable time, not exceeding 3 days, from the date of occurrence of the accident.
  - (iv) That after arrival of the boat at its final destination they will obtain an endorsement recorded by the steamer agent on the back of the invoice or challan and return it to the sender of the consignment within a reasonable time.
  - (r) That any omission to observe the rules prescribed will make the manjees and crews jointly liable to pay compensation.
- 3) One garden employé usually accompanies the tea sent on country beats. This man, I think, ought to be one above the status of a garden sarder or chankidar. The Insurance Company may be charged for the employment of such an officer if the owner of the tea insured

be unwilling to pay for him. As regards payment of the insured value of sunken or damaged tea, the Insurance Companies may be advised to add a new clause to their rules, to the effect that such payments would be made only on production of affidavits sworm to conpointly by the manife and crew of the boat sunk, accompanied by an authenticated copy of the final police report submitted after completion of the enquiry regarding the sinking of the boat.

4) I do not think it expedient to allow indiscriminate in spectro on Doats, or any particular class of boats, for the purpose of detecting surreptitions shipmend of a surreptition of the source of universal particular particular to the source of universal particular to the source of universal particular to the purpose of the property of the prop

As for myself, I am of opinion that if the procedure described above is strictly observed and followed, the possibility of carrying on illicit transactions and surreptitions shipment of tea will, in a large measure, disappear, if not be stopped entirely.

## From Chamber, to Indian Tea Association.

No. 431-1902. CALCUTTA, 1st April, 1902.

The Committee of the Bengal Chamber of Commerce have received from the Secretary to the Chief Commissioner of Assan a letter, dated 11th Marth, with a file of official correspondence in connection with proposals made by the Police authorities in Cachar and Sylhet for the prevention of the thefts of tea which have given so much trouble of late, and which have now been under discussion for a considerable time.

The Committee understand that the General Committee of the Indian Ica Association have received a similar letter, and they would be glad to be favoured as soon as possible with the views of the General Committee of the Indian Tea Association upon the proposals made, and also to be informed whether your Committee can offer any assistance towards bringing them into operation.

# From Calcutta Marine Insurance Agents' Association, to

No. 31-P. CALCUTTA, 11th April, 1902.

l am instructed by the Committee of the Calcutta Marine Insurance Agents' Association to acknowledge receipt of your letter No. 430, dated 1st instant, enclosing an original letter No. 760 million

dated Shillong, 14th March, from the Secretary to the Chief Commissioner of Assam, with its accompanying copies of correspondence in connection with the suggestions made by the Police authoriies in Sylhet and Cachar for the prevention of tea robberies

The correspondence was carefully considered by the Committee at their last meeting, and I was instructed to report upon it as follows:

With regard to letter No. 2107 of 13th December, 1904, from the District Superintendent of Police, Dacca, to the Personal Assistant to the Inspector General of Police, L. P., I am to point out that most of the suggestions contained therein are practically in Force at the present moment. Referring to them scripting:

- 1. Discontinuous or foods sides of dismaged ten, successings, &. This is a matter that necessarily lies entity with the planters, and is not one that Insurance Computers can control in any way whatever. The Committee understand that a recommendation to this effect has been made by the General Committee and by the Stirma Valley Branch of the Indian Tea Association to graden Managers on several occasions.
- 2. Employment vi celiulite bost manifice only. This is substantially a matter that is entirely in tea garden Managers' bands. There is probably not much choice of manples, but it is understood that the men are known, and also their addresses—in fact they are practically garden embloyee.
- 3. Invoices or Challans. A challan of each boat load is always given to the boat manjhie, and it always contains particulars of marks and numbers of the tea, name of manjhie, garden name, and address of consigner, a counterfold being kept on the garden. In the case of a charandar acrompanying the consignment, when the manjhie happens not to be well know, his name would also be entered along with that of the manjhie.
- 4. 5. and 8. Reporting real accidents to the Police.—The custom now is for the manifile to make an affidavit in case of real accidents, such a document being always required in substantiation of a claim.
- Obtaining steamer agent's receipt for the consignment.—
  This is done now, a receipt or a bill of lading being always got for each consignment.
- 7. Joint liability of manjic, crew and garden charandar— It is doubtful if it would be practicable to include the beatmen in such liability. They are an extremely irresponsible lot, and shift and change about, the main point being that the manjhie has to entertain a sufficient number of a crew for the safe navigation of his

It is understood that the details of some of the suggestions such as reporting a real accident to the nearest police thannah are favourably regarded by the Indian Tea Association, who are making certain recommendations for their adoption.

With reference to the letter No. 466, dated Shillong, 15th February, 1902, from Mr. Reid, Offg. Inspector-General of Police, Assam the Committee desire me to point out that it contains certain statements which appear to them to be very misleading. Thus, the reference to the planter not regarding it as his business to check the misdeeds of the boatmen, for the reason that the insured value of the ten is higher than the sound value of the undamaged tea, is known to be resented as an imputation that is scarcely justifiable, and probably the most that can be said in this connection is that, when once made over to the boatmen, some planters regard the tea as out of their hands and from the moment of despatch as in the hands of the Insurance Companies. The reference to the high rates of premium charged by the Companies also requires notice. No Insurance Company gets more than Rs. 1-8 per cent. for the boat risk from garden to steamer ghat, from which it follows that on a boat load of, say 100 chests, valued at say Rs. 5,000, the premium earned amounts to

Briefly, it may be pointed out that the carrying out of any recommendations having for their object the checking of fraudulent practices in connection with the transit of tea from the gardens to steamer ghats is outside of the scope of Insurance Companies, who do not interfere with the details of any business the risks of which they insure against but confine themselves to charging such rates of premium as will suffice to pay them a profit. Should the frauds continue, and the losses prove heavier than is compatible with such a position being maintained at the present rates of premium, Insurance Companies would be driven to charge higher rates

The Committee instruct me to suggest that if all the boats engaged in conveying tea from garden to steamer ghats were registered, the Police would secure greater control over the manihies than they at present possess. They suggested such a course to the Assam Administration seven years ago, but it was not considered either necessary or advisable at that time to undertake legislation in the direction proposed. I am instructed to enclose, for your information, copy of my letter No. 4-P., dated 2nd February, 1895, and copies of letters No. 4-P., dated Shillong, 9th March, 1895, and 97-816. No. 97-mic dated Shillong, 13th June, 1895, in reply from the Secretary to the Chief Commissioner of Assam. Should this suggested the Chief Commissioner of Secretary to the Chief Chief Commissioner of Secretary to the Chief Chie gestion with regard to boat registration meet with the approval of the Committee of the Chamber, the Committee of this Association will feel much obliged if it be again brought to the notice of the Administration of Assam.

TADEN WITH TEA IN CACHAR AND SYLHET. I return the correspondence enclosed in your letter under reply. having retained copies.

## From Chamber, to Indian Tea Association.

No. 538-1902. - CALCUTTA, 19th April, 1902.

Fraudulent sinking of tea boats in Cachar and Sylhet

I am directed by the Committee of the Bengal Chamber of Commerce to forward, for the consideration of your Committee, copy of a letter No. 31-P., of 11th April, 1902, from the Secretary, Calcutta Marine Insurance Agents' Association, on the above subject. The Committee understand that your Association received almost an indentical communication from the Secretary to the Chief Commissioner of Assam to that dated Shillong, the 14th March, to my address. and referred to in the letter of which I now hand you a copy. It appears to the Committee of the Chamber that it is not possible for them to deal with this matter as fully as they would wish to do unless they also have before them the views of the General Committee of the Indian Tea Association as well as those of the Committee of the Calcutta Marine Insurance Agents' Association. Under these circumstances, and without making any comments on the letter, copy of which is now enclosed, I am directed to enquire if you would favour the Committee with the opinion of your Committee on the

#### From Indian Tea Association, to Chamber,

No. 126-O. -CALCUTTA, 3rd June, 1902

· Frandulent sinking of country boats in Cachar and Sylhet.

I am directed by the General Committee of the Indian Tea Association to acknowledge receipt of your letters No. 431, dated 1st April, and No. 538, dated 19th April, with enclosures, relative to the above matter. You allude to certain regulations suggested by the Police authorities in Cachar and Sylhet for observance by boat manjis, and ask for an expression of the opinion of the General Committee on the subject.

2. The question of the measures to be adopted for the prevention of the fraudulent practices now under reference has occupied the attention of the General Committee for a considerable time. The regulations suggested by the Police authorities to which you refer were placed before the Surma Valley Sub-Committee of the Association for consideration last autumn. The Sub-Committee in due course reported to the General Committee that, in their opinion, the rules were altogether too claborate ever to be put into successful operation, and, after a perusal of the papers the General Committee agreed with this view

- 3. The same opinion, indeed, seems to have been shared by His Honour the Chief Commissioner of Assam, for, in his letter No. \*\*Pollote\*, dated the 14th March, to your address, the Seer-tary to the Chief Commissioner of Assam mentions that while "the proposals " a " a " perhaps in some respect too elaborate " " it is very desirable that an engagement should be taken from them (boat manips) to observe the other conditions proposed by the District Superintendent of Police, Cachar, rist:
  - (a) That on the sinking of a boat owing to any accident, the boatmen should give information promptly to the nearest village chowkidar, and to the nearest police station.
  - (b) That the affidavit regarding the loss or damage of insured tea by the sinking of any boat shall be made within a specified time.
  - (c) That after the arrival of the boat at its destination they will obtain an endorsement recorded by the steamer agent on the invoice or challan, and return it to the sender of the consignment."
- 4. Agreeably with the opinion expressed by the Chief Commissioner of Assam, the proposed rules, quoted above, were submitted by the General Committee to the Surma Valley Branch Sab. Committee for report. The Sub-Committee considered the suggestions might be adopted with advantage, and the General Committee agreeing with this view, have issued a circular to the members of the Association suggesting that garden Managers should be instructed to act upon them. They also added the additional suggestion that Managers should send down a trustworthy man in charge of the boats.
- The General Committee have now represented to the Honble the Chief Commissioner of Assam that in order to render the groposals effective, instructions should be issued to the Police to investigate and report immediately on all occasions when notice is given of a cargo having been sunk or damaged, and that the time to be allowed for the filing of affidavits should be ten days.
- 5. The General Committee think that if the proposals above referred to are carried out, they will form a fairly effective check on the malpractices complained of by the Calcutta Marine Insurance Agents' Association.

## From Chamber, to Chief Commissioner of Assam.

No. 883-1902,--- CALCUTTA, 25th June, 1902.

I am directed by the Committee of the Bengal Chamber of Commerce to acknowledge receipt of your letter No. 1817 of 14th March, 1902, forwarding copies of official correspondence on the subject of thefts of garden teas in transit in country boats from

the gardens to the steamer ghats in the districts of Sylhet and Cachar.

2. In the interval which has elapsed since the receipt of your letter the Committee have been in communication with the Committee of the Indian Tea Association and of the Calcutta Marine Insurance Agents' Association, both of which bodies are especially interested in the subject under reference. The Committee of the Chamber have had the advantage of hearing the views of both these bodies

3. The Committee of the Calcutta Marine Insurance Agent's Association point out that the carrying out of any recommendations baving for their object the checking of fraudulent practices in cunerction with the transit of tea from the gardens to steamer glasts is outside of the scope of the Insurance Companies, who do not interfere with the details of any business the risks of which they insure against, but confine themselves to charging such rates of premium as will suffice to pay them a profit. Should the frauds continue, and the loss is proved heavier than is compatible with such a position being maintained at the present rates of premium, the Insurance Companies would be driven to charge higher rates.

- 4. The Committee of the Calcutta Marine Insurance Agents' Association suggest,—and with this suggestion the Committee of the Chamber are inclined to concur,—that if all the boats engaged in oneying tea from the gardens to the steamer ghats were registered, the Police would secure greater control over the manjees than they at present possess. If appears that this course was suggested by the Association to the Assam Administration seven years ago, but it was not considered either necessary or advisable at that time to madertake legislation in the direction proposed. The Committee venture again to draw the attention of the Hon'ble the Chief Commissioner to this matter as one means which would assist in the prevention of robberies such as have been giving so much trouble lately.
- 5. The Committee understand from the General Committee of the Indian Tea. Association that after careful consideration and consultation with their Surma Valley Committee they have circulated sum of the pure state in the state of the consultation with the state saids by the District Superintendent of Police Gehar, with a suggested that parder Managers should be instructed to act upon the state of the state
- The Committee of the Chamber trust that with the precautions now to be adopted the robberies will cease.

#### From Chief Commissioner of Assam, to Chamber.

No. 282 Police SHILLONG, 17th July, 1902

I am directed to acknowledge receipt of your letter No. 883, dated the 25th June, 1902, on the subject of thefts of garden teas in transit in country boats from the gardens in the districts of Sylhet and Cachar. You suggest that the boats engaged in conveying tea from the gardens to the steamer ghats should be registered, thereby enabling the Police to secure greater control over the manifhis than they have at present.

2. In reply I am to say that special legislation would be neessary for the registration of country bons and that it was decided in 1895 that there was no sufficient case for undertaking such legislation. The Officiating Chief Commissioner is not prepared to re-open the question unless it is shown that those concerned in the despatch and insurance of tea freights are taking every precaution in their power to prevent dishonesty on the part of their comployée, but that without legislation their precautions are infructuous. In considering this case, the Officiating Chief Commissioner has been much struck with the reports which have reached him of the indifference generally shown by consignors as to the safe transit of their goods.

3. The Administration is now asked to employ the Police in investigating cases in which boat loads are reported to have been lost by misadventure. These are not cases which ordinarily come within the concern of the Police, but the Officiating Chief Commissioner is willing to charge them with this duty provided that consignors observe the obvious precautions which are described in this office letter No. 79-Police-1103-J., dated the 14th March, 1902, and orders are being issued for the making of a police investigation in all cases in which the loss of tea freights are reported by persons who can exhibit 1) an invoice giving the number, description, and distinguishing marks of the tea boxes in their charge, with the name and address of the manjhi of the boat, and (2) an agreement signed by the manjhi undertaking a) that in case of accidents he will give information promptly to the nearest village chaukidar and the nearest police station, b) that an affidavit of loss will be made within ten (or a less number of) days, and (e) that after the arrival of the boat at its destination he will obtain an endorsement recorded by the steamer agent on the invoice and will return it to the con-

## From Chamber, to Indian Tea Association.

No. 1066-1902. -- CALCUTTA, 28th July, 1902.

Fraudulent sinking of country boats in Cachar and Sylhet.

In continuation of the correspondence ending with your letter No. 426-O of 3rd June, 1902, I am now directed by the Committee of the Bengal Chamber of Commerce to hand you copies of my letter No. 883-1902 of 25th June, 1902, to the Secretary to the Honble the Chief Commissioner of Assam, Shillong, and also of letter No. 282-Police-3183-J of 17th July, 1902, from the Officiating Secretary to the Chief Commissioner, in reply thereto.

The Committee consider that Mr. Fuller's letter is a very fair areasonable one, and they have instructed me to forward you this cony for such action as you may think fit.

# From Chamber, to Calcutta Marine Insurance Agents Association.

No. 1067-1902. -- CALCUTTA, 28th July, 1902.

In continuation of the correspondence ending with your letter No. 31-P of 11th April, 1902, I am now directed by the Committee of the Bengal Chamber of Commerce to hand you copies of my letter No. 883-1902 of 25th June, 1902, to the Secretary to the Horbic the Chief Commissioner of Assum, Shillong, and also of letter No. 282-Police 3183-J. of 17th July, 1902, from the Officiating Secretary to the Chief Commissioner in reput thereto.

You will notice that the Chief Commissioner is not prepared to re-open the question of the registration of country boats unless it is shown that those concerned in the despatch and insurance of tea freights are taking every precaution in their power to prevent dishonesty, but that without legislation their precautions are infrus-

The Committee consider that Mr. Fuller's letter is a fair and reasonable one, and they have instructed me to send you this copy for such action as you may think fit. From Chamber, to Indian Tea Assocition; Indian Jute Manufactures' Association; Indian Mining Association; Calcutta Import Trade Association; Calcutta Baled Jute Association; Calcutta Wheat and Seed Trade Association; Jute Fabrics Shippers' Association; and Liners' Conference.

No. 522-1902. -- CALCUTTA, 18th April, 1902.

I am directed by the Committee of the Bengal Chamber of Commerce to annex a copy of a letter, dated 26th March, from Mr. E. Henry, a member of the Committee, with reference to the question of accommodation for the import trade at the jetties and the possibility, in view of the fact that, during the year 1900-1904, 24 vessels were delayed by having to wait for Jetty accommodation, that the unloading of general cargo will have to be transferred to the Docks.

The question raised in Mr. Henry's letter is a large and farreaching one, and the Committee do not desire to take any action upon it without the most careful consideration. I have, therefore, been directed to ask if the Committee of your Association the Committee of the Chamber with their views upon the points raised at their early convenience.

### From E. Henry, Esq., to Chamber.

CALCUTTA, 26th March, 1902.

From the Administration Report of the Port Commissioners I notice that during the past year 42 vessels were delayed by having to wait for letting commodation, and it seems to be only natural that this will, in commissioners to be only natural that this will, in commissioners the supervised so that it is not improbable that in the near future shall have to make another effort to meet the wants of the trade

It seems to me that it must come to the unloading of general cargo in the Docks, and, I would suggest, that the Port Commissioners be asked to bear this in mind in building sheds at the Docks, or granting facilities for special trades, which later on may be found to hamper required extension.

I am fully aware that importers would neet with great opposition any suggestions to remove the unloading of steamers from the Jettles to the Docks, but probably not greater than did exporters at first, and it it were shown to be their own interests, this would naturally give way. Goods could be delivered, say either at No. 4

Jetty, Cossipur or Sealdah, and this distribution would greatly relieve the traffic carried on through the streets in hackeries, but ultimately I look to only goods required for local use being brought up to town, for, if large warehouses were erected, goods could be sored at the Docks and warrants issued for them, as is done at home, so all that would be necessary for goods required up-country would be to send the warrant or delivery order to the carrying company with forwarding instructions. This would relieve enormously the traffic in the streets, and the bulk of the goods being naturally left at the Docks would permit of the many godowns in use in the city being utilized for other purposes.

## From Jute Fabrics Shippers' Association, to Chamber,

No. 12-J.—CALCUTTA, 23rd April, 1902.

lam directed by the Committee of the Jute Fabrics Shippers Association to acknowledge receipt of your letter No. 29: 1902, dated 18th April, forwarding copy of a letter from Mr. B. Henry with reference to the question of accommodation for the import trade at the Jetties and the possibility that the unloading of general cargo will have to be transferred to the Docks.

In reply, I am directed to state that the Committee have read the letter with much interest, and it certainly seems advisable that the Port Commissioners should bear in mind the possibility of vessels having to discharge their import cargo at the Docks.

The question, however, does not appear to be one in which the trade represented by this Association is intimately concerned. It is the import trade which will be principally affected.

## From Liners' Conference, to Chamber.

CALCUTTA, 25th April, 1902.

The Liners' Conference desire me to acknowledge your letter No. 522 of 18th instant, forwarding copy of a letter from Mr. E. Henry, with reference to the question of accommodation for the import trade

The Liners are unanimous in desiring that vessels should be discharged and loaded at the same place, and will be glad to support any practicable scheme for obtaining this result.

The Conference consider that Mr. Henry's suggestions seem worth considering further, and hope that a feasible scheme can be worked out.

#### From Indian Tea Association, to Chamber.

No. 330-O.—CALCUTTA, 25th April, 1902.

Accommodation for trade at the letties and Docks,

The General Committee have carefully read your letter No. 592.
1902 of 18th April, with its enclosure, upon this question. They observe that Mr. Henry suggests that the use of the Jetties for discharging cargo should be discontinued and that both discharging and loading should be carried on at the Docks. At present the Committee are not prepared to offer an opinion upon this suggestion. For they think it is one which requires to be most thoroughly discussed with reference to its effect on the working of the trade of the Port generally before any conclusion can be arrived at; and this cannot be done unless it is put forward in a more complete form. Mr. Henry, for instance, does not state if the accommodation at the Docks is sufficient to permit of the unloading of vessels there; nor does he give any indiration of the use to which he would propose to not the feeting.

2 To the General Committee these points appear to be of the highest importance, and I am to ask if any information respecting them can be furnished. If heavy additional capital expenditure would be necessary in order to equip the Docks for dealing with import cargo, the question raised by the proposal at once becomes a very wide one. And seeing that the Jetties now yield yearly a handsome surplus revenue to the Port Commission, any scheme for diverting them to other uses would also require to be most carefully scrutinized by all sections of the commercial community.

## From Calcutta Baled Jute Association, to Chamber.

No. 128-T .- CALCUTTA, 1st May, 1902.

Accommodation for trade at the letties and Docks.

I am directed by the Committee of the Calcutta Baled Jute Association to acknowledge the receipt of your letter No. 522-1902 of 18th April, upon this subject.

2. With the letter is forwarded a copy of a communication from Mr. E. Henry, in which it is proposed that the use of the Jetties for the discharging of cargo should be discontinued and that both discharging and loading should be carried on at the Docks.

3. This proposal is one of such importance and of such a fareaching character as to require to be most attentively and exhautively considered by all sections of the commercial community. The Committee of this Association, in the present letter, do not therefore profess to be able to give a final expression of opinion upon it. But they think the few following preliminary observations may be conveniently and appropriately made now. In the first plet, they assume that the adoption of Mr. Henry's proposal presupers the construction of Dock No. 2. This must be so, because, at present, with six steamers discharging at the Jetties, and or or two acuting berths, it is sometimes found to be impossible accommodate a fooding steamer at the existing Dock. If, therefore, the importing vessels were also sent to Dock No. 1 to discharge, the delays which now occur would be increased and great confusion used result. Further, it is to be motived that the time occupied in loading. Consequently, if vessels were to be unloaded in the Dock the occupation of the boading berths by vessels discharging would entirely put a stop to expectitions loading operations. Additional accommodation would be, therefore, absolutely necessary; and, so far as the Committee can see, this can only be provided by the construction of Dock No. 2.

4. With this addition to the facilities of the Port, the Committee would cortially support Mr. Henry's proposal. Indeed, they consider it to be inevitable that the import trade must ultimately be transferred from the Jetties to the Docks. The increasing cart raffic will of itself necessitate such a transference, for this traffic so interfere with other means of bocomotion in the city as to necessitate is ultimate abolition in favour of a more expeditions and less only the properties of the

5. Another point of considerable consequence will arise if the import trade is removed to the Dock. It is in regard to the shed axemmodation which will be required. To work both import and export cargo from the existing sheds would be clearly impossible, as these sheds are now frequently blocked by export cargo alone. This dificulty might be overcome by adding to each of them a second story, or by the erection of other sheds in the rear. Possibly the former suggestion might be the more advantageous, as it would pemit of discharging and loading going on simultaneously, as used to be the case when vessels, while discharging at the Jetties, were also loading from boats. It seems to the Committee that the Port Commissioners will also find it necessary to provide large warehouses at which the import cargo not required locally, but intended for despatch up-country, might be removed from the import sheds and stored. That portion of the import cargo required in the city and its environs would have to be brought to the Jetty by the Port Trust Railway. There should be no difficulty as regards this, since the present goods traffic on this line is all in one direction; and for the engines to haul back loaded, instead of empty, wagons would not materially affect the working of the line in any way. Nor would it cause any overcrowding or confusion at the Jetties; for, as the vessels would not discharge there, ample space would be left for the handling of both exports going by rail to the Docks and imports coming by rail to the Jetties.

f. From the foregoing it will be readily understood that the committee assent generally to Mr. Henry's proposal. But in thus

assenting they assume that the adoption of the proposal would not in any way tend to increase the charges now levied upon the import trade. They think that, should the proposal be likely to assume practical shape, the Chamber of Commerce should stipulate for the protection of importers in this respect.

## From Calcutta Import Trade Association, to Chamber.

No. 29-M. -- CALCUTTA. 6/h May, 1902.

Accommodation for trade at the lettics and Docks.

I am directed by the Committee of the Calcutta Import Task Association to acknowledge receipt of your letter No. 522-1902, dated 18th April, 1902, forwarding, for consideration, copy of a Note by Mr. E. Henry on the above subject. In this Note Mr. Henry points to a statement appearing in the Administration Report of the Pot Commissioners, to the effect that 42 vessels were delayed during the past year by having to wait for Jetly accommodation, and goes on to express the opinion that in the near future it must come to the unloading of general cargo in the Docks.

- 2. The Committee have read Mr. Henry's Note with much interest. It does not, however, appear to them that the delays to which Mr. Henry refers have been excessive, for there is no evidence to shew that the Steamer Companies 'who, after all, would be the principal sufferest shrough detention) have made any serious complaint on this account. But putting aside the question of the occasional detention to steamers for want of berths, the unloading of general cargo at the Docks remains, in the opinion of the Committee, unworkable and impossible.
- 3. As evidence in support of this contention the Committee need only refer to the Report of the Port Trust Commission, who dealt with this question in the course of their enquiry into the working of the Port Trust. After full consideration that body decided against any interference with the unloading of imports at the Jetties, at any rate for some years to come.
- 4. I am to say that in the opinion of the Committee the accommodation at the Jetties at the present moment appears to be sufficient and that, in the event of congestion arising in the future, they are inclined to think the solution of the difficulty should lie in the extension of accommodation at the Jetties rather than in attempting to force the import trade to resort to the Docks. At the same time, however, the Committee would be quite willing to take into consideration any practicable scheme which Mr. Henry might bring forward.

## From Indian Jute Manufactures' Association, to Chamber,

No. 47-D .- CALCUTTA, 14th May, 1902.

Accommodation for trade at the Jetties and Docks.

I am directed by the Committee of the Indian Jute Manufactures Association to acknowledge receipt of your letter No. 822-1902, dated 18th April, 1902, forwarding for consideration copy of a Note by Mr. E. Henry on the above subject. In this Note Mr. Henry mentions that some 42 vessels were delayed last year by having to wait for berths at the Jetties, and expresses the opinion that as it is natural that in course of time this delay will be aggravated, it must centually come to the unloading of general import cargo at the Docks.

2. In reply, I am directed to state that while the trade represented by this Association does not appear to be directly affected by the proposed change, the Committee would be inclined to favour it provided that the facilities for handling export cargo at the Doeks were not adversely affected and that shipping charges would not be increased. This being assured, the proposal has the great point in its favour that it would tend to relieve the congestion of the streets, assing out of the increasing cart traffic. Those acquainted with the condition of the traffic in the Strand Road, in the busiest part of the day, will readily recognise how important a matter this really is.

## From Indian Mining Association, to Chamber.

No. 260-R.-Calcutta, 4th June, 1902.

I am directed by the Committee of the Indian Mining Association to acknowledge receipt of your letter No. 522-1902, dated 18th April, 1902, forwarding, for consideration, copy of a Note by Mr. E. Henry on the question of the adequacy of the present accommodation at the Jettles for the import trade. In his Note Mr. Henry points to the fact that no fewer than 42 vessels were more or less delayed last year by having to wait for berths, and preceded to state that in his opinion it must eventually come to the unloading of general import cargo at the Docks.

Mr. Henry's Note has had the careful consideration of the Committee of this Association, and it appears to them that the congestion
at the Jetties is unquestionable. In these circumstances relief to
traffic is necessary, and the matter resolves itself into a question of
whether this relief should be obtained by improved facilities at the
Jetties, or by the transference of the import trade to Kidderpore

2. With regard to the first alternative, the Committee are of opinion that any expenditure on improved accommodation at the letties would be merely a stop-gap, and that in a few years the matter would require to be reconsidered with a view to further expenditure.

The second alternative would involve considerable expenditure on improving the facilities at the Kidderpore Docks, but this, in the opinion of the Committee, would be of permanent advantage to the trade of the port, while the presumably lesser expenditure on the petties would only be temporary. In these circumstances, therefore, my Committee are of opinion that the import trade should be transferred from the letties to the Docks.

3. In supporting the proposed transfer of imports to the Deck, the Committee of the Mining Association do not lose sight of the fact that the adoption of such a course might interfere with the scisting facilities for the shipment of expert one at a College and the course of the control o

#### From Calcutta Wheat and Seed Trade Association, to Chamber.

No. 44-H.-CALCUTTA, 5th June, 1902.

Accommodation for trade at the letties and Docks.

I am directed by the Committee of the Calcutta Wheat and Seed Trade Association to acknowledge the receipt of your letter No. 528-1902, dated 18th April, 1902, forwarding copy of a Note by Mr. E. Henry, a member of the Committee of the Chamber, on the above subject. In this Note Mr. Henry, alludes to a statement appearing in the Administration Report of the Port Commissioners, to the effect that 42 vessels were delayed during the past year by having to wait for Jetty accommodation, and expresses the opinion that in the near future, general cargo will have to be unloaded at the Docks.

The Committee have read Mr. Henry's Note with much inters.

But they feel that, as only the general question of the expediency of
the prospective transfer of the import trade to the Docks has bee
raised, and no definite scheme put forward, they can only state beraised, and no definite scheme put forward, they can only state becommittee of the properties of the properties of the scheme of the scheme
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# BUCKNALL STEAMSHIP LINES, Ltd.,—NEW FORM OF BILL OF LADING.

## From Calcutta Marine Insurance Agents' Association to Chamber.

No. 37-P. -- CALCUTTA, 23rd April, 1902.

Lawe been instructed by the Committee of the Calcutta Marine Insurance Agents' Association to hand you copy of a letter they have recived from the Manager, South British Insurance Co, enclosing a specimen of a new form of Bill of Lading adopted by the abovenamed line of steamers, and, for convenience of comparison, a copy of the form bilietto in use.

It is pointed out that under the new Bill of Lading clauses have been introduced which relieve the steamer companies from chains rightly and justly chargeable against them, and that the probable result will be that shippers will require underwriters to insert clauses in their policies covering them against the claims which the steamer companies are now endeavouring to evade.

The Committee agree with the writer of the letter, that the matter is one for the consideration of shippers, and as they regard it as one of considerable importance, they have instructed me to say they will feel very much obliged if you will place the matter before your Committee with a view to the adoption of such steps as may seem to be desirable for securing deletion of the objectionable clauses. I enclose copies of the letter referred to and of the two forms of Bill of Ladine.

#### Calcutta, 19th April, 1902

From The South British Fire and Marine Insurance Company, To-The Calcutta Marine Insurance Agents' Association.

Bucknall Steamship Lines, Limited (American and Indian Line).

My attention has been drawn to a new form of Bill of Lading which this line have recently adopted. The clause which I take exception to in the new creative adopted. The clause which I take exception to in the new creative solutions, viz.: "It is expressly declared that the carriers are not liable for loss or damage occasioned by any defects whatsoever in the hull, machinery, or equipment of any other vessel or vessels to which the goods may be translaped under this Bill of Lading, whether said defects existed before the commencement of, or arose or developed during, the voyage, nor for any losses consequent on damages received by the goods whilst on board such vessel or vessels."

The clause in the old form reads as follows, viz.: "It is expected by declared that the owners of the steamer are not liable for less or damage or cassoned by any latent defects in the bull, machinery or equipment of this vessel, whether such defects existed before the commencement of, or areas or developed during the currency of voyage, provided reasonable means have been taken to make the vessel seaworthy."

You will observe that the owners under the new form are at liberty to tranship into any "Tuhi" "Diricher" or any other steamer, and are relieved of all liability from the unseaworkers of the vessel or vessels, and further, that they declare the withing all losses consequent on damages received by the goods whist on board any vessel or vessels.

The clause in the old form had a provise as regards the uses, worthiness of the vessel or vessels, and in the event of a claim being put forward by the shippers, I take it, although the owns of prod would be with the shippers, still the converse would require to defend any action and disprove that they had not taken reasonable means to make the vessel or vessels seawordhy.

I would also draw your special attention to the introduction of the word "pilferage" in the new form, whereby the steamer company repudiates any liability for any goods being "pilfered."

I would further ask your kind attention to the introduction of the word "apparent" in the first line of the B/L, which is now made to read "shipped in apparent good order and condition."

It appears to me that, if we do not take some action to prevent clauses being introduced into Bilbs of Lading which relieve the steamer companies from claims which are rightly and justly claimable against them, that shappers will shortly be asking underwriters to insert clauses in their policies covering them against the claims which the steamer companies are now endeavouring to evade by this new form of Bill of Lading.

As the whole question is one for the consideration of shippers. I would suggest that the subject be brought to the prominent notice of the Committee of the Bengal Chamber of Commerce.

# From Chamber, to Calcutta Marine Insurance Agents' Association.

No. 588-1902. -Calcutta, 2nd May, 1902

Bucknall Steamship Lines, Limited American and Indian Line). New form of Bill of Lading.

I am directed by the Committee of the Bengal Chamber of Commerce to acknowledge receipt of your letter No. 37-P. of 23rd April, forwarding copy of a letter from the Manager of the South British Insurance Company, enclosing specimen of a new form of Bill of Lading adopted by the slove line of steamers and containing clauses which apparently relieve the steamer companies from claims rightly and justly chargeable against them, and which are therefore considered of an objectionable nature.

You ask the Committee to take such steps as may seem to be desirable for securing the deletion of the clauses in question.

After making enquiries into the matter, the Committee have ascertained that the form of Bill of Lading under reference has been whichave on the representation of the Exchange Banks, pending a reference to the owners. There would appear therefore to be no occasion for the interposition of the Committee of the Chamber at the present moment. The Committee of your Association will doublless wach and report any further developments in the matter.

## From Calcutta Marine Insurance Agents' Association, to Chamber.

No. 57-P.-Calcutta, 15th May, 1902.

Bucknall Steamship Lines, Limited American and Indian Line).

New form of Bill of Ladine.

I have the pleasure to acknowledge receipt of your letter of the 2 diatant, which has been placed before the Committee, who are glid to learn that on the representation of the Exchange Bauks the new form of Bill of Lading objected to has been withdrawn at this end, pending a reference to the owners.

As it has been ascertained that the Banks consider their hands sould be strengthered if the Chundre were to take some action in connection with this matter, I have been instructed to enquire if your Committee can see their way to acquaint all shippers here with the danger of accepting such a Bill of Lading as the one in question; and also to suggest that a communication addressed to the Associated Chambers of Commerce in London, with the object of warning

all outward shippers, would probably prove of great value.
In connection with this matter 1 have also been instructed to hand you a copy of some remarks made by Mr. Consul-General Herstlet of Havre, in his Annual Report, for any action which your Committee may consider advisable in connection with British ship-ing interests.

#### BILL OF LADING CONDITIONS

French v. German Methods.

Mr. Consul-General Hertslet, in the course of his Annual Report on the trade of Havre, writes: --

"The Court of Cassation at Paris gave a decision on Jan. 6th.
1902, affirming a clause in a bill of lading against a
claim for short-delivery of goods. The facts of the
case are as follows: A Havre merchant was holder
of a through bill of lading, issued at Tellicherry,
Malabar Coast, for 200 bags of coffee shipped at that
port on a British steamer, and transhipped at Bombay
to another British steamer bound for Havre. On the
discharge of the latter ship at Havre, fave bags were
short-landed, and the merchant sued the owners of the
ship before the Tribunal of Commerce at Havre for

# From Representatives, Calcutta Exchange Banks, to Chamber.

Calcutta, 15th September, 1902.

We enclose copy of a Bill of Lading the Bucknall Line of stramers wish to introduce here, and which we have been asked by them to accept from shippers.

The proposed Bill of Lading differs so materially from those issued by the regular liners trading with this Port, that we would like to have the opinion of the Chamber in regard to the document, as it sems to us that several of the clauses introduced are very much against the interests of shippers, and would appear to be inserted with the object of evading the responsibilities which rightly belong to the owners of steamers.

We shall be glad if you will also bring this matter to the notice of the following Associations and obtain an expression of their

The Wheat and Seeds Trade Association.

The Baled Jute Association.

The Jute Fabrics Shippers' Association, The Indian Tea Association.

We may mention that the local Agents for the Bucknall Line inform us that they are prepared to take out the word "apparent" in the first line of the Bill of Lading.

> We are, Dear Sir. Yours faithfully,

For the Chartered Bank of India, Australia and China,

For the National Bank of India Limited. W. Touch. Manager.

For the Hongkong and Shanghai Banking Corporation, P. E. CAMERON.

> For the Delhi and London Bank, Limited, E. I. WRIGHT.

Manager. For the Comptoir National D'Escompte de Paris, W. LLEWELLYN.

> For the Mercantile Bank of India, Limited, H. G. FIDLER,

Manager. For the Deutsch-Asiatische Bank, M. GUTSCHKE, Manager.

payment of the value of the lost property. The owners pleaded non-liability by reason of the clause in the bill of lading stipulating that they were not responsible for accidents, loss, or damage from any act, neglect, or default whatsoever of the pilot, master, mariners, or other servants of the company. The Tribunal of Havre set this plea aside and condemned the owners of the steamer. The case was taken on appeal to the Court of Cassation at Paris, which decided that the plea was valid, and quashed the judgment of the Havre Court

"In this connection I may mention that German steamers carry goods to France from the East on easier conditions to the French importer than those agreed upon in the contract which gave rise to the recent decision of the Court of Cassation. I have seen a clause in a bill of lading for goods carried from Ceylon to Hayre by a German steamer, in which it is stipulated that 'the owners are responsible for faults or neglect of their servants as to proper stowage, custody, handling and delivery of cargo. All agreements or claims to the contrary to be null and void.' The matter is one which, in view of German competition, demands serious consideration by shipowners in the interests of the British carrying

#### From Chamber, to Calcutta Marine Insurance Agents' Association.

No. 684-1902. CALCUTTA, 22nd May, 1902. Bucknall Line Bill of Lading,

I am directed by the Committee of the Bengal Chamber of Com- . merce to acknowledge receipt of your further letter No. 57-P. of 15th May, in which you enquire if the Committee of the Cl amber can see their way to acquaint shippers with the danger of accepting such a Bill of Lading as the one in question, and you also suggest that the Committee should place themselves in communication with the Associated Chambers of Commerce in London with the object of warning

outward shippers. After giving their most careful consideration to the contents of your letter, the Committee instruct me to say that they are not prepared to take any further action with regard to the Bill of Lading at present. The Bill of Lading, as I informed you in my letter No. 588-1902 of 2nd instant, has been withdrawn, and it appears to the Committee of the Chamber that it will be time enough to take action in the event of any attempt being made to re-introduce it.

I am further desired to thank you for the interesting enclosure to your letter, which is having their attention.

# From Chamber, to Chartered Bank of India, Australia and China and other Signatories.

No. 1312-1902. CALCUTTA, 26th September, 1902.

1 am directed by the Committee of the Bengal Chamber of Commerce to acknowledge receipt of your letter of 15th Septender, enclosing copy of a Bifl of Lading which you state the Buchail Line of steamers wish to introduce into this Fort, and which you have been asked to the proposed Bifl of Lading differs on point on the second beautiful to the proposed Bifl of Lading differs which was been should be proposed Bifl of Lading differs with the Port had you would like to have the opinion of the Chamber in regard to the document, and you also ask the Committee to bring the matter of the notice of the Calcutta Baled Jute Association, the Lading and the Lading Biflers of the Calcutta Baled Jute Association, the Jute Fabrics Shippers' Association and the Indian Tea Association.

Your letter was considered by the Committee at their last mesing, when I was instructed to reply that the matter was not one in which the Committee could see their way to take action, especially as the Bill of Lading was not at present actually in use. The Committee desire me to suggest that in the event of its being brought into actual use, the Exchange Banks should themselves take up the matter with Messrs Bucknail Brothers through their representatives in London.

I return the Bill of Lading enclosed in your letter.

## REPORT OF THE ADEN PORT COMMISSION.

# From Government of Bengal (MARINE), to Chamber,

No. 1311-MNE .-- CALCUTTA, 17th July, 1902.

I am directed to forward the accompanying copy of a letter, No. 11-16, dated 26th May, 1902, and of its enclosures, from the Government of Bombay, regarding certain proposals for the consention of a public wharf at Aden and the further deepening of the harbour, and to request that you will be so good as to favour this Government with the views of the Chamber on these proposals.

2 . I am to ask that the enclosures of this letter may be returned with your reply.

# From Chamber, to Government of Bengal (MARINE.)

No. 1123-1902.—CALCUTTA, 11th August, 1902.

I have the honour to acknowledge receipt of your letter No. BILMariae of 17th July, forwarding copy of a letter No. 171-G. of 28th May, 1902, from the Government of Bombay, enclosing opy of the Report of the Aden Port Commission, containing proposils for the construction of a public wharf at Aden and the further deepening of the harbour at that port, and asking for the views of the Chamber on these proposals.

- 2. The Committee of this Chamber have read the Report with undn interest; but while fully recognising its importance, and the earnest desire of the numbers of the Commission to work for the improvement of the Port of Aden, they regret they are unable to agree with some of its most important conclusions, which they consider should be opposed in the best interests of the Port.
- 3. The points on which the Commission were charged to make enquiry were as follows:—
  - (a) The adequacy of the existing wharves and accommodation.
  - (b) The probability of trade development as resulting from the construction of a public wharf.
  - (c) The prospect of a sufficient return by dues or otherwise to repay the interest of the loan that may be required to meet the cost of construction.
  - (d) The question whether money should be spent on a public wharf or on deepening the anchorage.

The reference to the Commission may, therefore, be briefly summarised as an enquiry as to whether additional wharf accom-

modation was necessary and, if so, whether it was of more importance that money should be spent on such an undertaking or on deepening the anchorage, the necessity for which does not appear to the disputed. In view no doubt of the statement that the Government of the contract of the co

4. I am directed by the Committee of the Bengal Chamber of Commerce to intimate that while they are strongly in favour of the proposal for deepening the inner harbour, they are as strongly opposed to the scheme for the construction of a public wharf, and in this view they have the support of the principal lines of steamers calling at Aden. Some of the paragraphs in the Report dealing with the scheme for a public wharf, notably paragraphs 7, 8, 9 and 10, appear to the Committee to be inconsistent with the findings of the Commission. The Committee do not purpose to review the Report in detail. It will suffice to challenge the findings as being based upon erroneous hypothesis. At the same time they would point out that in paragraph 6 of the Report the statement that "it is objectionable in principle that Shipping Agents, who regulate freight, should have a practical monopoly of the wharves," is based on an entirely wrong assumption, as the Shipping Agents have only to deal with the matter of freight as directed by the head offices of the various steamers taking cargo from Aden. Then, again, in paragraph 11 the opinion is expressed that "no half measures should be attempted, and that any scheme for improvement in the wharf accommodation should aim at the total abolition of lighterage for ordinary cargo and at relieving the trade of as large a portion as possible of the present heavy charges for landing and shipping goods." It is proposed to do this by the construction of a deep-water pier for large vessels to lie alongside. The Committee would point out that only one, or at the utmost two, steamers could lie alongside such a pier for the discharge of cargo, and the proposal in their view is based on an entirely erroneous conception of the requirements of the Port. There can be no comparison between a terminal Port like Karachi, with a large export trade, and an intermediate Port like Aden, which is practically only a Port of call, where no ocean steamer ever discharges or takes in a full cargo, except of coal and salt. In such a Port as Aden quick despatch is of the highest importance, and this would certainly not be given if steamers had to berth at a jetty. Most of the ocean steamers calling to work cargo also require at the same time to take in coal, and it is self-evident that both these operations can be performed with greater despatch in the harbour than alongside a wharf. In the view of the Committee the total abolition of lighterage is an object absolutely impossible of attainment, and even if it were not so, is extremely undesirable. The Committee understand that there are often as many as five or six ocean steamers lying in the harbour of

Aden, and on such occasions these vessels would suffer serious detention under the wharf scheme.

5 The argument based on the importance of developing the trade of Aden also appears to the Committee to rest upon an erroneous basis. They refer especially in this connection to paragraph 20 of the Report, in which the Commission "regard it of the highest importance to carry out these improvements to place the Port beyond the reach of possible competition to ensure the fullest development of trade with the Lower Red Sea, the Arabian, the Somali and the African coasts, and to establish Aden as the Coaling Station for all trade routes viá Suez Canal." The Committee would point out in this connection that Aden is chiefly regarded as a port of transhipment. It is not a Port at which trade can be fully developed and the tendency now exists of taking cargo for the Red Sea ports direct. If the expenditure of the large sum mentioned in the Report as necessary to carry out the wharf scheme results in increased dues on shipping, the Committee have very good grounds for stating that instead of Aden being established as the Coaling Station for all trade routes viá Suez Canal the regular liners would call at

6. The Committee notice that the statistics given in paragraph 30 of the Report of the Commission indicate that the trade of Aden is declining. These are borne out by the figures in the Annual Report of the Aden Chamber of Commerce for 1901, which refers to the continued and alarming falling off in the general trade of the Port. The decline is attributed in the Report to various causes, but the Committee are inclined to agree with the view of the Committee of the Aden Chamber of Commerce that it is due to the tendency to ship goods direct to and from neighbouring ports in place of sending them to Aden for distribution as hitherto. It is pointed out in the Report of the Chamber that vessels now go direct from the Persian Gulf, Bombay and Calcutta to the Somali coast and Red Sea ports, and that goods go direct to D'Jibouti for distribution in Somaliland and Abyssinia. Further, that at Hodeidah direct sailings to Suez save time and money and extra handling as compared with sending vid Aden, and that savings at other ports in dues and tolls have also helped to divert trade.

5. What the Committee have endeavoured to prove is that the construction of a public whatf cannot be a financial success and will be no real improvement to the Port of Aden, and would be more likely, so fir at any rate as the coaling of steamers is concerned, to drive away steamers which now regularly call at the Port, owing to increased charges. With regard to the question of dredging the pedition is entirely different, and there can be no dispute as to the advantages which would accrue to the Port if this were vigorously taken in hand and the inner harbour were deepened so as to allow of all vessels which can pass the Sucz Canal entering and lying there in safety at all states of the tide. So far back as April 1885, and still later on the 16th of June 1890, letters were addressed to the Servetary of State for India by the London representatives of

all the principal lines of steamers trading to the East and Australia urging the dredging of the harbour to a uniform depth of 30 feet in consequence of the increased size and draft of steamers, and of the importance of Aden as a fortified port, for the accommodation of vessels of the Royal Navy. A copy of this last named letter is enclosed for the information of Government. So far as the Committee are informed, the completion of the scheme for dredging the inner harbour down to 26 feet at L. W. O. S. T. has not been officially notified, although 11 years have already passed since the dredging began, and the official estimated period for completing the whole scheme of dredging the channel and the basin of the inner harbour was 23 years from the 1st of June 1897. The Committee are fully in accord with the recommendations in the Report of the Commission on the question of dredging, and would urge that the proposals made should be taken in hand without delay. The pro-bable effect of any addition to the port dues has already been shown, and the Committee are of opinion that as the harbour is of strategic importance and useful to Government as a Military station the expenditure of the dredging operations should be borne by the Government of India.

8. Turning now to the findings of the Commission as specified on page 8, paragraph 36, of the Report, the Committee proceed to deal with these seriation --

- (a) A certain amount of lighterage, and probably a very large amount, will and must continue in spite of any system of public wharves. The Committee have only to point to the conditions prevailing in the ports of London, Calcutta, and Bombay as sufficiently strong evidence on this point. These ports are not simply ports of call and transhipment like Aden, and would, it might be naturally supposed, be better served entirely by wharves yet the fact remains that in all of them a very large portion of the trade is carried on by lighterage.
- b) The Committee challenge the conclusion arrived at in this paragraph, inasmuch as only two vessels at a time, at the utmost could be berthed alongside the wharf, and no steamers, except perhaps some of the nativeowned vessels which call at Aden, and even this is doubtful, would go alongside the wharf.
- (c) The Committee have very grave doubts as to the result foreshadowed in this paragraph being as anticipated. The main argument in the Report in favour of the construction of the wharf appears to be that the best-owners' charges are too high. At the same time it is admitted that the landing and shipping charges on the scale regulated by the Chamber of Commerce in 1896 are not in themselves excessive, except in the case of kerosine oil and skins. It is worth noting that the former article is landed only at the Maala wharf.

where the rates regulated by the Chamber of Commerce do not apply. But if rates sufficient to pay the interest on the money required for the construction of the whart, "a., 18 lakts of rapees, have to be toyid, the probability is that there will be a material increase in the port charges. The Committee do not see otherwise how the increased revenue alluded to in the Report can be realised, and they are also mable to follow how, if an increased revenue is to be realised, "a material saving will further accurate tracks."

(d) As has already been made plain in this letter, the Committee of this Chamber strongly recommend the deepening of the harbour, and consider this to be of far greater importance than the construction of any wharf or wharves. The deepening of the harbour in the manner suggested in the Report would, in the view of the Committee, be decidedly the best mode of benefitting the trade of the Port as a whole, and they strongly deprecate the construction of the proposed wharf.

As requested, I have the honour to return the enclosures in your letter.

## BAY OF BENGAL & BENGAL DAILY WEATHER REPORT

#### From Chamber, to Meteorological Reporter to the Government of Bengal.

No. 884-1902. -CALCUTTA, 27th June, 1902.

I am directed by the Committee of the Bengal Chamber of Commerce to ask you to be good enough to submit, for the consideration of the Government of Bengal, certain proposals which have been before them for the improvement of "The Bay of Bengal and Bengal Daily Weather Report." These proposals have been submitted to, and approved by the Committees of the Indian Tea Association, the Calcutta Baled Jute Association, and the Indian Jute Manufactures' Association, and also the representatives of the indigo trade in Calcutta. The proposals are fully indicated in a specimen sheet of the Weather Report, which I have the pleasure to forward herewith. The only suggestion I am instructed to make in addition to what is indicated upon the sheet in question, is that Chupra should not be taken out, and that a registering station should be included for Somastipore and Monghyr in the Tirhoot District.

2. I am now instructed to furnish the reasons which actuated the Committee in suggesting the proposed alterations. The wording of the headings of columns 9 and 11 is at present somewhat misleading, and the rainfall columns 19, 20 and 21 are very defective. It has hitherto been customary to terminate the "Weather" year on 15th May and commence a new record from that date, all the totals previous to 15th May are therefore lost, and anyone wishing to know the total rainfall affecting any crop has to add the total on 15th May to the total from that date, which entails a considerable waste of time. What chiefly concerns the large community interested in indigo, tea, jute and rice is the total rainfall from the beginning of cultivation till the crop has been harvested. All crops, so far as in known, including the winter rice crop and sugar, are practically harvested by 31st December, and the Government Report would be of more value if it showed, as in the specimen copy herewith, the total rainfall from that date, because cultivation as a rule begins to be of interest about that time.

- 3. The following is a summary of the alterations proposed:-(1) The Report should be in the same form throughout the
- (2) Some of the Bengal stations as indicated which, being at no great distance from other stations, are not required for the indication of general weather conditions should be left out, and instead stations in the United Provinces of Agra and Oudh, Central Provinces and Assam should be included for cold weather storms, &c.

- (3) The rainfall should be given from the beginning of the year instead of from the 15th May or 1st April, as at
- 4) The headings of the temperature columns should be altered as indicated.
- 5) Supplementary tables, giving rainfall and, if necessary, temperatures, for stations other than those given in the daily report should be issued weekly, say on Wednesday. In these tables the weekly rainfall and the average temperature, if available, might be given
- 4. The Committee consider the supplementary table referred. to in the last paragraph a very excellent proposal to endeavour to give weekly the total rainfall and average temperature from places where there are not observatories. Brahmenbarriah, for instance, in Eastern Bengal, is the centre of a district where fine jute is grown and regarding which at present no reliable information is available A weekly report from this place would be valuable. A report from Shillong would be interesting to tea firms.
- 5. The Committee would like to see the area over which obgreations are taken enlarged so as to make the Report of more general interest, and they suggest the elimination of those stations ruled out with red lines, with the exception of Chubra, which has ben already referred to. The Committee understand that a Registering Station is being established at Gauhati, which will be welcomed by the tea trade, and they trust that the suggestions now made will meet with the approval of the Government of Bengal,

#### CONDITION OF THE RIVER HOOGHLY.

# From Liverpool Steam Ship Owners' Association, to Chamber.

LIVERPOOL, 24th April, 1902.

I am instructed by this Association to communicate with you with regard to the condition of the River Hughli.

The difficulties and dangers attendant upon its navigation have for a long time been an increasing anxiety to the members of this Association who provide tonnage for the trade of Calcutta.

Having regard to the fact that the draft of modern steamers is increasing year by year, the Association feel that unless something is done to make the Port of Calcutta more accessible, the trade of the Port will be seriously crippled and portions of it lost altogether.

I am to draw your attention to the improvements which have been made in the Suez Canal. Vessels drawing 26 feet 3 inches, and capable of carrying some 11,000 tons dead weight, can now safely navigate the Canal, and before long it is contemplated to increase the draft to 28 feet.

I am to state that members of this Association took advantage of a recent visit to this country of Captain Petley, the Deputy Conservator of the Port of Calcutta, to have a conference with him upon the subject of the navigation of the Hughli.

At this conference the necessity for some energetic measures being taken to improve the approaches to the Port of Calcutta was emphasized. Captain Petley informed the gentlemen present that he was fully alive to the situation, that during his stay in this country he had made a special study of lights and channels, and, in particular, had personally inspected the operations which have been and still are being carried on successfully to remove the bar at the mouth of the river Mersey. I believe that Captain Petley was satisfied that a very great improvement could be made in the approaches to the Port of Calcutta if a dredger of the most approved and powerful type was provided.

I am instructed to represent to you the necessity of some prompt action being taken on the lines above indicated.

# From Chamber, to Liverpool Steam Ship Owners' Association.

No. 729-1902.—CALCUTTA, 31st May, 1902.

I am directed by the Committee of the Bengal Chamber of Commerce to acknowledge receipt of your letter of 24th April,

addressed to the President of this Chamber, on the subject of the condition of the river Hooghly, the difficulties and dangers of which in connection with mavigation laws, you intimate, for a long time, been a matter of anxiety to those members of your Associaion who provide tomage for the trade of Calentia.

The contents of your letter are receiving the careful attention the Committee of this Chamber, to whom the subject under reference has also been one of solicitude in conjunction with all who are intented in the trade of the Port on this side. The Committee note at Captain Peley, the Deputy Conservator of this Fort, had had a conference with the members of your Association upon the subject of the navigation of the Houghly, at which conference the necessity for energetic action being taken to improve the approaches to the Port was emphasized.

The Committee are in communication with the Port Commissions on the matter, and are able to say that it is receiving the very exmest consideration of that body. The Engineer of the Port is giving his special attention to the matter. The Hogglity, as you are aware, is an extremely difficult river with which to deal, dependent as it is to some extent on tributary streams, but the return of Captain Peley will be awatted with much interest, and any proposals he may have to make will doubtless receive all possible attention from the Port Commissioners.

## From Liverpool Steam Ship Owners' Association, to Chamber.

LIVERPOOL, 21st Inne, 1902.

Navigation of the Hooghly.

I beg to acknowledge the receipt of, and to thank you for, your letter of the 31st May last, which I will bring before the Association at their next meeting.

#### **OUESTION OF LAY-DAYS.**

# From Indian Mining Association, to Chamber.

No. 238-R. Calcutta, 20th May, 1902.

I am directed by the Committee of the Indian Mining Association to solicit the favour of a ruling of the Committee of the Chamber on the following case:

"A Steamer chartered for a cargo of coal with 15 days for loading and discharging not so many days for loading and so many days for discharging). Lay Days commencing at 6 AM. on Monday and loading finished by 9 A.M. on Werlnesday. How many days are left for discharging?

The contention of the charterer is that 12 days and 21 hours is the time left for discharging the steamer. The agents of the vessel, on the other hand, contend that 12 days only remain for discharge.

# From Chamber, to Indian Mining Association.

No. 712-1902. -CALCUTTA, 2nd June, 1902.

I am directed by the Committee of the Bengal Chamber of Commerce to acknowledge receipt of your letter No. 238-R. of 20th May, 1902, asking for a ruling on a point connected with the lay days of a steamer chartered for a cargo of coal.

The Committee have given this matter their most careful consideration, and it has also heardered to the Shipping Sub-Committee of the Chamber Before however, the Committee will be in a position to give a final opinion on the points submitted, the relating of the care will have to be again discussed at their mext meeting, after which I will again address volume to their mext meeting, after which I will again address volume to the careful product of the car

I regret the unavoidable delay.

# From Chamber, to Bombay Chamber.

No. 787-1902.—CALCUTTA, 11th June, 1902.

A somewhat peculiar case in connection with the lay days of a steamer chartered for a cargo of coal has recently been submitted

to the Committee of this Chamber with a request for a ruling. The

"A steamer chartered for a cargo of coal with 15 days for loading and discharging not so many days for loading and coal many days for discharging. Lay days connecting an analysis of discharging Lay days on the coal of the chartering and th

There is a difference of opinion among the members of the Committee of the Chamber, and also of the Shipping Sub-Comindex of the Chamber as to the point at issue on the question of beken days, and I am directed to enquire whether there is any custom or ruling in your port which would be applicable to a point of this

The favour of an early reply will oblige,

### From Bombay Chamber, to Chamber.

BOMBAY, 197h Lune, 1902.

I am directed by the Committee of the Boulbay Chamber of Commerce to acknowledge the receipt of your letter of the 11th instant, in which you cuspire whether there is in this port any custom or ruling as to the balance of time available for the discharging of a dastered steamer the loading of which has occupied a stated number of days and some hours in excess thereof.

The point in question appears never to have been raised in this port, but I am instructed by the Committee to say that in their opinion the charterers in a case such as that stated by you are entitled to that number of hours by which the total number of hours allowed for loading and discharging exceeds the number of hours rossumed in bording.

As presumptive evidence for the recognition of parts of days I am to allude to the practice of allowing part-working-days on account of weather.

#### From Chamber, to Bombay Chamber.

No. 977-1902.—CALCUTTA, 14th Iuly, 1902.

Question of Lay Days.

l am directed by the Committee of the Bengal Chamber of Commerce to acknowledge receipt of your letter of 19th June, reply-

ing to my note of 11th idem, and to thank you for the information you have placed at their disposal in connection with the reference contained in my letter.

The Committee, after consultation, have decided that, under the special circumstances of the charter in question, the charterer should be allowed half a day on the day on which the ship only worked three boars.

# From Chamber, to Indian Mining Association.

No. 978-1902. CALCUTTA, 14th Inly, 1902.

Question of Lay Days.

I am directed by the Committee of the Bengal Chamber of Commerce to acknowledge receipt of your letter No. 238-R. of 20th May, asking for a ruling of the Committee of the Chamber on the following case:

"A steamer chartered for a cargo of coal with 15 days for loading and discharging not so many days for loading and so many days for discharging, at any commencing at 6 AM, on Montaly and loading finished at 9 AM, on Wednesdy, How many days are left for discharging; "

You intimate that the opinion of the charterer is that 12 days and 21 hours is the time left for discharging the steamer. The Agents of the vessel, on the other hand, contend that 12 days only remain for discharge.

I regret the delay which has taken place in replying to this enquiry, to which the Committee of the Chamber have in the meanine been giving their most careful consideration. After consistence of the Chamber of the Chamber, and also after a reference to the Committee of the Chamber, and also after a reference to the Committee of the Bombay Chamber of Committee, and under the circumstances of this particular charter, the charterer should be allowed half a day on the Wednesday, provided work had not been carried on for more than six hours.

## CLAIMS FOR SEA-WATER DAMAGE.

## From Calcutta Import Trade Association, to Chamber.

No. 53-M .- CALCUTTA, 23rd /uly, 1902.

I am directed by the Committee of the Calcutta Import Trade Assistanto to Groward, for the information of the Committee of the Bengal Chamber of Commerce, copies of correspondence which has passed between themselves and the Liner's Conference on the subject of an agreement which they understood had been arrived at by the Liner's Conference to repudiate claims for sea-water damage to argoes life piece-goods and other merchandise to this port, on the good that under the conditions of the Bill of Lading the steamer was not liable, the damage being covered by the term "Perils of the Sea".

It will be seen from copy of the letter referred to that the Committee of this Association admitted that, when exceptionally sever weather, necessitating a protest being extended, had been countered, the steamer was justified in refusing to recognise claims for seaward damage to her cargo; but, at the same time, they expressed their decided opinion that where such damage had occurred on a fair-weather voyage, the steamer should pay whatever loss arose from goods being damaged by salt water. And the Committee asked for a reconsideration of the decision of the lines' Conference in this material.

The Committee regret, however, to state that the Conference have declined to after their decision not to pay these claims. They state that while a steamer is seaworthy there can be no question of laster than the state of the s

In view of the above reply from the Liners' Conference, the Committee consider that the only course open to them is to place the whole matter before the Committee of the Manchester Chamber of Commerce, who, having regard to the large measure of support which the textile trade of Manchester affords to the various steamer libes, might possibly be able to accord them the benefit of their induces in the attempt which is being made to resist this uncalled for and unreasonable tax. The Committee consider, however, that any representation on this subject to the Manchester Chamber of Commerce would carry far greater weight if the Committee of the

Bengal Chamber of Commerce could see their way to identify themselves with the movement of the import rade, and to address the Mancheser Chamber of Commerce in support of it. If the departure from the long-standing practice of paying these claims, excepting in cases where a protest has been developed in chail of the stenuer, becomes an established custom, the placed on the import trade of this port by imported having to insure their goods wips, in order to protect themselves As the Committee of the Chamber are aware. Calcutta is already as A support disadvantage in the matter of freights as compared with a rade must end to augment the already keep competition of Bonbay cotton manufactures, which are slowly but surely gaining a hold on this narket.

The Committee trust that in view of all the circumstances referred to above, the Committee of the Chamber will be able to see their way to address the Manchester Chamber of Commerce with the object of getting the Liners to reconsider their decision with regard to the parametr of claims for salt water damage.

### CALCUTTA, 8th Inly, 1902.

From The Secretary, Liners' Conference,

To -The Calcutta Import Trade Association.

I have to acknowledge receipt of your No. 46-M. of 7th instant. In reply I am instructed to say that the Conference regret that they do not see their way to alter their decision not to pay claims for salt-water damage.

While a steamer is seaworthy there can be no question of liability, and the freights now ruling do not admit of steamers taking the w.p.a. risk off the cargo owners' hands, which is what your Association ask should be done, without remuneration to the vessel.

A regards your proposal that only when exceptional weather is not with a steamer should define to revigine claims, this seems absolutely unworkable, seeing that a steamer is almost certain to meet with rough or stormy weather at some part of her royage, which, however, might not give rise to the necessity of extending her protest.

No. 1-M. CALCUTTA, 23rd January, 1902.

From-The Calcutta Import Trade Association,

To-The Secretary, Liners' Conference.

The Committee of the Calcutta Import Trade Association understand that an agreement has been arrived at by the Liners bringing piece-goods and other merchandise to this port to repudiate dains for sea water damage on the ground that under the conditions of the Bill of Lading the steamer is not liable, the damage being covered by the term "Perils of the Sea."

There can of course be no question that when exceptionally seen weather, necessitating a protest being extended, has been encountered, the steamer is justified in refusing to recognise claims for seawater damage to her cargo, but the Committee are most decided, job opinion that where such damage has occurred on a fair-weather upage the steamer should pay whatever loss arises from goods being damaged by salt water.

The import trade of this port is already severely handicapped in the matter of freights as compared with Bombay and Karachi, and if importers are now to be compelled to insure their goods up an inorder to protect themselves, the extra cost of good will be a further tax on the trade. The Committee trust the time Conference will give the matter full consideration, referring it to the Bone Conference if necessary. For years past the Linears have guides the conference of more production, and the Committee view with much concern the movement which is being made in the direction of repudiating what they can only regard as a fair and reasonable liability.

#### From Chamber, to Calcutta Import Trade Association.

No. 1138-1902. -CALCUTTA, 14th August, 1902.

I am directed by the Committee of the Bengal Chamber of Commerce to acknowledge receipt of your letter No. 53-M. of 23rd Jaly, 1902, enclosing copies of correspondence between your Committee and the Liners' Conference on the subject of an agreement understood to have been arrived at by the Conference of Liners to regulate claims for sea-water damage to cargoes of piece-goods and other merchandise to this port on the ground that under the conditions of the Bill of Lading the steamer was not liable.

The contents of your letter have had the fullest consideration tom the Committee of the Chamber, and were discussed at their last meeting, at which Mr. H. W. Cassels, Secretary of the Liners' Conference, was present. Mr. Cassels stated the case from the Liners' points of view much in the same way as it has already been stated in correspondence. The Liners' Conference do not admit that they have ever recognised liability for such claims even although hey may have been paid by different steamers as a concession to importers. Mr. Cassels informed the Committee that it would be quite possible for the steamers to extend their protest in every case, but he was advised that the expenses of extending protest had lesally to be borne by the consignees of cargo, and they would probably amount in many cases to more than the claims which consgoes wished to avoid. He undertook, however, to make a further representation to the Liners' Conference on the subject, and the Committee would suggest that your Committee should again place

themselves in communication with him. They are also of opinion that if a representation to the Manchester Chamber of Commerce developed upon it would probably be more appropriate that it should be made by your Association, as representing the particular trade affected, rather than by the Chamber, which represents all interests.

MAPINE

## From Calcutta Import Trade Association, to Chamber.

No. 57-M. -CALCUTTA, 18th August, 1902.

Claims for Sea-water damage.

I am directed by the Committee of the  $\tilde{C}$  alcutta Import Trade Association to achieveledge receipt of your letter No. 1188-1992, dated 14th August, 1902, in reply to their letter No. 34M. of 23rd July, and to request you to convey to the Committee of the Chamber their best thanks for the attention they have given to their representation.

As advised by you, the Committee are again addressing the timers' Conference on the subject; and they trust that the result of it will obviate the necessity of any reference being made to the Manchester Chamber of Commerce.

# ALLOWANCES TO PILOTS CARRIED OFF TO SEA UNDER PROTEST.

#### From Government of Bengal (MARINE), to Chamber,

No. 151-T/MNE. Darjeeling, 6th September, 1902.

Under the present rules for the grant of allowances to pilots, a plot carried off to sea under protest is paid an allowance of Re III a day, in addition to the actual expenses incurred by him while absent from his work and in returning to the Pilot Brig or to Calutta, and agents and owners of ships are required to execute guarantee bonds for payment of these expenses. This penalty has been in force for many years.

2. In 1880 a Committee appointed by Government to consider the question of allowances to pilots recommended that pilots carried off to sea should be paid at the rates of pay fixed in the leave rules, ris: -

Branch Pilots ... Rs. 1,000 per mensem.
Master ... 700 ... 450 ... 450

This proposal was, however, not accepted by this Government, on the ground that in the case of the majority of the masters the rate recommended exceeded their average carnings, and there would be every inducement to a pilot to allow himself to be carried off to sand to remain away from his duties as long as he possibly could.

- 3. It has now been pointed out that the penalty under the present rules in no way deters masters from carrying a pilot off to set on occasions when they find it inconvenient or difficult to transfer him to the Pilot Brig. This not only causes pecuniary loss the pilot, but reduces the strength of the Pilot Service, and is liable to cause detention to other vessels for want of pilots, and it has been suggested that, in all such cases, vessels carrying pilots off to sea should be required to pay them at the rates fixed in the leave rules in addition to their actual expresses in returning to duty.
- 4. The reasons which led the Government to differ from this proposal in 1880 do not now exist as, owing to the large number of reasels which visit the port, the average earnings of pilots greatly exceed the rates of assumed pay, and a pilot has now no interest in allowing himself to be carried off to sea. I am to enclose, for the information of the Chamber, a statement showing the number of pilots who have been carried beyond the Brig during the three years 1899 1901. From this statement it will be seen that the con-

5. I am now to request that you will be so good as to favour this Government with the views of the mercantile community on the proposed charge: if no objections are received from your Chamber after the expiry of two months, the Government of India will be asked for sanction to the enhanced rates of compensation. I am to add that the rates of pay fixed in the leave rules are:—

Branch	Pilots		 Rs.	1,000
Master	**	 ***	 **	700
Mate	32		 	400

6. It is not proposed to make any change in the rates payable to leadsmen apprentices, who will continue to receive Rs. 5 per

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	7	Number of days absent.		6 days.	th 1 day.	7 days.		7 days.	10 days.	21 days.	18 days.	7 days.	11 days.		9 days.
		Date of return Number to Sandheads of day- or Calcutta, absent.	98	11-39 p.m. of 19th July	Sept. of 21th	30th Sept. a.m.	1200.	20th June, p.m.	24th June, a.m.	lst July, p.m	30th June, p.m.	20th June, p.m.	19th Aug., p.m.   30th Aug., p.m.   11 days.	1901.	20th June, p.m.
d by them:	-	Date of leaving Date of return Number from Sand. 10 Sardheuds of day-heads. or Calcutta. absent.		5-30 p.m. of 18th July	p.m. of 22nd Sept.	22nd Sept., p.m. 30th Sept. a.m. 7 days.		18th June, p.m. 20th June, p.m. 7 days.	14th June, a.m. 24th June, a.m., 10 days.	11th June, a.m. 1st July, p.m 21 days.	13th June, a.m. 30th June, p.m. 18 days.	14th Jnne, a.m. 20th Jone, p.m. 7 days.			lith June, p.m. 20thJune, p.m. 9 days.
cre	-	=		roma				:	:	- ;	:	- :	-		:
euniary loss suf	8	Name of Vessels in which carried off,		" M. Meanatchy "	"Clan Macfariane" " p.m. of 22nd 8 a.m. of 21th	" Statesman "		" Purulia"	" Kenmore"	" Arratoon Apcar "	" Naderi"	" Onipenta"	" Shabjehon "		- Syrian
be	ï					1		i	'n	:	:		:		1
they had been away, and the pecuniary loss suffered by them : -	24	Name of Pilots carried off.		W. H. D. Allison, Jr. Mr. Pilot	R. A. Hopkins, Branch Pilot	F. T. Paine, Branch Pilot -		1 H. G. Fox, Mate Filot	H, Bent, Branch Pilot	A. Marshall, L'J. do. do	A. W. Michie, Mate Pilot	J. A. B. Mackinnon, Sr. Mr. Pilet	6 G. F. Alexander, Jr. Mr. Pilot		1 H. G. H. Barttell, Mate Pilot
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## From Chamber, to Government of Bengal (MARINE).

No. 1376-1902.—CALCUTTA, 15th October, 1902.

I am directed by the Committee of the Bongal Climber of Commerce to acknowledge receipt of your letter No. 151 T./M. of 6th September, in which you ask for the views of the mercannic community on certain proposed changes in the system to pilots carried off to sea owing to stress of weather by mich the penalties resulting will be largely increased. You refer the penalties resulting will be largely increased. You refer better to the fact that a similar question was raised in the year 1889 but that the proposals then made were not accepted by the Government of Bengal. But you state that the reasons which actuated Government in 1880 do not now exist, and that if no objections are received from the Chamber, the Government of India will be asked to sanction the enhanced rates of compensation.

2. The Committee have given their very careful consideration the arguments adduced in your letter, but they regret they are unable to agree to the introduction of the increased ponalities on shipping which the proposed new regulations would entail. They think, that in some instances, the proposed new regulations would entail. They cannot be a some cases ofter an inducement to pilots to make less effort to leave at the Sandheads the steamers which they have brought down the river.

3. With regard to the remarks made as to the penalty under the present rules in no way deterring masters from carrying a pilot off to sen on occasions when they find it inconvenient or difficult to transfer him to the Pilot Brig, the Committee hardly think that this argument will, in the light of past experience, carry weight, as they do not think that any beyond the most rare and isolated instances can be adduced to prove that pilots have been carried to sea under circumstances in which they night, without actual danger, have been transferred to the Brig. It is certainly in no way, that the Committee are aware of, to the benefit of a Captain, or of the steamer under his command, to take the pilot away to sea, and they do not think that the proposed enhancement of the penalties will have any good effect in this direction.

From the enclosure accompanying the letter under review if will be seen that the instances of pilots being over-carried are rare and should be accepted as on the necessary risks of their business, and although doubless some seen my secret to bear fraction, on the pilots in question,—as for instances may seen to bear families of pilot, was carried off in the "Arration Appear" S./S. in June 1900, being away for 21 days.—still the Committee do not think that an enhancement in the rates would materially reduce them. Their opinion is, that the tax imposed on shipping by the pilotage dues of the River Honghly is much heavier than it actually should be, and the isolated cases of over-carrying of pilots should not be made an occasion for a still further imposition.

4. It should be borne in mind that the circumstances under which Hooghly pilots work at present are entirely changed from the old days of sading vessels, which frequently took three days to get down the river, and the handling of which was attended with much geater anxiety and risk than that of the modern steamer (with its ligh power and mechanical steering appliances) owing to the inefficiency of towing-power and want of the up-to-date information as to conditions of the river now obtainable from the Survey Department. The saving of time in getting down the river and to sea in teasty-four hours, as is frequently done, means that a pilot now make as much and more in one day than in the old times he would in thee. These altered conditions would seem to point to the necessity of a reduction of charges—which, while still giving a handsome conductant the pilots should, at the same time, remove a portion of the very beavy charges with which steamers are saddled for the compilsory Houghly pilotage.

5. If the views of Government are that the pilots should be recompensed according to the proposed scale of pay fixed under the leave rules. vis:

the Committee would respectfully suggest that the extra sums accoming beyond the charges now levied on the over-carrying steamer should be met by Government funds, without the increased tax proposed on the already heavily burdened Mercantile Marine.

6. The Committee think, however, there is another course which might be followed, which would not only have the desired effect of doing away almost entirely with the over-carrying of pilots, but would also place the port of Calcutta on a par with other large shipping ports of the world, behind which it, in this connection, distinctly lags; and that is the substitution of steam pilots' vessels for the brigs now in use, which are, according to modern ideas, antiquated. The Committee do not think that any one with nautical experience can deny that the fact of having a steam pilot vessel. which can manœuvre into any position in conjunction with oceangoing craft, as called for by the state of wind and sea, would enable the pilot-hoats in very many cases to pass in safety from one vessel to another, an operation which, with the present brigs is often fraught with danger, and is sometimes impossible. The use of steam pilot vessels would also do away almost entirely with the difficulty frequently experienced under the present conditions of the pilot brig being blown or drifted off her station, a state of things which does more perhaps than anything else to throw out the regular system of supply of pilots. It is not uncommon for an ocean steamer to miss the supplying brig altogether, owing to the latter being off her station, and circumstances of weather or shortage of coals necessitate the steamer running for shelter or safety into Saugor Roads, where she has sometimes to wait for days before a pilot can be put on board.

7. With out-going steamers also it is frequently the case that great delay is experienced in discharging the pilot owing to the

receiving brig being off station, and in this fact, in the majority of cases, is to be found the reason that pilots are carried off to sea After steamers spending fruitless hours in searching for the brig. masters, not knowing how long it may be before the pilot brig returns to her accustomed station, are compelled to proceed. These delays are sometimes fraught with danger to the steamers, and are frequently subversive of all business arrangements, besides being conducive to the upsetting of all system in the supply of pilots who are out at sea in the brigs when their services are required by out-going and in-coming steamers.

8. The Committee trust that the views they have now expressed will meet with the careful consideration of the Government of Bengal, and that steps will be taken at an early date to place Calcutta on a level with other large and important ports in this most important matter. The Committee would specially instance the port of Liverpool as a case in point, where the old-fashioned sailing schooners have been done away with in favour of the modern and improved steam pilot vessels.

#### IMPROVEMENT OF THE HARBOUR MASTERS' DEPARTMENT.

### From Government of Bengal (MARINE), to Chamber.

No. 1917-MNE.—CALCUTTA, 23rd October, 1902.

- I am directed to forward, for the information of the Chamber, the enclosed copy of a letter No. 2816, dated the 18th ultimo, from the Vice Chairman, Port Commissioners, Calcutta, with a Note by the Vice-Chairman, containing proposals for the improvement of the Assistant Harbour Masters' Department.
- 2. The Commissioners have unanimously approved of the Vice-Chairman's proposals, and I am to ask that you will be so good as to favour the Government with an expression of the Chamber's opi-
- 3. It will be observed that the shipping now annually pay to the Commissioners on an average a sum of Rs. 15,739 as extra fees. They also pay Rs. 28,000 direct to the Assistant Harbour Masters as gratuities. It has been held, for reasons specified in the Vice-Chairman's Note cited above, that the practice of paying gratuities direct to the Assistant Harbour Masters should be discontinued and that the shipping should pay to the Port Commissioners in lieu of the fees and gratuities a fee based on the average of the fees and gratuities now paid by them.

No. 2816, -- CALCUTTA, 18th September, 1902

From -The Vice Chairman, Calcutta Port Commissioners, To -The Secretary, Government of Bengal, Marine Department.

At meetings held on the 18th and 25th August the Commissioners had before them a Note by me proposing a revision of the

conditions of service of the Assistant Harbour Masters. After careful consideration, the Commissioners unanimously resolved to adopt the scheme proposed in my Note, and I accordingly beg to submit it herewith for the approval of Government.

2 In the event of Government being pleased to accord sanction to the scheme, a revised scale of fees to be charged for the service of the Assistant Harbour Masters will be submitted for the sanction of Government.

#### From Chamber, to Liners' Conference.

No. 1522-1902. -- Calcutta, 14th November, 1902.

I am directed by the Committee of the Bengal Chamber of Commerce to hand you, in original, letter No. 1917-Marine of 23rd October, from the Secretary to the Government of Bengal, Marine Department, enclosing copy of a letter No. 2816, dated the 18th September, from the Vice-Chairman of the Port Commissioners, with a Note containing proposals for the improvement of the Assistant Harbour Masters' Department.

You will see that the Port Commissioners have unanimously approved of the proposals in question, and that the Committee of the Chamber are now asked to submit an opinion upon them to Government.

There is no necessity for me to refer in detail to the proposals in question, which are made sufficiently clear in the Vice-Chairman's Note. It will suffice to say that if the proposals are adopted, a consolidated fee will be charged to the shipping to cover the present ordinary and extra fees and gratuities.

Before addressing Government, the Committee would be glad to hear whether the Liners' Conference have any objections to make to the proposals.

## From Liners' Conference, to Chamber.

CALCUTTA, 18th Navember, 1902

Improvement of the Harbour Masters' Department.

In reply to your letter of the 14th instant, covering letter No. 1917, from the Government of Bengal, Marine Department, I am instructed by the members of the Liners' Conference to say that, having considered the proposals put before them-

- (1) They strongly object to the "gratuities" so called, and officially recognised as such, being made compulsory in the shape of increased fees.
- (2) They have decided, in this connection, not to pay more than one gratuity of Rs. 16 to Harbour Masters for attendance upon each vessel.
- (3) In their opinion the salary, as distinct from extra fees and gratuities, of the Harbour Masters might reasonably be enhanced.

I beg to return herewith the original letter from the Government of Bengal, already mentioned.

#### From Chamber, to Government of Bengal (MARINE)

No. 1608-1902 .-- CALCUTTA, 1st December, 1902.

I am directed by the Committee of the Bengal Chamber of Commerce to acknowledge receipt of your letter No. 1917-Marine of 23rd October, 1902, forwarding copy of a letter of 18th September from the Vice-Chairman of the Port Commissioners, with a Note maining proposals for the improvement of the Assistant Harbour Masters' Department.

2. Under these proposals, which the Committee note have been manimously approved of by the Port Commissioners, a consolidated fee will be charged to the shipping to cover the present ordi-ary and extra fees and gratuities. The papers have been carefully considered by the Committee, who direct me to intimate that they lave no objection to offer to the proposals in question. I am, however, to enclose, for the consideration of Government, conv of a letter of 18th November, from the Secretary of the Liners' Conference, representing all the regular lines of ocean steamers trading with Calcutta, in which objection is taken to the gratuities hitherto paid to Harbour Masters being made compulsory in the shape of increased fees.

# MUNICIPAL

#### IMPROVEMENT OF THE CITY.

From Chamber, to Government of Bengal (MONICIPAL)

No. 492-1902. -- CALCUTTA, 11th April, 1902.

The Hon. Mr. M. C. Turner, in his speech in the course of the debate on the Indian Financial Statement for 1902-1903 in the Conneil of the Governor General of India, on the 26th March, expressed his disappointment that no provision had been made in the Budget estimate for a grant-in-aid to the city of Calcutta to assist the Local Government in carrying out improvements which were necessary in the Capital of India. Mr. Turner maintained that these improvements were a necessity to enable the Municipal authorities to cope with the question of providing elecent house-accommodation for the masses, and also to fight successfully such a disease as plague, but that the cost was beyond anything that the ordinary resources of the Municipality could provide, and he strongly urged that both Bombay and Calcutta should be helped by Imperial grants to fight the great and terrible infliction of plague. The Hon. Sir Edward Law, in replying to the various criticisms on the Financial Statement, intimated that the question of facilitating desirable improvements in the city was still under the consideration of the Government of India

2. The Committee of the Chamber have, on more than one occasion, made strong representations to Government with regard to the insanitary condition of the city. In this connection the Committee would especially refer to their letters to your address No. 851-95 of 10th July, 1895, No. 1361-96 of 25th September, 1896, and No. 18-97 of 4th January, 1897, of which copies are enclosed The first of these was written in view of the outbreak of plague which had taken place both at Hongkong and Singapore, the second after the first appearance of the plague in Bombay, and the third after the plague had obtained that foothold in the city of Bombay which it has never since lost. In the last-named letter the Committee drew special attention to the Report, dated 28th October, 1897, of the Medical Board appointed by his Honor the then Lieutenant-Governor to investigate the sanitary condition of Calcutta, and they pointed out that the information furnished in that Report called for a highly organised and effective system of sanitation. In the same letter they summarised the recommendations made by the Medical Board, and urged upon Government the necessity which existed for prompt action, firstly, with regard to the immediate densing of the city, and the keeping it clean, and, secondly, with regard to such permanent improvements as would remove the evils the existence of which had been demonstrated. While the Committee were of opinion that the Mamicpial authorities, if assisted by competant officers, would be found equal to the duty of maintaining the ordinary santation of the city, they submitted that permanent improvements on the scale required, bearing in mind that the taxation of the city was almost at a maximum, could only be effected by Government, in the general interests of the Empire, coming to the assistance of the Minniepal authorities.

3. In the early part of 1897, the Calcutta Building Commission, of which the Hon. Mr. Justice Trevelyan was President, held its sittings, and the Committee of the Chamber appointed a Special Committee, which was assisted by professional and expert advice, to consider and reply to a number of important questions framed be the Building Commission. Under cover of my letter No. 1311-26 of 31st August, 1897, to the Secretary of the Building Commission, I forwarded the Report of the Committee in question, which had been adouted by the Committee of the Chamber, who approved of its recommendations. I have the pleasure to enclose copy of this leter with the Report for the information of Government, and to draw special attention to the recommendations made in paragraphs 20 and 21 of the Report for the opening out of new and broad streets in the congested and over-populated portions of the town. I. Under cover of my letter No. 1446-'98 of 2nd November, 1898, to your address, I forwarded the Report of another Special Committee appointed by the Committee of the Chamber to consider and report upon the Bill to amend the Calcutta Municipal Consolidation Act, which has since passed into law as the Calcutta Municipal Act, 1899. I have the honour to forward, for the information of Government, copy of this letter and of the Report in question in which a number of recommendations were made for the improvement of the city. While the Committee thankfully admit that much has been done in the way of improved sanitation and improvement of the city generally, since the letters above referred to were written, and especially since the passing of the Calcutta Municipal Act, under the reformed Municipal administration, they still maintain, as they did in 1897, that the carrying out of the improvements necessary in the streets and buildings of the city, and the opening up of congested areas, is a matter which affects Imperial as well as Local interests, but nothing has yet been done in this direction. At the time when they submitted their reply to the questions put by the Building Commission, they recognised the futility of any application for help being made to the Supreme Government at a moment when there was an unprecedented strain on the Imperial revenues. The figures of the Budget which has just been discussed in the Legislative Council of India and the statement of the Hon'ble the Financial Member thereon, clearly show that no such strain now exists; and the Committee trust that His Honor the Lieutenant-Governor will see fit to address the Government of India, urging that whatever scheme they may have under consideration should be made public and an opportunity given for full discussion and consideration without further delay.

#### From Government of Bengal (MUNICIPAL), to Chamber.

No. 219-T./M.--Darjeeling, 30th April, 1902.

With reference to your letter No. 192-102, dated the LHA Agai, 1902, I am directed to say that the question of adopting a general scheme for the improvement of Calcutta, and the means of carrying it into effect, is now before the Government of India, and that a copy of your letter and its enclosures will be forwarded to that Government.

## From Government of Bengal (MUNICIPAL), to Chamber.

No. 2056-M .- CALCUTTA, 6th August, 1902.

In continuation of my letter No. 219-T.M., dated the 30th April, 1902, I am directed to forward, for the information of the Chamber of Committee, the accompanying extract from a letter from the Government of India, Home Department, No. 128, dated the 12th July, 1902, on the subject of the publication of the scheme for the improvement of Calentia.

#### No. 128.- SIMLA, 12th July, 1902.

From —Deputy Secretary to the Government of India, Home Department (Municipalities),

To-The Secretary to the Government of Bengal, Municipal Department

Paragraph 2.—With reference to the representations from the Bengal Chamber of Commerce, the Calcutta Trades Association, and the Calcutta Municipal Corporation, copies of which were for warded with your letters

No. 218-T.M., dated 30th April, 1902. No. 345-T.M., dated 9th May, 1902. No. 419-T.M., dated 16th May, 9312.

marginially noted, I am to say that, in the opinion of the Government of India,

the scheme has not yet reached a stage at which any discussion of it with those bodies would be useful. The Government of Bengal will no doubt be glad to afford these different bodies full opportunity of expressing their views with regard to the Calcutta Improvement project if it is eventually determined to carry it out; and I am to request that, with the permission of His Honor the Lieutenant-Governor, they may be informed accordingly.

#### THE GRIEVANCES OF CARTERS.

From Chamber, to E. Henry, Esq., E. Moreau, Esq., and Nalin Behari Sircar, Esq., C.I.E.

No. 1097-1902. - Calcutta, 2nd Angust, 1902.

am directed by the Committee of the Bengal Chamber of Commerce to convey to you their cordial acknowledgments for the very valuable report you have submitted on the alleged grievances of cartowners as set forth in a recent petition to the Commissioner of Police, and for the time and trouble you must have expended in making the necessary enquiries before you submitted your report.

#### From Chamber, to Government of Bengal (Judicial.)

No. 1157-1902.-- CALCUTTA, 18th August, 1902.

I am directed by the Committee of the Bengal Chamber of Commerce to forward, for the information of His Honor the Lieutenant-Governor, and for such action as he may think fit, copy of the report of a Special Sub-Committee of the Chamber, consisting of Mr. E. Henry, Chairman, and Messrs. E. Moreau and Nalin Behari Sircar, C.I.E., members, which was formed to make enquires into the alleged grievances of certain cartowners as set forth in a petition addressed to the Commissioner of Police, Calcutta, copy of which is annexed to the report. The Committee of the Chamber were pressed to make an independent enquiry by the signatories to the petition, as represented by Mr. C. T. Cox of Howrah, and were given to understand that extreme discontent again existed among the carters, as a body, which would probably result in another strike. The causes of this discontent were stated as oppression by the Police and by the Officers of the Society for the Prevention of Cruelty to Animals, especially at Howrah, and also the detention of their animals at Belgachia, together with the imposition of heavy fees for their treatment.

- 2. The principal recommendations in this Report are:-
- That the approach road at Howrah to the Bridge from the East Indian Railway should be repaired without delay.
- (2) That increased exit accommodation for carts should be provided at the Jetties, so as to provide for the ingress and egress of carts at different gates.

- (3) That the Municipality of Calcutta should be called upon to erect and control such well-built and sanitary Gowkhannas as may be found necessary.
- (4) That the number of Officers of the Society for the Prevention of Cruelty to Animals should be limited to ten in Calcutta and to two in Howarh, and that properly qualified men should be appointed with veteinary training and sufficiently liberal salaries to prevent them from taking bribes.
- (5) That the hours for closing the Strand Road should be altered from 5 to 9 p.m. to 5 to 8 p.m.
- 3. The Committee are informed that the repairs to the road at Howarh, referred to in the first recommendation of the Sub-Committee, have been taken in hand. They also understand that a substantial reduction, amounting to about 25 per creat, has been made in the fees at the Veterinary Hospital at Belgachia. The Committee fear that this heightal will never become popular with the carter owing to its great distance from the city and the inability of the men to appreciate English veterinary treatment at its proper value.

#### BENGAL CHAMBER OF COMMERCE,

Calcutta, 25th July 1902.

#### THE PRESIDENT AND COMMITTEE.

Bengal Chamber of Commerce.

#### GENTLEMEN.

In accordance with your resolution of 19th June a Sub-Committee, consisting of Messrs. E. Henry Chairman), E. Moreau, and Nalin Bihari Strear, C.E., was convened to make enquiries into the alleged grievances of the cartowners as set forth in their petition addressed to the Commissioner of Police, Calcutta, copy of which is annexed to this report. The Sub-Committee have now the honour to submit their report.

In the course of the enquiry evidence was given by Messrs W. Lewis Carter, Howrah; Cox Bros. of the same place; and by many Hindu and Mahomedan cartowners. The Committee on two occasions visited Howrah; they also paid a visit to the Jetties accompanied by Mr. Windle, the Trafin Vanager to the Port Commissioners; and the Commissioners of Police accorded them an interview.

Taking seriatim the various complaints set forth in the petition-

(a) From the evidence we think there is a tendency on the part of the under-paid Agents of the S. P. C. A. to make money illegally, more especially in Howrali, but we do not think, as a rule, the Magistrates are unduly severe, although there are doubtless some exceptional cases of individual hardship. The reduction in rates for treatment at Belgachia made this month should prevent any further complaint of heavy expenses.

- (b) At the request of the Sub-Committee, and with the sanction of the authorities, Mr. Adams, M. R. C. V. S., visited the hospital, and from his report, which is attached, the complaint would appear to be unfounded.
- (7) Falls through,
- (d) This complaint applies only to Howrah, and is referred to at length later.
- We understand from the Commissioner of Police that the Police no lenger are permitted to carry canes, and the event Notification in the Bengal Gasette, placing under the Commissioner of Police, Calcutta, a special Police force to control the traffic over the Howah Bridge and on the approach roads to the East Indian Railway, should obviate future complaints.
- 7) We have not had any evidence substantiating this.
- g) If the close time is, as stated, 5 to 9 pm, we think it might be modified to 5 to 8, and constables should be placed at the Volunteer headquarters and at Hastings to stop the cirt traffic at the hours named; and any cart that might have come in between these two points in the meantine should be allowed to go out in the direction it was proceeding, and should, on no account, be made to go back in the direction from which it came.
- (b) This road is in bad repair, and the Railway might well be asked to put it in repair.
- As this case is at present the subject of a judicial enquiry, we have not investigated it.
- j) The increase in traffic during the past 3 years amounts to 23,165 certs, during which period the exit accommodation has not been increased, and we think this should be made at the exit accommodation desired and extra desired persuase we understand extra delay in onion so practically rendered the resistance useless. The earls taking goods to the Export Davis receiving sheefs should be allowed to go out by a separate gate, which is available, but not in use.
- (h) This is substantially true, but we see no remedy at present, although we think in the interests of the health of Calcutta the Municipality should be called upon to crect and control the necessary Gowkhannas, charring a fixed rent for their use. The danger to

public health, generally, from the Gowkhannas being kept in an insanitary condition as at present by ignorant car'ers must be very great and be an almost intolerable nuisance to the neighbourhood. /: From an inspection of Gowkhannas in Howrah we find

- This will be altered owing to the regulations referred to in a

We are inclined to attribute the main grievance of the carters to the arrest of their animals by the agents of the S. P. C. A. and to the treatment of the animals at Belgachia. With reference to the arrests by the Society, especially at Howrah, we think it possible from the evidence we have had, and from what we have heard, that there is a tendency on the part of the under-paid officers of the Societies to make money illegally, and we would feel inclined to recommend that the number of officers empowered to make arrests on behalf of the Societies be limited to 10 for Calcutta and 2 for Howrah, and that these officers should be properly qualified men with sufficient veterinary training and of a class and in receipt of such a salary as to render them above taking bribes from cartmen As to Belgachia, this is a very difficult question; and we think the cause of the grievances is the absolute ignorance of the carters and their inability to appreciate English veterinary treatment, and the fact that Belgachia is so far away from their homes that it is not easy for them to see how their animals are getting on. We see no other way for the treatment of animals more conveniently for the carters than by establishing their own hospitals at some place or places nearer Calcutta, which they can easily do by subscription amongst themselves.

We are, GENTLEMEN,

Your most obedient servants,

E. HENRY, Chairman E. MOREAU.

Members. NALIN B. SIRCAR Since the above was drafted I notice the repairs to the approach road from the Bridge to the E. I. Railway have been commenced - - F. H.

# THE COMMISSIONER OF POLICE, CALCUTTA.

The Humble Petition of the Carlowners in and about the towns of Calcutta and Howrah

HUMBLY SHEWETH,

(1) That on the occasion of the last carters' strike an assurance was given that the grievances represented would be looked into and remedied if the carters resumed work, which they accepted.

- 2. It is with regret that your humble petitioners find that the matter of their grievances did not get the attention we expected it water or title government of the assurances put forward by the asthorities then were not carried out, and the grievances now are idenfical with those for which the former strike took place
- 3 It is our unanimous opinion that, on the occasion of the last arike we were hoaxed into resuming work, and our sufferings now are as oreat as before

#### Our grievances are as follows:

- a. That the P. C. A. Society prosecute us for the most trivial matter, and the trying Magistrates are unduly severe in fining us; further, cause our animals to be sent to the Belgachia Hospital, where they are detained for long periods incurring heavy expenses, which we have to pay or forego the loss of our animals.
- At present there are over 30 animals, bullocks) detained at Belgachia and not one of them has anything serious the matter with it.
- c. Taking the facts stated in b, into consideration, we do not think it at all necessary that the animals should be taken from our custorly.
- d) As our carts and places of residence are registered, we cannot understand why our animals are detained by the Inspectors before trial, as it is not impossible for them to receive injuries after leaving our custody.

#### Police-

- 7) The Police -Calcutta, Government Railway, Howrah Goods Shed, and Bengal -are in the habit of carrying canes, and unnecessarily using them in a most cruel manner about our persons.
  - They put us up before Magistrates unnecessarily, and we are punished on the bare statement of the constable
- The cart traffic along the road from the Calcutta Volunteer headquarters to Hastings is stopped daily from 5 to 9 P.M., whereas the constables stop traffic earlier. This we consider very unjust, as the road is a broad one, and can permit of carts being passed at all hours. This unnecessary delay causes a deal of inconvenience to us. Besides, there are other roads which we are not allowed to use after 4 P.M.
- The approach road from the East Indian Railway is in very bad condition, which the constables take advantage of by forcing cartmen to go over the bad part, which is a great strain on the bullocks, especially after a heavy shower of rain. Those who refuse to obey these orders are assaulted.

- i) In a case which occurred about three weeks ago, a carter of Juggernath Ghaut was assaulted by the Government Railway Police and made to pull the punkah of their office for a considerable time.
- The passing in and out of carts at the Jetties is very defective; we are detained for hours at a time, which we find a great hardship.
- 4/2 The Municipalities of Calcutta and Howrah prosecute us for not having pueca Gowkhannas. This we find quite impossible to comply with, as we hold the land on a ticca tonants' lease, and are liable to be removed by the handlord, at his wish, without any compensation. This is especially hard on small owners.
- (1) In Howrah the fifthy water of cesspools in such stables is not properly removed and, as such, it does much injury to the health of the vicinity.
- m. The Howrah Railway Police often send up cases on allegations of "breaking line," on the bare statement of a constable, and we respectfully pray that some strict supervision be kept on the working of the Subordinate Police Officers.
- A reply to this should be addressed to C. T. Cox, 15, Watkin's Lane, Howrah, who will communicate same to the leading Cartowners, and obtain their views in the matter.

#### Signed.)

C. T. Cox.
Jalim Sing,
Bajan Sing.
Luchoo
Leelkunt.
Kherode.
Jut jodan.
Hurnandan
Sundar.
Billar.
Sukal.
Anundo.
Nawran Singh
Chitoo.
Dabee.
Suckchandra Sing.
Sewpal.
Ramdeen.
Ram Lookan.
Luchman.
Lucinnan.

Kanmahora. Luchman. Gonesh. Bajan. Bassant Nepal. Budrie Sing. Sheik Karim Bux. Sheik Sahab Alli. Pundohi Shaw. Rughbeer Scubaluk. Bharut Para Newarai. lata. Ram Charan. Rughoo. Bonaj. Hala.

Mosair Shaw.

# From James E. Adams, Esq., Veterinary Surgeon, to Chambe

CALCUTTA, 3rd July, 1902.

As requested I have inspected the cartowners' bullocks at Belgachia.

There are twenty bullocks and three buffaloes at present under traducat; two of these cases are cured, and the owners have been outfiel to take delivery of them; another ten should be fit to discharge within a week. Two cases are very bad, and the bullocks are matrixly to wood again, the remainder are mostly fresh cases.

The average time the bullocks are detained for treatment is about a month.

The majority of the cattle are in a very low condition, and should be better fed than they are at present.

A few cases may be detained for a longer time than absolutely necessary, but, on the whole, in my opinion, there is very little cause for complaint.

# From Government of Bengal (JUDICIAL), to Chamber.

No. 3379 J. D. Darjeeling, 17th October, 1902.

I am directed to acknowledge the receipt of your letter No. 1157, dated the 18th August, 1902, forwarding a copy of the report of a Sperial Sub-to-uninties of the Chamber regarding the alloged grievaness of certain cartowners, and to express regret that by inadvertient the arknowledgment was not sent before.

## THE MUNICIPAL CORPORATION.

#### From Chamber, to all Members.

CIR. No. 77-1902. CALCUTTA, 18th February, 1902.

Municipal Corporation.

I am directed to circulate, for the information of members of the Chamber, copy of a circular letter, dated 31st January, from the Chairman of the Corporation, intimating that an opportunity is most given to rate payers to represent their grievances at the local Distrat Offices, and to ascertain, at the same places, the action which has been taken thereon by the Department concerned.

I am desired by the Committee to draw the special attention of members of the Chamber to the importance of this intimation, and to express a hope that they will do their attnoist to co-operate with the Municipal authorities in the vigorous efforts that are now being made for the improvement of the sunitation of the town. Such co-operation is absolutely necessary to ensure the complete success of the now decentralisation scheme under which the town has been divided into four districts, each with its own District Office, the creation of which will materially facilitate the investigation of complaints made by the public. I append the following details for the information of members:—

District No. 1 comprises Wards 1 to 6 inclusive. The office is at 26, Cornwallis Street.

District No. 2 comprises Wards 7 to 12 inclusive. The office is at 118, Bow Bazaar Street.

District No. 3 comprises Wards 13 to 17 and 19 and 20. The office is at No. 1, Municipal Office Street.

District No. 4 includes Wards 18 Hastings) and 21 to 25 inclusive. The office is at 9, Belvedere Road, Alipur.

MUNICIPAL OFFICE: Calcutta, the 31st January, 1902.

I have the honour to forward a copy of a Notice which has been published in the newspapers of the city. It will be seen thereby that opportunities are given to rate-payers to represent their grievances at the local District Offices, and to ascertain, at the same place, the action which the Department has taken thereon. It is desirable that the arrangement should be made known as widely as possible.

SIR

I have, &c.,
(Sd.) R. T. GREER,
Chairman.

# CORPORATION OF CALCUTTA PUBLIC NOTICE.

The public are informed that a Complaint Register is kept at each District Office, in which rate-payers may record their complaints and see what action has been taken thereon by the Department concrind.

> Sd.) R. T. GREER, Chairman,

## From Chamber, to all Members.

CIR. No. 403-1902. -- CALCUTTA, 1st October, 1902.

Municipal Corporation.

The Committee have much pleasure in publishing, for general information, the following letter from Mr. J. R. Bertram, one of the expresentatives of the Bengal Chamber of Commerce on the Calcutta Municipal Corporation. The Committee feel no doubt that it will be read with nucle interest and satisfaction by members of the Chamber, giving as it does a concise and clear account of the excelent work which has been accomplished by the present Municipal Commissioners since they came into office in April, 1900

# From J. R. Bertram, Esq., Municipal Commissioner, to Chamber-

Calcutta, 23rd September, 1902.

The term of Commission of the present members of the Corporation is rapidly drawing to a close, and it occurs to me that a brief account of their Stewardship up to date might be given by your representatives. Having served on the General Committee since 1st April, 1900, I have taken it on myself to undertake that task. The year 1900-1901 was marked by Committees of Enquiry, the practical outcome of which was shown in the following year.

In 1900-1901, however, the transfer of the Loan Department of the Corporation to the Bank of Bengal was carried through, and under the provisions of the New Municipal Act a special Municipal Magistate was appointed from 1st February, 1901.

In 1901-1902 excellent work was done.

The Secretary's Office was thoroughly reorganised and a new incumbent was appointed to the post with satisfactory results.

The Collection of the Municipal Revenues was much improved by the creation of a Collector's Department directly under the Chairman. Illiherto the taxes had been collected by a Collector and Joint-Collector working on Commission, but now the Collector is an office of the Corporation and is paid by a fixed salary. The effect of the change has been most salutary and the incidence of collecton

for the year ended 31st March, 1902, was 98.53 % of the act demand, and since the accounts were closed on that date further amounts were got in, with the result that 1992 % of the net demand was relisted. This is most creditable to the Collector's Department of the Corporation, and I trust your Committee will agree with me in that view.

Engineering and Conservancy.—The Reorganization Scheme.—The outstanding feature of 1901 1902 was the carrying through of the reorganization of these two departments and the cretion of a separate Building Department. These were revolutionary changes in the working of the Municipality and, having been a member of the Sub Committee which drafted the scheme, and have closely watched the subsequent working out of the recommendation. I am fully satisfied with the results so far achieved, and in that view my collegues concur.

The great feature of that scheme was the creation of four Districts with an Engineer and Health Officer at the head of each departaent. Practically we have succeeded in forming four self-contained Municipalities, fully staffed, and the Health Officer of the Corporation and the Chief Engineer have been relieved of a mass of local administrative work.

The full benefits of this great reform will be more apparent as time passes,

The Building Department is at present under the Deputy Chaiman with four District Building Surveyors working directly under him, but the Corporation has this year decided to appoint an expert to be in charge, and great improvement is expected therefrom.

The Municipal Workshop has been thereughly reorganized and the Store Department has been abolished. A competent Engineer has been engaged to be Superintendent of Machinery, and he is directly repossible for the proper up keep of the Workshop, and is also responsible for the proper up keep of the Workshop, and is also responsible that the Machinery of the Corporation's Pumping Stations is kept in good condition. The result of the appointment has fully justified the recommendation of the Reorganization Stab. Committee, while a very large swing in expenditure has been effected by a more methodical arrangement of work.

During 1901-1902 the Corporation also arranged to open two new cemeteries for the use of the Christian population of Calcutta, and also two new burial grounds for the Mahomedan inhabitants.

The necessary land has been acquired and the cemeteries will, it is expected, be ready for use at an early date.

In 1901-1902 also the Corporation decided to instal a refuse destructor on the most modern principles, and a contract has been entered into with Messrs, Joseph Baker & Sens of London to cred one at Entally at a cost of £11,560.

The success of this incinerator may possibly lead to the removal of the Municipal refuse train from the Circular Road, which will mark an improvement of the first magnitude. The public lighting was also attended to, and 5,000 gas lamps were converted on the incandescent system during the year. Since fit April, 1902, this work has been completed with most satisfactory results.

During the year the Assessor's Department has been strengthened and reorganized and a great improvement is looked for in consequence in the working of this most important Department.

I am sorry to report that little progress has been made in the action of the improvement of the Improvement of the Improvement of the Imakiney Carriage service of a cuta, but here again the Department has been strengthened, and proposals for the amendment of the Hackney Carriage Act have been submitted to the Local Government.

Great attention has been devoted to the improvement of the markets of Calcutta, both public and private, and the Corporation has voted funchs for the improvement and extension of the market in Linksy Street, and for the erection of a new market (to serve Rillygunge and the suburbs) in Lansdowne Road. Proposals will also let lad before the Corporation at an early date for the excition of a market at Entilly.

The reorganization of the Accounts Department, which has been for some years recognized as necessary by the Corporation, is now mader the close attention of the General Committee, and definite proposals will be formulated at an early date.

With that Department reorganized, the entire working of the Junicipality will have been put on a sounder footing since the present Corporation came into office on 1st April, 1900.

The nembers of your Chamber may have noticed the manner the nods in the city have been repaired this year. The General Committee of the Corporation and special attention to this matter, and waskly reports are submitted by the Charman on the progress of these regains. More money bias, the clinical results of the liberality of the Commissioners will be fully seen when the programme of this season has been completed.

One point I would like to bring prominently to the notice of your Committee that is, the despatch shown in carrying out these trains in the necessarile portion of the town. Most of the roads have been completed and such as remain to be attended to will have their repairs finished by 14th October under orders of the General Committee.

The Corporation has also decided to pave most of the principal forpaths of the city, under a progressive scheme, and owing to the identity of the Imperial and Local Governments, who have given large grants in aid, a very heavy programme will be brought to a successful issue by the end of the official year.

he appearance of those streets, the footpaths of which are being pared, will be much improved, and especially in rainy weather the best will be much improved. An organized effort is being made to make will be most marked. An organized effort is being made to make the machine of Calcutta, so far as lies in the power of the

Corporation, and on the completion of the Suburban Drainage Works, the good work can be pushed on apace in the suburbs.

Your Committee cannot fail to be struck by the difficulty which, exists in some parts of the town to keep the streets in decent order owing to the heavy cart traffic, which is constant throughout the year, more especially in the Strand Road, and the General Committee of the Corporation have this subject under their consideration. Experiments are to be tried with different materials in order to discover what particular system is best suited for the requirements of our roads.

The matter of Conservancy also has received better attention, with satis factory results, at any rate in regard to the European part of the town; and I am informed by my native friends that there has been improvement in their several quarters also.

I have great hopes that when the increased establishment of casts and animals, recently sanctioned, has got into working order, there will be fewer complaints of rubbish remaining on the sides of the roads for more than half a day. In any discussion on conservancy in an Oriental city the surroundings of the inhabitants must be taken into consideration. In Calcutta, for instance, where the majority of houses have no back-spaces, there is no place to creet dusbins as in houses in Europe, and, at the same time, the rules of Caste Hindus do not permit food to remain in the house after a meal is finished.

The Warrant Depar of the Corporation has ceased to exist since 1st April of this year as an active department, and measures are now in progress to wind it up and to clear off the load of irrecoverable tax and other bills.

In conclusion I give a brief list of the more important projects sanctioned this year and in 1901-1902 and previous years, which are in process of being carried out, and a recital of which may interest your Committee.

- Suburban Drainage Scheme and Outfall Works.
   Conversion of the present Intermittent Filtered Water-supply to Constant.
  - 3. Extension of the Unfiltered Water-supply.
  - Erection of Refuse Destructor at Entally.
     Markets.
    - (1) Extension and Improvement of Lindsay Street
    - (2) New Market in Lansdowne Road.
  - 6. Gowkhanahs.
    - (1) New Gowkhanah in No. I District.
    - (2) Improvement of Gowkhanah in No. 2 District.
    - Do. do. No. 3 District.
    - (4) New Gowkhanah in No. 4 District.

#### 7. Office.

New Municipal Office.

#### 8. Slaughter-houses.

- (1) Improvement of Municipal Slaughter-house.
- 2) Slaughter-house for Nos. 1 & 2 Districts.

#### 9. Dhobikhana.

- (I) New Dhobikhana off Upper Circular Road.
- 10. Pavements and Footpaths to be flagged with stone.11. Hackney Carriage Stands.
  - (1) Four new Stands.
  - 2) Four existing Stands to be thoroughly improved.

#### 2 Cemeteries.

- (1) Two new Cemeteries for Christians.
- Two new Burial Grounds for Mahomedans.

# PROPOSED NEW WORKS

## 1. Slaughter-houses.

- (1) Pig Slaughter-house at Tangra.
- (2) Hindu Slaughter house for goats and kids in District IV

#### 2. Markets

(1) New Market at Moulali Durga

## 3. Survey of Suburbs.

# 4. District Offices.

- (1) For No. 1 District
- (2) For No. 4 District.

All the new projects have, on the recommendation of various Sub-Committees, been accepted by the General Committee, and suction of the Ceptoration will no doubt be given in due course, in which case all, with perhaps the exception of the Survey of the Suburbs, will be carried to a successful conclusion before 31st March, 1901.

One particular, and most pleasing, feature of the improvements effected by the present Commissioners appeals to every humane man, and that is the condition of the Corporation's live-stock.

Our ponies, bulls and buffaloes reflect the utmost credit on all in charge of them; and the rate-payers of Calcutta, who are the owners of these animals, have every reason to be proud of their hardworking, but dumb, servants.

# TELEGRAPHS.

# TELEGRAPHIC COMMUNICATION WITH THE ANDAMANS.

# From Chamber, to Vice-Chairman, Calcutta Port Commissioners.

No. 609-1902. - CALCUTTA, 7th May, 1902.

As you are probably aware, the Committee of the Bengal Chamber of Commerce have been in communication with the Government of Bengal on the following subjects:—

- Telegraphic communication with the Andaman Islands.
- Telegraphic communication with the Pilot brigs and the southernmost Lightships.
- The supply of additional meteorological information from coast stations.

I enclose for your information copy of my letter No. 117 of 24th January, 1902, to the Government of Bengal, in case you have not already seen it

The Committee understand that a proposal has been made to the Port Commissioners by Wessrs. Shaw, Wallace & Co. for establishing the Marconi system of wireless stelgraphy between Sauger Island and Pilot Brigs, and they have instructed me to ask if you will be good enough to furnish them with particulars of the proposal, which has been referred to in a communication which they have received from the Government of Bengal on the subject.

## From Chamber, to Government of Bengal (REVENUE).

No. 610-1902. - CALCUTTA, 7/h May, 1902.

I am directed by the Committee of the Bengal Chamber of Commerce to acknowledge receipt of your letter No. 209-T.R. of 290 April, 1902, forwarding, for the information of the Chamber, copies of two letters, dated respectively 24th March, 1902, and 1st April 1902, from the Mcteroological Reporter to the Government of Bengal who had been consulted on the subject matter of my letter No. 117 of 24th January, 1902.

2. The Committee have read with much interest Mr. Little's remarks on the question of establishing telegraphic communication

between the Andamans and the mainland, and between Saugor and the Pilot brigs and Lightships, and also as to the supply of additional meteorological information from the coast stations. They note that the matters under reference are being pursued further, and that the Meteorological Reporter has been asked what measures he would recommend for procuring additional information as to weather conditions from the coast stations, while the Director-General of Telegaphs has been asked to advise on the question of the establishment of wireless telegraphic communication.

#### From Chamber, to all Members.

CIR. No. 192-1902. -- CALCUTTA, 12th May, 1902.

Meteorological Weather Warnings.

MEMO. The following correspondence is published for the information of members of the Chamber:---

#### From Chamber, to Government of Bengal (MARINE).

No. 117-1902.--CALCUTTA, 24th January, 1902.

in the years 1891-1892 a considerable amount of correspon dence took place between the Committee of the Bengal Chamber of Commerce and the Government of Bengal with reference to the desirability of establishing telegraphic communication between the Andaman Islands and the mainland, the principal object in view being to furnish the Port of Calcutta with earlier information than can at present be obtained of the formation of cyclones in the Bay of Bengal. The question was raised so far back as 1887, immediately after the disastrous cyclone which took place in May of that year, and which resulted in the loss of the Steam Tug "Retriever" and the passenger Steamer "Sir John Lawrence." At the Court of Enquiry held to investigate and report on the circumstances attending the loss of the latter vessel it was strongly recommended inter alia that cable communication should be established between the Andamans and the mainland. In a Resolution of the Government of Bengal on the report of the Court of Enquiry, dated 30th September, 1887, it was stated that the question of establishing cable communication between the Andamans and the mainland had been fully considered, that the Government of India were fully alive to the importance of the question, but that hitherto financial considerations had not admitted of any action in this direction. The recommendation of the Court would, however, again be brought to the notice of the Government of India.

2. Under the instructions of the Committee of the Chamber, I addressed you after the disastrous cyclone of November, 1891 (in which the Government Pilot Brig "Coleroon" was lost at the Sandheads, and the Indian Marine Steamer "Enterprise" at Port Blair).

arging the Government of Bengal to again bring the matter, and the urgency of some steps being taken in the direction indicated, before the Government of India. The suggestion was passed on to the Government of India with the strong support of His Honor Sir Charles Hilott, K.C.S.I., Lieutenant-Governor of Bengal. In their reply to the Government of India state that, while they admitted that telegraphic communication with Port Blair would be useful, they were unable to admit that it was of such urgent necessity as to justify, in the then condition of the India Exchequer, the large expenditure involved. The Committee pressed the matter in a further letter to the Government of Bengal, No. 1004-192, of 18th November, 1892, but the correspondence was closed for the time being by a communication from the Government of India, stating that, in the then state of their finances, they were unable to reconsider their previous decision.

3. The importance of the question has again been forced upon the attention of the Committee by the cyclonic storm which burst upon the Sandheads and the Hooghly in the last week of November last, with only very short warning from the Meteorological authorities. The Committee have reason to believe that the existence of cyclonic weather in the Bay of Bengal was known at the Andanana sa early as the 20th November, whereas the Meteorological Reporter in Calcuta was unable to take any definite action in warning ports, and vessels proceeding to sea, until the 23rd of the same month. It might, of course, very well happen that every storm which formed in the neighbourhood of the Andanana Islands might not move in the direction of Calcutta, but at the same time telegraphic information of the formation of cyclonic storms of unagnitude, whether they approached Calcutta or not, would be of the greatest value to Calcutta and posts on the west of the Bay of Bengal.

4. If financial considerations still weigh with the Government of India, and the cost of connecting the Andamans and the mainland by means of a cable be still considered prohibitive. I am directed to urge that enquiry should be made as to the feasibility of providing the necessary connection by means of one of the systems of wireless telegraphy which are now being developed, and apparently work with success. A reference to an expert in telegraphic communications might be advisable, and the Committee venture to suggest the name of Mr. P. V. Luke, C.L., F.R.G.S., Indian Telegraph Department, retired. In this connection I am to draw attention to the address copy enclosed) delivered on the 6th February, 1900, to the members of the Bengal Chamber of Commerce, by Colonel R. C. Temple, C.E. Chief Commissioner of the Andamans, on the commercial value of wireless telegraphic communication with these Islands. The cost of establishing such communication, if found practicable, as Colonel Temple is of opinion it would be, would probably not amount to such an important factor as would be the case with the laying of a cable. As previously pointed out, a Meteorological Observatory at Port Blair, in connection with Calcutta, would prove probably to be the most useful and valuable of the Meteorological stations in communication with this Port.

a. While writing on this subject, I am also directed by the Compitted of the humber to draw attention to what is, so far as concerns the Port of Calcutta, of extreme importance, viz., the establishment relegraphic communication between Saugor and the Piol Brigs and the Outer Lightships. The Committee believe that this is being passed on the attention of Government by the Port Commissioners, and there is no doubt that if such communication could be established by means of wireless telegraphy, the Meteorological Reporter would be enabled to warm the Port against possible disasters several hours entire than would be possible under present circumstances.

6. In conclusion, I am directed to submit a further suggestion for the consideration of the Government of Bengal, viz., that the abservers or superintendents of observatories on the Coast should be required by Government to take more of the initiative than they do at present when disturbed weather conditions prevail. Under the present system the Committee understand that the various observatories send telegrams to the Meteorological Reporter in Calcutta at definite times without any special regard to weather conditions. It annears to the Committee that if they were to despatch, at any time when weather is becoming disturbed, reliable information with regard to conditions prevailing, the Reporter in Calcutta would have prompt information as to what part of the coast the storm was approaching. The Meteorological Reporter would then be able to warn the ports in danger in time for them to take special precautions about those most dangerous cyclones, vis., those of small extent, but great force, such as the False Point Cyclone of 1885, the Chittagong Cyclone of 1898, and the Negapatam Cyclone of 1899. Such steps as are indicated in this letter could probably be initiated with moderate expenditure, and would certainly add an element of certainty to the weather prognostics framed in Calcutta, and be of enormous advantage to the shipping of this port and of the ports in the Bay of Bengal.

#### From Government of Bengal, (MARINE) to Chamber.

No. 209-T.R.—Darieeling, 29th April, 1902.

With reference to your letter No. 117, dated the 24th January, 1902, suggesting 1) the establishment of telegraphic communication with the Adamanas. 2) the establishment of wireless communication between Saugor and the Pilot brigs and the Outer Lightships, and 39 supply of more information as to weather conditions from the Stations, I am directed to forward, for the information of the Chamber of Commerce, copies of the letters noted in the margin.

Letter No. 737, dated the 24th March, 1902. Letter No. 827, dated the 1st April, 1902. received from the Meteorological Reporter to this Government, who was consulted on the subject. The

Meteorological Reporter has been asked to report what measures he would recommend for supply of additional information from the

Coast Stations. On the question of the establishment of wireless telegraphic communication, the Director-General of Telegraphs is being asked to advise.

#### No. 737.-CALCUTTA, 24th March, 1909

From -C. Little, Esq. Meteorological Reporter to the Government of Bengal,

To—The Secretary, to the Government of Bengal, Revenue Department.

As required in your No. I166 of date February 24th, 1902, I have the honour to offer the following remarks on the suggestions made in the letter of the Secretary to the Chamber of Commerce. It is stated in paragraph 3 of that letter that the importance of the question of improving the storm warning service was forced upon the attention of the Committee by the cyclonic storm which burst upon the Sandheads and the Hooghly in the last week of November last, with only short warning from the Meteorological authorities. I make no attempt to justify or defend the action taken by me before the approach of the storm, because I understand His Honor the Lieutenant-Governor does not in the present connection require it. I would, however, point out that the storm was one of exceptional character, chiefly because of the great rapidity with which it entered the northwest angle of the Bay and moved northwards into Bengal. There were other features in which the storm differed from any that have come within my experience during the thirteen years I have been associated with the work of storm warning, but these were of minor importance in connection with the work of forecasting and storm signalling

- 2. The suggestions made by the Chamber of Commerce are three in number, and deal with
  - (1) Telegraphic communication with the Andaman Islands.
  - Telegraphic communication with the Pilot brigs and southernmost Light ships.
  - (9) Improvement of the reporting system by requiring Superintendents of Observatorics or Observers to take more of the initiative in forwarding information to Calcutta when stormy weather commences at their stations.

The advantage with would result from the introduction of improvements on the above lines cannot be better illustrated than by reference to the Noveley cyclone. If there had been telegraphic communication with the communication with the definition of the character of the storage of the character of the conditions. I should also have known that the central area of the disturbance was moving northwards, whereas the central area of the disturbance was moving northwards, whereas

eren after I began the issue of warnings, the observations received from stations on the west coast of the Bay indicated the possibility that the storm might be moving in the most usual course at that season of the year, viz., towards the Madras coast. In consequence of the ill-defined nature of the indications, I had no certain information regarding the storm until the morning of the 26th, when it was near the Orissa coast, moving northwards, as was afterwards found, at the rate of 20 to 30 miles an hour. The important consideration for me then was, would the centre of the storm strike the mouth of the Hooghly, because in such a case a storm wave would enter and promed up the river. The information I received from the Orissa observatories did not show whether the storm would cross Orissa or enter Reneal. In any case, coming as my information did at intervals of six hours, the interval was too great to enable me to keep well ahead of the storm. For information as to the northward movement of the storm I was chiefly guided by my personal observations of the barometer and air movement.

3. If there had been telegraphic connection with the Pilot brigs or southern Lightships, and if I had received information from the aust observatories, commencing with Gopalpur, of the hour at which weather became stormy at places such as Puri, False Point, Chandbali, Balasore and Saugor Island, I believe I could have followed the storm northwards with the utmost certainty and known when the catral area was approaching the mouth of the Hooghly. Even then there would have been a considerable element of doubt, because it is not likely that any of the information sent me would have indicated the depth of the depression in the central area; but for measures of precaution, which I understand is the object of the storm warning service, the arrangements, if modified on the lines suggested by the Chamber of Commerce, would be, in my opinion, very greatly improved, to meet the case of a dangerous storm approaching the mouth of the Hooghly. The present arrangements are, I think, sufficent for the usual slow-moving cyclonic storms of moderate severity, but the final test must necessarily be applied in connection with severe storms, and I would therefore strongly recommend that His Honor should consider the advisability of supporting with his influence and power the suggestions made by the Chamber of Commerce.

4. I am in some doubt whether His Honor desires my opinion of advice as regards the best means of giving effect to these suggeslons, but I will indicate very briefly what appears to me the possibilities of the different systems of telegraphy.

5. The advantages of having a cable to the Andaman Islands are acknowledged by all interested in storm warning, and the only obtacle to the proposed being carried out in the past has been the mestion of eyes. It would be at present, I think, undesirable to reced with the laying of a cable, even if the difficulty of costs were arowed. Writes telegraphy is undoubtedly making great advantas and though these reported improvements have not passed unchalleged amongst scientific men, the full value of the system will probably be settled beyond all question in the course of the next year or

two. When Colonel Tomple delivered his lecture before the Chamber of Commerce, wereless telegraphy had been used for signalling one comparatively short of tistures only, and what appeared to me to be an unpractical activation of his scheme was the necessity of having to maintain interference stations with a highly-drilled and therefore highly additional the twice of the stations with a bighly-drilled and therefore highly additional that wireless telegraphy can be carried on over long distances, the difficulty is in a fair way of being removed, but as the trials are more than the station of the stati

6. There is another practical difficulty in connection with the use overlooked in the present state of our knowledge. It might work satisfactorily in fine weather, when telegraphic information is not great moment. But as soon as weather becomes disturbed, even in the earliest stages, the electrical condition of the atmosphere is altered, one of the indications of a storm at sea being general reports of distant lightning from the coast stations. It is believed by some that these frequent and almost constant electrical discharges would make wireless telegraphy impossible, in which case the messages would case just when they would be of value.

7. If it were found to be possible to send messages over a distance of, say, 500 miles in any kind of weather, the value of wireless telegraphy for storm warning purposes would be unquestionable, but in my opinion that has not yet been established.

8. The experiments which the Port Commissioners have in view in introducting wireless telegraphic communication between the Pilot brigs and Saugor Island are, in my opinion, deserving of all possible support, because they will show to what extent the difficulties! I have indicated above are real or not, and especially whether lightning or other electrical disturbance as it occurs in these latitudes would be likely to interfere with or altogether interrupt communication.

9. As regards the third recommendation, I would point out that so heavy heavy nesh possibility at times in warning shipping in the Bay of Bengal of the existence of what may be dangerous storms; that as I understand my position, I am responsible in this recomment of Bengal, and that my responsible in the not diminished, but I think very considerably increased all available assistance be not given me in obtained able to a state of the properties of the pro

No. 827. -- CALCUTTA, 1st April, 1902.

From -C. Little, Esq., Meteorological Reporter to the Government of Bengal,

To -The Secretary, to the Government of Bengal, Revenue Department.

In continuation of my letter No. 737 of date 24th March, 1902, and with reference to your letter No. 1871, dated 26th iden, giving overto a copy of a letter from Messrs, Shaw, Wallace and Company, Agents of the Marconi Wireless Telegraph Company, I have the house or epeat that if wireless telegraphy can be worked with cerminary over a sex distance of 500 miles even when the atmosphere is endeather the when the Andaman Islands and the mainland would be of the greatest value for storm warning purposes. Judging, hower, by what I have seen in newspapers and other publications, I among the storm of the property of the p

As regards the closing paragraph of Messrs. Shaw, Wallace and Company's letter, 1 enclose an extract from the Standard, copied in page 721 of the Electrician, February 28th.

#### Wireless Telegraphy.

The following communication was sent by the Berlin correspondent of the Standard to the issue of the 21st instant of that paper:—

"The German Government intends to lay a Bill for obtaining the greatest possible uniformity in the use of wireless telegraphy before the Reichstag as soon as possible. Signor Marconi has dedined the invitation of the German Government to take part in the competitive trials between the two German systems of spark telegraphy—that invented by Count Arco and Professor Slaby, called the German Universal Electricity Company's system, and that invented by Professor Braun, of Strasburg, known as the Siemens and Halske system -which commenced at Kiel yesterday, with a view to ascertainmg which of the two methods is to be adopted by the Imperial German authorities. It is said that while Signor Marconi has established trustworthy communication to a distance of 150 km., the German Universal Electricity Company has done so with its own apparatus to a distance of from 150 km. to 160 km., and even, with absolute perfection, as far as 200 km. It hopes to be able to increase the distance to 350 km. What immense progress the use of wireless telegraphy has made in the German Marine is best shown by the fact that 32 of its largest ships are provided with such apparatus, and that for eight more the apparatus will be ready by 1st March at the latest, while large has only 31 ships provided with Marconi apparatus."

# From Chamber, to Calcutta Port Commissioners.

No. 646 1902. CALCUTTA, 15th May, 1902.

I have to thank you for your letter No. 680 of yesterday's date on the subject of the proposed wireless telegraphic communication between the Eastern Channel Light vessel and Saugor Island, which I will place before the Committee of the Chamber in due course.

In compliance with the request contained in paragraphs 5 and 6 of your letter I have the plossore to hand you herewith copy of my Circular No. 192 1902 of 12th May, both you will find copy of the communication received from the Garden Bergal on the subject under reference. I am also towarding copy distributions of the Andamans, on "the commercial value of wireless telegraphic communication with these Islands."

# From Calcutta Port Commissioners, to Chamber.

No. 680. Calcutia, 14th May, 1902.

I am directed to acknowledge the receipt of your letter No. 609-1902, dated the 7th instant, enclosing a copy of your letter No. 117, dated the 24th January, 1902, to the Government of Bengal, on the following subjects:

- 1) Telegraphic communication with the Andaman Island.
- Telegraphic communication with the pilot-brigs and the southernmost light ships.
- 3: The supply of additional meteorological information from coast stations,
- 2. You ask to be furnished, for the information of the Chanler, with particulars of the proposal which has been made by Messrs. Shaw, Wallace & Co. for establishing the Marconi system of wire less telegraphy between Sangor Island and the pilot brigs ⊕ Easten Channel Lightship.\/>>
- 3. In reply, I am desired to enclose a copy of letter, dated the 29th April, from Messrs. Shaw, Wallace & Co., containing the proposal in question.
- 4. The proposal was considered by the Commissioners at a Meeting held on the 5th instant, when they resolved to defer consideration pending the result of further enquiries which they have

ordered to be made. They are also inclined to think that Government are more interested in the matter than they, but they are prepared to bear a fair share of the initial cost and maintenance.

5. At the Meeting above referred to, it was mentioned that a communication had been made by Government to the Chamber on the subject containing the opinion of Mr. C. Little, Meetorological Reporter to the Government of Bengal, and I am to ask that the Commissioners may be favoured with a copy of that communication.

6. I am also to ask, if you have one to spare, that you will kindly let the Commissioners have a copy of the address delivered by Colonel R. C. Temple, CLE, which formed an enclosure to your letter No. 117 1902, dated the 24th February 1902.

#### CALCUTTA, 29th April, 1902

From Messrs, Shaw, Wallace & Co.,

To The Vice Chairman, Calcutta Port Commissioners.

Referring to our conversation with you some time ago, we beg to indicate below the terms and conditions on which we are willing to put up an installation of Wireless Telegraphy between Saugor and the Phol brig at the Sandheads.

#### Cast at Installation

- A standard installation of Marconi's Wireless Telegraphy for one ship station, electric power for charging Ac
  - cumulators not being available ... £183-11-8 A standard installation of Marconi's
- Wireless Telegraphy for one land station, electric power for charging Accumulators not being available ...

\_\_\_\_\_£359 2 10

or say ... Rs. 5,287 0 0

Royalty £100 per annum or say per station ... Rs. 1,500 0 0

- 15 The Commissioners to place a mast, or the means of suspending our acrial wire, at a clear height of 120 feet above the instrument room at Sangor Island, with the necessary room a hit about 12 x 15 would do) for containing the instrument.
- (2) to ensure our obtaining a height of 100 to 120 feet on board the Pilot brig, and at least 12 feet clear above all surrounding iron or steel masts, rigging, &c.;

#### (3) to place at our expert's command a couple of operators to assist in installing and for working the instruments after they are installed the Director-General of Telegraphs expressed his willingness to lend some operators for any preliminarty work, and no doubt cold supply the men required as permanent operators);

- (4) to take over the two installations after the stations are completed and working on the terms as per above estimate, and to pay the above Royalty during such time as the installations remain under your control:
- 5) to agree that the instruments will not be removed (other than from one brig to another) or used for any other purpose than for communicating from the Pilot brig to Saugor Island station or vice vessa, or to any other land stations they may further erect:
- (6) to provide, or pay the cost of, the board and lodging of our expert whilst he is employed on this work, and also travelling expenses out from England and to and from Saugor and the Pilot brite;
- (7) the payment of the cost of the instruments, the Royalty, and the expenses of nur expert as above, to be subject to the installations being put into actual working order and being run successing the period of 4 working days, after which time the installations, and the peaked over and paid for on the above terms, and the peaked over and paid for on the above terms, and the peaked engaged at the same solary as he is paid by usly to instruct the operators in the working adjustments, etc. until such time as they become competent. This we reckon will take about one month.

If you are agreeable to this proposal we shall be glad of an early reply so that we may cable at once for the expert and instruments to be immediately sent out and the work be begun as soon as possible before the break of the monsoon.

# From Chamber, to Messrs. Shaw, Wallace & Co.

No. 733-1902. - CALCUTTA, 31st May, 1902.

I am directed by the Committee of the Bengal Chamber of Commerce to acknowledge receipt of your letter of 20th May, enclosing a further letter of 19th May commenting upon my Circular No. 192-1902, dated 12th May 1902, on the subject of Meteorological weather warnings.

I am instructed by the Committee to say that in compliance with the request in the second paragraph of your letter of 20th instant, they will have much pleasure in publishing, for the information of members, your letter of 19th idem in continution of the Circular above referred to.

## From Chamber, to all Members.

CIR. No. 226 1902. CALCUTTA, 2nd June, 1902.

Meteorological Weather Warnings.

MEMO: The following letter from Messrs. Shaw, Wallace & Co., Agents for Marconi's Wireless Telegraph Co., Ld., is published for the information of members of the Chamber, in continuation of Gradia No. 192–1902, dated the 12th May, 1902; a

## From Messrs. Shaw, Wallace & Co., to Chamber.

Calcutta, 19th May, 1902.

We are in receipt of your circular No. 192-1902 on the subject of Meteorological Weather Warnings.

2. In this circular you reprin letters from Mr. Little advising the Government of Bengral upon the subject of Vircless Telegraphy and expressing doubts as to the practicability of the system for use in the Bay of Hengral, partly because of local atmospheric conditions and partly because trials over long distances are only in the initial startly because trials over long distances are only in the initial startly because trials over long distances are only in the initial startly because trials over long distances are only in the initial startly because trials over long distances are only in the initial startly because trials over long distances are only in the initial startly because trials over long distances.

3. In regard to the first of these points we may say that all in-mation before us goes to support the statements made by Colonel Temple at the Chamber Meeting of 6th February, 1900, to the effect that atmospheric conditions do not interfere with wireless telegraphy. He said: "I want you to mark this -west or fine, fog or sunshine, sorm or calm, dark or light, hot or cold, clear or dusty, still or nowing,-indeed in any state of the atmosphere that may be imagined "o "the trever will be immediately affected," and again with reference to the loss of the "Coleroon" in a cyclone and tempossibility of conveying warnings to vessels moving out to see in stormy weather he said, "Wireless Telegraphy would aller all this substant of the weather would not "affect the storm signals, which could be sent from the shore." Bad weather does not stop messages over Western seas and there is no reason why it should over Eastern.

4. It is hardly correct to state that trials over long distances are only in the initial singe, and Mr. Lattle does not appear to be aware of what has the first until y accomplished. In this connection we have pleasure in health at the S. S. Thiladelphia showing the points in which in K. India the S. S. Thiladelphia showing the points in which in K. India the S. S. Thiladelphia and the distances. The chart is dated 28th February, 1002, and certified by the Master and Chief Officer of the Steamer who saw the messages taken by the taye T. The greatest distance at which a message staken by the taye T. The greatest distance at which a message was received was 155115 miles and the signal "S" was recorded by the tance at 2,009 miles.

5. With reference to Mr. Little's second letter in which he says he does not think the Marconi Wireless Telegraph Company would undertake to connect the Andamans with the mainland, we beg to say that we have already made the Bengal Government an offer to do so, and we have undertaken to supply an experimental installation and to send out a man to set it working at the head of the Ray, i.e., from Saugor Island to the Pilot brig or Lightships on the understanding that nothing is to be paid until communication is examined.

6. This offer is open to either the Port Commissioners for use to the Lightship or to the Government of Bengal in the case of the brig for the present, but since the Company is quite satisfield that system of telegraphy will work in the Bay of Bengal and is also assured of its position in the matter of patents, we do not see that there is much reason for keeping the offer open indefinitely.

7. Our reason for writing at such length is, that the core-spondence published throws doubt upon the soundness of our claims on behalf of the Marroni Wireless Telegraph Company and the terminations would, if followed, doubtless result in a top the recommendations would, if followed, doubtless result in a top delay whist experiments with instruments, possibly of inefficient construction, are being carried on with a view to demonstrating what this Company has done long ago in many places, and is, for the moment, willing to demonstrate again in the Bay of Bengal at its own financial control of the property of the p

## OFFICIAL TELEGRAPH CODE VOCABULARY.

### From Chamber, to all Members.

CIR. No. 305-1902. CALCUTTA, 26th July, 1902.

Official Telegraph Code Vocabulary.

MEMO. -The following correspondence is circulated for the information of members of the Chamber: ....

# From Chamber, to Director General of Telegraphs.

No. 925-1902. Calcutta, 3rd July, 1902.

The Committee of the Bengal Chamber of Commerce have been placed in pressession of cony of a letter of 18 M May, to your address, from the Charmon of the Boudsay Chamber of Commerce, on the subject of the new Official Vocadulary to be published in accordance with the resolution of the International Telegraph Conference held at Bod Pesth in July 1896.

2. The Committee of this Chamber, in common with the Committee of the Chumber of Commerce, Bonday, have also received spreemations with repeat of this proposed publication, and I am directed to state that the views of the proposed publication, and I am directed to state that the views of the proposed publication, and I am directed for the Bonday Chamber have the proposed by the proposed publication of the Bonday Chamber have the proposed which would pobably follow from making the use of this particular Code complexy, would be the disqualification of existing Codes which would be almost certainly involved. The omission in a few columns of the Wordshalay of a large number of words, any one of which may be found in Codes at present in use, plainly indicates the imperfect same in which the Vocabulary has been compiled.

3. In my letter No. 553.1897, of 30th March 1897, the Committee of this Chamber, while expressing their satisfaction that the computage use of the Official Vocabulary had been postponed indefinitely by the International Telegraph Conference held a short time previously, proding the issue of the new edition, submitted a strong protest against the use of any Code of this kind, however full and complete, being made compulsory. The Committee offered no objection to the publication of the Code, and it is possible that if it proved to be better, denotes a demand for it, but they must still retain their stitude of smpallified opposition to its use being made compulsory. The Committee trust that His Imperial Majesty's Delegate for India at the International Telegraph Conference, to be held in London in

the spring of 1903, may be instructed to use his best endeavours to prevent the adoption of this Vocabulary being made compulsory. If it is found that there is no prospect of this being accomplished, every effort should be made to secure a delay of at least two or three years before any ordinance making it compulsory should come into operation, in order to minimise the injury, which is certain to result to trade

TELEGRAPHS.

4. The Committee of this Chamber fully support the suggestions made in paragraph 4 of the letter from the Bombay Chamber as to the necessity for securing uniformity in telegraph forms, and they trust that this will receive the serious attention of Government.

### From Director General of Telegraphs, to Chamber.

No. 4728-T. SIMLA, 19th July, 1902.

The following is forwarded to the Secretary, Bengal Chamber of Commerce, with reference to his letter No. 925-1902, dated the 3rd of July, 1902 :--

No. 4727-T. SIMLA, 19th July, 1902.

From .- The Director General of Telegraphs,

To-The Secretary, Chamber of Commerce, Bombay.

I have the honour to acknowledge the receipt of your letter, dated the 1st of May 1902, representing certain defects which are considered to exist in the New Official Vocabulary published by the Bureau Into exist in the New Official Vocability purished by the Duisson in ternational des Administrations Telegraphiques, and asking that they be laid before His Imperial Majesty's Delegate for India for discussion at the International Conference to be held in 1903, with the object of preventing any ordinance making the adoption of the Vocabulary compulsory. In reply, I have to inform you that your representations will be laid before the Government of India, whose orders thereon will be communicated to the Delegate who will represent India at the Conference, in the meantime the subject of paragraphs 1 and 2 of your letter will be forwarded to the Bureau International for favourable consideration.

2. I would remark, with reference to the last sentence of paragraph 2, that a copy of Circular No. 461, dated the 1st of September 1896, issued by the Bureau International, was sent to all Chambers of Commerce under cover of this office letter No. 5282-T., dated the 25th of September 1896, recommending compliance with the request contained therein. In these circumstances it does not appear that this Department is responsible for any omission, which may have occurred, in communicating the information to the firms concerned. would recommend that all firms be now invited to take advantage of the above quoted circular to enable the Bureau International to include such words of their Codes, which do not appear in the Vocabulary, in the appendices which are now being issued in connection

a With regard to paragraph 4, the revision of our Foreign Telegram Forms, as suggested, is under consideration, and it is antici-nated that there will be no difficulty in meeting the wishes of the Chambers of Commerce in this respect.

Bombay, 15th November, 1902.

From-The Secretary, Bombay, Chamber of Commerce,

I am directed by the Committee of the Bombay Chamber of Commerce to forward to you a copy of a correspondence which has passed between this Chamber and the Director-General of Telegraphs to the Government of India, regarding certain defects in the New Official Telegraph Code Vocabulary in course of preparation by the International Bureau of Telegraph Administrations at Berne. It appears to my Committee that the defects referred to are of such a nature as to affect all owners and users of private codes not only in English but in any language.

BOMBAY, 1st May, 1902.

From The Secretary, Bombay Chamber of Commerce,

To -The Director General of Telegraphs.

New Official Telegraph Code Vocabulary.

Under the instructions of the Committee of the Bombay Chamber of Commerce. I have the honour to bring to your notice the sense of certain representations that have been made to this Chamber regarding defects found to exist in such portions of the "New Official Vocabulary" to be published in accordance with the Resolution of the International Telegraph Conference held at Budapest in July 1896) as have been issued with the prospectus of that work. In doing so, I am to say that examination of those portions confirms the objections in question, and hears out the criticisms which this Chamber has had the honour to submit from time to time in this connection. The attitude consistently maintained by this Chamber in the matter has been one of unqualified opposition. If there were any guarantee that the vocabulary would include all words admissible under Service Regulation VIII, or that the accidental omission from the vocabulary of any words so admissible would not exclude such word from use, the compilation would be regarded by my Committee simply as a work of reference for the use of telegraph offices, and they would not consider it necessary to form any opinion as to its merits for that single purpose. Seeing that there is no such guarantee, and that the labour expended on the work obviously tends to its ultimate compulsory adoption, all representatives of commerce are forced to consider the serious waste and inconvenience that will almost certainly result from the partial or total disqualification of existing codes through the accident of some of their words being omitted. The adoption of that work may diminish the work and responsibility in telegraph offices, but, so far as it may affect commerce at all, it can do so only in an injurious sense, through the reduction of that facility of communication which it is the proper province of Telegraph Administrations to increase.

2. Paragraph 4 of the notice of the 24th February, issued by the Director of the Traffic Branch of your Department, says: "The New Official Vocabulary includes the words of the first edition, and in addition to them the words contained in codes and private vocabularies of these publishers and merchants who forwarded them as requested to the International Office of the Telegraph Administrations at Berne for the purpose of having their words inserted in this edition." Seeing that all codes and private vocabularies are necessarily composed of words admissible under Service Regulation VIII, the statement quoted implies that words so admissible will not itse facto be available in the future. As a matter of fact a single scrutiny of the first four and a-half columns of page 791 of the new vocabulary shows the omission of no less than 41 words from the English language alone, any one of which may be found in a number of codes at present in use. The fact that a certain inflection of a word is archaic is evidently no bar to its inclusion in the vocabulary, and this being so, it ought, in the opinion of the Committee, to be quite easy for the compilers to decide what inflections of all the known words in each recognised language are to be admissible subject to the limit of ten characters. Such a provision would render unnecessary the transcrption and submission by large numbers of mercantile houses of codes in many of which the same words recur. And as a matter of fact, although the Government Notice of the 24th February last speaks of publishers and merchants as having been requested to send in their codes for inclusion, the Committee is informed that some of the leading firms here, who habitually send long messages in preconcerted language, have no knowledge of any such request.

- 3. I am therefore to beg that these considerations be laid before His Imperial Majesty's Delegate for India for discussion at the International Telegraph Conference to be held in London in the Spring of 1903, and to express the hope that he may be instructed to use his best endeavours to prevent any Ordinance making the adoption of the vorabilary compulsory. Should this be impossible, an effort should be made to sccure a delay of at least two years before such Ordinance should come into force in order that the injury to general trade may be minimised.
- 4. The Committee further desires to take this opportunity of bringing to the notice of Government the fact that great inconvenience and loss result from the lack of uniformity in telegraph forms. The procedure by Service Regulation XXXVII, paragraph 3; is that the address should precede the text, the latter being followed by the signature. The forms of the English and Continental Telegraph Offices are printed accordingly. But in the Indian forms for

faeign telegrams the sender's name which, for all practical purposes, se equivalent to the signature, precedes the text. The sender's name although written in India before the text is consequently inscribed at the end of the message when delivered at the other end. On despatch the sender's name 'counting the address and destination as two weeks) is the third word of the telegram, on arrival it is the last word. Hence confusion arises in referring to the numerical order of the words. It is a matter of indifference to merchants whether the sender's name precedes or follows the text; but it is most desirable that be lack of uniformly in the forms used by various Administrations should necessitate the transposition of the words of a message from the order in which they are despatched.

No. 5330-T .- SIMLA. October, 1902.

From The Director General of Telegraphs.

To -The Secretary, Chamber of Commerce, Bombay.

New Official Telegraph Code Vocabulary.

In continuation of this office No. 4727-T., dated the 19th of July 1902, I have the honour to forward a copy of letter No. 2103, dated the 12th of August 1902, from the Director of the International Telegraph Office at Berne.

Translation of a letter from the Director-General of the International Bureau of Telegraph Administrations at Berne dealing with the Chamber's last representation on the subject of the International Code Vocabulary.

BERNE, 12th August, 1902.

We have the honour to acknowledge the receipt of your letter of 4762 of the 24rd July Jast, by which you have been pleased to mamminate to us two passages of a letter from the Bombay Chamber of Commerce giving the sense of certain representations made to it by proprietors of codes in India about the imperfections of the sew official vacadulary.

In the first place, that body apparently wishes to contest the expediency of the introduction of the new official vocabulary, in expension gives the principle of the property 
It does not lie in the province of the Bureau International to go back upon the question of this opportuneness, which has been decided by the Conferences of Paris and Buda-pest, which Conferences have commissioned the International Bureau with the elaboration of the first and second editions of the vocabulary. So far as concerns this latter office, the enquiry which it conducted at the time of compiling the second edition, regarding the conformity of private code words with the terms of Article VIII of the International Service Regulations, convinced it that it is desirable that there should be an official basis for the choice of the words to be employed in correspondence in conventional language. The final report of the International Bureau upon the elaboration of the new vocabulary, which was sent on the 25th July 1901 to all Administrations, for transmission, if they considered that course advisable, to Chambers and Commercial houses and Editors of Codes, might have sufficiently informed all interested persons on this point.

The second objection raised by the Indian merchants is that many of them did not know of the invitation given by the International Bureau, that they should send in all existing private codes to secure the insertion of their words in the new official vocabulary.

The International Bureau as well as the Administrations took care to give to that invitation the utmost possible publicity, and it was with that view that they sent it to the Chambers of Commerce, these being the parties most interested in circulating it among to commercial communities whose interests they represent and protect.

As for the omissions that may have occurred in the new official vocabulary, in consequence of the fact that through want of information many business houses in India have not sent in their codes for insection, these omissions will probably not be so numerous as the letter of the Bombay Chamber of Commerce might lead one to suppose, considering that all the codes and vocabularies of the most famous code-makers and publishers from which merchants have almost exclusively derived their words are included in the new vocabulary. On the other hand the number of English words eliminated has been extremely small, and they belonged exclusively to codes and vocabularies published by continental criters or established by continental eritors or established by continental merchants. In particular, no English expression of an archaic character has been suppressed.

A comparison of the first five columns of page 791 of the new ocabulary with the corresponding part of the "Encyclopedic Dirtionary" and of the "Sandand Diricionary of the English Language (New York)" has shown us that only ten words of these works are omitted from our official publication, and these for the reason that they did not appear in any of the English codes that had been sent us for insertion in our vocabulary 'among others Whitelaw, Age, MacCutcheon, etc.

The modification to be made by the proprietors of codes not inserted in the new vocabulary in order to bring their codes into conformity with our vocabulary should not present very great diffi-

ulties; and it will moreover lie with the next Conference to decide whether there will be occasion to publish a supplement to the vocability, either final or periodical.

Bombay, 5th November, 1902.

From -The Secretary of the Bombay, Chamber of Commerce,
Te-The Director-General of Telegraphs.

New Official Telegraph Code Vocabulary.

Under the instructions of the Committee of the Bombay Chamhe of Commerce, have the honour to acknowledge the receipt of par letter No. 5:30-17, dated blank) October, enclosing a copy of a communication in which the Director General of the International Baran of Telegraphic Administrations at Berne deals with some of the points raised by my Committee in their letter to you dated 1st May, 1942. It appears to my Committee that the purport of that there of the 1st May has an isome respects been misunderstood by the officials at Berne. Indeed, the fact of your having referred the letter to those officials creates a certain doubt as to whether it had suffi-

early explained itself to you.

2. The Committee fully realised that no representations as to the expediency or otherwise of compiling such a vocabulary as is in attemplation could fittingly be made to an office which has been darged only with the carrying out of a scheme already adopted by the Conferences at Paris and Buda-pest. They therefore had not sket that such representations should be made to the Berne office, but that they should be laid before It is Imperial Majesty's Delegate 'fie India for discussion at the International Telegraph Conference 'who held in London in the Spring of 1903.

3. Similarly, the Committee had no intention of criticising or commenting upon the measures taken by the International Bureau to make known their request that all users of codes should send in copies of these codes for inclusion in the vocabulary. Their purpose was to make known to you, and through you to the British Delegate for India, the secondary fact that the said request was in fact unknown to many considerable users of codes, and that this circumstance of constituted a strong reason against any precipitate adoption of a washbalary therby dismulified for the purpose had in view.

4. But the chief point of the Chamber's letter—that relating to be emission from the vicebulary of words permitted by Service Regulation VIII was one which it was strictly within the province of the Bureau International to weigh. Paragraph 2 of the Chamber's later queted the official statement that the view edition would compile 'the words of the first edition, and in addition to them the 'words contained in codes and private vocabularies forwarded to the 'International Office of Telegraphic Administrations at Berne for

"the purpose of having their words included in this edition." The letter then preceded: - "Seeing that all codes and private vocabu-"laries are necessarily composed of words admissible under Service "Regulation VIII, the statement quoted implies that words so ad-" missible will not ipso facto be available in the future. As a matter "of fact a single scrutiny of the first four and a-half columns of page 791 of the new vocabulary shows the omission of no less than "41 words from the English language alone, any one of which may "be found in a number of codes at present in use. The fact that a certain inflection of a word is archaic is evidently no bar to its in-"clusion in the vocabulary; and, this being so, it ought, in the opi-"nion of the Committee, to be quite easy for the compilers to decide "what inflections of all the known words in each recognised lan-"guage are to be admissible, subject to the limit of ten characters" It should be borne in mind that at present all grammatical inflec-tions are admissible irrespective of whether they are strictly idiomatic or familiar. The fact that archaism of form is no bar to a word's inclusion in the vocabulary was pointed out by the Chamber, and is now re-affirmed by the Bureau International. apparently under some misapprehension of the Chamber's meaning. That office says that no archaisms have been "suppressed," but it is sufficient that they have in fact been omitted. But if archaisms are admitted in spite of unfamiliarity, there is no logical teason why any grammatical inflection should be excluded because it is not in common use. If this principle be admitted, as my Committee think it must be, and if the first five columns of page 791, alluded to, be tested in accordance with that principle, it is found that not ten words only, as stated by the Bureau International, but 11 words, permiss ble as inflections having not more than ten characters, are omitted. I append for your information a list of those 41 words. The Bureau International has elected to compare the page in question with the corresponding part of the "Encyclopædic Dictionary" and of the "Standard Dictionary of the English Language." But my Committee say that it has never been laid down that only words found in those dictionaries would be admissible. Nor could such a provision have been entertained, seeing that neither of those dictionaries does professedly or in fact exhibit all archaic words 'expressly recognised by the Bureau International) nor the many inflections of which each word is capable. The preparation of a vocabulary containing every inflection of every known word (subject to the limit of ten characters) may be a matter of some time and may involve some labour; but a great deal more time and labour has been expended by merchants all over the world in the preparation of their manifold codes; and my Committee believe that you will recognise the justice of their opposition to all proposals tending to the adoption for universal use of a vocabulary which does not include all words admissible on the lines of some logical principle. The suggestion that the next Conference might possibly resolve to issue a supplementary list or lists of words not at first admitted does not reassure my Committee, seeing that a number of codes constructed at great expense in conformity with the present reasonable

sipulations would as the interim be to a greater or less extent renderd unserviceable. The contention of the Bureau International that 'the amissions will probably not be so numerous as the letter of the Bombay Chamber of Commerce might lead one to suppose.' is no sufficient. The Bureau ought to be able to give a definite assurance that no word conforming to the simple principles set forth above will be excluded, and that no word that has once been included, whether be almost more and that the word that has once the minimated. It is of the atmost moperature that the vocabulary, if published, should be final, and that it should not be published before a measure of perfection justifying finality has been attained.

5. The Committee therefore direct me again to beg that their representations may be accorded the support of the Government of India and that the Delegate of that Government to the London Conference may be instructed accordingly.

### English words omitted from Vocabulary.

Disattires	Disbinds
Disayowals	Disblained
Disavoweth	Disblames
Disbandest	Disblamst
Disbandeth	Disblameth
Disbarketh	Disbodies
Disbars	Disbody
Disbased	Disbound
Disbases	Disbuddest
Disbasest	Disbuddeth
Disbaseth	Disburses
Disbasing	Disbursest
Disbenches	Discampest
Disbend	Discampeth
Disbendest	Discamping
Disbendeth	Discamps
Disbending	Discanded
Disbends	Discandies
Disbindest	Discants
Disbindeth	Discardest
Disbinding	

# From Chamber, to Director General of Telegraphs.

No. 1611-1902. -- CALCUTTA, 2nd December, 1902.

I am directed by the Committee of the Bengal Chamber of Commere to acknowledge receipt of your letter No. 5390-T. of 22nd Owner, forwarding copy of a letter, dated 12th August, from the Director of the International Telegraph Office at Berne, commenting upon the representation of 1st May made to you by the Secretary of the Bombay Chamber of Commerce.

## From Chamber, to Director General of Telegraphs.

No. 1674-1902.—CALCUTTA, 17th December, 1902.

In continuation of my letter No. 1611-1902 of 2nd December, 1902, I am now directed by the Committee of the Bengal Chamber of Commerce to enquire whether you could procure from the Director of the International Bureau of Telegraph Administrations a Benn. for the information of members of this Chamber, a detailed list of all the Codes from which the words have been collected for the Official Telegraph Code Vocabulary.

#### From Director General of Telegraphs, to Chamber.

No. 7219-T .- CALCUTTA, 24th December, 1902.

With reference to your letter No. 1674-1902, dated the 17th of December, 1902, I have the honour to inform you that I have already written in the sense of your letter by last mail to the International

2. It will be within your recollection that in their letter No. 925 of 3rd July, 1902, the Committee of this Chamber supported the views expressed in the letter above referred to from the Bombay Chamber The latter body have now placed at the disposal of this Chamber copy of their letter of 5th November, to your address; and I am instructed to say that the suggestions in this letter are supported by the Committee of this Chamber; also to reiterate the hope expressed in their former letter that His Imperial Majesty's Delegate for India at the International Conference to be held early in 1903 may be instructed to use his best endeavours to prevent the adoption of this vocabulary being made compulsory. The imperfections in the vocabulary have been very fully demonstrated and commented upon in the letter of 5th November from the Committee of the Bombay Chamber of Commerce, and the Committee feel that they can add nothing to what has been there stated. The Committee are strongly opposed to the adoption for universal use of a vocabulary which does not include all the words admissible, whether archaic or in general use, and they quite agree with the conclusion arrived at by the Committee of the Bombay Chamber "that it is of the utmost importance that the vocabulary, if published, should be final, and that it should not be published before a measure of perfection justifying finality has been attained." The Committee commend this important matter to the serious consideration of the Government of India.

## From Director General of Telegraphs, to Chamber.

No. 6813-T. - CALCUTTA, 11th December, 1902.

The following is forwarded to the Secretary, Bengal Chamber of Commerce, with reference to his letter No. 1611-1902, dated the 2nd of December. 1902: -

No. 6581-T .-- CALCUTTA, 4th December, 1902.

From ... The Director-General of Telegraphs,

To-The Secretary, Chamber of Commerce, Bombay.

With reference to your letter dated the 5th of November, 1902, I have the honour to invite your attention to paragraph 1 of this office letter No. 4727-T, dated the 19th of July, 1902, and to inform you that the request of your Committee to instruct the Indian Delegate at the forthcoming International Telegraph Conference to oppose any measure regarding compulsory use of the New Official Vocabulary has not been lost sight of.

I may add that the special points referred to in paragraph 4 of your letter under reply have also been noted.

# CENSORSHIP OF TELEGRAMS AT ADEN.

# From Chamber, to Government of India (Foreign).

No. 743-1902. -- CALCUTTA, 2nd June, 1902.

I have the honour to advise having despatched this day the following telegram to your address:-

Telegram begins. "My letter No. 726 of 1st June 1901.

"Can you inform the Committee whether censorship "at Aden on telegrams addressed to Mauritius and "Capetown has now been withdrawn."—Telegram

2. You were good enough to intimate in your letter No. 1949-E.B. of 12th November, 1901, that the Government of India had received an assurance from the Secretary of State for India that the restrictions on telegraphic communications in South Africa would be removed, or further modified, in the interests of the mercantile community generally at the earliest possible moment.

3. The Committee trust that peace having now been declared, the Government of India will again move the Secretary of State in the matter if necessary.

# From Gc ernment of India (Foreign) to Chamber-

No. 1171-E. B.-SIMLA, 9th June, 1902.

I am directed to acknowledge the receipt of your letter No. 743-1902, dated the 2nd June, 1902, and of the telegram therein referred to, enquiring whether the censorship at Aden on telegrams addressed to Mauritius and Capetown has now been withdrawn.

2. The matter is receiving attention, and a further communication will be made to you in due course.

# From Chamber, to Government of India (Foreign).

No. 853-1902.--CALCUTTA, 21st June, 1902.

I have the honour to acknowledge, with thanks, receipt of your telegram of 19th instant, as follows:

Telegram begins. "1236-E.B. My letter number 1171-E.B., "June 9th Aden censorship. Secretary of State to "whom reference was made replies that no relaxation

"of rules has yet been made but promises a further "communication."—Telegram ends.

## From Chamber, to Government of India (Foreign).

No. 965-1902. -CALCUTTA, 11th /uly, 1902.

I am instructed to acknowledge the receipt of your telegram of the 9th instant, as follows: -

Telegram begins. "1394-E.B. My telegram 1236-E.B.,
"June 19th. Secretary of State telegraphs 8th July
"that censorship is abolished."—Telegram ends.

# IMPERIAL CABLE COMMUNICATIONS.

## From Chamber, to all Members.

CIR. No. 286-1902. -CALCUTTA, 14th July, 1902.

I am directed by the Committee of the Bengal Chamber of Commerce to circulate, for the information of members, copy of letter of 28th May from the Secretary of the London Chamber of Commerce, with reference to the recommendations of the Inter-Departmental Committee on Cable Communications recently published in the Report of that body. This Committee was appointed by the Imperial Government, the Chairman being Lord Balfour of Burleigh. The Committee were charged with the following duties: --

committee were charged with the following duties: -"To inquire into the present system of telegraphic communication between
different parts of the Empire, and to consider in what respects it
requires to be supplemented. To investigate the relations between
private Cable Companies and the Imperial and Colonial Government including the Covernment of Indialy, the amount of central
should be pursued by them in future, especially the policy which
should be pursued by them in future, especially the policy which
sions are sought. To examine custing rates, to report how far they
are fair and reasonable; and, if not, how any reduction should be
effected."

I am instructed by the Committee of the Chamber to ask for the views of members on the points raised in the letter from the Secretary to the London Chamber of Commerce, and especially with regard to the question of the general purchase of cables by the State, the general principle of which was approved at the Fourth Congress of the Chambers of Commerce of the Empire, held in London in June, 1990.

The favour of an early reply will oblige.

### From London Chamber, to Chamber.

LONDON, 28th May, 1902.

#### Imperial Cable Communications.

At the Fourth Congress of Chambers of Commerce of the Empire, held in London in June, 1900, the following resolution on Imperial Telegraphic Communications was carried unanimously:—

"That this Congress desires to call special attention to the necessity of completing the All-British Pacific Cable, not only on commercial grounds, but in the interests of the Imperial security,"

- "That this Congress recommends that support should be given to the action which the Imperial Telegraph Committee of the House of Commons is taking with the view of placing the important mater of electrical communication between the United Kingdon, India and the British Colonies and Dependencies on a footing commensurate with the present conditions of Inter-Imperial and Colonial relations."
- "That copies of this resolution be addressed to the Prime Minister, the First Lord of the Treasury, the Chancellor of the Exchequer, she Sceretary of State for India, the Secretary of State for the Colonies, the Postmaster-General and the Governors of the self-governing Colonies, urging that every reasonable op portunity may be given in Parliament for discussion of the position of the Telegraph Companies in relation to the Government, with a view to an immediate and satisfactory solution being found for the very serious grievances under which the commercial and industrial communities of the Empire have been labouring for a long time past."
- "That in view of the great object to be attained, this Congress is strongly of the opinion that it would be a wise policy to make full provision for ultimate State ownership in any arrangements hereafter made to lay cables, by private companies, between British possessions in any part of the globe."
- "That this Congress recommends that the principle of State ownership be especially provided for in the cable proposed to be laid by a private company between South Africa and Australia."
- "That this Congress urges upon Her Majesty's Government the importance of instituting a searching investigation by the Departmental Committee, promised by the Government, into both the shortcomings and the merits of a private system of cables, and consequently into the destrability or otherwise of adopting such a course or policy in the future as would lead to the ultimate expropriation of private cables, and the establishment of State-owned cables throughout the Empire, and to report thereon at the earliest opportunity, such a report to be accessible to the public."

With reference to the first paragraph of the above resolution, you are doubtless fully cognizant of the good progress that is being made with the Pacific Cable, which has reached Fiji, and is expected to be completed by about the end of the present year.

As has already been reported to you, the resolution was forwarded to the Ministers and Colonial Governors mentioned in the laird paragraph therein, and duly acknowledged. The Secretary of State for India promised that the suggestions should receive consideration, in so far as India was concerned, on receipt of the recommendations of the Inter-Departmental Committee on Cable Communications which had been appointed by the Government and was then stitting; while the Lords Commissioners of His Majestys Treasury stated that this Chamber's letter had been referred to that Committee.

I now write to call your attention to the fact that the latepearmental Committee has issued its report, which is signed by Lord Balfour of Burleigh Chairman); Lord Londonderr, Progmaster-General); Jr. Hambury, President of the Board of Agriculture); Lord Hardwicke Under-Secretary of State for India, Lord Onslow Under-Secretary of State for the Colonies); Sir John C. Ardagh Director of Military Intelligence); and Rear-Admiral Custance Director of Naval Intelligence). The principal recommendations and conclusions of the Committee are summarized as follows:—

- In view of the probability of cable-cutting, a variety of alternative routes should be provided wherever it is essential to secure telegraphic communication in time of war.
- (ii) Appreciable but not paramount value should be attached to the provision of "All-British" routes. Every important rolony or naval base should be connected with this country by one cable touching only on British territory or on the territory of some friendly neutral. After this there should be as many alternative cables as possible following commercial routes.
- (iii) We recommend the construction of: —(a) A cable connecting either Rodriguez and Ceylon, Cocos-Leding and Ceylon, or Cocos-Leding and Singapore. (b) A land-line connecting the Straits Settlements and Burna. (c) An "All-British" cable to St. Lucia—to be commenced as soon as the state of cable enterprise in the West Indies nermits.

(iv) While land-lines are cheaper to construct and maintain than submarine cables, it is in certain cases essential on strategic grounds that the former should not be permitted to drive the latter out of the field of competition.

(v) We are aware of no power of controlling cable companies possessed by the State besides the following:—

(a) The power to make stipulations when granting a state of the power of the power to employ the funds of the power to employ the funds of the power to grant or withhold general facilities. (a) The power to grant or withhold Covernment messages and the power to grant or withhold Covernment messages and the power to grant or withhold and power to grant or withhold and power to grant or withhold landing the power lands the powe

(vi) The possible advantage of giving guarantees of minimum revenue in place of subsidies should be considered.

(vii) No direct pecuniary return should be demanded for landing rights. The concessions should, however, be regarded as a check on any marked unreasonableness.

(viii) The normal policy of this country and its dependencies should be to encourage "free trade in cables." Exceptions should only be made to this rule on the ground of national, not of private, interests.

- (ix) We recommend that the Cables (Landing Rights) Committee should be strengthened, and that its functions should be enlarged so as to include the conduction of all questions relating to cables, that it should be entitled. "The Cables Committee" and that it should report direct to the Treasury, the Board of Trade being releved of its present responsibilities with regard to cables.
- (x) We are strongly opposed to the general purchase of cables by the State.
- (xi) We are not prepared to say that any of the existing rates are excessive, with the exception of those to the Gold Coast and Nigeria. We recommend that an attempt should be made to reduce these in connection with renewal of the Eastern Telegraph Companies' Landing Rights at Portheum on 1908.
- (xii) We would welcome the introduction of "deferred" rates in any case where—(a) the time required for postal communication is considerable, and (b) the cables are not fully occupied with ordinary messages, but (c) are sufficiently occupied to admit of a real distinction between ordinary and deferred messages.

It will thus be seen that the Committee has pronounced emphatically against the general purchase of cables by the State; indeed, it is urged that "the normal policy of this country and its depen-dencies should be to encourage 'free trade in cables,' "exception to this rule only to be made on the ground of national, not of private, interests. In view of this pronouncement, it appears that, in the future as in the past, private enterprise will be left to further develop the cable systems of the Empire on commercial lines, but aided by the State under certain circumstances (such as for strategic reasons), preferably by means of guarantees of minimum revenue in place of subsidies, with sufficient State control necessary in the public interest, and to correct any marked unreasonableness on the part of the companies. With regard to the question of an All-British cable, the Committee point out the value of such a cable in time of war, on the assumption that cables will not be cut by belligerents, but it is thought that our strategic arrangements must he made on the assumption that a considerable proportion of cables will be cut. The Committee "thus arrive at two principles leading to diametrically opposite conclusions. The more probable it is that cables will not be cut, the greater the value of an All-British cable. The more probable it is that they can be cut, the greater the value of a cable touching on foreign territory." In view of these conflicting considerations the Committee have not found it easy to formulate a general rule, but the report goes on to say that "we think, however, that appreciable but not paramount value must be attached to All-British routes, and we regard it as desirable that every important colony or naval base should prossess one cable to this country which touches only on British territory or on the territory of some friendly neutral. We think that, after this, three should be as many alternative cables as possible, but that these should be allowed to follow the normal routes suggested by commercial considerations."

A long list of cable lines that have been suggested to the Committee is enumerated in the report, and "there is something to be said for the construction of any or all of these lines," but the report says, "we do not think that in the majority of cases the advantage is such as to justify the State either in constructing them itself or in adding their construction from public funds." Exceptions are made, however, in favour of the three cables mentioned in paragraph (iii) of the summarized recommendations of the Committee (quoted above), on purely strategic errounds.

As to rates, the Committee "are not prepared to say that any of the existing rates are excessive, with the exception of those toke Gold Coast and Nigeria." and they recommend that an attempt should be made to reduce exess in connection with the renewal of the Eastern Telegraph Companies' Landing Rights in Cornwall next year. The report also states that "we would welcome the introduction of 'deferred rates' in certain specified cases."

I should be glad to receive any expression of opinion which yellow than ber may think it desirable to make upon these conclusions, and whether you think any such opinion should be expressed in the form of a further resolution to be brought forward at the next Congress

## From Chamber, to London Chamber.

No. 1261-1902. - CALCUTTA, 11th September, 1902.

Imperial Cable Communications.

I am directed by the Committee of the Bengal Chamber of Commerce to acknowledge receipt of your letter of 28th May, dawing attention to the Report of the Inter-Departmental Committee on Cable Communications and the principal recommendations and conclusions detailed therein, and asking for an expression of opinion on the Inter. In view of the importance of the subject under reference. Committee placed copies of your letter before all members of the Chamber, and also referred it to a Special Sub-Committee for consideration. As the result of the discussion which

has taken place upon it, I am now directed to reply as follows on those particular points most closely connected with mercantile interests. These may be summarised as follows:

- The question of guaranteeing a minimum revenue on a line instead of paying a fixed subsidy.
- (2) The general purchase of Cables by the State.
- (3) The introduction of deferred rates.

The Committee are in favour of the proposal detailed in paraagin 39 of the Report of the Inter-Departmental Committee to parantee a minimum revenue on a line instead of paying a fixed skidy. The Committee consider that the reasons given for this proposal are sound, viz., that a guarantee given in this way accommodates stelf intomatically to the circumstances of each case, whereas it is always difficult to fix in advance a subsidy which will some either to be high nor too low.

The Committee are also in agreement with the Inter-Departmental Committee in opposing, under present conditions, the general parchase of Cables by the State to which, they consider, there would be very valid objections. At the same time there are many resons why the State should exercise control over such Cables either by actual purchase in special cases, by subsidies, or by guaranteem minimum dividends. It would, in the opinion of the Committee, be distinctly unwise for Government to spend any large sum at the purchase of Cables, in view of the developments which are taking place in connection with wireless telegraphy, and the probability that we are on the eve of important discoveries in electrical sense, which may possibly revolutionise the whole system of telegraphic communication.

In submitting these views, however, the Committee do not lose sight of the advantage which would accrue to the whole Empire by a system of All British telegraph communications. But they result his as a goal rather to be reached in the distant future than to a mediate the present, when telegraphy and everything connected with electrical science is in a stage of more or less rapid transition and development.

The Committee are strongly in favour of the introduction of detered telegrams, and they are glad to see that the proposal has moved the support of they are glad to see that the proposal has moved the support of the manufacture of the formation of the committee have been a committee that the committee have been a committee that the committee have been a committee which the committee have been a committee that without a copy of which the Committee have been a committee which the committee have been a committee which the committee have been a committee which are committeed and the committee have been a committee of the committee o

mittee, that some guarantee should be given as to the maximum time which would be involved in the transmission of deferred telegrams If they were delayed en route for several days, they would be useless for business purposes in connection with any branch of trade

#### From Chamber, to all Members.

CIR. No. 495-1902. -- CALCUTTA, 6th December, 1902.

MEMO.-The following extracts, from pages 8 and 11, of The Times, of Saturday, the 1st November, 1902, are published for the information of members of the Chamber :-

## THE ALL-BRITISH PRACIFIC CABLE.

#### THE LAST LINK COMPLETED

We are informed by the Pacific Cable Board that the last link of the Pacific cable was successfully completed at Suva Fiji at 3 o'clock yesterday morning Greenwich time). The date on which the cable will be open for public traffic will be announced as soon as possible. The Board, however, do not assume responsibility for it till 30 days after its completion.

The following telegrams were yesterday exchanged between Sir Spencer Walpole, Chairman of the Pacific Cable Company, and Mr. Chamberlain:

To the Right Hon 4 chamberlain, Colonial Office.

To the Right Hon 4 chamberlain in Inform you that the Pacific cable was a consecuted by the Colonial Colon - Walrolf, Chairman.

To Sir Spencer Walpole, Chairman of the Lacific Cable Company, London Thanks for your message. Hearty congratuations on completion of cable

The following telegram from Mr. Seddon, Premier of New Zealand, has been received by Lady Vogel:-

Sincere congrotulations completion lacific cable, which Sir Julius origina-ted. Regret not spared witness this monument his genius and fore-sight.—Sunnos, Premier.

Our Ottawa Correspondent telegraphs that the announcement of the completion of the Pacific cable causes general satisfaction throughout the Dominion. The Australian colonies have warmly congratulated Sir Sano. L.Fleming, the "father" of the project. Lord Minto sent a message of congratulation to Lord Tennyson, and several telegrams of a like character have been exchanged. The cities of Victoria and Vancouver held appropriate celebrations yesterday under the auspices of their Boards of Trade.

## [From a Correspondent.]

Yesterday the Australian Commonwealth, in the matter of telegraphy, was brought at one stroke some 10,000 miles nearer to the Dominion of Canada, and the last link in the telegraph girdle of

the world has been completed, passing, with the exception of Madeira and St. Vincent in the Cape Verd Islands, both belonging to Portugal, through purely British territory. Two days ago a message from Canada to Australia had to cross the Atlantic Ocean to England and to travel vid the Red Sea or the West Coast of Africa to its destination, passing on its way at least a dozen transmitting stations of different nationalities. To-day a telegram can reach Oneensland from Vancouver across the Pacific with only three transmissions. The Pacific route will thus have the advantage in speed. and its tariff will be less than half that of the European route before the recent reductions. When it is considered to what an extent, under modern conditions, commercial prosperity depends mon facility of telegraphic communication, it seems little short of marvellous that so much time has been allowed to elapse before the Parific cable scheme was realized. Nearly fifty years ago, when the first submarine cable spanned the English Channel, a scheme was set on foot for connecting North America with Asia, viá Alaska and the Behring Strait. This route, recently followed with such difficulty by de Windt, was chosen under the belief that cables could not be made to cross larger expanses of ocean. A surveying party was despatched under the command of a namesake of the great cable promoter of modern times, the late J. W. Mackay, of silver fame. They returned with a story of failure, having suffered great hardshins from exposure and want of food. A route along which a small surveying party failed to find the means of subsistence could not support the much larger body of men required for the erection of the line, and the project was abandoned

Nothing more was heard of a Pacific cable scheme for nearly 20 years, when the late Mr. F. N. Gisborne, Superintendent of Telegraphs in Canada, and originator of the first Atlantic cable project, proposed in the early seventies a cable to Japan, viá Honolulu and the Bonin Islands. Mr., now Sir, Sandford Fleming, the engineer of the Canadian Pacific Railway, renewed the proposal in 1874, in connexion with the railway's land-lines. The "Tuscarora," United States Navy, under the command of Captain Belknap, surveyed the route during the same year, with satisfactory results, and in 1879 Cyrus Field, whose name is so prominently connected with the first Atlantic cable, having obtained a concession from the Sandwich Islands Government, came to England to realize his project. About the same time Mr. Sandford Fleming made a chart of an alternative route viá the Aleutian Islands, and Sir John Macdonald submitted it to Lord Beaconsfield. This statesman, always quick to discern projects of Imperial interest, appreciated the importance of the scheme, and it was laid before the House of Commons together with the report on the Pacific Railway. But neither the American nor the Canadian project met with support, and a company formed by Act of the Canadian Legislature in 1881 also proved

The interruption of the land-lines connecting the Mediterramean with the Red Sea cables during the bombardment of Alexandria in 1882 once more brought into prominence the Pacific cable 422

scheme which was then assuming the shape in which it has just been realized, and in 1884 Canada petitioned the home Government to make the necessary survey. As this petition was not granted, a Committee of the Privy Council of Canada was appointed in 1886 to consider the question in view of the Colonial Conference to be held in London the following year. A copy of the report of this Committee was sent to England to Sir Charles Tupper, High Commissioner for Canada, and at a meeting of Colonial Agents-General, the late Mr. Matthew Gray, Managing Director of the India Rubber. Gutta Percha, and Telegraph Works Company (Limited), submarine cable manufacturers, was consulted as to the amount of subside which would be required by a company to enable it to lay and work a cable from Canada to Australia. In a letter to Sir Charles Tupper, dated July 19, 1886, signed by Donald A. Smith, Randolph C. Want, Andrew Robertson, Matthew Gray, and Sandford Fleming, the signatories gave their opinion that a substantial company could be formed to establish an efficient telegraph connexion on the route proposed for a total annual subsidy of £100,000 for 25 years, to be paid in determined proportions by the Home and Colonial Governments interested. Since that date these gentlemen, and especially Sir Sandford Fleming, have worked uninterruptedly for the accomplishment of the Pacific cable scheme.

Shortly after this Mr. J. Henniker Heaton and the Hon. Harold Finch-Hatton formed a company to lay the cable for an annual subsidy of only £75,000. The obstacles, however, in their way were too great for them to overcome, the most formidable being the opposition of the Eastern and associated telegraph companies, who possessed a monopoly of cable communication with Australia. The scheme was represented as impracticable from an engineering point of view and doomed to prove disastrous from a financial point of view. At the Colonial Conference of 1887 the Chairman of the Eastern Company declared the bed of the Pacific to be covered with coral patches fatal to the life of a submarine cable, and the Postmaster-General of South Australia, interested in the Eastern route on account of the land-lines owned by his Government, gravely announced the depth to approach 12,000 fathoms, or 14 statute miles. As a matter of fact, the greatest depth of the present cable is only 3,200 fathoms, and the average depth 2,700 fathoms. In the face of such statements the Colonial delegates could only pass a resolution to the effect that the Pacific cable was a "project of high importance to the Empire, and every doubt as to its practicability should without delay be set at rest by a thorough and exhaustive survey. With this object in view they wrote a letter to the Secretary of State for the Colonies, Sir Henry Holland 'afterwards Lord Knutsford' asking him to cause the survey to be made. Sir Henry Holland's reply proved a model of diplomatic evasion. It was to the effect that the survey could not be made unless there was a prospect of laving the cable. This answer being equivalent to the well-known advice not to enter the water until one has learnt to swim, left the delegates on the horns of a pretty dilemma. However, the Postal Conference at Sydney in 1888 renewed the request, and it was

arranged that the "Ligeria," on a three years' commission to survey the Pacific Ocean, should take soundings along the route between New Zealand and Vancouver.

Meanwhile, the two existing cables to Australia were frequently interrupted at the same time, and in the spring of 1890 the associated companies had found it advisable to triplicate their Australian companies in July of the same year all three cables broke down together, and in order to allay the renewed agitation for the Pacific route caused by this failure the rate to Australia was reduced from 9s. 4d. to 4s. per word, on the understanding that the Colonies were to bear half the decrease in the reccipts. This was found so costly that in January, 1893, the rate was raised to 4s. 9d. In the meantime the "Albatross" and "Thetis," of the United States Navy, had been surveying the route between San Francisco and Honolulu for the proposed United States cable, and in 1893 the French Pacific Cable Company laid their first section from Queensland to New Caledonia. The same year Mr. Sandford Fleming accompanied Sir Mackenzie Bowell to Australia in connection with the English Pacific scheme, and arranged a conference of Colonial representatives to be held at Ottawa in the following year.

Lord Iersey represented England at this conference, and his report appeared in December, 1894. Of the tenders submitted the lowest was that of the India Rubber, Gutta Percha, and Telegraph Works Company (Limited), of Silvertown, £1,517,000, while the estimate of the Post Office officials reached £3,264,000! The associated companies wrote that the cable was not wanted, but that if the delegates decided to the contrary they would undertake to lay it on better terms than any other company. The estimate of the Post Office, however, alarmed the members of the conference, and the work of the "Egeria" having been discontinued they merely passed a resolution to the effect that "a thorough survey of the route should be taken at the earliest possible moment, the expense being borne equally by Great Britain, Canada, and Australia," Lord Jersey concluded his report by observing that never in our Empire's history had such an opportunity presented itself. The "passionate sentiment" of Canada turned eagerly to the mother country for some sign of her regard for their development. A ready and generous consideration of the proposals of the conference would be hailed with intense satisfaction.

Nothing was done by the Government then in power, but when Mr. Chamberlain became Secretary of State for the Colonies in 1895 he appointed a Pacific Cable Commission, which began its sittings in June, 1896. The Commissioners took a considerable amount of expert evidence, and examined, amongst others, Mr. M. H. Gray, representing the India Rubber, Gutta Percha, and Telegraph Works Company; Mr. A. Siemens, representing Messrs. Siemens Brothers; and Mr. F. R. Lucas, representing the Telegraph Construction and Maintenance Company. The report was made in January, 1897. Although no information concerning the report had been given to the public, the associated companies deemed a counter-move prudent, and in March of the same year wrote a letter to the Chancellor of

the Exchequer offering to lay an all-British cable to Australia, right the Cape, touching at Gibralian, Sierra Leone, Ascension St. Hidena, Cape Town, Durban, Mauritius, Rodriguez, and Coos Island. For this cable they asked a subsidy of £35,000 for 29 years from the Imperial Government, and the subsidy of £35,000 for 29 years from the Governments of the \$28,2400 subsidy of the continuance for another ten years of the \$28,2400 subsidy teceiving a favourable reply from Sir Michael Governments where the subsidy was meaned offer to the Conference of Colonied, but certain concessions from the Australian Governments were asked for. These proposals entirely changed the aspect of affairs, and, as the Admirally preferred the Cape route on account of their coaling stations at Ascension and St. Helena, the Pacific scheme was left in mid-air when the conference broke up.

A year passed, and still the report of the Cable Commission failed to appear. In August, 1898, Mr. Chamberlain, when questioned on the subject in the House, said that he had received no official communication from the Governments of Canada and Australia that they would contribute according to the original proposal two-thirds of the estimated cost. The Australian Premiers at once agreed to find one-third, but on Canada informing them that she expected a better offer from them, Queensland, New South Wales, Victoria, and New Zealand consented to find one-ninth each, if England and Canada paid the remaining five-ninths. Such was the state of affairs when, in 1899, two years and four months after the conclusion of its labours, the report of the Pacific Cable Commission was at length issued to the public. The Commissioners found the cable to be practicable, and advised the Fanning-Fiji-Norfolk Island route. They estimated the cost to lie between £1,500,000 and £1,800,000, with a total yearly charge for maintenance, interest, &c., of £1.45,000. In a Parliamentary Paper accompanying the report, the Colonial Office stated that the Imperial Government had decided to guarantee five-eighteenths of the annual deficit, provided that the amount payable should not exceed £20,000 in any one year. Canada and Australia were to construct and work the line, England foregoing any share in possible profits.

This announcement caused the utmost consternation amongst the wall-awisers of the Pariefic cable scheme, who felt that it was once more about to be shelved. The parsimony of the Government was widely denounced, and British Columbia offered to find two-eighteenths in addition to Canada's five-eighteenths rather thas set the project fall through. So high ran the feeling both at home and abroad that the Government were compelled to summon another conference. At this conference it was agreed that England should join in the cost of construction and maintenance to the extent of five-eighteenths, and that a Board of Control should be elected consisting of eight members, three, including the Chairman, to-re-resent Great Britain, three Australia, and two Canada.

Meanwhile a committee was formed, and in July of the following year invited tenders for the construction of the cable. The interests of the various Governments concerned might have been

hest served by dividing the contract amongst the leading cable manufacturing companies, as the work would then have been accomplished much more speedily, but, on December 4, 1900, the Colonial Office announced that the tender of the Telegraph Construction and Maintenance Company, amounting to £1,795,000, had been accented. In the following February the permanent Board of Control was constituted, the Imperial Government being represented by Sir Spencer Walpole, Chairman, Mr. G. E. Y. Gleadowe, and Mr. Hepworth Mercer; Canada by Lord Strathcona and Mr. Alexander Lang; New South Wales by the Hon. Henry Copeland; Victoria and Oneensland by Lieutenant-General Sir Andrew Clarke; and New Zealand by the Hon. W. Pember Reeves, who, with the Hon. J. G. Drake, of Oucensland, has been so active in the cause. The Board appointed Mr. C. II. Reynolds, late Director-General of Telegraphs in India, as their general manager. The second reading of the Cable Bill was passed in August, 1901, the Pacific Cable Act authorising the raising of £2,000,000 at 3 per cent, the profits to be divided in proportion to the payments of the contributing Govern-

The long-delayed girdle round the earth is now complete, and a message can travel the whole circuit in 30 minutes. It is hard to overestimate the benefits which will accrue from the forging of this final link in the chain of Imperial telegraphic communication, which has been steadfastly advocated in these columns for so many years. In addition to the strategic value of an all-British route to the Colonies touching only on British soil, the commercial advantages are equally great. The portion of the public who use the wires between England and Australia will be able to effect a gross saving of £190,000 per annum. But in the hour of accomplishment we must not forget the veteran promoter of the enterprise, Sir Sandford Fleming, whose name will ever be associated with two of the great engineering works of his day-the Canadian Pacific Railway and the Pacific Cable. Nor should the Silvertown Company be passed over, who worked in the good cause from its earliest days, urging a valiant fight against a powerful monopoly, only in the end to see the whole of the work given to one of those which originally opposed the scheme. Finally, hearty congratulations are due to the Colonial Secretary on the achievement of one more of the important tasks which he set himself when he first took office, and which he has put through with the same happy success as that other great scheme, the Federation of Australia.

#### EDITORIAL.

The much-talked-of, much obstructed, and long-delayed Pacific ble has at last been actually opened for the transmission of messages; and, as we learn from our Correspondent in Ottawa, constitutions were exchanged vesterday between Canada and Ausstalia over the new route. The history of the enterprise will be found in another column. It is in substance the history of every great undertaking, a history of patient and persistent effort by a

few energetic and far-seeing men fighting the obstacles of official dullness, public apathy, and vested interests. It is always the same thing. The innovation is first declared impossible and visionary: then it is decried as superfluous because somebody already in the field is prepared to give the facilities obstinately withheld; then it is opposed might and main by people whose monopoly is in danger: and finally, it is carried out amid a chorus of exclamations about the almost incredible delay that has occurred in securing a thing so obviously indispensable. This new cable brings the Australian colonies ten thousand miles nearer to Canada than they were before and at the same time opens up possibilities of other substantial improvements in Imperial communications Across the Pacific, from Vancouver to Ouccosland, it touches none but British territory; and now there is completed a telegraph girdle of the world which touches foreign territory only at Madeira and St. Vincent, in the Cape Verd Islands, both belonging to our old ally, Portugal. Thus the Empire is bound together by what is all but an all-British line. giving an alternative means of communication free from the grave dangers which at critical moments would threaten our connexion with the colonies by the previously existing route. The new route will have a further great advantage in speed, since it has only three transmissions across the Pacific, all on British soil, in place of over a dozen belonging to various nationalities. Its tariff will be less than half that of the other route prior to reductions which are directly due to its competition. There is no reason to doubt that it will be fully employed, nor any reason to fear that it will do any harm to established companies. The reductions in their rates which nothing else would have induced them to make have been balanced by an increase of business, and further reductions would undoubtedly lead in the present conditions of the world to a vet greater increase of public patronage. The commercial use of the longdistance cables has been terribly hampered by almost prohibitive rates, and the social use of them can hardly be said to exist. There is indefinite expansion to be looked for in both directions, proportioned to the facilities that can be obtained at reasonable charges.

Having regard to the military and naval advantages obviously accruing from an alternative line of communication with distant portions of the Empire, especially when that line is independent of all foreign territory, it is something of a satire upon our Imperial professions that it has only now been secured through the initiative of our colonies rather than through our own. Even in the latest stages of the struggle for the Pacific cable, the haggling of the mother country about her share of responsibility for a possible deficit does not form a very inspiring chapter of history. The construction of the cable was to be left to Canada and Australia, while our liability on the annual working was to be limited to £20,000-a sum which in conceivable circumstances it might be well worth our while to pay twenty times over for a single message to a single firstclass cruiser. It was only under considerable pressure from public opinion that this country finally became responsible for five eighteenths of the cost of the cable. To extend the benefit of an alternative and all-British route to India, where strategic considerations are surely important enough, it is still necessary to construct a line from the Cocos Islands to Ceylon. As this has been recommended by the Committee presided over by LORD BALFOUR of BURGERGH, it would be interesting to know whether any official steps have been taken to close a gap which might easily prove highly inconvenient. From the commercial point of view it is surely something of a scandal that, until the construction of the Pacific cable was assured, the rate between India and this country was four shillings a word. It has been reduced to half-a-crown, but even that figure is much too high. It came out before the Committee, and indeed, was explained to the public in a correspondence between LORD GEORGE HAMILTON and SIR EDWARD SASSOON, that the Indian rate cannot be altered without the consent of Russia and Germany. Of course, these are explanations satisfactory to the official mind, which has a tendency to regard obstacles merely as things to be described and not at all as things to be overcome. But if any further argument were needed for the construction of a line affording independent communication with India, it is surely supplied by the galling fetters admittedly existing upon our use of the present route. And there is the additional consideration that the Indian Government is actually out of pocket by a considerable annual sum, owing to a joint-purse arrangement with the Eastern and Indo-European telegraph companies. It is a somewhat humiliating position from which a way of escape lies open-a way at once offering important strategical advantages and the prospect of remunerative commercial development.

Besides the branch line joining India with the new Pacific route, the Committee recommended two other lines as desirable on strategic grounds. It may be observed that it took a very conservative line and ignored a number of proposals of a commercial character, from which we may infer that its recommendations represent the minimum of our strategical needs. One of these lines was a land line to cost only some £20,000, but connecting the Straits Settlements with the Indian system. The other was an all-British cable to St. Lucia, for which the Admiralty has long been anxious. We should be glad to know what steps have been taken to carry out the representations of the Committee. We may leave commercial enterprise to look after merely commercial lines, though in other countries the State does not think encouragement even in that direction outside its sphere. But strategical lines joining up the Empire, and giving central control in time of danger, are the business of the Government. It has been pointed out again and again that all the lines to the East passing over the Continent are liable to be cut in case of war in the shallow waters of the Channel. A cable may, of course, be cut in any situation, but the task is not an easy one in the Atlantic or the Pacific, while the points at which an all-British cable touches land are not too numerous to be defended by our Navy. To state the advantage at the very lowest, there is less chance of complete interruption when we have two routes than when we have only one. Therefore the opening of the Pacific cable

throws upon the Government the duty of at once setting forward the construction of the subsidiary lines required to put the whole Empire in communication with London through the novel channel, India certainly has a paramount claim to immediate attention, both moon strategical and upon commercial grounds.

# REDUCTIONS IN CHARGES FOR INLAND TELEGRAMS.

## From Chamber, to Director General of Telegraphs.

No. 105-1903.—CALCUTTA, 20th January, 1903.

The Committee of the Bengal Chamber of Commerce have read much interest the Administration Report of the Indian Telegraph Department for 1901-1902, with copy of which you were god enough to favour them a short time ago. The Committee have saided the details of this Report with some care, and they are glad to note that notwithstanding a nett decrease of reach amounting to Rs. 334.524, and owing mainly to the reduction in the rates for foreign telegrams, and the growing popularity "deferred" inland messages as compared with "ordinary and "argent," the surplus on the year's working amounts to Rs. 35,64,080, representing aretum on capital outlay of 4-77 per cent.

2. I have now been directed by the Committee of the Chamber to address you with the view of urging upon the Government of india the desirability of making some reduction in the rates for inland telegrams. The Committee have been much struck with the facts of clearly brought out in the Report of the increasing nopularily of the "deferred" class of telegrams, and they agree with the opinion expressed that this is a satisfactory indication of the efficiency of the service generally. At the same time they would venture to suggest for the consideration of the Government of India that, as the percentage of "deferred" telegrams in State, Private and "reminary" telegrams is decreasing, the time has come for some modification of these classes. The Committee notice that in the year 1901, 1902 the percentage of the number of "deferred" private messages was 69-22, while that of their value was 61-16, or more than ball of the receipts from private messages generally. It would appear that what are known as "ordinary" messages are gradually pear that what are known as "ordinary" messages are gradually pear that what are known as "ordinary" messages are gradually expressed.

words above that number be charged for in both classes of messages at the same rate per word as in the telegram itself. The Committee that the committee that the committee that the committee that the committee committee community and the public, and would lead to a large expansion of traffic which would more than compensate for any primary loss which Government night experience on the adoption of the above suggestions in regard to the reclassification of messages.

## FINANCIAL.

# BOMBAY MUNICIPAL CORPORATION TEMPORARY LOANS.

From Chamber, to all Members.

CIR. No. 71-1902.—CALCUTTA, 15th February, 1902. Temporary Loans to Municipalities.

MEMO. -The following correspondence is circulated for the information of members of the Chamber: --

From Government of India (FINANCE), to Chamber.

No. 6325-A .- CALCUTTA, 17th December, 1901.

I am directed to address you in regard to a suggestion which have made to the Government of India that the Bombay Municipal Corporation should be invested with power to raise temporary loans by the issue of bills having a currency of from three to twelve

- 2. This method of borrowing money for short periods without increasing the permanent debt is, as you are aware, frequently researed to by the British Government, and Treasury Bills and India Bills are freely taken up in the London market. The London County Council also is enpowered to raise money by means of Bills for any purposes for which it is authorised to raise money by the creation and issue of stock. The Government of India, as at present advised, are inclined to think that the larger municipalities in India, and the municipalities in the municipalities in the municipalities in the municipalities in the control of the present of the
- 3. I am therefore directed to solicit the advice of the Chamber of Commerce in the matter. What the Government wish to know is whether bills offered by the larger municipalities with a currency from three to twelve months would be likely to be freely accepted from three to twelve months would be likely to be freely accepted in the Indian market, and whether such bills, for which payment

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4. The other leading Chambers of Commerce and the Director of the Presidency Banks are being separately addressed, and 1 sm to express a hope that your Chamber will consult the principal joint Stock Banks connected with it, so that the Government may be put in possession of the views of all the chief representatives of the banking and mercantile community.

#### From Chamber, to Government of India (FINANCE.)

No. 215-1902. - CALCUTTA, 12th February, 1902.

I am directed by the Committee of the Bengal Chamber of Commerce to acknowledge receipt of your letter No. 6825A. of 17th December, communicating a suggestion which has been made to the Government of India that the Bombay Municipal Corporation should be invested with powers to raise temporary loans by the issue of bills having a currency of from three to twelve months.

2. You intimate, in the second paragraph of your letter, that the Government of India, as at present advised, are inclined to think that the larger Municipalities in India, or at least the Municipalities in the Presidency Towns, might with advantage be invested with powers of temporary borrowing similar to those enjoyed by the London County Council, and in the succeeding paragraph you state that what the Government wish to know is whether bills offered by the larger Municipalities with a currency of from three to twelve months, will be likely to be freely accepted in the Indian market, and whether such bills, for which payment could be demanded on maturity, could be issued on terms more favourable to the Municipality than regular stock created and issued for a longer term. After consultation, as requested, with the principal Joint Stock Banks connected with this Chamber, I am instructed to reply as follows: :-

3. The Committee understand that the London County Council have power to issue such bills as indicated above, under stated limitations and conditions, and that many of the larger home Municipalities, including those of Glasgow, Liverpool, Leeds, Manchestr, Scheffield and Nottingham, have also been granted similar powers. Such bills, the Committee are informed, find a ready market at home, and are as a rule taken up by the larger Banks and the London discount houses. Allowing for the very different conditions obtaining in the Indian money market as compared with those at home, the Committee are nevertheless inclined to think that such home, the Committee are nevertheless inclined to think that such home, the Committee are nevertheless inclined to think that such larger than the control of the control of the committee are nevertheless inclined to think that such home, the Committee are nevertheless inclined to think that such home, the Committee are nevertheless inclined to think that such home, the Committee are nevertheless inclined to think that such home, the Committee are nevertheless inclined to think that such home, the Committee are nevertheless inclined to think that such home, the Committee are nevertheless inclined to think that such home, the Committee are nevertheless inclined to think that such home, the Committee are nevertheless inclined to think that such home, the Committee are nevertheless inclined to think that such home, the Committee are nevertheless inclined to think that such home, the Committee are nevertheless inclined to think that such home, the committee are nevertheless inclined to think that such home, the committee are nevertheless.

interest at which more permanent loans are taken up by the public. On the other hand, it must not be forgotten that should the Municipalities desire to place loans during the busy shipping season, they would have to do so at a rate of discount which might make it more desirable to be rore temporarily at a high rate of listerest, such bills at maturity to be replaced by a permanent loan issued when the money purfect is more favorable.

4. The Committee are further of opinion that such bills would sere as a link to connect the money markets of the Presidency towns with the Native Bankers and Shroffs, or, in other words, what is usually called the "Bacar" or Native money market. This would poinfully large the Bacar or Native money market. This would poinfully is rediscounting with the Banks whenever they thought be opportunity favourable, while, again, Banks might pass the bills on to the bazaar, and the poper would thus tend to bring the Native and European money markets into more infinitate touch.

The Cumulties would suggest, in conclusion, that in the first instance only the Junicipalities of Cidenta, Rombay, Madras, Karadami Roman, Sandami Roman, Sandami Roman, Sandami Roman, James Sandami Roman, Sandami Roman, Sandami Roman, Sandami pure letter under reply; and the Committee would also strongly urge the necessity for limiting the exercise of these temporary borrowings. In any legislation to be undertaken it must be made clear that temporary and permanent borrowings combined should not exceed the amount of permanent dots survivously bounds.

#### PROPOSED ABOLITION OF THE CALCUTTA MINT.

#### From Chamber, to all Members.

CIR. No. 296-1902. - CALCUTTA, 21st July, 1902.

Proposed Abolition of the Calcutta Mint.

MEMO: -The following correspondence is circulated for the information of members of the Chamber:--

## From Government of India (FINANCE), to Chamber.

No. 747-A .- CALCUTTA, 6th February, 1902,

The Government of India have under consideration a proposal to abolish the Mint at Calcutta and to establish one large Mint at or near Bombay, capable of performing all the work at present distributed between the two existing Mints. The Governor-General in Council desires to be placed in possession of the views of the mecantile and banking community on this proposal. I am accordingly directed to request that you will favour the Government of India with the opinion of your Chamber on the subject, together with that of the principal Banks connected with it.

2. I am, in this connection to refer to the correspondence ending with your letter No. 116 '88, dated the 8th February, 1888, in which you intimated that your Chamber had no objection to offer to a proposal made to the Finance Committee in 1886

\*\*Pide\*\* Figure\*\* and for the abolition of the Calcutta Mint. The

Commerce Resolution And Department Proposal was dropped at the time, but the proposal was dropped at the time, but the careful Annual Proposal Was dropped at the time, but the proposal was dropped at the time, but the proposal was dropped at the time, but the stoppage of the coinage of silver

presented by the public at the Mints.

#### From Chamber, to Government of India (FINANCE).

No. 414-1902 - CALCUTTA, 26th March, 1902.

I am directed by the Committee of the Bengal Chamber of Commerce to acknowledge recipit of your letter No. 417.A. of 6th February, 1902, in which you infunate that the Government of India have under consideration a proposal to abolish the Mint at Calcutts and to establish one large Mint at or near Bombay, and that His Excellency the Governor-General is Council desires to be placed in possession of the views of the mercantile and banking community on this proposal.

- 2. The Committee have been in communication with the principal Exchange and other Banks in Calcutta. The Exchange Banks, however, desire some further information before they are prepared to offer an opinion, and have asked the Committee to endeavour to obtain from the Government of India answers to the following five most juns; —.
  - L—It is understood the main reason for the suggested abolition of the Calcutta Mint is the saving which would result. Can Government give an estimate of the anticipated saving per annum?
  - 2 If the Calcutta Mint is abolished, will arrangements be made under which the Currency Office, Calcutta, will pay out rupces at Rs. 15 to the £ I to any extent in exchange for sovereigns and/or half-sovereigns when tendered?
  - 3 In the event of an Indian sovereign being coined later on, will Government receive gold coins and/or gold bullion—fit for coinage—in Calcutta and return the coined equivalent in Calcutta without any charges other than those that would be incurred if there were a Mint in Calcutta, and also without any extra delay?
  - 4.—Will the Government give any assurance that, in the event of the closing of the Calcutta Mint, the Bombay Mint will, at all times, be open to the coinage of British Dollars and that such coinage will not be shelved in times of pressure as was done last year?
  - 5. —If the new Mint is situated outside Bombay, what arrangements are to be made to enable the public to convey sovereigns, gold coins and/or bullion or silver for British Dollars to it. Will extra expenses thus incurred have to be paid by those tendering gold, silver, &c. to the Mint?
- I am directed to enquire whether the information now asked for can be afforded.

From Government of India (FINANCE), to Chamber.

No. 2377-A.—Simla, 3rd May, 1902.

I am directed to reply, as follows, to the questions asked in your letter No. 114, dated the 20th of March, 1902, in connection with the proposal to abolish the Mint at Calcutta and to establish one large Mint at or near Bombay:—

Question 1.—The Government of India expect that the measure would result in an annual saving of between one and two lakhs of rupees.

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- Question 2—So long as the Notification in this Department
  No. 4071, dated the 11th September, 1807,
  remains in force the abolition of the Calcuta
  Mint would make no difficult of the Calcuta
  rangements, as laid down therein, under
  which sovereigns and half-sovereign-in, under
  which sovereigns and half-sovereign-in, under
  the Reserve Treasuries at Calcuta, Midna,
  and Bounbay, and rupers are issued and
  do not now anticipate the occurrence of and
  circumstances which will render it desirable to
  cancel that Notification.
- Question 3.—If a Branch of His Majesty's Royal Mint is established in India for the coinage of soveregus, it will be located at Bombay. The closure of the Calcutta Mint will not therefore affect the arrangements that may be made for the receipt of gold for coinage into sover-
- Question 4.—No such assurance as is referred to can be given.
  While Government will endeavour to provide
  so far as is possible for the coinage of dollars,
  it must give priority to the requirements of
  Indian coinage.
- Question 5.—Government comnot undertake to make special arrangements to enable the public to convey builtion, &c., to the proposed new Mint, if situated outside Bombay. Any extra expenses incurred will be borne by the tenderers.

## From Chamber, to Government of India (FINANCE).

No. 954-1902.-- CALCUTTA, 9/h Inly, 1902.

- I am directed by the Committee of the Bengal Chamber of Commerce to acknowledge receipt, with thanks, of your letter No. 2577 A of 3rd May, 1902, replying to my No. 414-1902 of 26th Marth, 1902, asking, on behalf of the Exchange Banks, for information on creation specific points raised, without which the representatives of the Banks felt unable to submit their views on the proposal to abolish the Calcutts Mint, and to establish one large Mint at or near Bombay, as communicated in your letter No. 747-A of 6th February, 1903.
- In your letter No. 747-A. of 6th February, 1902, asking for the views of the Chamber and of the principal Banks on the question, you refer to a letter No. 116 1888 of 8th February, 1888, from the then Committee of the Chamber, in which no objections were

- offered to a similar proposal made at that time for the closing of the Calentra Mint. This proposal was dropped, but you intimate that, in the opinion of Government, circumstances have since entirely changed owing to the stoppage of the coinage of silver presented by the public at the Mints.
- "A man new directed to say that, in the opinion of the Committe, the full bearings and probable consequences of the proposal to abolish in Calcutta Mint were not fully appreciated by the Committee are strongly opposed to the proposal, and do not think that the Government of India would be warranted by the comparatively small saving which would probably be defeted by the closing of the Calcutta Mint in incurring the risks from which they are at present protected by the existence of a second Mint in the county. In the event of war or civil commotion it would, in the opinion of the Committee, be extremely hazardous fit ecoings of the country were entirely dependent upon one Mint.
- 4. Assuming that the saving which would result to Government by the closing of the Calcutta Mint would amount even to two lakhs of rupees per annum, the Committee respectfully submit that the sum estimated is too small a factor to be allowed in any way to weigh against the disadvantages and risks which would result from the closing of the Mint. There is no doubt that this step would cause serious inconvenience to general trade on this side of India. As a case in point, the Committee would state that under existing conditions when Rupees are required here in exchange for large amounts of sovereigns, the latter are always sent to the Mint, where the arrangements for dealing with them appear to be adequate and sufficient. At the Currency Office, on the contrary, great difficulties are encountered, and the staff there is not at present, and never has been, in a position to deal with even comparatively small amounts of sovercigns. The attention of Government was drawn to this fact in my letter No. 960-1900 of 17th July, 1900, to the Comptroller-General and Head Commissioner of Paper Currency.
- 5. The Exchange Banks, as an additional reason for not closed for the Calcutta Mint, lay great stress on the necessity in the interest of British trade with the Straits and China for every facility being given for the coinage of British 10 Dollars. There is no doubt that given for the coinage of British 10 Dollars. There is no doubt that Dollars wight frequently be seriously interfered with, and trade in consequence hammered. This would certainly have been the case in the vera 1900-1901 had Government not been able to fall back upon the Calcutta Mint for this particular description of coinage looking at the matter from all points of view, the Committee on not see that any good and sufficient reasons have been adduced by Government for the closing of the Calcutta Mint.
- 6. Turning now to the proposal for the establishment of a large Mint at or near Bombay capable of performing all the work at present distributed between the two estiting Mints, a very strong freing exists, especially amongst the Banking community, against

the removal of the Bombay Mint from its present site. The Committee are decidedly of opinion that the risk to Banks, merchants and the public generally, of having to convey to or from a Mint situated outside Bombay large amounts of coin and/or bullion is one that they should not be called upon to undertake. There is also the question of the additional expense in the matter of insunce, carriage, &c., which the Committee understand from your letter of 3rd May, now under acknowledgment, will not be undertaken by Government.

7. In your letter of 3rd May, now under reference, it is stated that "if a branch of Ilis Majesty's Mint is established in India feth coinage of sovereigns; it would be located at Bombay." The Committee are strongly of opinion that, in the event contemplated, two branches of the Royal Mint should be established, one in Calcutta, and one in Bombay. If one branch only were to be established, and that in Bombay, the trade of Calcutta would suffer to the extent of the cost of obtaining sovereigns from Bombay. Looking also to the future it is not unreasonable to assume that the Government of India may some day be in a position to undertake the free comage of gold, and that the delays to which parties tendering gold and gold coins other than sovereigns are at present subjected. It would seriously hamper and handicap Calcutta trade if coin and/or bullion which would naturally find their way to this port in the ordinary course of trade had to be diverted to Bombay. The delay in time and the consequent loss of interest might be serious, and there would be in addition a loss on remitting the proceeds to Calcutta from Bombay.

8. In conclusion, the Committee desire to record their strong protest against the proposal to close the Calcutta Mint, and also to point out the necessity of a branch in Calcutta, as well as in Bombay, of the Royal Mint should the coinage of sovereigns in Iudia be decided upon.

## INTEREST ON GOVERNMENT SECURITIES.

From Chamber, to Madras, Bombay, Karachi, Upper India, and Rangoon Chambers.

No. 1265-1902. -- CALCUTTA, 11th September, 1902.

Guarantee of a Fixed Rate of Exchange for payment of Interest on Government Rupee Paper.

The Committee of the Bengal Chamber of Commerce have had offer consideration a recent suggestion, made by the Chairman of the Madras Chamber of Commerce, that the Government of India should guarantee payment of interest on Government Rupee Paper enfaced on London at the fixed rate of 1s. 4%, per Rupee.

The question thus raised appearing to the Committee to be one of considerable importance was referred to the Finance Sub-Committee of the Chamber for consideration and report.

The Funnesc Sub-Committee have now submitted their Report.
The Funnesc Sub-Committee have now submitted their Report,
which opens out wider and more far-reaching issues than the comparatively limited one of guaranteeing a fixed rate of Exchange
for payment of interest on Government Rupee Paper enfaced on
Lundon.

I am directed by the Committee to enclose, for the information of the Committee of your Chamber, copy of the Report in question, which speaks for itself. Without referring in detail to the conclusions arrived at by the Finance Sub-Committee, I am to say that they have been generally accepted by the Committee of this Chamber, and I am to ask for the favour of your Committee's views upon them. I am also to enquire whether your Chamber would be proposed to support a representation to Government based on the lines of the Papers!

The Committee would feel obliged if you would consider this matter confidential while under consideration. The favour of an early reply is requested.

# From Rangoon Chamber, to Chamber.

Rangoon, 25th September, 1902.

I am desired to acknowledge receipt of your letter of 11th instant, with copy of report of Finance Sub-Committee on the subject of guarantee of a fixed rate of exchange for payment of interest on Government Ruppe Paper.

I am to say that my Committee have given the subject careful consideration, and that they are quite in accord with the conclusions of the Finance Committee, and will have pleasure in supporting a representation to Government based on the lines of their report.

#### From Combay Chamber, to Chamber.

Bombay, 26th September, 1902

I am directed by the Committee of the Bombay Chamber of Commerce to acknowledge the receipt of your letter of the 11th instant, overing copy of the Report of the Finance Sub-Committee of your Chamber on the subject of a proposal that Government should guarantee a fixed rate of exchange for payment of interest of Government Runce Paper.

The Committee have read these papers with much interest, but a full consideration they have instructed me to say that the subject is not one on which they would care to make representation to Government without being asked by Government for an expression of opinion.

## From Madras Chamber, to Chamber.

Madras, 30th September, 1902.

Our Chamber has had under consideration your Chamber's Letter of the 11th instant, and has discussed in detail all the points raised in that letter, and in the accompanying Report of your Sub-Committee, on the subject of guaranteeing a fixed rate of Exchange for the payment of interest on Rupee Paper.

As a result of these deliberations our Chamber is unanimously agreed on the general principle that it is desirable that the option of payor at of interest in gold at a fixed rate of Exchange should be granted to all holders of Rupee Paper. Further, with regard to details, our Chamber is of unanimous opinion 1) that the rate of 1s. 4d. is decidedly preferable to a broken rate of 1s. 383d, (2) that the guarantee should apply to all Rupee Paper whether enfaced for payment of interest in England or held in India, (3) that bear as well as future Rupee loans should be included in the guarantee.

As regards 1), in which our Chamber disagrees with your Chamber, it is the unanimous opinion of our members that the Hone investor is likely to look askane at, and misunderstand, a broken rate such as is suggested, and that it is only by the "sweet simplicity" of a 1.3 4/. rate that he is likely to be attracted to the Gorennent of India's Rupee Securities. The argument of your Subscinction of the lower broken rate is, that it is essential for the protection of the Indian tax-paper that the rate should be one which "while introducing no new disturbing element into

Exchange operations should enable the Government to meet its additional sterling obligations without loss," and that consequently a somewhat lower rate than 1s. 4d. is necessary in order to prevent interest drafts issued in this country being used as a form of remittance giving a rate more advantageous than that offered by the Banks. In putting forward this argument for a lower broken rate, however, your Sub-Committee would appear to have lost sight of the fact that English as well as Indian Income-tax is at present deducted from interest warrants on "Enfaced" Rupee Paper cashed at Home, and that a similar rule would presumably apply to all interest payments made at Home in gold under the proposed new scheme. seems to our Chamber that under these circumstances there can be no practical danger of Indian holders of Rupee Paper sending their Securities or Interest Warrants Home in order to get the interest paid in gold at 1s. 4d., as they might otherwise have done, for the incidence of the Home Income-tax is nearly 7 per cent, at present. No doubt this is exceptional, and due to extra war taxation. But it is not likely ever to go below, say,  $2_k$  per cent, which would be a sufficient protection from the point of view we refer to.

From the above consideration regarding (1), his Chamber's opinon regarding (2), namely that the guarantee should apply to all Rupen Paper whether enfaced that the guarantee should apply to all Rupen Paper whether enfaced and under the circumstances detailed anturally follows, which was to be considered and the circumstances detailed above the prefer in India is concerned, but the privilege might occasionally be made use of, and this Chamber is of opinion that to apply the concession to all Rupen Paper alike would tend to that simplicity which is so much to be desired in connection with securities of the kind.

As regards (3), namely that past as well as future Rupee Loans slould be included in the guarantee, this Chamber thoroughly agrees with the remarks of your Sub-Committee, and considers that to limit the guarantee to future loans would inevitably result in lessening the popularity and lowering the market value of existing loans.

In the prefatory portion of your Sub-Committee's Report the remark is made that "Rupee secretaries on their present basis are financially and even legally unsuitable" for the investment of Trust Funds generally. In this connection, however, it seems necessary to point out that it is becoming increasingly common for Rupee Paper to be included in the authorised investment clauses of private Trusts at Home, and if Exchange at a fixed rate were guaranteed, our Chamber considers that immediate steps should be taken to have it made an official Trust Investment Stock.

In conclusion, and in reply to the enquiry in the penultimate paragraph of your letter under reply, I may state that our Chamber is prepared to make a representation to Government on the lines indicated above. It would be glad to know what the final decision of your Chamber is, so that it can make either a representation of its own, or a joint representation with your Chamber.

#### From Chamber, to all Members.

Cir. No. 446-1902. - Calcutta, 3rd November, 1902.

A fixed Guaranteed Rate of Exchange for payment of Interest on

The Committee of the Rengel Chamber of Commerce have had should guarantee payment of interest on Government Rupee Pape enfaced interest payable in Loudon, at a fixed rate of Exchange per number. The question appears the question appears the question appears the considerable importance from the committee to be one of considerable importance for the considerable importance for consideration. It would appear on close examination open out wider and more far reaching issues than the ground produced for payment of interest on London enfaced Government Rupee Paper, and the Committee, therefore, invite the views of members of the Chamber on the subject. The points noted below are those which, in the opinion of the Committee, should form the basis of discussion.

- (1) Should the guarantee of payment of interest in Sterling be applied to all existing rupee loans, or only to such loans as may be issued in the future?
- (2) Should the payment of interest in Sterling on these guaranteed louis be exclusively limited to such Ruppe Paper as is enfanced for payment of interest in London, or should a holder domiciled or residing in this country, whose paper has not been so enfanced, have the option of cushing his interest drafts in ruppes if presented for payment in this country or in Sterling if the said drafts are presented for payment in London.
- (3) Should the rate of Exchange for such guaranteed interest be fixed at 1s, 4d., or at some other rate?
- (4) Should the existing procedure for registration of the securities and payment of interest be continued, or in what way should it be modified to meet the proposed new conditions?

The Committee are generally agreed that the matter is one which the Chamber should take up with the view of making a representation thereon to the Government of India, but before doing so they desire to have the views of members.

The favour of a reply by the 15th current is requested.

#### From Upper India Chamber, to Chamber,

CAWNPORE, 4th November, 1982.

I am now directed to reply to your letter No. 1265 of the 11th September last, inviting the views of this Chamber upon a suggestion which has recently emanated from the Madras Chamber of Commerce that the Government of India should guarantee payment of interest on Government rupee paper enfaced on London at a fixed rate of exchange of 1s. 4d. per rupee.

The very interesting and exhaustive report of the Finance Sub-Committee of your Chamber which accompanied your letter has received the fullest consideration at the hands of my Committee, and Lam to state that so far as the principles lying at the root of the question are concerned, my Committee fand themselves in accord with very Chamber's criticisms and recommendations.

It is believed that such a guarantee as that contemplated would be such a such as the ladis confidence in its capability to maintain exchange at or above the l. d. rate and the reality, by bringing lendars rupee investments and increased and as the such as the london market, would induce a resultant effects of the Government of India's attendant undertaking large English holders their interest at 1; dd, by increasing the demand for Coupcil Bills and thus strengthening the Secretary of Stock control of the exchange market.

The opinion is held that the present proposals cannot be regarded as independent from the Government of India's intentions with respect to existing raper loans and with generally the policy to ke adopted in regard to future borrowings. Should the Government of India's currency system continue to be successful in maintaining the exchange value of the rapee in the region of 1s. 4d. it would be reasonable to suppose that the acceptance of such a guarantee as that contemplated would is with the Government of India in view of the facilities in would offer for the conversion of existing loans as they

My Committee at the same time cannot overlook the fact that should any untoward circumstances arise to bring about any material fall in exchange, such an undertaking, if extending to all existing and future loans, might conceivably result in a site of the state of the contingent increase in the first instance, be forced and that the undertaking to pay interest at a fixed rate of exchange mend that the undertaking to pay interest at a fixed rate of exchange when the state of the sta

While giving due weight to the reasons adduced in the Finance Suh-Committee's report for advecating that the rate of exchange for payment of interest should be fixed at fractionally below 1s. 4d., my Committee would hesitate to recommend any departure from my Committee would hesitate to recommend any departure from the fixed payment of the fix

The application of the Sterling guarantee to only existing 3 per clause I am to point out, it is considered, would render feasible the conversion of current 3½ per cent. Ioans to guaranteed 3 per cent. loans as the option dates fall due. I am, in conclusion, to advise that his Chamber is prepared to support any representations in keeping with the foregoing recommendations which it may be decided to make

#### From Karachi Chamber, to Chamber.

No. 353 .- KARACHI, 12th November, 1902.

Guarantee of a Fixed Rate of Exchange for payment of Interest on
Government Rubee Paper.

I am directed to acknowledge receipt of letter No. 1265 of 11th September last on the above subject, with the Report of your Finance Committee, which my Committee have perused with much interest.

I am directed to state, in reply, that the conclusions arrived at by your Sub-Committee are generally approved by my Committee, and that they are prepared to support a memorial drawn up on the lines indicated in your Finance Committee's Report.

#### From Chamber, to Government of India (FINANCE).

No. 1701-1902. CALCUTTA, 23rd December, 1902.

The Committee of the Bengal Chamber of Commerce have had under consideration a suggestion made by the Chairman of the Madras Chamber of Commerce that the Government of India should guarantee payment of interest on Government Repue Paper, enfanced for payment of interest in London, at the fixed rate of 1s. 4d. per Rupee. The question is one which has received the careful attention of the Committee of this Chamber, and they have, in consideration of its general importance, decided to place their views on the subject before the Government of India.

- 2. The proposal is doubtless based on a desire to improve the position of Government Ruper Securities in the money markets of Europe, as well as of this country, to increase their popularity as an investment, to facilitate the issue of future loans, and to obviate the speculative disturbances which now attend the flotation of even a small Rupee Loan on the circumscribed money markets of India.
- 3. It is noteworthy that, while India Government 3½ per cents. Sterling Securities are at present at a premium of about 7 per cent. the 3½ per cent. Rupee Securities of the same Government are at a discount of about 2½ per cent. Much of the preference displayed by investors for the Sterling Loans must be sought for in the fact that they serve as a remunerative source of employment for the re-

sources of Banks, Insurance Companies, &c., and for Trust Funds generally, for which purposes Rupee Securities on their present basis are not regarded with favour, and in the case of Trust Funds are even legally disqualified.

The proposal then involves the consideration of the following

- (a) Should the guarantee of payment of interest in Sterling be applied to all existing Rupee Loans, or only to such loans as may be issued in the future?
- (b) Should the payment of interest in Sterling on these guaranteed loans be exclusively limited to such Reperature of loans be exclusively limited to such Reperature of the payment of interest in London, or should a holder domiciled or residing in this country, whose paper has not been so enfaced, have the option of cashing his interest drafts in Rupess if presented for payment in this country or in Sterling if the said drafts are nesented for navment in London.
- (c) Should the rate of exchange for such guaranteed interest be fixed at 1s. 4d., or at some other rate?
- (d) Should the existing procedure for registration of the securities and payment of interest be continued, or in what way should it be modified to meet the proposed new conditions.
- 4. Dealing seriatim with the questions raised in this letter, the Committee have arrived at the following conclusions:
  - a) Assuming the confidence of the Government in the main-tenance of the ratio of exchange established under the Currency Scheme and the adequacy of the gold reserves which have been, and continue to be, accumulated for that purpose, the Committee consider that in giving the proposed guarantee on all Rupee Loans, the Government of India would only be acknowledging in form a guarantee which already exists in fact, seeing that the maintenance of the ratio of 1s. 4d. to the Rupee in the currency of this country presupposes ability to guarantee not only interest on, but also the principal of rupee loans on a similar basis without appreciable additional risk.

Further, viewed in its broadest aspect as a matter of statesmansmall as well as a question of finance, the Committee are decidedly of opinion that the quarantee should be such as may be issued in the state of the property of the property of the property of the first The intention extrained by any halting and heistating limitation of responsibility, which might give rise to a belief that the Covernment themselves lacked confidence in the stability of the existing ratio and, consequently, in the security which they offer to the investing ratio Lastly, the effect of limiting the guarantee to future loans might und to lesser the popularity of existing loans and to lower their market value, as investors would naturally prefer the guarantee apper. For all these reasons, therefore, the Committee are of opinion that the guarantee should apply to all existing and future loans during the tokick proind of their respective currentees.

b) Coming to the second question, it is desirable to enquire oning to the second question. It is destrable to enquire what would be the probable effect of guaranteeing interest on Enfaced Rupee Paper only. It may be presumed, in the first place, that it would tend to create a flow of paper to Europe and, in the second place, that it would enhance the market value of Enfaced and, as a necessary consequence, of Un-enfaced Rupee Paper. But, unless made legally suitable for the investment of British Trust Funds, it is unlikely that even guaranteed Rupee Paper would attain the premium which it ought to command. Also the Committee believe that the flow of paper to Europe, to which they have alluded as a probable and immediate consequence of the guarantee, would be effected with less disturbance of the finance markets and made more gradual in its operation by the giving of a general guarantee which would remove the possible anxiety of investors to transfer their paper too rapidly to Europe. If, then, the proposal only contemplates guaranteeing interest at a fixed rate for Sterling Exchange in the case of Enfaced Rupee Paper, as was suggested by the Chairman of the Madras Chamber of Commerce, the Committee fail to find reasons for recommending it.

Again, if a guarantee is to be given, the Committee do not see why a c-loud be granted as a privilege to one class of investors or holders above an loc, nor why the European investor should have the right of encashing his interest draft is in either Sterling or Rupees while the Indian investor should be offered payment only in Rupees. For all these reasons the Committee are of opinion that the guarantee should extend to all Rupee Paper, no matter where held, or where presented for payment of interest.

- (c) As regards the rate of Exchange, the Committee having consulted the general body of members, find that a large majority of the replies are in favour of the rate being fixed at L. 4d. Although this rate is undoubtedly higher than the ruling rate of Exchange for some months in the year, this objection would, it is believed, be more than counterbalanced by the incidence of the income tax, on the supposition that interest warrants payable in Sterling would be subject to the English income tax in addition to Indian income tax already deducted.
- (d) Finally, the Committee think that the existing precedure for the registration of the securities themselves, and for

the issue of the interest drafts, should be modified to the following extent:-

- that arrangements be made for the encashment in London of such interest drafts as may be there presented for payment.
- (2) that, as a protection against forgery and fraud, as well as to allow of the Government ascertaining the extent of their possible Sterling liabilities under this head, all holders of Rupee Paper should be required to declare, when applying for interest, whether they required payment to be made in Rupees or in Sterling, and that the drafts should be thereupon issued and be payable accordingly

## From Government of India (FINANCE), to Chamber.

No. 6927-A .- CALCUTTA, 27th December, 1902.

an directed to acknowledge the receipt of your letter No. 1701, dated 23rd December, 1902, regarding the proposal that the Government of India should guarantee payment of interest on Government Rapec Paper at a fixed rate of 1s. 4d. per Rupec. The letter will be laid before the Gov Joneto of India.

## RAILWAYS.

## EAST INDIAN RAILWAY-SUPPLY OF WAGONS.

#### From East Indian Railway, to Chamber.

No. 1875-T .- CALCUTTA, 28th January, 1902.

We are now experiencing some pressure in the matter of wagon and in view of this increasing, as it is certain to do during the approaching expert produce season, and the approaching expert produce season, and the approaching expert produce season, and the approach to forward level to the information of your Chamber, an extend para. VI from the Minutes of the Twenty-eighth Meeting of the local Consulting Committee of the Company, held in this office on the 6th lanaux, 1902.

Extract from the Minutes of the Twenty-eighth Meeting of the Local Consulting Committee, held at Agent's Office, on 6th January, 1909

VI. Statement of Rolling-stock.—The recent additions to stock were brought to the notice of members. The Agent, however, pointed out that the 1,000 additional wagons asked for as long back as 3rd June, 1901, had not yet been agreed to by Government. He thought the delay was very much to be regretted; no reason whatsoever had been given for the delay. He was fully convinced of the immediate necessity for these wagons, and he feared very much that in the coming months this would be brought home to them and the trade in a marked and unfortunate manner—it will, he fears, be the old state of affairs repeated.

He pointed out that next month there would be 80 miles of new line to be provided with stock—the Barun-Daltongunge Railway—from which a considerable content of the stock and though it was possible this would cause some diministion of tarific elsewhere, it would be clear that the fact of the stock having to be distributed over a greater length of line must necessarily reduce its effective use. He referred to this continuous struggle to get the necessary appliances to deal with the trade coming to the Railway, which to him was incomprehensible in view of the returns made by the Railway, not only in the way of direct revenue, but indirectly also in

developing trade, thus benefiting the country and the people. He said that instead of the Railway being ahead of requirements and ma position to invite and encourage trade, it was, owing to the policy adopted towards it, always behind-hand and acting rather as a detect on briess than assisting and encouraging it.

The members desired to record their surprise and regret at the delay of the Government in sanctioning this increase of rolling-stock, which they considered as detrimental to the interests of the trade of Calcutta.

A MAIAN ANTHER desired to add that when this demand for 1000 wagons was put forward, he was very strongly of opinion that it was altogether insufficient and that a much larger number should have been asked for time to the wagon stock which would admit of the wagon was numerated as it green and progressed, as it would do approving of this demand, which as he said, he regarded as altogether too small, showed a want of a proper appreciation of the requirements of the trade which at the present time and in view of all that had been so frequently said and represented in the matter was to him measurements.

## From Chamber, to East Indian Railway.

No. 189-1902.—CALCUTTA, 4th February, 1902.

I am directed by the Committee of the Bengal Chamber of Commerce to acknowledge, with thanks, your letter No. 1876-7, of 28th January, forwarding for their information, in view of the increased pressure or your wagon stock, an extract from the Minutes of the 28th Meeting of your local Consulting Committee, held on the 6th January, 1902.

This letter was considered at the meeting of the Committee held this afternoon, when I was directed to enquire if you have received from the Government of India any explanation as to the delay in according sanction to the 1,000 additional wagons which you asked for so far back as the 3rd June, 1901.

## From East Indian Railway, to Chamber.

No. 2809-C.—CALCUTTA, 11/h February, 1902.

In reply to your letter No. 189-1902 of 4th February, 1902, I am desired to state that the Agent has not been furnished with any reasons for the delay in sanctioning the additional wagon stock.

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The Committee have, as you are aware, addressed Government on several occasions, urging the importance of keeping the Railways of the country, and specially the East Indian Railway, supplied with rolling-stock to meet the requirements of trade.

3. The Committee regret to learn from the extract above reference to that the 1,000 additional wagons which the Agent of the East Indian Railway asked for as far back as the 3rd of June, 1901, has not yet been agreed to by Government, and that no reason whatever has been given for the delay. They notice that the inserting in question that whis demand for L000 wagons was put forward he was strongly of opinion that it was altogether insufficient and that a much larger number should have been asked for. The Committee desire ne to say that they agree with Sir Allan Arthur, and that in their opinion the indent for these wagons should be sanctioned without further delay.

## From Government of India (P. W. D.), to Chamber.

No. 331-R.S.—CALCUTTA, 3rd March, 1902.

I am directed to acknowledge the receipt of your letter No. 251-1922, dated the 19th February, 1912, forwarding, at the direction of the Committee of the Bengal Chamber of Commerce, an extract from the Minutes of the Twenty-eighth Meeting of the Accounting Committee of the East Indian Railway, held on the 6th January, 1912, bringing to notice alleged difficulties experienced by the insufficiency of the existing wagon stock to meet the requirements of the trade, and urging in this connection the provision of 1,000 additional wagons asked for by the Agent, East Indian Railway.

2. In reply I am to say that the whole question of the sufficiency or otherwise of the existing wagon stock on the East Indian Railway is receiving the careful consideration of the Government of India, but from the information at present before them they are unable to admit from the information at present before them they are unable to admit from the information at present before them they are unable to admit from the information at present before them they are unable to admit from the information at present before them they are unable to admit from the information and the control of 
## From East Indian Railway, to Chamber.

No. 3073-T .- CALCUTTA, 15th February, 1902.

In continuation of this office letter No. 1815-T. of the 28th January, 1902, I am desired by the Agent to forward herewith, for the information of your Chamber, an extract para. IV from the Minutes of the Twenty-muth Meeting of the local Consulting Committee of the Company, held in this office on the 3rd February, 1902.

Extract from the Minutes of the Twenty-ninth Meeting of the Local Consulting Committee, held at the Office of the Company, on 3rd February, 1902.

IV. Statement of Rolling-stock.—The Agent brought forward the usual statements shewing the progress in the receipt of wagons already ordered and in placing them on the line.

With reference to the discussion at the meeting held on the 6th January, 1902, regarding the delay of the Government of India in sanctioning the 1,000 additional wagons asked for in June last, Mr. Turner remarked that an account of that discussion had been already printed and circulated by the Mining Association, who had in that way anticipated the action which the Chamber of Commerce prosed taking in the matter. He had personally spoken to Mr. Bereton (Secretary to the Government of India, Public Wordson Department) on the subject, and had been given to understand that the delay was due to the fact that the Government of India were not satisfied as to the present necessity for these additional wagons, though as a future requirement they might be wanted. Mr. Turner added that the action of Government therefore was difficult to understand, and could only be attributed to an insufficient acquaintance with the facts of the case.

The Agent remarked that he was unable to understand the views said to be held by Government in this matter. The Ll000 wagons asked for obviously can only be available for a future requirement. Even if now sanctioned, it would be not he line ready to carry traffic. All he could say in this matter was this—the Railway was pressed in carrying its present traffic with the existing supply of wagons and he expected this pressure to be considerably increased in the coming wheat and seeds season. The traffic was steadily increasing, and unless more wagons were obtained this development must obviously be checked. Government appeared to think that more rolling-stock should not be provided until traffic could be guaranteed whereas the proper view was that traffic depended largely on the facilities afforded. If the stock available was barely sufficient for existing traffic, it was impossible to attract more.

The members all concurred in this view and expressed the hope that the sanction so long awaited would not be further delayed.

#### From Chamber, to Government of India (P. W. D.)

No. 439-1902.—CALCUTTA, 1st April, 1902.

I am directed by the Committee of the Bengal Chamber of Commerce to acknowledge receipt of your letter No. 331-R.S. of 3rd March, 1902, and to express their regret at the intimation in this letter that the Government of India are unable to admit the necessity for providing the 1,000 additional wagons asked for by the East Indian Railway authorities, and that consequently the indent for these wagons cannot at present be sanctioned.

- 2. The Committee feel very strongly that in the matter of vagons supply it is of the utnost importance that the requirements of railways should be anticipated rather than that trade should suffer any way by the shortage of rolling-stock, as this involves not only serve inconvenience and loss at the time, but also the impossibility of applying a renedy for a considerable period afterwards owing to the time necessary for the execution of inclents for wagons. On this ground the Committee consider it necessary to again address Government on the subject of the supply of the 1,000 wagons above referred
- 3. The Committee understand that the refusal to sanction the indent of the East Indian Railway for these wagons is based on the ground that the present supply of rolling-stock is sufficient to meet the requirements of traffic not only for the present but for some time to come. From information obtained, however, from the East Indian Railway authorities it is plain to the Committee that the stock of wagons on that line is very fully employed, that the weight in tons carried per wagon per annum, taken with the average distance in miles travelled, is very satisfactory and fully justifies the presumption that with even an ordinary and normal increase of traffic which may reasonabley be expected, and which is in fact taking place, more wagons are an urgent necessity. In support of this contention, I am directed to forward, for the information of Government, copy of a statement which has been furnished to the Committee by the Acting Agent of the East Indian Railway, which the Committee respectfully submit appears to them to bear out the contention they are now making. It is possible, however, that the Government of India may consider that the Railway authorities do not utilise their rolling-stock to the best advantage, and that if blocks occur, as they sometimes do with the present stock, which is alleged to be insufficient for the traffic, they would be still more likely to occur if an additional 1,000 wagons were placed on the line. The Committee are not aware that any occurrence of this nature has recently taken place, but they are aware that strenuous efforts are being made to improve the management of traffic, and apparently

with good results. Seeing that a period of hardly less than one year must chape before the 1,000 wagons now under discussion can possibly be placed on the line, the Committee would respectfully ask the Government of India to re-consider the indeut for the 1,000 wagons which they understand has been re-submitted, and which, if required now, as they have endeavoured to prove, will most certainly be stimmer urgently needed at the commencement of the busy season of

#### From East Indian Railway, to Chamber,

No. 6851-1902. - CALCUTTA, 10th April, 1902.

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With reference to this office letter No. 3073, dated 15th February, 1902, I am desired by the Acting Agent to inform you that the Government of India have now sanctioned the provision of the 1,000 additional onen wagons and 50 brake-vans therein referred to.

## From Government of India (P. W. D.), to Chamber,

No. 546-R.S.—SIMLA, 15th April, 1902.

I am directed to acknowledge the receipt of your letter No. 489-192, dated the 1st April, 1902, on the subject of the supply of 1,000 additional waggons asked for by the East Indian Railway authorities, and in reply to say that on reconsideration the Government of India have been pleased to sanction the indent for 1,000 open coal wagons and 50 brake-vans as additions to the working stock of the East Indian Railway.

## From Chamber, to Government of India (P. W. D.)

No. 551-1902.—CALCUTTA, 22nd April, 1902.

I am directed by the Committee of the Bengal Chamber of Commerc to acknowledge, with thanks, the receipt of your letter No. 546-RS, of 15th April, from which they note that the Government of India have been pleased to sanction the indent for 1,000 open coal wagons and 50 brake-vans as additions to the working stock of the East Indian Railway.

# HEADWAY OF PROPOSED RAILWAY BRIDGES OVER THE MATABHANGA AND JELINGHI RIVERS.

#### From Chamber, to Government of Bengal (P. W. D),

D.O. No. 356-1902, -- CALCUTTA, 15th March 1902.

The Committee of the Chamber have before them copy of a letter. No. 1191. R. of 28th December, 1901, addressed by you to the India General Navigation and Railway Co., Ld., with reference to the headway of bridges over the Matabhanga and Jelinghi rivers. In this letter you refer to a beatway of 28th of the December of the State of the Committee are beautiful to the control of the control of the Committee are beautiful to the control of the Committee are strong flood-level. The Statemer Companies are pressing for a headway of 33 feet 6 inches above the average flood-level for the past five years and the Committee would like to know to what extent this differs from the headway of 28 feet mentioned in your letter, presuming that you are calculating this on the highest known flood-level.

## From Government of Bengal (RAILWAY), to Chamber.

No. 498-R.- CALCUTTA, 2nd April, 1902.

In reply to the enquiry contained in your letter No. 366.14026 the John of March, 1902, I am directed to state that the 28-feet headway which was considered in this Department letter No. 1191-R. of 28th December, 1904, to the India General Navigation and Rawy Company, Limited, as sufficient when bridging the Matabhanga and Jellinghi rivers, had reference to the highest flood-level which is about 4 feet above mean flood-levels on those two rivers.

#### From Chamber, to Government of Bengal (RAILWAY).

No. 595-1902. -CALCUTTA, 3rd May, 1902.

In continuation of the correspondence ending with your letter No. 498-R. of 2nd April, 1902, I am again directed to address you on the subject of the headway of bridges over the Matabhanga and Jelinghi rivers.

 In the letter now under reference you intimate that the headway of 28 feet referred to in your letter No. 1191-R. of 28th December, 1901. to the India General Navigation and Railway Co. Ld., as being sufficient, had reference to the highest flood level, which is about 4 feet above the mean flood-levels of these two rivers. Under these circumstances it appears to the Committee that Government practically offer a headway of 32 feet as against a minimum limit of 33 feet 6 inches contended for by the River Steamer Companies.

3. The Committee have been again in correspondence with the representatives of the River Companies in connection with this matter. They learn from them that, as upon enquiry it has been disclosed that their steamers on one or two occasions had only a few inches to spare when passing under the Budderpore bridge, which has a headway of \$ feet 6 inches above the highest flood-level known, they consider they are entitled in their own interests and in that of inland water transport generally to ask for a headway of 33 feet 6 inches over the highest flood-level. The representatives of the River Steamer Comnanies have pointed out very strongly to the Committee that it may in the future be in the interests of transport to use much larger steamers on the Indian rivers than are now running. The Government of Burma have granted a headway of no less than 48 feet on the River Irrawady, and it is well known that on the American rivers steamers require and obtain a much greater headway than is now being asked for. They also point out that the beds of the Nuddea rivers are gradually rising owing to the deposit of silt brought down from the Ganges. This silt was formerly spread over the country when the rivers overflowed their banks, but this has now been prevented by the construction of bunds along the river banks. The result of this deposit will probably be that in a few years the highest flood-level may give much less headway than the present known one now does. In like manner the bed of the Mahanuddi in Orissa has considerably risen through the construction of bunds along its banks.

4. Under these circumstances the Committee feel justified in a committee feel justified in a management of the necessity, in the interests of inland management generally, of granting at least a headway of 33 feet 6 inches above the highest ascertained flood-level in connection with the bridges over the Matabhanga and Jelingin rivers.

## From Government of Bengal (RAILWAY), to Chamber.

No. 117-T.R.—Darjeeling, 20th May, 1902.

lam directed to acknowledge the receipt of your letter No. 505d, dated the 3rd May, 1902, in which you state that the Committee feel justified in pressing on Government the necessity, in the interests of inland navigation generally, of granting at least a headway of \$\frac{1}{2}\$ feet 6 inches above the highest ascertained food-level in connection with the bridges over the Matabhanga and Jellinghi rivers.

2. I am to enquies the reasons that make the 33 feet 6 inches beadway necessary. Is it due to the hull of the steamers or to the funce? If the latter, the funnel should be lowered while the steamers are passing under the bridges, as is done in Europe and else-tra are passing under the bridges, as

3 Government has every desire to meet the wishes of the Steam. er Companies as far as is possible, but I am to enquire whether they could not, on their part, do something to help in the matter.

## From Chamber, to Government of Bengal (RAILWAY).

NO. 919-1902. -CALCUTTA, 3rd July, 1902.

I have the honour to acknowledge receipt of your letter No. 117-T.R. of 20th May, 1902, in reply to my letter No. 595-1902 of 3rd May, 1902, on the subject of the headway of the bridges over the Matabhanga and Jellinghi rivers.

- 2. You enquire in this letter for the reasons which make it no cessary that there should be a headway of 33 feet 6 inches, and you ask in particular whether it is due to the hulls of the steamers or to the funnels, as in the latter case the funnels should be lowered while steamers are passing under the bridges, as is done in Europe and
- 3. The Committee have been again in communication with the representatives of the River Steamer Companies, and have ascertained from them that it is due to the hulls of the steamers, all the vessels having their funnels lowered and hinged as low as possible, as is done in Europe and elsewhere, so as to reduce their headway to the lowest possible point when passing under bridges.
- 4. The Committee trust that Government will consider this a sufficient reply to the enquiry made, and that they will see their way to provide for a headway of not less than 33 feet 6 inches over the highest flood-level.

## HEADWAY OF BRIDGES PROPOSED TO BE BUILT OVER THE "TOWCOCK" IN THE DIBRUGARH DISTRICT.

## From Chamber, to Chief Commissioner of Assam.

No. 920-1902.—CALCUTTA, 3rd July, 1902.

The Committee of the Bengal Chamber of Commerce have been placed in possession of copies of correspondence, which have passed between the Assam Administration and the representatives of the Inland Steamer Companies, with reference to the headway of the bridges proposed to be built over the river "Towcock," a navigable tributary of the Brahmaputra in the Dibrughar District.

- 2. So far as the Committee understand the case, the original proposal was to erect these bridges at such a height as to give a proposal was to erect these oranges at such a neight as to give a clearance to the under side of the girders of 6:57 feet only above the highest flood-level. The river although not recently made use of by the vessels of the Inland Steamer Companies appears to be, from the information before the Committee, navigable to a point called Sonarighat. Under these circumstances the representatives of the Inland Steamer Companies have pressed for a headway of 24 feet above the highest flood-level, this being necessary to admit of passage of their steamers at all states of the river.
- 3. In reply to their representation the Inland Steamer Companies have been informed that, as the Chief Commissioner is satisfied that no injustice will be done to them by the erection of the bridges with the headway of 6:57 feet proposed by the Consulting Engineer to the Government of India for Railways, the construction has been authorised with this headway.
- The Committee cannot but consider that this action involves a radical departure from the policy of Government, a Ruling having bear recorded that not less than 20 feet headway shall ordinarily be given, but that every case shall be decided on its merits. On the given, but that every case shall be decided on its merits. On the given, but that every case shall be decided on its merits. On the given, but that every case shall be decided on its merits. On the given by the shall be decided on the decided of the given by the shall be decided on the decided on the decided of the given by sulting Engineer to the Government of India for Railways pointed suung Engineer to the Government of India for Kaniways pointed out that if any accident occurred from the insufficiency of waterway, the Railway would be able to shelter itself behind the Administration and to plead that the heavy was fixed with the sanction of the Chemistoner. It would appear that under these circumstantials of the Commissioner. ces the ultimate responsibility rests upon the Assam Administration, and the Committee desire to urge that in fairness to both sides of the question the Chief Commissioner should be careful to see that the navigable headway is not fixed too low. Looking at the matter the navigable headway is not fixed too low. Looking at the matter from all points of view, the Committee would press very strongly

## 458 RAILWAYS. -- HEADWAY OF BRIDGES PROPOSED TO BE BUILT OVER

for the continued maintenance of the general principle that bridges over navigable rivers should be built with such headway as would permit navigation.

## From Chief Commissioner of Assam (P. W. D.), to Chamber.

No. 3707.—SHILLONG, 11th August, 1902.

Railway Bridges in the Sibsagar District.

I am directed to acknowledge receipt of your letter No. 920-1902, dated the 3rd July, 1902, and, in reply, to say that the cases in which the wishes of the Assan-Bengal Railway and the Steam Boat Companies are at variance will always receive the Officiating Chief Commissioner's most careful attention and that he is as anxious that the vested interests of the latter should be safeguarded as that the development of the former should be given full play. I am further to say that in the case under reference both Sir II. Cotton and Mr. Fuller are agreed that there was no reasonable ground for constructing the bridge over the Towoock river at a higher level than that adopted.

# PROVISION OF BRANCH FEEDER LINES IN INDIA BY PRIVATE ENTERPRISE.

## From Chamber, to all Members.

CIR. NO. 183-1902.—CALCUTTA, 6th May, 1902.

Provision of Branch or Feeder Lines in India by Private Enterprise.

Memo. –The following correspondence is circulated for the information of members of the Chambers :—

## From Government of Bengal (RAILWAY), to Chamber.

No. 238-R. -Calcutta, 20th February, 1902.

I am directed to enclose a copy of Government of India, Public Works Department letter No. 21-R.P. of 5th February, 1902, and of its enclosure, on the subject of the provision of branch or feeder lanes in India by "Private Enterprise" outside the Government of India programment of railway construction, and to request that this Department may be favoured with an expression of your opinion thereon.

No. 21-R.P.—Calcutta, 5th February, 1902.

From—The Secretary to the Government of India, Public Works
Department,

To —All Local Governments and Administrations; the Consultance in Engineers to the Government of India for Railways, Calcutta, Lucknow, and Assami; and the Managers, North-Western, Oudh and Rohilkhand, and Eastern Bengal (State) Railways.

I am directed to forward, for information, a copy of a note on the subject of the provision of branch or feeder lines in India by "Private enterprise" outside the Government of India programme of rulway construction, and to state that the Government of India will be glad to consider any suggestions on the subject, and to receive proposals which will permit of the construction of such lines of railway on the basis of the general conditions outlined in the note.

NOTE ON THE FINANCING OF BRANCH LINES OF RAILWAY.

There have recently been many proposals before the Government of India for the construction of branch lines of railway by what ment of India for the construction of branch lines of railway by what

is known as "Private enterprise". In most of the schemes submitted one of the conditions usually demanded by the Promotors is that a certain minimum rate of interest shall be guaranteed to the share holders. A guarantee of interest, whether directly by Government or indirectly by one of the working railway agencies, brings the scheme within what is known as the "Railway Programme," and thus it has to take its chance in the struggle for a share of the Programme allotment with all other schemes requiring a Government guarantee.

2. As can be readily conceived, the demands on the "Railway Programme" are always greatly in excess of the amount, hower large, which is therein allotted for railway expenditure. From the sum available, funds for the necessary improvement of existing railways must in the first place be provided, and with the steady development which is taking place in them, the amount thus required is considerable. Next, money has to be provided for continuing work on railways already under construction. The residue is available for new lines.

3. In the year 1901-1902, the total amount allotted to the "Railway Programme" was Rs. 10,32,44,000, which was distributed as follows:

						Rs.
For e	expendit	ure or	existing r	ailways		4,59,97,000
**		**	lines unde	r construction	a	4,59,47,000
**	"	., 1	new lines			1,13,00,000
				Тоты		10:32.44.000

It will be seen that with the large number of railways of Imperial importance still remaining to be constructed, there is little from for the provision of funds for small branch lines out of a total adlotment of only 13 falkins of rupees for new lines. So long, there one a Promoters demand a guarantee (and there seems to be a money in unguaranteed librar of the investing public to place them money in unguaranteed librar of the investing public to place them money in unguaranteed librar of the investing public appared and will demands for lines of longerial importance contains, there are small prospects of lines of only local importance finding a place in the "Railway Programme"

4. The importance of these branches, both to the country and to the railways with which they will connect, is nevertheless fully recognised, and much consideration has been given to the problem of how they may be provided outside the programme.

5. The point to which most consideration appears to have been given in all schemes for branch lines has been whether the branch would justify its construction by what it would can for itself, and attention appears to have been only incidently directed to the benefits which the main line would derive from its construction. Recognising how great the importance was of these branch lines to the main line, the Government of India in their Resolution No. 514-RC, dated 17th April, 1896, authorised the main line paying a rebate to the former from traffic interchanged with the latter, so as to help the

branch to make up with its own earnings a dividend of 3½-per cent, on its capital. But the effects of this concession would to some extent be neutralised if the charges made by main lines for working the branches were pitched too high. It is only necessary to examine the accounts of any branch line which has been constructed to see that not only has the main line not suffered either at its junction or on the main line, but that the traffic brought to it by the construction of the branch would have justified its undertaking to work the branch for nothing rather than not have had it constructed. The addition of a short branch to the main line adds bare out-of-pocked expenses only to the working charges of the latter, and it would materially assist the construction of these branches, if the main lines not only allowed rebates on interchanged traffic, but gave liberal concessions, in the matter of working expenses.

6. But however liberal the terms offered may be, there still remains the difficulty of financing these branches without a guarantee. It is not necessary here to consider why there should be so much hesitation in investing money in railway projects. The determinist at unguaranteed schemes are in little favour and that it is almost impossible to raise the money for an Indian line of that it is almost a Government guarantice. It has already been so of always the given by the Imperial Covernment, because their hands are full of projects of Imperial importance, but there is no reason why a sufficiently good guarantee should not be given by the Local authorities through whose areas the line will run.

7. In their Resolution No. 3210-A., dated the 22nd July, 1808, the Government of India in the Finance and Commerce Department explained to what extent the powers of taxation conferred upon Local Boards could be used for the furtherance of railway schemes. Where a margin exists between the amount actually raised for necessary expenditure and the amount which Local Boards have power long railway lines to the extent of the margin. But where a Local grailway lines to the extent of the margin. But where a Local Board is already spending to the full extent of its taxing powers and the margin is insufficient to granulate interest on the capital of

the railway required, the case is different.

A To overcome the difficulty in the latter case, the Madras Roemment, with the concurrence of the Government of India, have constituted to the concurrence of the Government of India, have the constituted to the second to t

and of transport facilities.

9. There are few districts in India which would not be the better for more railway communications than they now possess, and better for more railway communication between important towns in many of them schemes for a connection between important towns

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and the main line of railway have been languishing for years. In regard to all such projects the first question for the Local authority to determine is whether the margin of taxation remaining, or whether such margin, together with the special cess referred to in paragraph 8, will be sufficient to cover the full guarantee on the capital necessary to construct the railway. If it is sufficient, the next questions for consideration are : (a) what kind of railway shall be made ; (b) by what agency shall the capital be raised; (c) by what agency shall the railway be made; and d) by what agency and on what terms shall the railway be worked when made.

10. Question b), namely, by what agency shall the capital be raised, that is, whether it shall be raised by a loan, or whether the interest only on the capital shall be guaranteed to a company promoted by some firm of recognised standing or by the railway company working the main line, is a matter which must be influenced by the financial credit of the Local Board at the time. If either of the latter agencies is employed, it will generally be possible, in return for the guarantee, to specify that surplus profits over an agreed percentage shall be divided between the Company and the Local authority not only until arrears of guarantee have been made good, but during the whole currency of the contract, and in this manner the Local authority will be able to obtain an asset which will be available for the guaranteeing of other railways. In regard to the former method, it may be mentioned that in Madras an attempt recently made by the District Board to raise a loan for a railway project did not meet with success, while in Bengal there has been no difficulty in finding firms of repute to raise the necessary capital on the guarantee of the District Board. Whichever method it may ultimately be decided to recommend the adoption of in the case of any particular scheme, it will need to be carefully scrutinised, as the failure of such projects after sanction has been given to them is very undesirable, not only because of the financial responsibility resulting to Government, but also because each failure is a serious impediment to new investors, whom it is the policy of Government to encourage.

 In regard to ε), namely, by what agency shall the Railway be made, it will generally be found most satisfactory to employ the agency to make the line which will subsequently have to work it.

12. In regard to 'd', namely, by what agency and on what terms shall the railway be worked when made, there can be little question, especially in the case of short branches, that the most satisfactory and economical results will generally be obtained by having the branch worked by the main line agency. This is specially the case when the main line is allowing a rebate on interchanged traffic. The cost of working should as a rule be represented only by the main line's actual out-of-pocket expenses, and should be subject to a fixed maximum percentage of the gross earnings.

 In regard to (a), namely, what kind of railway shall be made, the decision will depend largely on what kind of railway the traffic of the district to be served needs and the finances of the district can afford. If the branch line is to connect with a large town which is already connected with the railway by a good road, and

there already exist reasonably satisfactory transport facilities, a better class of railway may be necessary to compete successfully with existing transport.

14. The proposals submitted in connection with branch lines occasionally provide for a railway of a standard which is quite out of keeping with the necessities of the district, and it is the construction of such railways equipped with all the most modern conveniences which makes the liability on account of interest excessive, and which causes the rejection of many schemes that could well have been adopted if they had only been projected on less ambitious lines.

15. If a less ambitious policy were generally adopted, it would, it is hoped, lead to provision of many branch lines which otherwise will have to be indefinitely postponed. The provision of these railways must have the effect, possibly, of improving the revenues of the Local authorities, and certainly of saving expenditure on the up-keep of roads; and, if only the routes be carefully selected, the lines should not only prove no burden to the Local authorities but should soon be a source of income to them.

16. In the preceding paragraphs nothing has been said as to how Local authorities should proceed to get their projects taken up. If their desire to find promoters be made known, firms of standing may be expected to come forward with offers to raise a company. But it might generally be to the advantage of the Local Board to negotiate with the agency working the main line, who would have less difficulty in forming a company and in raising the necessary capital than firms not already engaged in railway promotion. In the case of branch lines connecting with State-worked railways, there are generally some promoters who have already undertaken railway schemes, and would no doubt be willing to undertake others. Lines thus projected would come outside the Railway Programme, and the only limit on their construction would be the financial condition of the market and the amount of money in the hands of the public that is available for investment.

## From Chamber, to Government of Bengal (RAILWAY).

No. 563-1902.—CALCUTTA, 24th April, 1902

l am directed by the Committee of the Bengal Chamber of Commerce to acknowledge the receipt of your letter No. 238-R. of 20th February, forwarding a copy of a letter, with enclosure, No. 21-R.P. of 5th February, from the Secretary to the Government of India, Public Works Department, on the subject of the provision of branch or feeder lines in India by private enterprise outside the Government of India Programme. You request that you may be furnished with the opinion of the Committee of the Chamber on this document.

2. The Committee have given their most careful consideration to the very interesting note enclosed in the letter from the Government of India. They do not understand that their opinion is asked for in detail on all the various points raised, some of which are of a technical nature which can only be dealt with efficiently by Railway experts. The Committee propose, therefore, to confine themselves to the financial aspect of the question as set forth in paragraphs 8, 9 and 10 of the note), on which I am instructed to offer the following

remarks. 3. The Committee are of opinion that encouragement would be given to the construction of branch railways by empowering District Boards to levy a special railway cess in the same manner as has been authorised in the Madras Presidency, and as detailed in paragraph 8 of the note. At the same time, the value of a guarantee from a District Board is considered to be doubtful in enabling capital to be raised by private enterprise; and the Committee suggest that, in order to make the guarantee effective, it might be given by the Local Government interested, the Local Government in its turn being indemnified by the District Board concerned in the construction of the branch line, in the event of the conditions of the guarantee being called into operation. The Committee notice, in the concluding portion of paragraph 10 of the note, that Government already recognise their indirect financial responsibility for the guarantee of District Boards, so that no new principle would be introduced in adopting the above suggestion. If Local Governments were to assume direct responsibility, and thus stand between the District Boards and the promoters, the raising of capital would be facilitated. It appears to the Committee that points (a) (b) (c) and (d), alluded to in the concluding portion of paragraph 9, would have to be dealt with at the time on the merits of each case.

## PROPOSED TRANSFER OF THE WORKING OF THE JOREHAUT STATE RAILWAY TO THE ASSAM-BENGAL RAILWAY COMPANY.

From Chamber, to Government of India (P. W. D.)

No. 543-1902.—Calcutta, 21st April, 1902.

The attention of the Committee of the Bengal Chamber of Commets has been drawn to a proposal which, it is understood, is under the consideration of the Government of India for trunsferring the working of the Jorchaut State Railway to the Assam-Bengal Railway Company. From correspondence which has been placed at the disposal of the Committee it would appear that the Horbibe the Chief Commissioner of Assam has recorded his strong objection to this proposal on the ground that the State Railway now acts as a feeder to the river on the one hand and to the main line of railway on the other, and that it is to the advantage of the public that this arrangement should continue.

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  2. The representatives of the River Steamer Companies have very naturally lodged a protest against the contemplated transfor, the result of which latter would probably be that the Assam-Bengda Raibway authorities would dismanule the line, or work it in seed a way as to complet the local traffic to follow the railway instead of the river route. Moreover, the proposal is equally do moximized the representatives of the tea industry who, at present, have the option of sending their tea either by rail or by steamer, and marily do not sending their tea either by rail or by steamer, and the steam of the river and the steam of the river and the result of the river and the result of the river and the results of the river and the river and the results of the river and the river a
- 3 Looking at all the circumstances of the case, the Committee are strongly of opinion that to transfer the working of the line to the Assan-Beagl Railway suthorities would be most inexpedient in every way. The river and the railway routes are now in direct in every way. The river and the railway routes are now in direct the river and the railway routes are now in direct some companies have done excellent service in the past. It would, in the opinion of the Committee, introduce a distinctly unfair would, in the opinion of the Committee, introduce a distinctly unfair sold. It is always the competition of the present working of the Jorehard State Railway were interfered with in any way. They would emphasise Mr. Colino's content for that it acts as a feeder, both to the river saw. It is always and the railway, and would be to the interest of the authorities of the Regal Railway, it would be to the interest of the authorities of the line to abolish it allogether. They trust that the Government of India will make no alteration in the existing arrangements.

# RAILWAY EXTENSION—BISHENPUR LINE AND BRIDGE.

# From Chamber, to Engineer-in-Chief, Bishenpore-Calcutta Chord Survey.

No. 673-1902.—CALCUTTA, 21st May, 1902.

With reference to your recent conference with the Committee of the Bengal Chamber of Commerce on the question of the alignment of the proposed new line from Bishenpore to Calcutta, and the further question of the proposed bridge across the Hooghly, I have been asked by the President to communicate to you the following conclusions arrived at by the Committee after further discussion at a subsequent meeting:—

- That the bridge should be a combined road and railway bridge.
- That the site, which would be of the greatest value to Calcutta, should be not further north than Cossipore, and, if possible, near the Chitpore Canal. The nearer the site is to the present floating bridge the better.
- That an investigation by experts should be made into the
  objections of the Port Commissioners, and into the possible dangers
  to the river of building a bridge nearer than Cossipore.
- That the Committee generally approve of Mr. Chadwick's alignment of the new line from Bishenpore either to Naihati or to whatever site may be selected for the new bridge.

# PROPOSED TRANSFER OF THE WORKING OF THE JOREHAUT STATE RAILWAY TO THE ASSAMBENGAL RAILWAY COMPANY.

From Chamber, to Government of India (P. W. D.)

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- ment should continue.

  2. The representatives of the River Steamer Companies have very naturally lodged a protest against the contemplated transfer, the result of which latter would probably be that one with a Railway authorities would dismantle the line, or many lay instead of the river route. Moreover, the proposal is equally obnoxious to the representatives of the ten industry who, at post have the option of sending their tea either by rail or by scenario and naturally do not sending their tea either by rail or by scenario and naturally do not sending their tea either by rail or by scenario and naturally do not sending their tea either by rail or by scenario and naturally do not sending their tea either by rail or by scenario and naturally do not sending their tea either by rail or by scenario and naturally do not reast. The Committee understand that the Jorchard Branch of the rates. The Committee understead that the Jorchard Branch of the Indian Tea Association have lodged a protest with the Assam Administration against any interference with the present status of the ministration against any interference with the present status of the
- 3. Looking at all the circumstances of the case, the Committee are strongly of opinion that to transfer the working of the line to the Assam-Bengal Railway authorities would be most inexpedient in every way. The river and the railway routes are now in discovery way. The river and the railway routes are now in Assam-Bengalian and the competition. But their route was the first to be opened; and she compared to the part of 
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2. That the site, which would be of the greatest value to Calcutta, should be not further north than Cossipore, and, if possible, near the Chitpore Canal. The nearer the site is to the present floating bridge the better.

3. That an investigation by experts should be made into the objections of the Port Commissioners, and into the possible dangers to the river of building a bridge nearer than Cossipore.

4. That the Committee generally approve of Mr. Chadwick's alignment of the new line from Bishenpore either to Naihati or to whatever site may be selected for the new bridge.

## PROPOSED TRANSFER OF THE WORKING OF THE JOREHAUT STATE RAILWAY TO THE ASSAM-BENGAL RAILWAY COMPANY.

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2. The representatives of the River Steamer Companies have very naturally lodged a protest against the contemplated transfer, the result of which latter would probably be that the Assam-Bengal Railway authorities would dismantle the line, or work it in such a way as to compel the local traffic to follow the railway instead of the river route. Moreover, the proposal is equally obnoxious to the representatives of the tea industry who, at present, have the option of sending their tea either by rail or by steamer, and naturally do not wish to see the means of transport monopolized by the Assam-Bengal Railway, with the almost absolute certainty of an enhancement in rates. The Committee understand that the Jorehaut Branch of the Indian Tea Association have lodged a protest with the Assam Administration against any interference with the present status of the

3. Looking at all the circumstances of the case, the Committee are strongly of opinion that to transfer the working of the line to the Assam-Bengal Railway authorities would be most inexpedient one assum-Bengal Railway authorities would be most mespeciate in every way. The river and the railway routes are now in direct competition. But the river route was the first to be opened; and the Steamer Companies have done excellent service in the past. It would, in the opinion of the Committee, introduce a distinctly unfair element into the competition if the present working of the Jorehaut State Railway were interfered with in any way. They would emphaorder Kallway were interfered with in any way. They would emphasise Mr. Coston's contention that it acts as a feeder, both to the river and the railway, and that if it came under the control of the Assam-Bengal Railway, it would be to the interest of the authorities of that line to abolish it altogether. They trust that the Government of India will make no alteration in the existing arrangements.

# RAILWAY EXTENSION—BISHENPUR LINE AND BRIDGE.

# From Chamber, to Engineer-in-Chief, Bishenpore-Calcutta Chord Survey.

No. 673-1902.—CALCUTTA, 21st May, 1902.

With reference to your recent conference with the Committee of the Bengal Chamber of Commerce on the question of the alignment of the proposed new line from Bishenpore to Calcutta, and the further question of the proposed bridge across the Hooghly, I have been asked by the President to communicate to you the following conclusions arrived at by the Committee after further discussion at a subsequent meeting:

- That the bridge should be a combined road and railway bridge.
- That the site, which would be of the greatest value to Calcutta, should be not further north than Cossipore, and, if possible, near the Chitpore Canal. The nearer the site is to the present floating bridge the better.
- 3. That an investigation by experts should be made into the objections of the Port Commissioners, and into the possible dangers to the river of building a bridge nearer than Cossipore.
- That the Committee generally approve of Mr. Chadwick's alignment of the new line from Bishenpore either to Naihati or to whatever site may be selected for the new bridge.

## RATES ON THE DARJEELING-HIMALAYAN RAILWAY.

From Committee appointed to consider grievances in connection with the Darjeeling Himalayan Railway, to Chamber.

DOOTERIAH TEA ESTATE, SONADA, DARJEELING, 14th July, 1902.

We enclose copies of the Proceedings of a General Meeting held in Darjeching on the 28th ultimo, and of a letter we have addressed to the Directors of the Darjeching Himalayan Railway, which precludes the necessity of our entering more fully into our object in addressing you now.

We have been appointed a Committee to give effect to the Resolutions passed at the above-mentioned meeting.

We make no apology for asking your energetic support of our action in this matter, as we are aware that anything which tends to promote the welfare of Commerce in this country always has the support of your powerful body, and we feel convinced that after considering our cause you will acknowledge the justice of our claims and give us your assistance.

We are addressing the Indian Tea Association and the Calcutta Trades Association in similar terms to the above.

From ~H. R. Irwin, Esq., Chairman of Special Committee appointed to consider grievances in connection with the Darjeeling Himalayan Railway.

To -The Directors, Darjeeling Himalayan Railway.

- 1. At a crowded meeting of Planters, Tradesmen, Residents and others interested in the District and Town of Darjeeling, held at the Town Itall there, on the 28th attime, to ascertain the opinion of the public as regards the goods and conching rates at present charged on the Darjeeling Italyan Railway, and other grievances charged on the Darjeeling Italyan Railway, and other grievances the control of the Computer of the Comp
- 2. Since the present rates were adopted, traffic of all kinds has enormously increased, and we are of opinion that a large reduction may now be reasonably expected.
- 3. The present grave condition of the Tea Industry, which is 3. The present grave condition of the Tailway, is so well known that it is needless for the mainstay of the Railway, is so well known that it is needless for us to dilate upon it. The prospects for the current season are more us to dilate upon it.

Railway to remedy. The first of these grievances in most cases arise on the State Railway system, during translaipment at the forty, and the latter is entirely beyond the routrol of the Darjeeling Himalayan Railway Directors. The last remember of the Darjeeling Himalayan ways for the control of the property calculated, and if the down-country freight one is swongly made out, it falls to the Darjeeling Himalayan Railway staff to correct it, however much odium they may insee the process. The main complaint, however, is in regard to make early reductions in the rates on tea, the Committee of the Chamber do not propose to address to them any formal representation at the present moment. The Committee think it should be borne in mind that the haulage power of the engines of the Darjeeling Himalayan Railway is only one-seventh part of what they could draw on the plains section, and that necessarily rates on a line of the description must always be high as compared with ordinary railways.

#### From H. R. Irwin, Esq., to Chamber.

Dooteriah, Sonadah, 20th August, 1902.

I beg to acknowledge your No. 1122 of 8th instant, and have to thank the Committee of the Bengal Chamber of Commerce for the sympathetic action they have so far taken in the matter of the Darjeeling Himalayan Railway rates.

As regards the so-called reduction in 3rd class fares by mixed trains, I would point out that it is a very slight noe, if any at all. By holding out inducements to 3rd class passengers to make use of the mixed, the Railway authorities are merely endeavouring to relieve the pressure on the mail train for their own convenience and conony, as, on account of increasing traffic, a second train would other wise have to be run to carry the overflow mail passengers. Moreover, as return fares are not to be granted at the reduced rates, the so-called reduction is still further so minimized as to be almost ridiculous—in fact it is no concession at all to the public.

We are very glad to note that "the Railway Board have inimated that they expect to make early reductions in the rates on tea," and shall be pleased to learn what the Board propose; at the same time, we shall not be satisfied with a reduction in ten freights only; other rates, such as coal, rice, passenger fares, etc. we consider excessive, and trust to obtain reductions in.

We are aware that we are comparatively an insignificant portion of the community at large, but we consider that we are being most unjustly treated, and intend taking our case to the highest authorities, if necessary, in our endeavour to have our grievances righted.

As regards what you rightly term "the important question of the extension of their concession" by Government, we shall oppose any such being granted, to the utmost of our power, unless the Railway

## RATES ON THE DARJEELING-HIMALAYAN RAILWAY.

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- 3. The present grave condition of the Tea Industry, which is the mainstay of the Railway, is so well known that it is needless for us to dilate upon it. The prospects for the current season are more us to dilate upon it.

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RATEWAYS.

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As regards what you rightly term "the important question of the extension of their concession" by Government, we shall oppose any such being granted, to the utmost of our power, unless the Railway

authorities are prepared to treat us in a more liberal spirit than they have hitherto done, and we certainly consider that the Railway proposals should be disclosed to us before any extension is granted.

As regards the last panugraph of your letter. I think I am right in saying, that since the present tariff came into operation the Railway have prouved engines of increased power and capable of hauling a still per cent, heavier float than formerly at little or no increased on and surely the public should have some of the benefit arising

Further, I would remark that the fact of the Railway being a hill one is hardly an argument for the Company's paying double the dividend that satisfies a plain's railway, and only the fact of their possessing a monopoly enables them to do so.

Again thanking you for the courteous consideration accorded to our appeal by the Bengal Chamber of Commerce.

## REDUCTION IN FREIGHT ON INDIGO IN CHESTS.

## From East Indian Railway, to Chamber.

No. 18632-T.—Calcutta, 24th September, 1902.

In continuation of this office letter No. 3437 of the 5th March. 1900, in which you were advised of the reduction of freight charges on Indigo booked through, vid Digha Ghat and Mokameh Ghat to on mango booked drough, our pages of the drawn and movement shall be Howah from 3 pie to 3 pie per maund per mile, I am directed by the Acting Agent to inform you that we are reducing freight charges generally on Indigo in chests from 3rd to 2nd class, i.e., from 3 pie to I pie per maund per mile.

## From Chamber, to East Indian Railway.

No. 1311-1902.—CALCUTTA, 25th September, 1902.

I am directed by the Committee of the Bengal Chamber of Commerce to acknowledge, with thanks, your letter No. 18632-T. of 24th September, advising me that you are reducing freight charges generally on Indigo in chests from third to second class, i. a., from 3rd of a pie to 1 a pie per maund per mile.

I am communicating this information to all firms interested in Indigo, and also to the Behar Planters' Association, by whom it will no doubt be received with much satisfaction.

## MISCELLANEOUS.

CHARGING OF ENGLISH INCOME TAX ON PROFITS WHICH HAVE ALREADY PAID INCOME TAX IN INDIA.

То

His Excellency the Right Honorable GEORGE NATHANIEL BARON CURZON OF KEDLESTON. P.C., G.M.S.I., G.M.I.E.,

In the County of Derby, in the Pecrage of Ireland, Viceroy and Governor-General of India.

The Memorial of the undersigned Persons and Firms respectively residing and carrying on business in British India

## SHEWETH AS FOLLOWS: ---

- 1. Your Memorialists are subjects of His Majesty the King-Emperor of India, and derive their respective incomes either from salaries or professional incomes earned in India, or from the profits of business carried on, or from investments made, in India.
- 2. On all such incomes as aforesaid there is payable and paid to the Government of India, an Income Tax at the rate of five pies in the rupee or rather more than sixpence per pound sterling under the provisions of the Indian Income Tax Act, 1886, by which Act such tax has been imposed and been payable since the 1st April, 1886.
- 3. The tax levied in India under the said Income Tax Act, 1886, is also paid by persons resident in the United Kingdom on investments in India.
  - (a) Made and held by persons resident in the United King-
  - (b) Made by persons while resident in India and preparatory to retirement, so as to provide an income for their support after such retirement.
  - $(\epsilon)$  Made by persons, while resident in India, who have since died, and the income derived from which supports their families.

All such income arising or accruing in India is, when received in the United Kingdom, also subject to the charge for Income Tax levied and payable in the United Kingdom, under the Acts for the

time being in force there in that behalf. 6. Your Memorialists while willing to contribute their quota to Imperial Taxation in proportion to their incomes, submit that they should not be required to do more, and that all income which is subject to payment of Indian Income Tax, should, to the extent of that tax, be relieved from the payment of Income Tax in the United Kingdom.

7. Apart from the injustice of a double Income Tax being levied on income arising or accruing in any of the British Possessions, it is evident, that the fact of such double duty being levied, must tend to discourage capitalists in the United Kingdom from investing in Indian undertakings, and to check the supply to India of British capital which is so much needed for the proper development of the

country 8. The question of the payment of this double Income Tax was brought up in the House of Commons by the late Sir George Baden-Powell on the 13th June, 1898, in the shape of an amendment to the Finance Bill of that year, when the Chancellor of the Exchequer, while admitting that the matter was one deserving of consideration, said that he did not think that it was ripe for action, and the amendment was withdrawn.

9. The same question was also raised at the meeting of Your Excellency's Council on the 3rd February, 1899, when the Honorable Mr. (now Sir) Allan Arthur asked whether the Government of India would move the Secretary of State for India to endeavour to arrange that Income Tax should not be levied in England on incomes on which Indian Income Tax had already been paid, and the Honorable Sir James Westland stated in reply that the Secretary of State would be communicated with on the matter. Your Memorialists are not aware what reply has been received from the Secretary of State to such communication.

10. At the fourth Congress of the Chambers of Commerce of the Empire held in London in 1900, the following resolution was passed:

That it is inequitable that Income Tax be levied in the United Kingdom on profits made in British Colonies and Possessions, upon which Income Tax has been paid in such Colonies or Possessions, and that it is equally inequitable that Income Tax be paid in any British Colony or Possessions on profits made in the United Kingdom, upon which Income Tax has been paid in the United Kingdom, and that representation be made to the Home and Colonial Governments urging the repeal of enactments imposing double Income Tax on British subjects.

11. The principle which your Memorialists submit should be applied to Income Tax, namely, that nowhere in the countries subject to His Majesty the King-Emperor should there be a double taxation in respect of the same subject-matters, has been admitted to be sound and just in respect of death duties, and under the Finance Act, 1894 57 an 58 Vic., Cap. 30), there is allowed to be deducted from the Estate duty payable under that Act in the United Kingdom by reason of the death of any person, the amount payable as duty by reason of such death in respect of any property situate in any British Possession. Your Memorialists submit that this principle is equally applicable to Income Tax.

Your Memorialists therefore pray that Your Excellency will be pleased-

I. To take this Memorial into favourable consideration.

2. To represent the matter to the Right Honorable the Secretary of State for India, and to assist your Memorialists by such other means as are open to Your Excellency to obtain relief from payment of the double Income Tax levied and payable as hereinbefore in this Memorial stated.

## SIGNATURES.

Kilburn & Co. lardine. Skinner & Co. Macneill & Co. Mackinnon, Mackenzie & Co. Geo. Henderson & Co. Gillanders, Arbuthnot & Co. Finlay, Muir & Co. Graham & Co. Barry & Co. Turner, Morrison & Co. Hoare, Miller & Co. Per pro. Barlow & Co. W. Wayles.

Chas. L. Fyffe, Commercial Union Assurance Co., Ld., Manager & Underwriter. Alliance Assurance Co. of London, Secretary Balmer, Lawrie & Co. McLeod & Co. Per pro. King, Hamilton & Co., W. H. Taylor.
For the "Englishman," A. J. Fraser Blair (Editor).

Anderson, Wright & Co. Francis Matheson, Supdt., P. & O. S. N. Co. Mitchell, Bardsley & Co. Petrocochino Brothers. Geo. Roddick, for Jessop & Co., Ld. F. W. Heilgers & Co. Duncan Brothers & Co. Per pro. Birkmyre Brothers, R. W. Hutchison. Shaw, Wallace & Co. F. G. Dumayne. Per pro. Blackwood, Blackwood & Co., Fred. E. H. Power. Kerr, Tarruck & Co. Bird & Co. Per pro. Davenport & Co., T. A. Magnus. For The Allahabad Bank, Ld., T. Smith, Agent. Per pro. Marshall, Sons & Co., Ld., Frank Harrison. Acting Managing Agent. Martin & Co. Andrew Yule & Co. Gladstone, Wyllie & Co. W. A. Dring. Acting Agent, E. I. Railway H. Macleod. Supdt., Bengal Coal Co., Ld. Grossmann & Co. Simpson & Co. Per pro. Thomas Duff & Co., Ld., J. Nicoll. Per pro. E. D. Sassoon & Co., A. S. Joseph. For The National Bank of India, Ld., W. Touch, Manager. David Sassoon & Co., Ld., R. M. Cohen, Manager. Maurice E. Gubbay, By his Attorney. David Sassoon & Co., Ld., R. M. Cohen, Manager. Lovelock & Lewes. Per pro Sir Jacob Behrens & Sons, Walter N. Cresswell. McDougall, Clark & Co.

Per pro. Allen Brothers & Co., O. G. Haarbleicher. Per pro. Mannheim Insurance Whitney Brothers & Co. Co., Ld., Per pro. Alexander Classen & McLeod & Co. Co. For the Mercantile Bank of G. Grueber. Per pro. Jules Karpeles & Co., India, Ld., T B Peterkin, F. Ballarin. tor Manager, Calcutta, Meyer, Soetbeer & Co. Per pro. Hadenfeldt & Co., D. Lindsay, Secretary. F. Kertell. Royal Insurance Co. Perman & Hynd. For The New Zealand Insur-Mackenzie, Lyall & Co. ance Co., Ewing & Co. G. Thomas George, For The Delhi & London Bank. for Manager. Ld.. Per pro. The Arracan Co., Ld., E. I. Wright, Herbert D. Wood. Acting Manager. Sun Insurance Office, Reg. Murray. Commercial Bank of India, F. D. Browne, Acting Manager for India. R Knight & Sons, S. T. Darrell, Proprietors, "Statesman." Acting Manager in India, I B Saunders, Sun Life Office. Bengal Telephone Co., I.d. For Brooke, Bond & Co., Ld., Oriental Telephone & Electric J. R. F. McKay, Co., L.d., Attorney. I. B. Saunders, Per pro. Lipton, Ld., Chief Agent & Attorney. W. Stanley Green. Halford, Smith & Co. Per pro. H. St. John Jackson, For The Chartered Bank of Editor & Proprietor, "Indian Gardening & Plant-India, Australia & China. T Fraser, Agent. James Sullivan & Co. Charles Judge. For The Hongkong & Shanghai T. I. Sullivan. Banking Corporation, W. S. Cresswell & Co. For Planters' Stores & Agency P. E. Cameron, Agent. Deutsch Asiatische Bank, Co., Ld., G. A. Murray, M Gutschke, Acting Manager. General Manager. Guardian Assurance Co., Ld., Douglas Stewart, R. W. Campbell Davidson, Secretary, Standard Life Assurance Acting Manager, Calcutta Branch. A. & J. Main & Co., Ld., A. T. Winter, By their Attorney, British Empire Mutual Life Geo. R. Main. Assurance Co. Per pro. Rowley & Davies, John C. Buchanan, C. de C. Richards. Resident Manager, Per pro. Rowbotham & Co. Norwich Union Fire Office. C. de C. Richards. William, Watson & Co. Shrager Brothers.

Grünberg Brothers. By their Attorney. C. Shrager. W. Haworth & Co. Begg, Dunlop & Co. F W Howse & Co. South British Fire & Marine Insurance Co. of New Zealand, Victor Murray, Manager. Per pro. Moll Schütte & Co., Tiedemann. For The London & Lancashire Fire Insurance Co., Collin C. Gulliland, Resident Secretary. For The City of Glasgow Life Assurance Co., Collin C. Gulliland, Resident Secretary. Norman Brothers. For The Alliance Bank of Simla, Ld., W. A. Langdon, A gent. Per pro. Ralli Brothers. C. G. Giro. Williamson, Magor & Co. Lyall, Marshall & Co. Carritt, Moran & Co. Carritt & Co. Per pro. Lampard, Clark & Co., Wm., Colc. For Davidson & Co., Ld., T. R. Pratt, Manager Angelo Brothers, By their Attorneys, Turner, Morrison & Co. Per pro. W. H. Harton & Co., T. A. Ross. Thomson, Lehzen & Co. For Heatly & Gresham, Ld., S. T. Gresham. Managing Director. Macbeth Brothers & Co., J. C. Tosh. Octavius Steel & Co. Per pro. Thos. Cook & Son, G. F. Norman Durant. Walker, Goward & Co. Orr, Robertson & Burton.

Becker, Ross & Co. Sanderson & Co. Pugh & Co. F. Temple, Editor, " Asian." W. Newson, Managet. W. H. Targett & Co. Shirley Tremearne. D. King. For The Bank of Calcutta, Ld., D. King, Agent. Don, Watson & Co. Robinson, Morrison & Co. Per pro. Lardner & Co., Thos. Robertson.

Struthers & Co., Ld.,
By their Attorney,
H. Booth.
Place, Siddons & Gough.
The Indian and Eastern Engineer Co., Ld.

James Wyness

Per pro. G. Atherton & Co.,
S. M. Tyrer.

Forbes, Mitchell & Co.
J. G. Bagram & Co.
Per pro. A. Agelasto & Co.,
E. N. Vassilopulo.

The Nahapiet Jute Co., Ld.,

By their Attorney.
Allan Arthur.
James, Taylor & Co.
Poppe, Delius & Co.
Sinclair, Murray & Co.
J. Thomas & Co.
A. S. Barrow.
Assistant Editor, "Indian

Assistant Fattor,
Daily News."

A. S. Barrow,
Editor, "Indian Planters
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Pat. Doyle, C. E.,

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M. Duncan.
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F. A. Banyard,

Director.
Pigott, Chapman & Co.
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A. Daw,
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Jno. Davies & Co.
E. Staples.
Agent & Chief Engineer,
Bengal Central Railway.

Meugens, King & Simson.
For The Calcutta Tramways
Co., Ld.,
Martyn Wells,
Managing A gent.

C. Beckett.
Acting Agent, Bengal-Nagpur Railway.
Oriental Gas Co., Ld.,
D. Coates Niven,
Chief Eneineer & Managu

C. Lazarus & Co.
C. F. Larmour.
F. A. Larmour.
Macfie & Macdonald.
I. Muir.

PROFITS WHICH HAVE ALREADY PAID INCOME TAX IN INDIA. 48t

Per pro. Cutler, Palmer & Co., F. G. Wallis-Whiddett. Per pro. Ahmutle & Co.,

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H. Clark & Co.
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W. Staristics of Stary Norton
Smith, Stanistreet & Co.
Class F. Baker,
Steuart & Co.
W. Bushy.

R. E. Josland.

I have the honor to forward, under the direction of the Committee of the Bengal Chamber of Commerce, a memorial, for submission to His Excellency the Vicroy, signed by a large number of persons and firms respectively residing and carrying on business in British India, and for the most part members either of the Bengal Chamber of Commerce or the Calcutta Trades Association.

2. The memorial draws attention to the practice by which the English revenue authorities key income tax upon profits which have already paid income tax in India, and submits that all income which is subject to payment of Indian income tax should, to the extent of that tax, he relieved from the payment of income tax in the United

Kingdom.

3. The memorial, besides emphasising the injustice of a double income tax being leviced on income arising in any of the British peacesions, also points out that the fact of such double duty being exicted must tend to discourage capitalists in the United Kingdom to an investing in Indian mulertakings. The general question was rived in the House of Commons by the late Sir George Badenised in the House of Commons by the late Sir George Badenised in the House of Commons by the late Sir George Badenised in the House of Commons in the SiR and Cartino was been dead to the SiR and Cartino was a second of the Linds of the Common of the Linds of the Common of the House of Common of the Engage, field in London in 1900, a Resolution was passed contaming the practice of charging a double merone tax as inequitable.

4. The principle on which the Memorialists take their stand is that nowhere in the countries, soliper to His Majesty the King Emperor should there be a cloud a naximo on the same income, a principle which has been solubited to be sound and just in respect of death duties, and with which the Committee of the Chamber are in cardial agreement.

 The late Sir George Baden-Powell in a letter to the "Times," dated 10th January, 1858, wrote as follows with regard to this question:
 In my opinion the question is of paramount importance—in

the first place, as affecting the vast investments present and prespective of British capital in the develoment of our valuable Colonial possessions. Today it is certain that note than half of the income derived from invested and in all worked in the United

"from invested capital and received in the United Kingdom is from capital invested outside the United "Kingdom, and of this two-thirds is from capital in-

"weal'd within our own British Empire"
The question is of paramount importance, in the second
place, because the payment of a tax on the same
property twice over in the one Queen tends to under
"mine the political solidarity and mutuality of our
"Empire".

PROFITS WHICH HAVE ALREADY PAID INCOME TAX IN INDIA. 483

6. I am instructed to say that the Committee of the Chamber regard this matter as one of great and increasing importance and they strongly support the prayer of the memorial, trusting that I lis Excellency the Vicercy will take such steps as may seem fit to obtain ride for the Momeratists and others similarly affected from payment of the double income tax levied as described in the memorial.

From Chamber, to Government of Bengal (FINANCE.)

No. 1155-1902. -- CALCUTTA, 1st November, 1902.

Lan directed by the Committee of the Bengal Chamber of Commore to forward copy of my letter No. 1451-1902 of this date to the Serrary to the Government of India, Finance and Commerce Depatment, and also of the Memorial referred to therein, drawing attention to the practice by which the English Revenue authorities levy floom: Fax upon profits which have already paid Income Tax in

India 2 The Committee venture to hope that the prayer of the memorial will have the support of the Government of Bengal.

From Government of India (FINANCE), to Chamber.

No. 5963 S.R.—SIMLA, 8th November, 1902

Lain directed to acknowledge the receipt of your letter No. 1451, and the letter of the latter of latter of the latter of latter o

# SUNDAY IN RELATION TO MERCANTILE CONTRACTS

## From Chamber, to all Members.

CIR. No. 68-1902. - CALCUTTA, 15th February, 1902.

Sundays and Chartee Party Holidays in relation to Mercantile Contracts.

The Committee of the Bengal Chamber of Commerce have had under consideration a question of considerable importance raised in connection with the delivery of goods for shipment. Briefly, it is as to whether goods falling due for delivery on a Sunday or on a Charto whether growth farming one to helicity of a country of on a charter Party Holiday should be delivered on the day previous to, or on the day following, the Sunday or the Charter Party Holiday, as the case might be. The Committee have ascertained that no legal decicase right oc. The commutee neve asceramee that no legal desion has ever been given on the point, at any rate in this port. In their view, however, the custom which has prevailed is that goods falling to be delivered on a Sunday or a Charter Party Holiday should be delivered on the preceding day. Being strongly of opinion that it would be most desirable to establish an identical ruling for all Indian Ports with reference to the point in question, they placed themselves in communication with the Chambers of Commerce of Bombay, Madras, Karachi and Rangoon. The Committees of the Bombay, Madras and Rangoon Chambers have expressed themselves in favour of the establishment of a uniform ruling for all Indian ports, and the Committee of the Bombay Chamber would favour the institution of a ruling that goods due on a Sunday or other holiday should be deliverable on the preceding day.

I am now directed to ask if you will kindly favour the Committee with your opinion on the question of the advisability of stabiliting a miling; and, if you might in favour of this course being pursed, sto what the terms of the ruling should be. I should be glad to be favoured with a reply, on the accompanying slip, in the course of the next ten days.

# From Calcutta Wheat and Seed Trade Association, to Chamber.

NO. 5.44. "CALCUTTA, 18th February, 1902.

Sundays and Charter Party Holidays in relation to Mercantile Contracts.

I am directed by the Committee of the Calcutta Wheat and Sed Trade Association to acknowledge receipt of your letter No. 227.189, dated 15th instant, asking for an expression of their views as to the advisability of establishing a ruling for all Indian ports to the effect that goods falling due for delivery on a Sunday or Charter Parly Holiday should be deliverable on the preceding day.

In reply, I am directed to say that the Committee of this Association approve of such a ruling for all Indian ports being established. As a matter of fact, the custom which the Committee of the Chamber now seek in intraduce has for many years been adopted by the Association, as the following extract from the Association form of Contact (clause IS) will shev:

"18. When contracts fall due on Sundays or Chamber of Commerce Holidays the last day for delivery shall be the next preceding business day and the market rate for settlement of the differences shall be that of the next following business day."

# From Jute Fabrics Shippers' Association, to Chamber.

No. 1-J.—Calcutta, 19th February, 1902.

Sundays and Charter Party Holidays in relation to Mercantile Contracts.

I am directed by the Committee of the Jute Fabries Shippers' Association to acknowledge receipt of your letter No. 227-1902, dated l3th instant, asking for their views upon the advisability of establishing a ruling for all Indian ports to the effect that goods falling due for delivery on a Sunday or Charter Party Holiday should be

delivered on the preceding day.

In reply, I am directed to state that the proposal meets with the control approved of the Committee of this Association. The advantage of having such a general understanding is particularly manifest in the case of a Sunday or a Charter Party Holiday falling on the last day of the month; for in the event of goods falling due on that day, their delivery on the following day would constitute the succeeding months delivery.

# From Calcutta Baled Jute Association, to Chamber.

No. 34-T. -CALCUTTA, 19th February, 1902.

Sundays and Charter Party Holidays in relation to Mercantile Contracts.

I am directed by the Committee of the Calcutta Baled Jute Association to acknowledge the receipt of your letter No. 227-1902, sociation to acknowledge the receipt of your letter No. 217-1902, dated 15th February, in this connection.

You ask for the opinion of the Committee upon the advisability of establishing a general ruling that goods due on a Sunday or other holiday should be deliverable on the preceding day.

The second secon

3. In reply, I am to say that the fourteenth bye-law of this Association provides that: "Notices which would fall to be given upon "a holiday, shall be given on the day preceding such holiday." This is the custom which prevails in the holted just trade; and, as it is in accordance with the pro-culture which would be prescribed in the Chamber's proposed ruling, the Committee would favour the institution of the latter.

## From Indian Jute Manufactures' Association, to Chamber.

No. 15-D. CALCUTTA, 6th March, 1902.

Sundays and Charter Party Holidays in relation to Mercantile Contracts.

1 am directed by the Committee of the Indian Jute Manufactures' Association to acknowledge the receipt of your letter No. 227-1902 of 15th February, in this connection.

2. You ask for the opinion of the Committee upon the advisability of establishing a general urling upon the point whether goods due on a Sunday or Charter Party Holiday should be deliverable on the day preceding or on the day following the Sunday or holiday.

3. In reply, I am to say that the Committee are of opinion that a ruling is desirable; and so far as Sundays are concerned, they think it might provide for the goods to be deliverable on the preceding day. But in the case of Charter Party Holidays, they consider that the ruling should provide for the goods to be placed for delivery on the holiday, or for them to be delivered on the day following the holiday.

#### From Chamber, to Bombay, Madras, Karachi and Rangoon Chambers.

No. 531-1902. CALCUTTA, 18th April, 1902.

Sundays and Charter Party Holidays in relation to Mercantile Contracts.

In continuation of my letter No. 1562-1901 of 2nd December, 1th December 1901, and with further reference to your letter of 1th December 1901.

"Booksy sely. "For the information in which I thank you, I am directed by the Committee of the Bengal Chamber of Commerce to intinate that, after a reference to the members of the Chamber, they have decided to adopt the following ruling with the view of deciding the noint which has been russed in this port:

"Goods falling the for delivery on a Sunday or on a Charter Party and Shipping Holiday must be delivered on the day previous to the Sunday or the Charter Party and Shipping Holiday, as the case may be. The Committee, however, consider it very desirable that there should be an identical ruling in all Indian ports, and before bringing the above into operation, they will be glad to know whether it meets Bombay,

with the approval of your Chamber, and would be adopted in

### From Madras Chamber, to Chamber.

Madras, 5th May, 1902.

In reply to your letter of the 18th uttino, regarding Sundays and the Party Holidays in relation to mercantile contracts, I beg to inform you that the subject was considered at a general meeting of this Chamber, when the proposals of your Chamber were generally approved and their adoption here decided upon.

### From Karachi Chamber, to Chamber.

No. 148. -Karachi. 8th May, 1902

Sundays and Charter Party Holidays in relation to Mercantile Contracts.

I am directed to acknowledge receipt of your letter of 18th ultimo, in continuation of previous correspondence on the above subget, and to inform you, in reply, that the Committee of this Chamber approve of the ruling adopted by your Chamber in the above matter, and that the same will be brought forward for adoption at the next General Meeting of the members of this Chamber.

## From Bombay Chamber, to Chamber.

BOMBAY, 31st May, 1902.

Referring to your letter of the 18th April, 1992, on the subject the delivery of goods on Sundays and Charter Party Holidays, I am directed to say that having regard to the Rule of the Bombay Cotton Trade Association, Limited (mentioned my letter of the 18th December 1ast), the Committee some time go enquired of that Bib December 1ast), the Committee some time go enquired of the bay whether the Directors would be prepared to amend that rule in body whether the Directors would be prepared to amend that rule in body whether the Directors would be prepared to amend that rule in body to the property of the Association of the property 
That General Meeting will probably take place in November or December; and I am instructed to say that should the new Rule be then adopted, my Committee will submit a similar Rule to the Members of the Chamber.

### From Chamber, to all Membrs

CIR NO. 263-1902.—CALCUTTA, 25th June, 1902.

Sundays and Charter Party Holidays in relation to Mercantile Contracts.

In continuation of my Circular No. 68-1902 of 15th February. 1902, the majority of replies to which were in favour of a Ruling that goods falling due for delivery on a Sunday, or on a Charter Party Holiday, should be delivered on the preceding day, I am now directed by the Committee of the Bengal Chamber of Commerce to intimate. for general information, that they have decided to adopt the following Ruling as a Ruling of the Chamber:-

"Goods falling due for delivery on a Sunday or on a Charter-"Party and Shipping Holiday must be delivered on the "day previous to the Sunday or the Charter-Party and "Shipping Holiday, as the case may be."

An indentical Ruling has been approved by the Chamber of Commerce at Madras, and another will be brought forward for adoption at the next General Meeting of the Chamber of Commerce at Karachi, while a similar Ruling will also be submitted for adoption at the next General Meeting of the Chamber of Commerce at Bombay, provided the Bombay Cotton Trade Association, Limited, amend their Rules in accordance.

### REVISED RULES FOR REGULATING THE GRANT OF LICENSES TO POSSESS AND TRANSPORT PETROLEUM.

## From Chamber, to Government of Bengal (MARINE.)

No. 58-1902.—CALCUTTA, 9th January, 1902.

With reference to Notification No. 140-Mnc., of 2nd November, 1901, published in the Calcutta Gazette of 6th November, 1901, setting forth revised rules for regulating the grant of licenses to possess and transport petroleum in the Lower Provinces of Bengal, I am directed by the Committee of the Bengal Chamber of Commerce to minate that they desire to submit an expression of opinion with regard to some of these rules. As, however, the period of two months given for submitting suggestions or observations expired on the 2nd instant, I have the honor to enquire, on behalf of the Committee, whether a further extension of time can be given for submitting opinions. The Committee have been in communication with the representatives of the trade upon the question, but are not quite prepared to submit their views at the moment.

# From Chamber, to Government of Bengal (MARINE.)

No. 127-1902.—CALCUTTA, 27th January, 1902.

In continuation of my letter No. 58-1902 of 9th January, 1902, am now directed by the Committee of the Bengal Chamber of Commerce to submit their views in connection with the revised rules for regulating the grant of licenses to possess and transport petroleum in the Lower Provinces of Bengal, which were published under Notification No. 140-Mne. of 2nd November, 1901.

2. The Committee do not propose to make any suggestion in control of the storage of non-dangerous to the storage of non-danger petroleum, but they desire to recommend some amendments in the resolution, but they desire to recommend some amendments in the titles dealing with the transport of petroleum. The Committee consider that nothing in Rule 16, Section (4), should be construed to prohibit the use of fuel oil on board inland steamers of a flash point equal to that now sanctioned, or which may hereafter be sanctioned, spen to that now sanctioned, or which may necestive be succiously by Government for Customs purposes. The Committee would further recommend that in Rule 15, Section (4). Clause (d), the words "by an arcommend that in Rule 15, Section (4). Clause (d), the words "by an arcommend that in Rule 15, Section (4). the words "by a competent person," as in their opinion it will be often the words "by a competent person," as in their opinion it will be often impossible at river stations to obtain an officer of Government for impossible at river stations to obtain an officer of Government for impossible at river stations to obtain an officer of Government for impossible at river stations to obtain an officer of Government for impossible at river stations to obtain an officer of Government for impossible at river stations to obtain an officer of Government for impossible at river stations to obtain an officer of Government for impossible at river stations to obtain an officer of Government for impossible at river stations to obtain an officer of Government for impossible at river stations to obtain an officer of Government for impossible at river stations to obtain an officer of Government for impossible at river stations to obtain an officer of Government for impossible at river stations to obtain an officer of Government for impossible at river stations to obtain an officer of Government for impossible at river stations to obtain an officer of Government for impossible at river stations to obtain an officer of Government for impossible at river stations to obtain an officer of Government for impossible at river stations of the formation of the purpose of giving such certificates. They further desire to point

and in regard to Section . () of this Rule that the restrictions with reference to the carriage of petroleum in bulk are very stringent and likely, in some cases, to hamper trade. They are of opinion that the rules generally for the transport of petroleum in bulk will be likely to require modification in the light of experience which will be eafter be gained as the trade in bulk oil developes.

3. The Committee further desire me to suggest that the flash point of liquid fuel should be fixed at 150° Fahr, in order to assimilate the rules regarding fuel oil to be consumed on inland steamers in India with the regulations regarding liquid fuel which prevail at other ports in the East.

### From Government of Bengal (MARINE), to Chamber,

No. 220-Mne.-Calcutta, 28th Lanuary, 1902.

With reference to your letter No. 58-1902, dated the 9th instant, asking for further time for the submission of the Chamber's oninion on the revised rules for regulating the grant of licenses to possess and transport petroleum in the Lower Provinces of Bengal, published under the notification of this Government No. 140-Marine of the 2nd November 1901, I am directed to say that the rules will probably undergo further revision and that a copy of them as finally revised will be forwarded to the Chamber for an expression of opinion.

### From Chamber, to Government of Bengal (MARINE.)

No. 264-1902.—CALCUTTA, 22nd February, 1902.

In continuation of my letter No. 127-1902 of 27th January, 1902, I am directed by the Committee of the Bengal Chamber of Commerce to intimate that as it is their intention to make further enquiries into the question of the transport and storage of petroleum, they would be glad if the letter now under reference could be held in abeyance for the present.

#### From Chamber, to Madras, Bombay, Karachi and Rangoon Chambers.

No. 270-1902.—CALCUTTA, 22nd February, 1902.

I am directed by the Committee of the Bengal Chamber of Commerce to intimate that a suggestion has been made to them for a joint representation to the Government of India for the revision of the Petroleum Act of 1899 and other Acts bearing on the transport and storage of petroleum. Before, however, taking any steps in the direction indicated, the Committee are desirous of ascertaining GRANT OF LICENSES TO POSSESS AND TRANSPORT PETROLEUM. 491

whether any dissatisfaction exists in other ports with regard to the working of these Acts and whether there is any general feeling that their revision is called for; and I am therefore directed to ask for the favour of your views upon the question.

# From Government of Bengal (MARINE), to Chamber.

No. 581-MNE. -- CALCUTTA, 14th March, 1902.

With reference to the correspondence ending with your letter No. 264, dated the 22nd ultimo, I am directed to forward, for the information of the Chamber, the enclosed copy of a notification No. 41 Mornue's dated the 7th instant, publishing, for criticism, revised rules who is it is promoved to sanction under section 9 of the Indian Petroleum Act, 1899.

# From Madras Chamber, to Chamber.

Madras, 18th March, 1902.

In reply to your letter of the 22nd ultimo, I beg to say that in the opinion of the Chamber there is no necessity for revising the rules framed under the Petroleum Act, as no difficulty is found by firms in complying with the regulations, which have been drawn up with due regard to the trade in petroleum and public safety.

# From Rangoon Chamber, to Chamber.

RANGOON, 18th March, 1902.

I am desired to acknowledge receipt of your letter of 22nd ultimo, having reference to a proposed joint representation to the Government of India for the revision of the Petroleum Act, 1899.

I am to say that this Chamber will join in such a representation. as there are many points affecting the trade here which the Committee are informed require revision.

# From Bombay Chamber, to Chamber.

BOMBAY, 27th March, 1902.

With reference to your letter No. 270 of the 22nd ultimo, the with reference to your retter 180, 240 of the 22nd utimo, the reply to which has been unavoidably delayed. I am directed to say uppy to which has been inavoidably delayed, I am directed to say that the Committee have consulted members of the Chamber interestout the Committee have consulted memoers of the channer interest-ed in the matter, and on the information placed before them the Com-nitive do not think it necessary at this time to offer any specific criticisms on the working of the Petroleum Act and other Acts bearing on the transport and storage of petroleum.

At the same time the Committee will be pleased to receive a copy of any representation which the Bengal Chamber might consider necessary to address to Government in the matter, and I am to add that any proposals that you may put forward will receive the careful consideration of my Committee.

#### From Karachi Chamber, to Chamber,

No. 129.—Karachi, 23rd April, 1902.

I am directed to acknowledge receipt of your letter of 22nd February last in the matter of a suggestion made to your Chamber for a joint representation to the Government of India for the revision of the Petroleum Act and other Acts bearing on the transport and storage of petroleum.

I am directed to inform you in reply that as far as experience goes there is at present no dissatisfaction with regard to the working of the Acts at this port and that their revision appears to the Committee to be unnecessary.

### From Chamber, to Rangoon Chamber.

No. 617-1902.—CALCUTTA, 8/h May, 1902.

I am directed by the Committee of the Bengal Chamber of Commerce to acknowledge receipt of your letter of 18th March, in which you intimate, in reply to the enquiry in my letter No. 270-1902 of 22nd February, 1902, that your Chamber will join in any representation to the Government of India for the revision of the Petroleum Act, 1890, as there are many points affecting the trade in Rangoon which your Committee are informed require revision.

I am instructed by the Committee to enquire if you will be good enough to inform them what are the particular points in connection with which the Petroleum Act is said to require revision. The Committee are anxious to have this information as the Chambers of Commerce at Bombay, Madras and Karechi do not consider that necessity has arisen for revising the Acts relating to Petroleum.

### From Rangoon Chamber, to Chamber.

RANGOON, 14th June, 1902.

I am desired to acknowledge receipt of your letter of 8th ultimo with reference to the proposal to amend the Petroleum Act.

GRANT OF LICENSES TO POSSESS AND TRANSPORT PETROLEUM. 493

I enclose copy of a letter addressed to this Chamber by the Managing Agents of the Burma Oil Company which appears to embedy the chief objections to the present Act.

body the chief conjections on the processing the suggestions put before the Government of India by their (alculta Agents is probably the most practical way of settling the

Copy of letter from Managing Agents, Burma Oil Company, to Rangoon Chamber.

When foreign oil is imported from America, Russia or elsewhere, it is duly examined and tested before it is landed.

Oil refined locally is examined at stated intervals by the Government Chemical Examiner to see that its flash point is maintained at the proper standard.

No lowering of flash point can take place thereafter in either case, and it seems to us that there should be no further need to test the oil again.

When we send out shipments of locally refined oil, we have to stad samples of the proposed shipment to the Chemical Examiner, who again tests the oil and issues a certificate, which must accompany the shipment. This seems to us unnecessary, and the tests made of the oil while in our storage tanks should suite.

(2) Under the existing regulations business in the lighter products of our oils (e.g. Naptha) which in every other country are largely used, is practically impossible and consequently the lighter oils prosent in the considerable due of the third of the product of the product of the present rules would require to be re-drafted on the lines of the rules in force in other countries.

For the same reason we have to burn nearly 25% of the oil which For the same reason we have to burn nearly 25% of the oil which we are at present getting from our Yenangyat wells. When leases of oil-bearing land were first considered we were dealing with oil from shallow wells which has a high flash point. The oil which we are now getting from the deeper wells in Yenangyat has a higher perentage of light oil, which has to be distilled from the crude oil bearing the crude oil can be removed from the field. We have consequently the crude oil can be removed from the field. We have consequently the use this highly oil as fuel in the oil fields. We pay royalty on the loss of the light oil as fuel cartain though quite inadequate allowance is made for the light oil which we have to burn.

(3). It seems to us that more careful supervision could be made over small native refineries with great advantage to the interests of wer small native refineries with great advantage to the interests of large manufacturers. It seems only reasonable that it should be insisted upon that those in charge only reasonable that it should be insisted upon that one of such refineries should be qualified for such a charge, and more of such refineries should be exercised over the construction of these over control should be exercised over the construction of these temperatures by calling for plans thereof before permission be granted to construct them.

In our opinion the quantity is not the measure of danger; to secure the desired degree of safety regulations should be drawn up specifying the situation and manner in which such cargo should be stowed, and if this be done there seems no more potent reason why the quantity should be limited to 5,000 gallons in India than in other

(5) Taking the working of the Act as a whole, the difficulties experienced in connection with the rules drawn up thereunder are chiefly owing to-

- Their having been drawn up by different individuals and without expert or practical assistance.
- b.) The variations of the rules in different provinces.
- (c) There being no official with sufficient practical and technical knowledge to whom questions as to the working of the rules can be referred.

Our Agents in Calcutta, Messrs, Shaw, Wallace & Co., have nut before the Government of India the following proposals, which in our opinion would yield the best result in dealing with the queszion:--

- (a.) That a Committee be formed for the purpose of considering, assimilating, and re-drafting in a complete form for use in all India the rules now in force under the Petroleum Act.
- (b) That some of the members of the Committee have practical knowledge and experience of the petroleum trade.
- (c) That a special officer, with the requisite experience and knowledge, be appointed by Government with power to deal with all technical points of the said rules. That this officer be referred to by all public bodies and officials having powers under the Petroleum Act to regulate the trade in petroleum when any fresh rules are drafted under the Act or any questions arise which require special knowledge in the decision thereof.

### From Chamber, to Government of Bengal (MARINE.)

No. 896-1902.—CALCUTTA, 30th June, 1902.

I am directed by the Committee of the Bengal Chamber of Commerce to acknowledge receipt of your letter No. 584-Marine of 14th March, 1902, forwarding copy of a notification No. 41-Marine, dated 7th March, publishing for criticism revised rules which it is proposed to sanction under section 9 of the Indian Petroleum Act, 1899.

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2. I am directed by the Committee to offer the following comments and suggestions on the rules under reference, which have been anned at in consultation with the representatives of the petroleum rade and also of the River Steamer Companies which are interested in the transport of petroleum.

3. Rule 2, Paragraph IV reads—"Petroleum in bulk means petrelease in any vessel or receptacle having a capacity of 300 gallons and upwards." Reading this paragraph in conjunction with Rule la, section 2, the Committee consider it would prevent the transport of petroleum by means of tank-carts of a smaller capacity than 300 gallons. The Committee are inclined to think that any greater quanity of petroleum than the contents of one case when loose should be considered as "in bulk." One case contains 10 American gallons, equal to 8; imperial gallons, and the Committee would suggest the quantity mentioned in Rule 2, paragraph IV should be altered to 81 gallons instead of 300 gallons.

4. The Committee have no proposals to make in connection with the rules with regard to the storage of non-dangerous petroleum, but they consider the rules for the transport of petroleum, and specially those provided for regulating vessels carrying petroleum in bulk, are unduly stringent and would make the cost of transport so great and the work so difficult that the transport of petroleum in bulk by water would be practically impossible. Under these rules a special towing steamer would have to be provided for a barge carrying petroleum in bulk, whereas the steamers of the River Steamer Companies are capable of towing 2 or 3 flats at a time; therefore a flat carrying petroleum would have to pay the same towing charges as 2 or 3 flats carrying other cargo, including oil in cases, the freight being thus rendered prohibitive.

The Committee consider that clause (e), section 4, Rule 15, should be omitted entirely, and that the portion of clause (d), reading as follows, should be omitted :--

"Vessels carrying Petroleum in bulk shall not be allowed to carry other inflammable cargo at the same time, such as jute, cotton, straw, nor passengers." They are of opinion that as clause (a) provides that a vessel carrying Petroleum must be certified as fit for the service by an officer appointed by the Local Government, or if amended as suggested below "by a competent person," this provision should be sufficient to insure that only properly constructed vessels would be used for the transport of Petroleum in bulk and the risk of fire in such vessels should not be greater than on flats carrying Petroleum in tins or in cases. In the event of the River Steamer Companies fitting their steamers to burn liquid fuel instead of coal, these steamers, under the present wording of the rules, would be prohibited from carrying passengers and many kinds of cargo. Under such conditions it would of course be impossible for petroleum to be adopted as fuel for river steamers.

6 The Committee consider that nothing in Rule 15, section 4, should be construed to prohibit the use of fuel oil on board of inland steamers of a flash point equal to that now sanctioned, or which may hereafter be sanctioned by Government for customs purposes. They would further recommend that in Rule 15, section 4 Clause (d), the words "by an officer of the Government" be deleted and in their place be inserted the words "by a competent person" as, in the opinion of the Committee it would be often impossible at river stations to obtain an officer of the Government for the purpose of giving such certificates.

7. Representations have been made to the Committee by a section of the petroleum oil trade in favour of the reconsideration of the whole question of the possession and transport of oil and of the amendment of the Petroleum Acts, but this is such a wide and farreaching question that before addressing Government with regard to it the Committee are taking the opinions of the Indian Chambers of Commerce

#### TRADE IN INDIAN TEA WITH TIBET AND CHINESE TURKESTAN.

### From Chamber, to Sir James L. Mackay, K.C.I.E.

No. 316-1902 .-- CALCUTTA, 7th March, 1902.

I am directed by the Committee of the Bengal Chamber of Commerce to forward to you copy of a letter, dated 21st February, which they have received from the General Committee of the Indian Tea Association with reference to the trade in Indian Tea with Tibet and Chinese Turkestan. The letter explains itself so fully that I need not remark upon it at any length. I am to say, however, that the Committee have decided to address the Government of India on the lines indicated by the General Committee of the Indian Tea Association, and I have been instructed, in order to save time, to forward copy of the letter to you as a preliminary measure, as the Committee understand it is possible you will not be remaining much longer in China. You will notice that it is suggested in the letter that advantage might be taken of your mission to China to induce the Chinese authorities to make some beneficial changes. These changes are indicated in the fifth paragraph of the letter, and the Committee feel sure that if it lies within your power to take any steps in the direction in dicated in the interests of the Indian Tea Trade, you will gladly do

## From Chamber, to Government of India (FINANCE).

No. 446-1902,--Calcutta, 2nd April, 1902.

Lam directed by the Committee of the Bengal Chamber of Commerce to address you with reference to a subject on which the Committee have received a representation from the General Committee of the Indian Tea Association. I refer to the trade in Indian tea with Tibet and Chinese Turkestan.

2. This question is one which has engaged the attention of the Indian Tea Association for some two or three years past. During that period they have made such enquiries as have been possible into the circumstances and conditions of the tea trade in each of the above countries. The general results of these enquiries go to show that practically no Indian tea is drunk in Tibet and very little in Chinese Turkestan. There is a large trade in tea in both countries, but it is confined entirely to the China product. The object which the General Committee of the Indian Tea Association have had in view has been to ascertain the reasons for the limited trade in Indian

tea in the regions referred to, and to formulate measures which may be calculated to improve the trade. There would appear to be no doubt that these reasons are of a two-fold nature, some being political, and others having reference to the quality and appearance of the tea itself. With the latter of course there is no necessity to deal in this letter, as it is the business of the growers of tea to supply the article suitable to the wants of the countries in which they desire to establish trade. It is the former to which the Committee of the Chamber wish to direct the attention of the Government of India.

3. With regard to Tibet, it is necessary to refer to the trade regulations which were appended in 1894 to the Sikkim-Tibet Convention of 1890. These regulations were drawn up and agreed upon by the Chinese Government and the Government of India. They provided, inter alia, that general imports into Tibet through Yatung should be exempted from taxation for a period of five years ending on 30th April, 1899. But they also stipulated that throughout that period Indian tea should not be imported vid Yatung, and that after the expiration of the five years it should be admitted, but subject to a duty not exceeding that levied upon China tea imported into Great Britain. Yatung, it should be noted, is one of the so-called Treaty Ports of the Chinese Empire. As the Government of India are aware. it was established as such in 1894 under the regulations mentioned, with the object of developing the trade across the Sikkim-Tibet Frontier. In this it has been successful, as the volume of imports and exports has considerably increased since its opening, even in spite of the difficulties which have been placed in the way of merchants by the Tibetan authorities. The Committee understand that the Chinese Government are bound by treaty not to levy at the Treaty Ports a rate of import duty higher than 5% ad valurem upon any description of merchandise. But as it has been already shown, Indian tea sent through Yatung was placed outside the scope of this provision by the Regulations of 1894. At the present moment it is open to the Customs authorities at Yatung to charge an import duty equivalent to 6d, per lb, on all Indian teas. The teas drunk in Tibet are of a very inferior description, and such a rate of duty would be equal to about 150 to 200 per cent, on their value, which, it will be acknowledged, would prove an exceptionally severe tax. Up to the present the Committee have not been able to ascertain if the Chinese Customs Officers intend to levy the duty at this the maximum rate, as it has not been possible to induce any Tibetan traders to take tea into Yatung. One or two attempts in this direction have been made, but they have been unsuccessful, as the men have declined to accept the tea on the ground that if they sold it they would be punished by the Llamas. The position, so far as Tibet is concerned, is therefore that by reason of the Trade Regulations of 1894, the Chinese Government may, if they chose, levy a far heavier duty upon Indian tea than upon any other produce, and that, in addition to this disability, the Llamas do their best to discourage its importation.

In Chinese Turkestan a somewhat different, but almost equally unsatisfactory, state of affairs prevails. It seems that strictly speaking the trade in any description of tea other than that upon

which duty has been paid in China Proper is prohibited by the regulations of the Chinese Government. But of recent years, the Chinese Revenue Officers have been so corrupt and have exercised such inefficient supervision that China tea upon which no duty has been paid has been introduced into the country in large quantities. In fact, the influx of this description of tea has been so great that the importers of the so-called " official " tea have been unable to cope with the situation. The consumption of their commodity has declined, and the office which was established at Kashgar for its sale was abolished in 1898. Since that year the tea trade, whether Chinese or Indian, has been practically unfettered. Nevertheless, the present situation is far from being satisfactory, and the Committee would like to see such arrangements made with the Chinese Government as would preclude the possibility of the prohibition being again put into force. As matters stand, there would appear to be nothing to prevent its revival at any time, and possibly if the Indian tea trade were to exhibit any signs of vitality it might be speedily re-introduced. Such a possibility is not calculated to stimulate Indian growers to the adoption of vigorous measures although at the same time it must be admitted that there are other obstacles, such for instance as the inaccessibility of Kashgar, which hinder the development of the trade.

The Committee have now explained what is, so far as they understand the question, the position taken up with reference to Indian tea in each of the countries in question. The Committee fully recognise that there may be difficulties in the way of the Government of India taking action with the view of improving the present position. But at the same time, the representatives of the Indian tea industry are anxious and eager to take advantage of any opening which presents itself for the expansion of their trade, and especially to they desire to develop new markets in what are known to be teadrinking countries. It has been pointed out to the Committee that advantage might be taken of the mission of Sir James Mackay to Shanghai to induce the Chinese authorities to make some beneficial changes. There can be no valid reason why Indian tea should be placed in Tibet on a different footing to other produce, and it is difficult to see why the prohibition in Chinese Turkestan should not be abolished in theory as well as in fact. In the view of the Committee probably the easiest way of surmounting the difficulties in Tibet would be to repeal the clause of the Regulations of 1894 which refers to the rate of duty, and to admit Indian tea into Yatung at the same rate as is charged on other merchandise. So far as Chinese Turkestan is concerned, it would probably be sufficient to add one or two frontier stations to the list of treaty ports. It would also require to be provided that at these stations, as at Yatung, Indian tea should not be more heavily taxed than other commodities. If this were done, the removal of the prohibition which has been mentioned would necessarily follow, and the trade might be reasonably expected to

6. I am to express the hope, in conclusion, that the Government of India will take this matter into their most careful and early consi-

### From Charles S. Somers Cocks, Esq., to Chamber.

Sanghai, 2nd April, 1902.

I am directed by Sir James Mackay to acknowledge the receipt of your letter of the 7th ultime forwarding a communication from the Indian Tea Association urging that steps should be taken to place the Indian tea trade with Tibet and Chinese Turkestan on a more satisfactory footing.

The recommendations of the Indian Tea Association will be duly borne in mind.

#### From Government of India (Finance), to Chamber,

No. 1990-S. R .- SIMLA, 11th April, 1902.

I am directed to acknowledge the receipt of your letter No. 446-1902, dated the 2nd April, 1902, suggesting the adoption of certain measures for the improvement of the trade in Indian tea with Tibet

2. I am to say that your letter will be laid before the Government of India.

and Chinese Turkestan.

#### From Chamber, to Indian Tea Association,

No. 589-1902.—CALCUTTA, 2nd May, 1902.

In continuation of my letter No. 399-1902 of 22nd March, 1902, and with further reference to your letter No. 18-6. Of 21st February, in connection with the development of the trade in Indian tea with Tibet and Chinese Turkestan, I am now directed by the Committee of the Bengal Chamber of Commerce to hand you copy of a letter of 2nd April from Mr. Charles S. Somes Cocks, on behalf of Sir James Mackay, K.C.E., to whom, as I have already intimated to you, I forwarded a copy of your letter above referred to in an unofficial manner. I have also the pleasure to hand you copy of my letter No. 448-1902 of 2nd April, 1902, on the same subject, to the Secretary to the Government of India, Finance and Commerce Department, from whom I have received a reply to the effect that the letter will be laid before the Government of India.

TRADE IN INDIAN TEA WITH TIBET AND CHINESE TURKESTAN. 501

#### From Indian Tea Association, to Chamber.

No. 361-O. -CALCUTTA, 7th May, 1902.

Trade in Indian Tea with Tibet and Chinese Turkestan.

I am directed by the General Committee of the Indian Tea Asso-1902, dated 2nd May, forwarding copy of letter No. 446-1902 of 2nd April, to the Secretary to the Government of India, or the subject The Committee have per

### From Government of India (FINANCE), to Chamber.

No. 3863-S. R.-SIMLA, 15th /uly, 1902.

In continuation of my letter No. 1990-S.R. dated the J1th April, 1992, I and interected to say that a copy of your letter No. 446-1902 of the 2nd istem on the subject of the trade in Indian tea with Tibet and Chinese Turkistan, has been forwarded to the Secretary of State for India, with the suggestion that it should be communicated to SiT james Mackay for consideration in his capacity of Special Commissioner for the revision of the Tientsin Treaty of Commerce with China.

### From Chamber, to Indian Tea Association.

No. 1012-1902.—Calcutta, 19th /wly, 1902.

Trade in Indian Tea with Tibet & Chinese Turkestan

In continuation of correspondence ending with your letter No. 361-10. of 7th May, 1902, I am directed by the Committee of the Bengal Chamber of Commerce to hand you copy of letter No. 3863-SR. of 15th July, 1902, from the Secretary to the Government of India, Finance and Commerce Department, for your information.

### From Government of India (FINANCE), to Chamber.

No. 5390-S. R.—SIMLA, 9th October, 1902.

With reference to the correspondence ending with my letter No. 3863-S.R., dated the 15th July, 1902, I am directed to say that there is a possibility that negotiations may be opened with the Chinese Commissioners with a view to fixing a tariff on Indian tea imported into Tibet; and that the Government of India would be glad to have the opinion of the Chamber as to what would be a reasonable rate of duty, having regard to (a) the cost of transit from India to Tibet,

2. The favour of an early reply is requested.

### From Chamber, to Indian Tea Association.

No. 1396-1902.—CALCUTTA, 22nd October, 1902.

I am directed by the Committee of the Bengal Chamber of Commerce to forward. For the consideration of the General Committee of the Indian Tea Association, copy of letter of 9th October, from the Secretary to the Government of India, Finance and Commerce Department, intimating that there is now a possibility of fixing a turiff on Indian tea imported into Tibet, and asking for the opinion of the Chamber as to what would be a reasonable rate of duty having regard to (n) the cost of transit from India to Tibet and (s) the price at which China tea is at present sold in the market at Lhassa

The Committee of the Chamber will feel obliged if your Committee will favour them with their opinion on this question at an early date in order to enable them to reply to the Government of India.

### From Indian Tea Association, to Chamber.

No. 930-O .- CALCUTTA, 3rd November, 1902.

Trade in Indian Tea with Tibet.

I have to acknowledge receipt of your letter No. 1896-1902, dated 22nd October, forwarding for consideration copy of letter of 9th October, from the Secretary to the Government of India, Finance and Commerce Department, on the above subject. You ask what would be a reasonable rate of duty on Indian tea imported into Tibus.

In reply I am directed to state that in the opinion of the General Committee a duty equal to that levied on China tea in India would meet the requirements of the case.

### From Chamber, to Government of India (FINANCE).

No. 1491-1902.—CALCUTTA, 10th November, 1902.

I am directed by the Committee of the Bengal Chamber of Commer to acknowledge receipt of your letter No. 5390-S.R., of 9th October, intimating that negotiations may possibly be opened with the Chinese Commissioners with a view to fixing a tariff on Indian tea imported into Tibet, and that the Government of India would be TRADE IN INDIAN TEA WITH TIBET AND CHINESE TURKESTAN. 503

glad to have the opinion of the Chamber as to what would be a resonable rate of duty having regard to the cost of transit from ladia to Tibet and the price at which China tea is at present sold in the market at Lhassa.

I am directed to say, in reply, that the Committee of the Chamber, having given the matter their best consideration in consultation with the General Committee of the Indian Tea Association, would suggest that a duty equal to that levid on China tea in India would meet the requirements of the case.

### From Government of India (FINANCE), to Chamber.

No. 992-S. R.—Calcutta, 23rd February, 1903.

With reference to the correspondence ending with your letter No. 1491-14902, dated the 10th November, 1902, I am directed to say that it has been decided, in communication with His Majesty's Secretary of State for India, to take no further action at present in the direction of fixing a tariff on Indian tea imported into Tibe.

#### From Chamber, to Indian Tea Association.

No. 296-1903.—CALCUTTA, 26th February, 1903.

Trade in Indian Tea with Tibet and Chinese Turkestan.

In continuation of previous correspondence ending with your models, 0.930-O. of 3rd November, 1902, I am directed by the Committee of the Bengal Chamber of Commerce to intimate that they have received a letter from the Secretary to the Government of India, Finance and Commerce Department, stating that it has been decided in communication with IIIs Majesty's Secretary of State for India to take no further action at present in the direction of fixing a tariff on Indian tea imported into Tibet.

### From Indian Tea Association, to Chamber.

No. 132-O .- CALCUTTA, 5th March, 1903.

Trade in Indian Tea with Tibet.

I am directed to acknowledge the receipt of your No. 296-1903 of 26th February, upon this question.

2. The Committee observe that no further action is to be taken defraction of fixing a tariff on Indian tea imported into Tibet. It is they think much to be regretted that the Government of India should presumably have failed to induce the Chinese Government to agree upon a reasonable rate of duty.

### METRIC SYSTEM OF WEIGHTS AND MEASURES.

#### From Decimal Association, to Chamber.

LONDON, 10th February, 1902.

The Report of the Special Committee of the Association of Chambers of Commerce which was issued on the 18th October, 1901, and published in the Association's Circular No. 441, has doubtless come under the notice of your Council.

I observe that the Executive Council of the Association express the hope that the various Chambers of Commerce will carefully consider the proposal. With a view to derive oractical benefit from the Report, I venture to request the assistance of your Chambers promoting the movement in India by urging the Government towards

In view of the increasing public opinion in favour of the reform it is surprising that the Government has given so little attention to the agitation. Our case is a strong one, and it may not have been pressed with sufficient insistance hitherto, but there is reason to hope that if all friends of the movement were to give their best efforts, such an accession of strength would be obtained as would render certain the success of a Bill in the House of Commons.

It appears to my Committee that it is useless to expect that the metric system will be thoroughly and efficiently taught in our public hand elementary schools before the Government has decided that at a given date (allowing reasonable time for preparation for the change) it shall be the only legal system of weights and measures for the Empire.

We cannot expect that manufacturers will generally adopt the metric weights and measures in their works for the purposes of foreign trade as long as they are compelled to use the present Imperial weights and measures for their home and inter-Colonial trade.

The growing pressure of foreign competition renders the need for this reform more urgent year by year and the reiterated advice of British Consuls to the effect that a serious hindrance to our export trade exists because metric weights and measures are not used by us, should no longer be disregarded.

I am enclosing herewith a copy of a pamphlet giving the main arguments in favour of the reform together with a list of Members of Parliament who are in accord with the aims of this Association.

### From Decimal Association, to Chamber.

LONDON, 12th March, 1902.

The movement in favour of the adoption of the metric weights and measures has of late gained considerable strength, in evidence of which I beg to enclose a list of Members of Parliament who are pledged to support that reform.

At a conference of Chambers of Commerce held on the 5th inst. the following Resolution was carried by a majority of 46 votes to 13:—

"That in the interests of British Trade the compulsory use 
"of the metric system of weights and measures has 
"become imperative."

You will probably have noticed the action taken by the Federated Parliament of Anstralia in the direction of Decimal Coinage, and I am informed that there is a strong feeling there in favour of adopting the metric weights and measures.

I venture to address this letter to you in the hope that you may take the question into consideration and that the result will be that you may induce the Indian Government to support the proposal.

### From Chamber, to Decimal Association.

No. 394-1902 .-- CALCUTTA, 21st March, 1902.

I am directed by the Committee of the Bengal Chamber of Commerce to acknowledge receipt of your letter of 10th February, with its circlosures, in which you invite the assistance of the Bengal Chamber of the introduction of a uniform decimal system of weights and nessures.

I am directed by the Committee to say in reply that the contents of your letter are receiving their very careful attention.

### From Chamber, to London Chamber.

No. 890-1902.-CALCUTTA, 28th June, 1902.

I am directed by the Committee of the Bengal Chamber of Commetce to enquire what are the prospects of the metric system of weights and measures being introduced into Great Britain in supersection of the existing system. The Committee have been addressed recently on several occasions by the Secretary of the Derniral Association, intimating that the movement in favour of the introduction of the system is steadily gaining ground, and has now got within the range of practical politics. The Committee in common with the Committee of the other Indian Chambers of Commetce are being

#### From Chamber, to all Members.

CIR. No. 389-1902.—CALCUTTA, 18th September, 1902.

The Committee of the Bengal Chamber of Commerce have regired several communications from the Decimal Association, Landon, the President of which is Sir Samuel Montagu, Bart, asking the Chamber to support the movement in favour of the introduction into the British Empire of the metric system of weights and measures, which has already been adopted by France, Germany, Austria, Italy, Spain and other European countries, as well as by Japan, Bezil, the Argentine Republic and other Forcign States.

In one of his letters to the Committee the Secretary of the mean Association draws attention to the fact that the growing pressure of foreign competition renders the need for this reform more urgent year by year, and urges that the reiterated advice of British Consults to the effect that a serious limitariance to British export tade exists because metric weights and measures are not used, should no longer be disregarded. No less than 76 Chambers of Commerce in Great Britain strongly advocate the introduction of the system and have passed resolutions in favour of it. At a meeting of the Associated Chambers of Commerce, held in London on the 5th March, a resolution to the effect that in the increase of British trade the compulsory use of the metric system of weights and measures has become imperative, was passed.

The agitation in favour of the adoption of the system in the United States continues to gain strength, and a Bill was introduced into Congress on the 3rd December, 1901, for the purpose of making the system compulsory in the State Departments at Washington, This Bill has been favourably reported upon by the Committee on Coinage, Weights and Measures. Simultaneous Locomittee on Decimal Coinage, appointed by the Federal Flower of Representatives for Australia, issued its Report in April, 1902, recommending the adoption of Decimal Coinage and concluding with a recommendation that the Commonwealth should co-operate in April, 1902, recommending of decimalisation of weights and measures of the Empire. The Seretary of the Decimal Association also reports that there are now 260 Members of Parliament in full accord with the aims of the Asso-

The Committee of the Chamber fear that there would be little use agitating for the introduction of the metric system of weights and measures into this country until the system has been brought into operation in Great Britain. As the matter, however, is being taken up vigorously at Home and promises to come at an early date within the region of practical politics, the Committee would be glad to have the opinion of members generally as to the expediency or otherwise of making some representation to the Government of India with

The favour of a reply by 30th current is requested on the accompanying sheet.

pressed to move in the matter here, but no definite expression of mercantile opinion has yet been obtained in the matter. It appears to the Committee that however destrable such a change might be; it would be more or less useless attempting to introduce it into India, unless it was first adorted in the United Kingdom.

As you are no doubt aware there are many varying systems of the sand measures in different parts of this country, and it would be a matter of extreme difficulty to bring them all into line. This is sufficiently evidenced by the fact that in 1871 a Bill was passed by the Legislative Council of India adopting the kilogramme as the unit of weight for India, but the Act has ever since remained a dead letter.

### From London Chamber, to Chamber.

LONDON, 23rd July, 1902.

In reply to yours of the 28th ultimo there is no doubt that considerable activity is being developed not only in the United Kingdom but throughout the Colomes, and particularly in Australia, Canada and New Zealand, in favour of the adoption of the metric system of weights and measures.

The topic is understood to be one of the confidential programme which the Colonial Premiers are discussing with Mr. Chambelain, and there is no doubt that it is one of the items turning on foreign competition which are felt to be pressing adversely against the development of English business abroad.

Notwithstanding the advance which has been made in activity in pressing the question, and the constant references made to it by merchants, manufacturers, and schoolmasters who agree as to the convenience of the system. I am afraid that I hardly agree with the Secretary of the Decimal Association that the question is becoming one of practical politics.

The Government of this country, represented by the Chancellor of the Exchequer, the President of the Board of Trade, or other ministers who have been waited upon on the matter, show considerable nervousness on being present to introduce a change, although the relatively recent example of Germany indicates that such changes can be made not only without detriment but with advantage.

I think however that the change is bound to come although it depends to a great extent on the pressure exerted in its favour whether the change is brought about early or late.

In conclusion I feel convinced that the foreign competition above referred to is a strong argument in favour of bringing about the adoption of the system at an early date.

### N.B.—

### METRIC WEIGHTS AND MEASURES.

The Meter is the Standard Measure of length: it is usually divided into 100 centimeters, or 1,000 millimeters.

The Meter can be squared for measures of surface, or cubed for measures of bulk or volume, just as yards or feet can be squared or cubed.

One Cubic Meter of cold water weighs 1,000 Kilos or one Ton.

The Liter is the Standard Measure of fluids, grain, &c.: it can be divided into 10 deciliters, or 100 centiliters.

(One Liter=13 pints.)

One Liter of cold water weighs one Kilo.

The Kilo is the Standard Measure of weight: it is usually, divided into 1.000 grams.

Half a Kilo = 11 or 1 1 pound.)

#### From Decimal Association, to Chamber.

LONDON, 3rd October, 1902.

The resolution passed by the Colonial Premiers in favour of the adoption of the metric weights and measures throughout the British Empire has revived interest in this question to such an extent that if all our supporters would give their lest efforts to pressing the reform it would be nossible to mass a Bill next Session of Parliament.

There are already 290 M.Ps. prepared to support such a measure and several might be added to this list if all interested in the movement would use their best influence in obtaining pledges from those M.Ps. who have not yet given them.

To carry on our work with full efficiency a considerable expense is involved for printing, postages, &c., and I am instructed to invite you to assist us by becoming a subscriber, or by making a donation, to our furth.

If, in addition, you would enlist the support of your friends you would render valuable service, for which my Committee would be grateful.

#### From Chamber, to Decimal Association.

#### No. 1519-1902.—CALCUTTA, 14th November, 1902.

Since writing you as per my letter No. 394-1002 of 21st March, 1902, I have to thank you for several interesting communications. Your letters of 12th March, 17th April and 3rd October, with their respective enclosures, have all been duly received and had the careful attention of the Committee of this Chamber, who have noted with much interest the progress being made at home, mainly through the efforts of your Association, in connection with the discussion of the question of introducing the metric system of weights and measures into the British Empire.

In view of the importance of the subject, the Committee decided to make a reference to members of the Chamber generally with regard to it. The replies received were not numerous, but of these amajority were in Javour of the adoption of the metric system, some of them, however, deprecating any action being taken in the matter until the system had been legalised in the United Kingdom. The Committee themselves are of opinion that, until the system hab seen introduced into the United Kingdom, there would be no practical use in making any efforts to have it brought into force in India. India being a part of the British Empire, and the bulk of trade being carried on with British merchants at home, it would be impossible to secure the introduction of the system in this country peading its adoption at home. At the same time, if the agitation new going on in regard to the matter at home should result in legislation being undertaken and carried through by the Imperial Government, there is little doubt that this country would very soon fall into ine, as the Row of trade would necessarily be hampered by the fact of two different systems prevailing in the United Kingdom and in India.

# REDUCTION OF FEES LEVIED FOR THE INSPECTION OF STEAM BOILERS.

#### From Government of Bengal (JUDICIAL), to Chamber.

No. 1217-I .- CALCUTTA, 15th February, 1902.

I am directed to acknowledge the receipt of your letter No. 1185-1901, dated the 30th August, 1901, on the subject of the proposed reduction of the fees levied for the Inspection of Steam Boilers.

- 2. The Chamber point out, with reference to the Annual Reports of the Commissioners for the Inspection of Steam Boilers, that during the ten years, 1891-92 to 1900-1901, the surplus receipts of the Boiler Fund over expenditure amounted to a little over Rs. 90,000, and suggest that, with such a large unappropriated amount at the credit of the Fund there can be no financial reason why a lower scale of inspection of the state of the Fund there can be no financial reason why a lower scale of inspection of the state of the s
- 3. In reply, I am to say that the amount Rs. 90,939, which is shown in paragraphs 2 and 3 of your letter as the accumulated balance at the credit of the Boiler Fund during the years 1891-92 to 1900-1901, does not represent the actual balance. The Boiler Fund was constituted an Incorporated Local Fund in the year 1893; consequently the surpluses of the receipts of the Fund over expenditure have been carried to its credit since the year 1892-1893. It will further be observed from the Reports of the Boiler Commission that the sur-pluses therein shown are exclusive of certain expenditure, i.e., that on account of subscription to periodicals, exchange compensation allowance, &c., which sums were disbursed by the Accountant-General. The closing balance of the Boiler Fund at the end of the current financial year is thus expected to be only Rs. 65,000. The Commissioners for the Inspection of Steam Boilers, who were consulted, state that this is not too large a balance considering that the yearly operations cost about Rs. 40,000, and that if there were a period of depression the number of boilers would diminish but the establishment being permanent would have to be kept on and the fund would then work at a loss. While therefore admitting that the object to be kept in view is to balance the expenditure and receipts of the Fund yearly leaving

a small margin for safety, the Government does not consider that the accumulations have been such as to allow of a reduction in the free entirely at their expense.

- 4. The question of reducing the fees must, therefore, depend on the annual balance. A reduction of Re. 1 in the fee means a reduction of Re. 3,000, in the receipts. The average annual surplus during the years 1897-38 to 1890-1900 was about Rs 11,000. If this surplus could be depended on in the future it would be possible to reduce the average fee by Rs. 3. But the Commissioners state that in 1900-1800 the surplus amounted to Rs 8,100; in the current year it is expected to be no more than Rs. 5,000; while in 1902-03 the surplus is anticipated to be Rs 2,000 only, because in that year increments in the salaries of several of the older Inspectors will fall due and provision will have to be made for the appointment of an additional Inspector which is said to have become necessary on account of pressure of work.
- 5. In the circumstances stated above the Government regrets that it is impossible at the present time to contemplate any reduction in the present scale of fees.

### From Chamber, to Government of Bengal (JUDICIAL,)

No. 421-1902.—CALCUTTA, 27th March, 1902.

I am directed by the Committee of the Bengal Chamber of Commerce to acknowledge receipt of your letter No. 1217-J. of 15th February, 1902, in reply to my letter No. 1185-1901 of 30th August, 1901, suggesting a reduction of the fees levied for the inspection of stem boilers.

2. I am directed to express the regret of the Committee that Government consider it is impossible at the present time to contemplate any reduction in the present scale of fees. After a careful perusal of your letter the reasons given for this decision hardly appear to the Committee to be either consistent or adequate. The Committee note from the remarks in paragraph 3 that the closing balance of the Boiler Fund at the end of the current financial year is expected to be Rs. 65,000, and also that the Commissioners for the Inspection of Steam Boilers, who were consulted, state that this is not too large a balance and that if there were a period of depression the number of boilers would diminish but the establishment being permanent would have to be kept on, and the Fund would then work at a loss. The Committee do not think that there is the slightest apprehension of any such period of depression as to result in a number of boilers being closed down. On the contrary, there is every probability that the number of boilers for inspection will increase. The remarks in paragraph 4 of your letter would appear to indicate that this increase is at the present moment in progress as you intimate that provision will have to be made for the appointment of an additional Inspector which is said to have become necessary on account of pressure of work, which the Committee presume would imply an increase in receipts from fees.

3. I am directed by the Committee to state that in their opinion there is still a margin for a further reduction in fees, and to express a hope that Government will reconsider the matter.

### From Chamber, to Government of Bengal (JUDICIAL ).

No. 783-1902.-- (CALCUTTA, 11th June, 1902.

I have the honour to draw your attention to my letter No. 421-1902 of 27th March, 1902, on the subject of the fees levied for the inspection of steam boilers, and to ask for the favour of an early work.

### From Government of Bengal (JUDICIAL), to Chamber.

No. 1733-J.D. - Darjeeling, 30th June, 1902.

I am directed to acknowledge the receipt of the letters from the
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under the consideration of Government.

### From Chamber, to Government of Bengal (Judicial)

No. 1203-1902. - CALCUTTA, 27th August, 1902.

In continuation of previous correspondence, ending with your leter No. 1733-JD. of 300b June. 1902. I am again directed by the Committee of the Bengal Chamber of Commerce to address you with reference to the question of fees levied for the inspection of steam boilers, which you intimated in the letter above named was still under the consideration of Government.

2. The Committee have just received the Report of the Commissioners for the Inspection of Steam Boilers for the year 1901-1902, from which they notice that the surplus balance on the year's working amounts to Rs. 82:93-40. As this appears to be a much larger sum than was anticipated in your letter No. 1217-J. of 15th February. 1902, the Committee trust that IIIs Honour the Lieutenant-Governor will reconsider the matter as requested in my letter No. 421 of 27th March, 1902, and sanction a reduction in the existing fees charged.

### From Government of Bengal (JUDICIAL), to Chamber-

No. 3014-I.D .- Darieeling, 2nd October, 1902.

I am directed to acknowledge the receipt of your letter No. 1208-1902, dated the 27th August, 1902, regarding the reduction of the fees levied for the inspection of steam boilers, and in reply to say that the matter is, as the Chamber have already been informed, under consideration, but that, Government will not be in a position to re consider the reply already given for some time to come.

### TRADE WITH RUSSIA.

From Chamber, to Government of India (FINANCE).

No. 933-1902.—CALCUTTA, 5th July, 1902.

The Committee of the Bengal Chamber of Commerce have been addressed by the General Committee of the Indian Tea Association on the subject of the development of the Russian market for Indian teas. An enquiry has been made as to whether it would be possible for the Government of India to male: a representation to the Russian Imperial Government through His Majesty's Government with regard to the effect of the heavy customs dattes in keeping down the consumption of tea in that country.

2. It is understood that the rates of duty range from 2\(\frac{3}{2}\)d. to 1s. 10\(\frac{1}{2}\)d. per English pound, the heavier duty being levied it is stated on teas entering Russia by the land routes. Notwithstanding these heavy duties the tea trade is steadily though slowly increasing, the consumption in 1900 being estimated at 1 lb. per head of the population against \(\frac{3}{2}\) lb. per head in 1899.

3. While a gradual reduction of the duties would probably in the end be but little felt by the revenue of the cutarty, and might possibly augment it, the population in proportion to the reduction of the duty would be greatly benefitted by having placed within their reach a wholescene article of consumption. Under present circumstances ten is a luxury practically unknown to millions of the poorer classes in Russia.

4. What has happened in the United Kingdom in connection with the consumption of tea may here be cited. In the year 1880, when the consumption are to the consumption amounted to 1800,000 lbs. or less then 24 lbs per head. The consumption amounted to 1800,000 lbs. or less then 24 lbs per head. The consumption are consumption to the consumption of the kind of which the Committee are not aware, but they trust that this is not so and that the Government of India will be able to adopt the suggestion made. In any case the Committee feel assured that the Government of India will give the matter their most careful consideration.

#### From Government of India (FINANCE), to Chamber.

No. 3818-S.R.—SIMLA, 11th July, 1902.

I am directed to acknowledge the receipt of your letter No. 933, dated the 5th July, 1902, enquiring whether it would be possible for the Government of India to make a representation to the Russian

Imperial Government, through His Majesty's Government, with regard to the effect of the heavy customs duties in keeping down the consumption of tea in that country.

2. I am to say that your letter will be submitted for the consideration of the Government of India.

### From Chamber, to Indian Tea Association.

No. 1021-1902.—CALCUTTA, 21st /uly, 1902.

In compliance with the request contained in your letter No. 498-O. of 24th June, on the subject of the development of the Russian market for Indian tea.] was instructed to address a letter to the Government of India in the sense you desired.

I have now the pleasure to forward copy of an ad interim reply received from the Secretary to the Government of India, Finance and Commerce Department.

### From Government of India (FINANCE), to Chamber.

No. 4226-S.R.—SIMLA, 4th August, 1902.

In continuation of the letter from this Department, No. 3318-S.R. dated the 11th July, 1902. I am directed to say that a copy of your letter No. 933, dated the 5th July, 1902, regarding the Russian import dity on Indian tea, has been forwarded to His Majesty's Secretary of State for India.

## From Chamber, to Indian Tea Association.

No. 1146-1902.—Calcutta, 15th August, 1902.

In continuation of my letter No. 1021 of 21st ultimo, and with further reference to your letter No. 498-O. of 24th June, on the subject of the development of the Russian market for Indian tea. I are not directed by the Committee of the Bengal Chamber of institution that they are informed by the Government of India that their letter of 5th July, 1902, has been forwarded to Itis Majesty's Scretary of State for India.

# From Government of India (FIVANCE), to Chamber.

No. 11-S.R.—CALCUTTA, 5th January, 1903.

With reference to the correspondence ending with this Department's letter No. 4226-S.R., dated the 4th August, 1902, regarding the Russian Import Duty on Indian tea, I am directed to forward a

### From Chamber, to Indian Tea Association.

No. 80-1903, ... CALCUTTA, 15th January, 1903.

In continuation of my letter No. 1146-1902 of 15th August, 1902, and with further reference to your letter No. 498-O. of 24th June, 1902, on the subject of the development of the Russian market for Indian Tea, I am directed by the Committee of the Bengal Chamber Indian 1ea, 1 am directed by the committee of the Bengar Cambor of Commerce to hand you copy of letter No. 11-S.R. of 5th January, of commerce to name you copy of letter to the foreignment of India, Finance and Commerce Department, stating that it has been decided, in consultation with His Majesty's Government, that no representation should be made to Russia on the subject of duties so long as the Russian import duties do not differentiate against Indian Tea.

### From Chamber, to Government of India (FINANCE).

No. 82-1903.—CALCUTTA, 15th January, 1903.

I am directed by the Committee of the Bengal Chamber of Comand interced by the committee of the bengal chamber of committee to acknowledge, with thanks, receipt of your letter No. 11-S.R., of 5th January, 1903, forwarding list of the duties on Tea levied in Russia, and stating that it has been decided, in consultation with His Majesty's Government, that no representation should be made to Russia in the matter of the import duties so long as they do not differentiate against Indian Tea.

copy of the lists of duties furnished by the Board of Trade, London. and to say that it has been decided, in consultation with His Majesty's Government, that no representation should be made to Russia in the matter so long as the Russian import duties do not differentiate against Indian tea.

## RUSSIAN DUTY ON TEA.

According to our latest information tea imported into Russia According to our latest information tea imported into Russia proper pays the same rate whether imported by sea or by land, viz., 31 roubles 50 kopecks per pound (1s. 10½%) per lb.), the only exception being that brick tea (black or green) pays only 11 roubles 25 kopecks per pound (8d. per lb.)

Special tariffs for tea exist on the frontiers of Siberia, Russian Turkestan, &c., as follows :-

Trans-Caucasia (on the Turkish and Persian frontiers).--It is uncertain how Indian Tea would be classed. Imports from Asia generally pay 5% ad valorem, but colonial products and "Canton Tea" pay the same rates as in Russia proper.

Trans-Caspian Territory and Khanate of Bokhara.—Tariff applicable to Anglo-Indian goods).

Black tea, 31 rbls. 5 kop. (paper) per pound (1s.  $10\frac{1}{4}d$ . per lb).

Green tea, 12 rbls. per pound (84d. per lb). Turkestan.

Black tea, 21 rbls. paper) per pound (1s. 23d. per lb.) Green tea, 14 ... 40 kop. (23d, per lb.) Brick tea. 4 " Siberian Frontier.

Ordinary tea (black or green): imported by sea— At ports north of Nikolaievsk, ,, south ,,	ed Rbls. per lb. Free. 25:50	s. d. per lb. Frec. 1/6
Imported by land—  By Chinese frontier as far as the Prje District From Prjewalsk to the Afghan front	20.00	1/6 1/23
Tea in tablets— Imported by sea Imported by land	15·00 21·00	$\frac{101}{1/2}$
Brick tea— Imported by sea Imported by land as far as the Irkuts From the Irkutsk Govt. to Prjewalsk From Prjewalsk to the Afghan front	ier 4.00	Free. 21/2 25/4 tea

It is possible that special rates may also be in force for brick tea at the mouths of the Rivers Obi and Yenissei.

### ARBITRATION CLAUSE-INDIAN JUTE MILIS ASSOCIATION CONTRACT.

## From Jute Fabrics Shippers' Association, to Chamber.

No. 17-1 .- CALCUTTA, 7th May, 1902.

Arbitration Clause of the Indian fure Manufactures' Association Contract.

I am directed by the Committee of the Jute Fabries Shippers' Association to forward, for the information of the Committee of the Bengal Chamber of Commerce, copy of an opinion which has recently been obtained from Mr. T. R. Stokoe in connection with a recent case to which the attention of the Committee was drawn and in which the seller had declined to submit a dispute which arose in connection with the contract to arbitration notwithstanding the provisions of the Arbitration Clause in the contract.

You will notice that in Mr. Stokoc's opinion it is competent underthe Chamber's Arbitration Rules to undertake an arbitration ex parte notwithstanding the provisions of Rule 6 of the General Arbitration Rules, which provides that "every application shall state that the parties concerned will accept and abide by the decision of the Chamber." Mr. Stokoe considers that this rule as applied to a case where the parties have already made an irrevocable submission to arbitration is clearly redundant and supercrogatory. Under these circumstances I am directed by the Committee to enquire whether the Committee of the Chamber are prepared to undertake arbitration ex parte in cases where one of the parties to the dispute refuses to proceed to arbitration after having signed a contract containing an Arbitration Clause.

Attention is especially directed to the concluding paragraph of Mr. Stokoe's opinion.

### THE ARBITRATION CLAUSE OF THE INDIAN JUTE MANUFACTURES' ASSOCIATION "GUNNY" CONTRACT.

#### OPINION.

 The contention of the Shipper, as I understand it, is, that if
the bales had been "well pressed" in terms of Clause 2 of the Contract, their cubical contents would have been calculated at something like 5 tons less than they were, and that a proportionate saving of freight would have resulted. The question whether under these alleged circumstances the Mill people are not liable to make good this excess freight, is, in my opinion, a "dispute arising on or out of the matract" and is therefore within the Arbitration Clause.

2. Upon a reconsideration of this matter I am of opinion-(1) that under the Arbitration Clause in the Contract the Shippers are entitled to have the question that has arisen referred to arbitration in terms of the Arbitration Clause: (2) that notwithstanding the Mill's refusal to admit any claim, or to go to arbitration, the Shippers are entitled, and are in a position, to call upon the Chamber of Commerce to give effect to the Arbitration Clause in the contract, by nominating an Arbitrator, or Arbitrators, under their rules, to determine the question that has arisen between the Shippers and the Mill: (3) that such Arbitrator or Arbitrators, when so nominated, will be competent to entertain the question to be then submitted to him by the Shippers, whether the Mill takes part in the arbitration proceedings or not: (4) that such Arbitrator or Arbitrators, if the Mill refuses to take part, or abstains from taking part in the Arbitration proceedings, may proceed with the arbitration ex parte; and (5) that the Award of such Arbitrator or Arbitrators, made ex parte, in the circumstances above supposed will be valid and effectual and enforce-

My answer to the second question which I understand to be submitted, is, therefore, that, in my opinion, the Shippers are entitled to have the Arbitration Clause in the contract carried out, and notwithstanding the refusal of the Mill to go to arbitration, are in a position to enforce it, in the manner above pointed.

I will explain as shortly as I can, the reasons upon which I have now come to the conclusion above expressed.

The Arbitration Clause in the contract runs as follows:--

- "Any dispute whatsoever arising on or out of this contract
  - "shall be referred to Arbitration under the rules of the "Bengal Chamber of Commerce applicable for the time "being for decision, and such decision shall be accepted
  - "as final and binding on both parties to this contract.
  - "The award may, at the instance of either party and without any notice to the other of them, be made a "Rule of the High Court of Judicature at Fort

" William." The Indian Arbitration Act, No. 1X of 1899, contains, inter alia, provisions under which an award made under the Arbitration Clause in the contract might be enforced; and it also contains provisions that have a bearing upon the construction of the Clause, and upon the question of its operation and effect. The following provisions of the Act are relevant :--

- Section 4. "In this Act 'submission' means a written agreement "to submit present or future, differences to arbitration,
  - "whether an arbitrator is named therein or not."
- "A submission, unless a different intention is expressed therein, shall be irrevocable except by leave of the Section 5. " Court."

"A submission, unless a different intention is expressed Section 6. therein, shall be deemed to include the provisions set " forth in the first Schedule (to the Act) in so far as they " are applicable to the reference under submission."

Section 7

"The parties to a submission may agree that the refer-"ence shall be to an Arbitrator or Arbitrators to be an-"pointed by a person designated therein. Such person "may be designated either by name or as the holder for "the time being of any office or appointment."

And an "illustration" to the section is to the effect that a reference may be " to an Arbitrator to be appointed by the Bengal Chamber of Commerce, or, as the case may be, to an Arbitrator to be appoint-"ed by the President for the time being of the Bengal Chamber of " Commerce."

The first Schedule to the Act, referred to in Section 6 contains inter alia, the following provisions:-

"1. If no other mode of reference is provided, the reference shall be to a single Arbitrator.

The Arbitrators shall make their award in writing within "three months after entering on the reference, or after "having been called on to act by notice in writing from "any party to the submission, or on or before any later "day to which the Arbitrators, by any writing signed "by them, may, from time to time enlarge the time for " making the award."

(I would observe that the word "Arbitrators" in the last quoted provision, would include a single Arbitrator, when the reference is to one Arbitrator only).

The Rules of the Bengal Chamber of Commerce relating to Arbitrations, and under which under the Arbitration Clause in the Contract any dispute arising out of the latter is to be referred to Arbitration, are not so clear or complete as they might be.

Four different sets of Rules have been put before me. The first and second purport to be "Piece Goods Arbitration Rules"—the third "General Arbitration Rules" and the fourth "Jute Arbitration Rules" both the General "Arbitration Rules" and the "Piece Goods Arbitration Rules" start with the recital that

" Rule 2 of the Rules and Regulations of the Bengal Chamber of Commerce provides inter alia, that it shall be the "business of the Chamber to receive references from,

" and to arbitrate between, parties willing to abide by "the judgment and decision of the Chamber": and the "first Rule of the "General Arbitration Rules," after

"setting forth this recital, goes on to say that-"It has therefore been decided by the Committee of the Cham-"ber that the subjoined shall be the rules to be observed

" and followed in all cases of disputes when the assist-" ance of the Chamber shall be invoked, except such as " relate to Piece Goods, which have been separately pro-

" vided for."

And there follow 18 specific rules numbered 2 to 19 inclusive.

The "Jule Arbitration Rules" bear the heading "Procedure Rule for lute Arbitrations between Mills and Sellers." In the present case a Mill is, as I understand, the Seller, and prima facie therefore these particular rules would appear not to be applicable to it. The Rules, however, open with the following exordium:

"The following are the Rules approved by the Association to "be followed in Arbitrations arising in cases of dispute "on Jute or Jute Cuttings purchased or sold on the

"form of contract adopted by the Indian Jute Manu-" factures' Association

and then follow 17 specific Rules numbered 1 to 17. Rule 1 runs thus: --

"I. The General Arbitration Rules of the Bengal Chamber of Commerce shall apply to all arbitrations held un-"der the contract of the Indian Jute Manufactures' "Association, so far as the principle and procedure laid down in such Rules can be used. Where the difference "in the circumstances call for a variation in the pro-"cedure the special Rules now adopted shall apply."

Rule 2 provides for the preparation and keeping of a list of qualified persons (experienced in the Jute trade) from whom Arbitrators are to be selected, and Rule 3 impliedly commits to the Committee of the Chamber of Commerce the duty of appointing the Arbitrator or Arbitrators from the persons in the list, in cases when arbitration under the rules is to take place. The rest of these rules seem mainly directed to the course to be followed when an actual examination of specific bales or drums of Jute or Jute Cuttings is neces-

The General Arbitration Rules (4) and (2) provide that the Committee of the Chamber of Commerce shall keep in their Office a list of Members of the Chamber willing to serve on arbitrations, and that where an arbitration under the rules is sought the said Committee shall either appoint such arbitrator or arbitrators as they shall think fit, or appoint a Sub-Committee of three persons to consider and de-

The effect, as regards the present case, of these not particularly lucid Rules, appears to me to be that an arbitration under the Arbitration Clause of the contract is governed by the "General Arbitration Rules," controlled, perhaps, as to matters specially provided for by the "Jute Arbitration Rules" by these latter Rules; though as there does not appear to be anything in the present instance to which the special provisions of the Jute Arbitration Rules would be applicable the question of their applicability does not seem for the present purpose to be of much importance.

The provisions of the Rules as to what the number of arbitrators is to be, and when a dispute is to be referred to arbitrators and when to a Sub-Committee are very vague. Apparently they leave these matters to the determination of the Committee of the Chamber of Commerce, and I think they have the effect of excluding the provision in the 1st Schedule to the Arbitration Act, previously referred to, under which if no other mode of reference is provided, the reference shall be to a single arbitrator.

I rather infer from the "Piece Goods Arbitration Rules" that the intention of the Rules was that questions affecting the Piece Goods trade generally should be referred to a Sub-Committee, whilst questions affecting merely the parties concerned were to be referred to arbitrator or arbitrators. These however, nothing in the "General Arbitration Rules" themselves to indicate any similar intention with regard to questions determined under them, nor am I informed whether the Chamber is governed by any principle, or practice, in carriesians, in exercising its functions under Rule 2 of these last men-

The result in the present case appears to be that the Arbitration The result in the contract operates as an irreveneable submission of the question that has arisen been the Shippers and the Mill to the arbitration of arbitrators of the Shippers and the Mill to the presons to be the committee of the Commerce and the the contract that the contract have to give my opinion comes to the contract has arisen, to lend any assistance to, or take any part in, the proceedings by which effect is to be given to the "submission" to arbitration contained in the contract has arisen, to lend any assistance to, or take any part in, the proceedings by which effect is to be given to the "submission" to arbitration contained in the contract, have the effect, practically, of peritagi it out of the power of the Shippers and the Chamber of Commerce, respectively, to bring about the arbitration which the submission clause in the contract contemplates. As I have already intimated,

in any opinion it does not.

The question is not really (as is apparently assumed in the case) whether the Indian Arbitration Act contains any provision under which a person occupying the position of a Defendant may be compelled to arbitrate; but it is, whether irrespective of the Act, when there has been a submission to arbitration, the refusal of one of the parties in difference to lend his assistance to, or take part in, the proceedings by which effect is to given to the "submission," reduces the submission to a nullity, and so far paralyses the powers of the Arbitrator or Arbitrators who may be appointed in terms of the submission, as to render them incapable of exercise.

Possibly in a case where the conditions of a submission to arbitration are such as to render some particular action on the part of one to both of the parties in difference a sine qua non upon which the arbitration depends, the result of a refusal by one of the parties in difference to perform what is in fact a condition precedent to an effective arbitration, might have the result of rendering the submission abortive, but that does not appear to be the case here. There is nothing, as far as I can see, in the Rules of the Chamber of Commerce applicable to the case that requires anything to be done by the Mill as an essential preliminary, or condition precedent, to holding an arbitration.

an apperation.

One Rule, indeed, there is, that at first sight might perhaps be thought to involve such a condition precedent, and I must therefore

refer to it. I mean the 6th of the "General Arbitration Rules," which provides that "every application" (for appointment of arbitrators, &c, by the Chamber) "shall state that the parties concerned will account and abide by the decision of the Chamber."

The Rule, however, applied to a case where the parties have almost made under the treatment of the treatment

Sections 8 and 9 of the Indian Arbitration Act that are referred to in the case, have no bearing upon the matter, at least not as it at present stands. They give powers in certain cases for the appointment of arbitrators and umpires, where the occasion for such appointment has arisen, and the power of making the appointment, but for the provisions of these sections, would not exist. The position here is different. The power of appointing an arbitrator, or arbitrators, is vested in the Chamber of Commerce, and there is no difficulty in making the appointment, and no reason why it should not do so upon being so requested by either of the parties in difference. Each of these parties is severally interested in the appointment of an arbitrator for the purpose of determining the dispute that has arisen. Each of them therefore is entitled to call upon the Chamber of Commerce to exercise the power they have conferred upon it of appointing the arbitrator, &c., consequently it is not necessary that there should be a joint request, or that both of the parties in difference should request the Chamber to appoint arbitrators. Neither is it necessary that the parties should concur in stating the question that the Arbitrator or Arbitrators have to determine. In Haddan and Roupell, 9 C. B. N. S. 683, Erle C. J. in delivering Judgment said (p. 703):

"In the appointment of an arbitrator there is no necessity to 
"state the particular matters he is called upon to decide.

"He is appointed to act as arbitrator in all matters in 
"difference that may be brought before him."

And this case and also the case of Newton and Hetherington, 19 C. B. N. S. 342, serve to show that where one of the parties in difference refuses or fails to take part in the arbitration, the arbitration may act upon the other party's statement of the matter in dispute, and may, in a proper case, determine it experie. This is, of course, assuming that the terms or conditions of the "submission" make no provision to the contrary, or are inconsistent with such procedure. The "submission" in the present case has no such inconsistent terms or conditions.

We have got therefore to this stage: there is an irrevocable submission of a question that has now arisen, to the determination of an arbitrator, or arbitrators, to be appointed by the Chamber of Commerce. Although one of the parties in difference refuses to take part in any arbitration in pursuance of the submission, it is nevertheless competent to the Chamber of Commerce to appoint an arbitrator, or arbitrators, at the request of the other party alone, and such arbitrator or arbitrators, if appointed, will be competent to undertake the arbitration upon the matter in difference to be then submitted to him by such other party. The only question that remains is whether the abstention of the recusant party from taking part in the arbitration proceedings will prevent the arbitrators making an effectual award, or, in other words, will it be competent to the arbitrator or arbitrators to proceed ex parte and make an award ex parte?

It is clear upon the Authorities that an arbitrator can do this if he takes the proper course, and provided the terms of the submission do not prohibit such procedure. In the present case I see nothing in the Chamber of Commerce Rules of this prohibitive character.

The following passages from Russell on Arbitration (8th Edn.: p 138) show what the law is on the subject of the power of an arbi-

trator to proceed ex parte:-"Every arbitrator is authorised, by the nature of his office, to proceed ex parte for good cause. It is unnecessary "though not unusual, to give him the power in express "terms in the submission. No application to the Court "is necessary to warrant his so proceeding, but the Arbi-"trator is to judge for himself of the discretion of

"evercising his power." "It ought, however, to be a very strong case to justify his proceeding ex parte, as going on with the reference in "the absence of one of the parties is so substantial an "inconvenience, and so much prevents the doing justice "between them."

"Still, if one of the parties, after having been duly summoned, 'neglert to attend before the arbitrator, and the latter "be of opinion, from the circumstances which are "brought before his notice, that the party absents him-"self with a view to prevent justice and defeat the "object of the reference, it is the arbitrator's duty to " give due notice to the absenting party, that he intends, "at a specified time and place, to proceed with the refer-"ence, whether the party shall attend or not. If this "notice fail to enforce his attendance, and he do not allege some excuse satisfactory to the arbitrator, the

"latter not only may, but ought to, proceed ex parte." "In general the Arbitrator is not justified in proceeding ex parte without giving the party absenting himself due "notice. It is advisable to give the notice in writing to "each of the parties or their Solicitors. It should "express the Arbitrator's intention clearly, or the award " may be set aside."

" An ordinary appointment for a meeting, with the addition of "the word 'peremptory' marked on it, is sufficient. If

"the Arbitrator decline to proceed on the first failure "to attend a peremptory appointment and give another appointment, he is not authorised in proceeding ex

parte at the second meeting, unless the appointment

"for it also be marked peremptory, or contain a similar "intimation of his intention."

It follows that the refusal of the Mill, though persisted in, would not prove any effectual bar to the carrying through of the arbitration by an arbitrator or arbitrators to be nominated by the Bengal Chamber of Commerce for the purpose, but that he or they by following the course above indicated, could make a valid and effectual award upon the question to be submitted to him, in the manner already pointed out, by the Shippers.

I do not see any reason why the Chamber of Commerce, notwithstanding the Mill's standing aloof, should not, at the request of the Shippers, appoint an Arbitrator or Arbitrators in pursuance of the submission embodied in the Arbitration Clause in the contract read in connection with the Chamber's Arbitration Rules applicable to the matter, nor why such arbitrator or arbitrators, when appointed, should not proceed, and ex parte if necessary, to carry through the Arbitration. The Shippers are within their right in seeking to have their contract fulfilled, and the opinion that I have expressed upon the question submitted will be a sufficient justification to the Chamber and to the Arbitrators in acting upon it. If it should eventually be shewn to be wrong, that is not a matter that need concern them. It would be the Shippers' concern alone to uphold it if possible on any proceedings that might be taken under the Arbitration Act, either for setting aside, or for giving effect to the Award.

THOS. R. STOKOE.

Calcutta, 19th April, 1902.

## From Chamber, to Jute Fabrics Shippers' Association.

No. 672-1902 .-- CALCUTTA, 20th May, 1902.

Arbitration Clause in the Indian Jute Manufactures' Association Contract.

I am directed by the Committee of the Bengal Chamber of Commerce to acknowledge receipt of your letter No. 17-J. of 7th May, 1902, enclosing copy of an opinion recently given by Mr. T. R. Stokoe in connection with a case in which the seller declined to submit a dispute, which arose in connection with the contract, to arbitration, notwithstanding the provisions of the Arbitration Clause in the contract.

You point out that, in Mr. Stokoe's opinion, it is competent under the Chamber's Arbitration Rules to undertake an arbitration ex parte, and you enquire whether, under these circumstances, the Committee of the Chamber are prepared to undertake arbitrations ex parte in cases where one of the parties in the dispute refuses to proceed to tration after having signed a contract containing an Arbitration

The Committee have given their most careful attention both to your letter and to Mr. Stokes opinion, and have instructed me to reply that there would be difficulty in undertaking ex parte arbitrations in cases convecting to go to arbitration might be necessary to arrive a proper decision. There is also, as the Committee undertaking the very important question still undecided as to when a contract is finally determined, the contention of the Mills being that a contract is completed when goods have been placed alongside. This would of itself constitute a very serious obstacle to exparte arbitrations being undertaken, and all the Committee can say at present is that they will be prepared to consider cases as they arise, on their merits, and then decide whether ex parte arbitrations should be undertaken or not.

# IMPROVEMENT OF THE WATERWAYS IN ASSAM, CACHAR & SYLHET.

### From India General Navigation & Railway Co., Ld., and Rivers Steam Navigation Co., Ld., to Chamber.

No. 4870.—CALCUTTA, 21st May, 1902.

Improvement of Brahmaputra and the Waterways of, Assam, Cachar and Sylhet generally.

We send you a copy of a letter, of date, we have addressed to the Chief Commissioner of Assam regarding the advisability of improving the waterways of Assam, Cachar and Sylhet.

Your Chamber, we think, is aware that absolutely nothing has been done in Assam, Cachar and Sylhet to improve the commercial value of their waterways, although in other countries much is being done in this direction by their respective Governments.

If your Chamber shares in the views expressed in our letter to the Chief Commissioner, we should be much obliged if the Chamber would separately address the Chief Commissioner on the subject in support of our letter.

No. 4896.—CALCUTTA, 22nd May, 1902.

From-The I. G. N. and R. Co., Ld., and R. S. N. Co., Ld.,

To -The Secretary to the Chief Commissioner of Assam.

Improvement of the Brahmaputra.

We have the honour to bring to your early notice the loss caused to the Province of Assam through no effort having been made by its Government to improve the commercial value of its fine waterways. The importance foreign Governments attach to the improvement of their waterways will be seen from the particulars we give below:—

France, in 1877, sanctioned £30,000,000 for the improvement of her canals. Result—Charges reduced in some cases 43 per cent.

in 1902, sanctioned £24,000,000 for the further improvement and construction of waterways.

Germany, in 1880-1890, sanctioned £11,500,000 for inland navigation.

- since 1894, sanctioned several millions on canals.
- " since 1895, sanctioned £7,750,000 for North Sea and Baltic Canal.

Austria, in 1901, sanctioned £30,000,000 for canals and improvement of waterways.

Russia has several large schemes before her, one costing £30,000,000 for connecting the Black Sea and Caspian.

Canada has spent 86,000,000 dollars for original construction alone on canals.

America has spent, and is spending, enormous sums in the development of her waterways.

The United States Government has given a great deal of attention to the improvement of the Mississippi. Where formerly the depths over bars were 5 feet, or even less, the channels have now not less than 8 feet.

This is mainly due to the successful working of hydraulic dredgers. On the other hand, unfortunately for Great Britain, her waterways have in the past been neglected. The result of the different policies is largely reflected in the figures of Mulhall, who estimates the freight charge for carrying a ton 100 miles to be as follows:

In Great Britain			pence.
" France	 	68	,,
" Germany	 	64	**
" United States	 	41	**

(vide Commercial Intelligence, 13th July, 1901). You will note, however, from the two enclosed cuttings we have taken from Transport of the 4th ultimo, and the Commercial Intelligence of the 26th ultimo, that the value of inland waterways is beginning to have more attention in England.

Fortunately for Assam, Cachar and Sylhet a very great deal can be done to improve their waterways at a small cost, owing to the recent improvements which have been made in the system of training large rivers. At the recommendation of the Secretary to the Institute of Civil Engineers, we placed ourselves in communication with M. V. E. De Timonoff, Professor to the Institute of Engineers of the Department of Ways and Communications at St. Petersburg, and Manager of Ways and Communications in the St. Petersburg region, and he kindly sent us the following 3 pamphlets:

Training of Large Rivers by Mechanical dredging of channels and attraction of waters.

Suction Dredgers.

Notes on various Exhibits at Paris Exhibition, 1900, with particulars of M. Timonoff's work.

In sending you copies of these pamphlets, we would specially call your attention to pages 9/14 regarding the method of training large rivers proposed by M. Timonoff, and to page 14 in the pamphlet on Suction Dredgers. It will be seen from the Notes on the Paris Exhibits that M. Timonoff has given the improvement of waterways a very exhaustive study.

The desirability of the Assam Government adopting some methods similar to those proposed by M. Timonoff seems, upon commercial grounds, highly necessary, as the following facts will show: -

1. Owing to the bars on the Brahmaputra, especially in the higher reaches, giving so much trouble in the dry season, the development of the Margherita Coal Fields, and of Assam and Cachar generally, has been much retarded, as the drafts of the flats have to be restricted to 4' 3" or 4' 6" or thereabouts, thus losing no less than half their carrying capacity for many months of the year, and at a time when vessels can be best spared for coal carriage. We give the loading scales of several of our larger type of flats :-

	200		10000000	- and 100	2000	-		
Type Drafts		Carrying capacity.	Carrying capacity.  at  4' 6'  Mds	Carrying capacity. at 5' 0"	Carrying enpacity. at 5' 6° —— Mds.		Carrying capacity. at 6' 6"	
							35,550	
Bannu	***	17,560	21,136	24,720	28,319	31,930		
Gunga		15,340	18,500	21,690	24,850	28,610	31,180	
Barnagore		14,036	16 902	19,787	22,682	25,592	28,515	
Calcherra, etc., etc	c	12,640	15,502	18,364	21,226	24,088	26,950	
			W					

2. The restriction on draft in the case of steamers involves a still greater loss. Most of the steamers draw 4' to 4'6" with their bunker coal on board, thus leaving little or no room for cargo or extra coal for consumption when the channels are bad. These steamers when fully loaded are able to carry 3,000 to 8,000 maunds of cargo or extra coal, according to the class and type of vessels. Since the "least depths" over the Mississippi bars have been increased some 5 to 8 feet, the Steamer Companies have to a very great extent given up the use of flats and gone in for steamers carrying large cargoes. By using steamers of such large carrying capacity single-handed the speed in transport is greatly increased, while the risks and expenses are very much reduced.

The Government of Bengal is recognising the importance of improving the waterways of this Province. By the construction of the Madaripur Bheel Canal, now in progress, the distance between Assam and Calcutta by water will be reduced by 135 miles. The improvement of the Sunderbunds is also being taken in hand, which will considerably reduce the risks from groundings and snags and detentions in waiting for tides to vessels using that route. Improvements are moreover to be made in some of the smaller rivers of the Sunderbunds in order to lessen the distance. Efforts also are to be made to

improve the Bhagiruttee in order to make it a continuous navigable river, as desired by His Excellency the Viceroy. This, when done, will reduce the distance by water to the North-west in the dry season by 425 miles.

The cost of these improvements will be covered by moderate tolls, and so eventually cost the State nothing, while adding enomonia to the country's capacity for the cheaper development of available resources, at the same time bringing India into line with the policy pursued by America and the large commercial countries of the Continent.

There can be no doubt that if the main and feeder rivers of the Province of Assam were economically and judiciously trained the risks, delays and expense of the cheaper form of transport would be greatly reduced, which, as the rivers drain such a large area, would materially assist in the development of the Province. We wenture also to suggest that self-supporting light lines might be more readily constructed. We should at all times be pleased to give our hearty support for the construction of light lines, where urgently wanted, the cheaper development of transport, whether they were in connection with water transport only or equally open to water and railway transport.

In the event of your Government desiring to improve the rivers of Assam, Cachar and Sylhet, we shall be pleased to lend your Public Works Department an officer or officers who have had considerable experience with the channels of the rivers and in inland navigations who have for some little time been assisting the Bengal Government in the consideration of the most economical and efficient way of supplying their Public Works Department with suitable dredging plant. We shall also be very pleased to render your Government all the assistance we can in this or other directions.

Trusting that what we now bring before you may receive favourable consideration.

### From Chamber, to Chief Commissioner of Assam.

No. 918-1902. -- CALCUTTA, 3rd July, 1902.

The Committee of the Bengal Chamber of Commerce have been placed in possession of copy of a letter, dated the 21st of May, which has been addressed to you by the representatives of the Inland Steamer Companies with regard to the desirability of improving the River Brahmaputra and the waterways of Assam, Cachar and Sylhet generally.

The Committee instruct me to say that they approve generally of the views expressed in this letter, and desire to support them in the interests not only of water-borne trade but of the Province generally.

## From Chief Commissioner of Assam (P.W.D.), to Chamber.

No. 3592.—Shillong, 5th August, 1902.

I am directed to acknowledge the receipt of your letter No. 918-1992, dated the 3rd July, 1902, with regard to the desirability of improving the River Brahmaputra and the waterways of Assam, Gachar and Sylhet generally, and in reply to forward, for your information, a copy of this office letter No. 3022, dated the 3rd June, 1902, to the address of Messrs. Kilburn & Co. and Macnelli & Co.

No. 3032.—Shillong, 3rd July, 1902.

From.—The Secretary to the Chief Commissioner of Assam, Public Works Department,

To-Messrs, Kilburn & Co. and Messrs, Macneill & Co.

I am directed to thank you for your letter of the 22nd May, 1902, on the subject of the improvement of the Brahmaputra river, and to say that the letter and its enclosures have been read by the Officiating Chief Commissioner with much interest. The waterways of Assam e unquestionably capable of much improvement, and Mr. Fuller fally appreciates the great hindrance to trade which must result from the necessity of lightening so greatly the loads carried by steeners during the months in which the Brahmaputra is low. But the encession appears to be mainly one of expense, and the enclosure which have been forwarded seem to indicate that the use of saction dredging swould still leave the cost of dredging from 6 to 12 times as much as that of ordinary earthwork in these Provinces. The Companies are aware that the resources of Assam are very limited, and that they evides a very large expenditure. The inception of compensative schemes of river-training appears to be at present out of the question; schemes of river-training appears to be at present out of the question; but the Officiating Chief Commissioner will at all times be ready to examine detailed proposals which may be made for minor improvements.

#### ACCOMMODATION FOR WITNESSES IN THE HIGH COURT.

### From Chamber, to Officiating Chief Justice of Bengal.

No. 864-1902.--CALCUTTA, 24th June, 1902.

The attention of the Committee of the Bengal Chamber of Commerce has been recently called to the insufficient accommodation provided for European witnesses in Civil suits in the High Court of Indicature.

2. In the representation which has been made to the Chamber, it is stated that when there are several witnesses called to give evidence only one is allowed to remain in Court, and there is apparently no room provided for those who have to leave Court temporarily, and who are therefore, compelled to remain in the verandah, which during the hot weather is extremely trying. It would appear from what has been stated to the Committee that a room which used to be set apart for the accommodation of witnesses is now used for other purposes.

3 The Committee feel sure that it is only necessary to draw your attention to this matter in order to have it rectified.

### From Officiating Chief Justice of Bengal, to Chamber.

CALCUTTA, 23rd Iuly, 1902.

On receipt of your Secretary's letter of the 24th ultimo I personally made arrangements for complying with your Chamber's reasonable request, and directed the only available room near the Courts of Original Jurisdiction to be set apart for the accommodation of European and Native gentlemen who may attend as witnesses in cases under trial.

I desire to express my great regret that through an oversight I have not before this replied to your Secretary's letter, but, at the same time. I must explain that there was no delay in making arrangements to carry out the representation made therein.

### From President, Chamber, to Offg. Chief Justice of Bengal.

No. 1041-1902.—CALCUTTA, 24th July, 1902.

I have the honour to acknowledge receipt of your favour of 23rd instant

On behalf of the mercantile community I beg to thank you for arranging to have a room placed at the disposal of European and Native gentlemen attending the High Court as witnesses in cases under trial.

### IMPROVEMENT OF INDIAN COTTON.

## From Inspector-General of Agriculture in India, to Chamber.

No. 332.—Nagpur, C.P., 1st July, 1902.

I have addressed the accompanying circular letter and memo, to a large number of cotton buyers and manufacturers in India. will be obliged if you will note on the various points referred to.

> July, 1902. NAGPUR, the

From-Inspector General of Agriculture in India,

ln my official capacity as Inspector-General of Agriculture I have taken up the question of improvement of the indigenous varieties of Indian cotton. The lines of experiment which I propose are indicated by a short memorandum which I attach to this letter.

- 2. I have endeavoured to get seed-cotton (lint and seed) of all indigenous varieties. There is confusion in vernacular names, and doubtless various samples represent the same variety. Seventy-seven samples, with different vernacular names, have been received from the different provinces of India, and probably I have obtained a fairly complete collection of indigenous varieties. Each sample has been hand-ginned, and the lint will be submitted to experts for professional opinion. The seed of each sample has been divided for cultivation in small experimental plots at seven different centres in variuvation in small experimental plots at seven different centres in various parts of India. Every plot will be examined during the season by the practical field botanist who is attached to my Department. He will identify the varieties, note the habit of growth of each, and make comparisons between varieties as grown at these experimental centres and in their own districts. In making the arrangements described I hope to obtain a sound basis for future work.
- 3. In the memorandum attached I describe briefly the objects which I wish to aim at in improving varieties. I should like to have your opinion on various side issues, particularly in respect of obstacles which may come in the way.
- 4. It is often asserted that cultivators are deterred from growing long-stapled or fine cotton because they do not obtain remunerative iong-stapled or line cotton occause mey do not outain remunerative prices, and that the buyer usually does not sufficiently differentiate in the prices which he gives for good and inferior cottons. Can you in the prices which he gives for good and interior cottons. Can you disprove this statement by quoting prices which you have given during the last five years? In doing this, kindly mention all the

varieties you deal in, and the trade and the vernacular names of each, and the characteristic qualities which cause enhanced or decreased values, and the district or districts in which each variety is obtainable.

- 5. Have you noticed any decided deterioration in particular varieties within recent years? If so, kindly note the effects on different varieties, and give reasons for the deterioration referred to. I will be obliged if you mention the varieties which come in clean condition to market (free from dirt and stain of bolt-worm, &c.).
- 6. In your experience, are varieties generally grown pure, or are different varieties grown mixed indiscriminately in the same field; In the latter case, do you attribute the admixture to selling the produce unginned and growers getting mixed seed back from the graining factories, or to any other cause? Am I right in assuming that if a cultivator grows a mixed crop, he takes no trouble to pick the produce of each variety separately:
- 7. I should like to know how far different varieties are deliberately mixed in ginning and baling. Is such admixture done when the seed is ginned or afterwards? Can you say whether this deliberate admixture is done for legitimate trade requirements, such as improvement in colour or other purpose? If so, will you kindly give details?
- 8. I will be obliged if you can tell me the particular trade purposes for which each variety you buy is most suitable, and how, in your opinion, it can be improved for the specific purpose or for any other purpose.
- other purpose.

  9. Do you know of exotic varieties of cotton being grown over
  considerable areas in the districts in which you buy? If so, kindly
  give particulars regarding localities, extent of cultivated variety, and
  disposal of the produce.
- 10. Assuming that in the course of my experiments an improved variety is produced which is proved suitable for the ordinary conditions of a particular district, and is not a risky crop to grow, would you anticipate any difficulties in getting ordinary cultivators to grow this variety widely? If we distributed pure seed, would the cultivators take the trouble to select pure seed for cultivation in successive years? What agency would you propose for seed distribution?
- 11. I have asked a number of questions, and my excuse for discussion of the sort the interests of the buyers and the manufacturers should be kept as fully in view as those of the cultivators. I believe extensive improvement in indigenous varieties of Indian cotton to be easily possible, and in making practical efforts towards that end I hope to be favoured with the advice of buyers and manufacturers.

Extract from Memorandum regarding the scope of the work

of the Inspector-General of Agriculture.

I have arranged for one special line of agricultural experiments which I intend to work out thoroughly. I refer to plant-breeding.

The work has been started on lines similar to those which have given extracely favourable results in the United States and England. Last season I began at the Bombay Farms with cotton and wheat. These experiments have in the current season also been arranged for a Nagnur, Hissar and Dumraon, and similar experiments with rice and indigo in Bengal. Mr. Moreland has cross-fertilization experiments with wheat in progress at Cawnpore.

Efforts have been made for many years to induce the Indian cultivator to grow cotton of finer quality than that produced from indigenous kinds. This was attempted by introducing and acclimating exotic varieties. The result generally has been failure. My opinion is that we can only hope for real success by working from within. Any agricultural plant must degenerate and weaken if gown from the same strain of seed for many generations. Many of our Indian crops are unsatisfactory owing to this cause. This is especially the case with cotton. It is quite time that new, vigorous varieties should be produced by artificial cross-fertilization. The first effect of cross-fertilization is to produce great variation in type, but a particular type can easily be fixed in three generations. It has but a particular type can easily be fixed in three generations. It has been proved in America that new, vigorous hybrids withstand "wilt" and other fungoid diseases which are so common and destructive in many Indian varieties.

In America many 'Upland Georgian' varieties had deteriorated to such an extent that the lint produced was no longer suitable for the higher counts of yarn. A practical field botanist set to work about five years ago to produce new, improved hybrids from old, degenerated varieties. He recognized that each local variety had certain inherent hardy characteristics which adapted it for the soil and climate of its locality and made it a less risky crop than an exotic in ordinary seasons. The aim in America has been to produce in a hybrid the hardy characteristics of a local variety and likewise lint which is longer and finer. A few healthy plants which ordinarily produce long silky fibre must, for cross-fertilization purposes, be grown in the locality. This finer variety may usually be a risky crop in this particular locality in the same way as exotics have been found risky in India. Healthy plants can, however, be grown in some seasons and pollen can be obtained to cross-fertilize flowers of the local variety. There is every chance that the resulting hybrids, or some of them, will inherit the hardy and prolific characteristics of the local variety and to some extent the superior qualities of the exotic. The necessary manipulation for cross-fertilization is extremely simple. The general line of experiment which I propose for India will be arranged as indicated above

The value of exotic varieties for cross-fertilization purposes will not be neglected. I have in fact a good many interest of the property of t

experiments were begun last season with such indigenous varieties as I had at hand. In the current season they will be much extended, Seventy-nine indigenous and over forty exolic varieties will be under experimental trial at seven different centres. Museum specimens of seed and lind of each variety will be preserved for future comparisons.

It is often stated that there is no differentiation in price made by the dealer between inferior and superior varieties of cotton. This is incorrect. There is a big difference in price between Broach cotton (the finest long-stapled cotton cultivated in India) and inferior shortstapled Bengal. It is further often stated in India that (a) there is no demand for superior cotton, (b) that it pays the dealer to mix good and bad, since the good alone does not secure the price it merits. (c) that the poor variety is not only more hardy but more prolific, and the price obtainable makes it a more profitable crop, (d) that the present conditions of demand are such that special efforts to improve quality now are probably mis-timed,  $(\epsilon)$  that such efforts should follow rather than precede the establishment in India of factories for weaving finer counts. These assertions will, I believe, be disproved by practical results obtained from the proposed experiments. Indian millowners have now to import at high rates Egyptian and, I believe sometimes, American cotton for finer counts of yarn. It is surely conceivable that if we can produce on the spot the sort of stuff they want, they will pay for it. I will consult them at every step and aim to produce what they want, keeping always in view the necessity of growing only such improved varieties as are hardy enough to stand unfavourable conditions of adverse seasons and so prolific that they will yield better than existing varieties in average seasons.

In the plant-breeding experiments with wheats I propose to aim first at the production of a good rust-proof variety. Khapli or Spelt wheat, a common Indian variety, is rust-proof. The great of Khapli is a second class sort. I propose to use this variety extensively as a female parent, and there are good grounds to believe that the hybrids obtained may have grain very much superior to Khapli, and, therefore, suitable for export. The advantage of having a good rust-proof variety suitable for cultivation in India

will be enormous.

These plant-breeding experiments will give a good deal of work to the Government of India Economic Botanist in identifying indigenous varieties, in working out botanical variations induced by cross-fertilization, and also in dealing with fungoid diseases affecting the particular crops dealt with and numerous other indigenous crops which will be grown on the farms.

#### From Chamber, to Inspector-General of Agriculture in India. No. 1130-1902,—CALCUTTA, 13th August, 1902.

I am directed by the Committee of the Bengal Chamber of Commerce to acknowledge receipt of your letter No. 332 of 1st July, 1902, enclosing a copy of a circular letter addressed by you to cotton

buyers and manufacturers generally in India, and asking the Committee if they will note on the various points referred to.

The Committee now instruct me to remark as follows on the following paragraphs in the circular letter referred to:—

- Penagraph 4.—No doubt the assertion that cultivators are deterred from growing long-stapled cotton because they do not obtain remunerative prices is correct, but the reason why largers usually do not sufficiently differentiate in the prices is that cultivators can grow short-stapled at a comparatively lower cost. For prices in support of this statement the Committee recommend you to apply to the Committees of the Akola and Khamgaon markets, where a certain propertion of long-stapled (Bani) is still marketed. When short-stapled was first introduced into the Berars and Central Provinces, some 20 years ago, buyers usually did not sufficiently differentiate in the prices, but that has not been the case during the past 5 years.
- As to fine cotton, if by "Fine" you mean clean cotton of good colour, as opposed to dirty cotton of bad colour, without reference to staple, the buyer is usually not able to sufficiently differentiate in the prices, because the sellers object and prefer to sell at an average price of on closer margins than those ruling in the exporting markets or in Europe. In the case of lots containing different staples this also applies.
- The above remarks apply to up-country markets, and more especially to the Berars and Central Provinces, and those other districts where short-stapled has supplanted long-stapled. As stated in the memo attached to your letter, there has always been a full differentiation in price for staple and cleanliness between district and district, i.e., Broach cotton has always commanded a full premium over Bengals, according to its merits.
- Paragraph. 5—The Committee have noticed a decided deterioration in most of the long-stapied varieties within recent years. The effect has been to shorten the staple. This has been due, they think, not so much to the deterioration of the several varieties, as varieties per se, as to the admixture of seed in the ginning factories. They cannot state which varieties are the least liable to boll-worm, they think that freedom from dirt and stain from boll-worm depends more upon the care that is taken in picking and upon the weather conditions than upon the variety.
- Another and chief cause of deterioration in staple has been the substitution of short-stapled for long stapled varieties; this has been especially the case in the production of the Central Provinces, Berars, Nixam's Dominions, Barsis, Kattywar and Gujerat, where the former long stapled varieties have almost entirely given place to short-stapled. The reason is that it naves the cultivator better to grow the short-stapled. It is

all a question of the cost of production as compared with the price that can be realised. The cultivators have found that owing to the larger yield per are; and consequently lower cost of production, it pays them better to grow the shortstapled, for which they obtain a lower price per unit, than the long stapled, for which they obtain a higher price per mit. In considering the yield the percentage of limit to seed has to be taken into account. Short-stapled almost invariably gives a higher percentage of limit than long-stapled.

Panagraph 6. In some cases varieties are grown pure, and in some different varieties are mixed indistriminately in the some field. The admixture used to take place before the admixture mixed in the parameter of the different parameters of the different parameters are universal send obtained from the ginning factories has increased it to an enormous extent. If a cultivator grows a mixed crop, he does not pick the produce of each variety separately, as it would be practically impossible to do set.

Paragraph 7.—Generally, all varieties are more or less mixed in gimning and baling, but exceptionally this is not the case. It is done both when the seed cotton is ginned and afterwards. In some cases it is done for legitimate trade requirements; generally it is done because ginners and balers find that they can obtain a better price for the mixture than for the several varieties separately, and that if facilitates their business to have a few average qualities rather than many separate emalties.

Paragraph 8. The particular trade purposes for which cotton from the several districts is most suitable are as follows:—

from the	several d	istricts is	most suitable are as follows:			
Berar long-stapled (Omras) Central Provinces Long stapled			For spinning up to 40s,			
Broach	1.41	***				
Barsi			*** !			
Kattywar and Gujerat (Dholleras)						
Berar short-stapled (Omras)		ras)	For spinning up to 20s.			
Khandesh						
Btawah		444				
Cawapore		***	Bengals-for spinning up to 16s.			
Rajputana						
Agra	***		Bengals - for spinning up to 10s			
Delhi			Bengals - for spinning up to too			
Ferozabad			)			

The Committee cannot particularise the various varieties further. All varieties could be improved for all purposes by improved cultivation, but to what extent this could be applied and still pay the cultivator they cannot say. Gerally it may be assumed that longer staple and more cleanliness would make Indian cotton more suitable for all trade purposes.

Paragraph 9.—In the Dharwar District, Southern Mahratta country, cotton from American seed was grown extensively after trials had been made by the Government, the Committee believe under the supervision of planters from the

Southern States, but it did not prove a success, and has fallen off greatly both in quantity and quality. It is disposed of to the local Mills and exported to Bombay.

- The Committee understand that trials have been made on a small scale in other districts with varying results, in Cawupore, they are told, successfully, but all these trials, they believe, are more or less of the nature of garden clinical and they, therefore, hardly think that they can be taken as a proof of what could be done under normal conditions on a larrer scale.
- Pautgraph 10.—4f an improved variety is produced, such as you describe, the Committee would not anticipate any difficulties in getting ordinary cultivators to grow it widely, provided it gave them a hetter return that the ordinary variety of the district. The same reasons which caused them to substitute short-stapled for long-stapled would apply.
- The Committee think that only the more wealthy and intelligent cultivators would take the trouble to select pure select of or cultivators would take the that the bulk of them would; to do so they would require to hand-gin sufficient Kapas to yield the seed required for sowing purposes.
- The Committee think that the improvement would be gradual just as the deterioration has been gradual. No doubt the increase of giming factories will prove an obstacle in the direction, because of the mixing of the seed. Formetty when the whole of the crop was hand-gimen many cultivators selected the finest bolls and ginned them separately for sowing purposes.
- The Committee think that not only cotton, but all crops in India, would be considerably improved if cultivators could be induced to sow special seed plots in selected soil, and to exchange their seed, so that the seed could not be product of the land in which it was sown. They think that the patels of the villages would be the best agency for the distribution of seed.

# From Inspector-General of Agriculture in India, to Chamber,

No. 544. - Nagpur, C. P., 20th August, 1902.

I have the honour to acknowledge your letter No. 1130-1902 regarding cotton improvement, and beg to express my grateful thanks for the information therein supplied.

# INDIAN JUTE MILLS' ASSOCIATION DELIVERY TIME UNDER CONTRACTS.

From Jute Fabrics Shippers' Association, to Chamber.

No. 19-J.—Calcutta, 15th May, 1902.

I am directed by the Committee of the Jute Fabrics Shippers' Association to address you on the question of the placing of goods alongside an export vessel so as to constitute a proper tender under a contract stipulating for a certain month's shipment.

The particular point regarding which the representatives of the Jute Mills and the Shippers disagree is the latest hour by which goods must be placed alongside. Shippers contend that this must be done within reasonable time during working hours to admit of the goods being taken on board, while the representatives of the Mills maintain that the contract stipulates for goods to be alongside on a certain date, but not necessarily in time for them to be shipped on that date.

The Committee of this Association have, however, been favoured with copy of an Award issued by the Committee of the Bengal Chamber of Commerce in an arbitration on this identical point, from which it will be seen that the Arbitrators rule "that to allow of this operation (the discharge of the goods from the boats) we (the arbitrators) whink a reasonable limit of time in which the boats should be along side, available for discharge, should be not latter than noon of the "last day of delivery, thus allowing five hours for discharge".

I am now directed to enquire whether the Committee of the Chamber could see their way to make a ruling on the point based on the Award just referred to.

I enclose a copy of the Award for easy reference, and also a copy of my Circular No. 5-J. of 24th March, 1901, on this subject, for the information of the Committee.

CIR. No. 5-J .-- CALCUTTA, 29/h March, 1901.

From—Jute Pabrics Shippers' Association, To—All Members of the Association.

Delivery Time under Contracts.

I am directed by the Committee of the Jute Fabrics Shippers' Association to circulate the following correspondence for the information of members, and to intimate that the Committee will feel obliged if members will favour them with an expression of their opinion on the suggestion made to the Committee of the Indian Jute Manufactures' Association that 12 o'clock noon on the last day of the contract would be a fair hour to fix, in the interest of all parties, for placing enods alongside export vessels, to constitute a proper tender.

CALCUTTA, 28th February, 1901.

From-Messrs....

To -- The Secretary, Jute Fabrics Shippers' Association.

We beg to hand you enclosed an Arbitration Award made by the Bengal Chamber of Commerce, and have to draw your attention to para No. 3, from which you will see that, in the opinion of the arbitrators, goods tendered for shipment ought not to be placed alongside the export vessel later than noon on the last day of dedivery. In the interests of buyers generally we think it would be advantage for the jute Mills to know of this opinion as expressed in an Award, and, if possible, an arrangement or agreement be made with the Jute Manufactures' Association to the effect that goods under contracts must be placed alongside the export vessel in accordance with shipping instructions, but if delayed by the Mills till the last day of delivery, they are not a proper tender under the contract if placed alongside after noon on that day.

No. 1-J .- CALCUTTA, 13th March, 1901.

From—The Secretary, Jute Fabrics Shippers' Association, To—The Secretary, Indian Jute Manufactures' Association.

Delivery time under contracts.

am directed by the Committee of the Jute Fabrics Shippers' Association to subjoin, for the information of your Committee, copy of an Award recently issued by the Bengal Chamber of Commerce in an Arbitration regarding delivery time under a contract stipulating for December shipment:—

Award.

- "2. No loss is disclosed in consequence of this breach, the posimin being that Messrs... in agreeing to accept the m/re"ceipts without projudice, practically re-bought the goods at the
  "original contract price, which was 4 annas per hundred under the
  "then market rate, Messrs."
  "the sellers and charge them with any difference in price, or to cancel
  "the contract. Had the market on the 31st December been below the

"contract rate, we should have considered the buyers entitled to any "difference, but the market being higher, their action in taking the goods has been for the benefit of sellers. We do not therefore consider that any damages have accrued and are unable to take into "account the question of remote or consequential damages which may "or may not thereafter arise.

"3. We consider that the term 'free alongside' (read in conrection with the otherse) in the Indian Jule Manifactures' Association Contract now before us, implies liability on the part of
sellers to place the part of buyers, to have the vessel, available for discharge, and me hoard. To allow of this operation, we think that a
mesonable limit of time in which the boats should be alongside,
available for discharge, should be not later than noon of the last day
of delivery, thus allowing five hours for discharge. The working
hours in the Port are 8 AM to 5 PM, and in the present case, the
boats did not arrive alongside till after latter hour, and the buyers
are not bound to arrange for the vessel to work later.

"4. The cost of this reference is to be paid by the...."
"Co., Ld.

### No. 48-D .- CALCUTTA, 16th March, 1901.

From—The Secretary, Indian Jute Manufactures' Association, To—The Secretary, Jute Fabrics Shippers' Association.

I am directed by the Committee of the Indian Jute Manufactures contains to acknowledge the receipt of your letter No. 1-J. of 18th March in which you forward a copy of an Award recently issued by the Bengal Chamber of Commerce regarding delivery time under a contract stipulating for December shipment.

- 2. In the third paragraph of this Award it is stated "that to "allow of this operation (the discharge of the goods from the boats) "we (the arbitrators) think that a reasonable limit of time in which "the boats should be alongside, available for discharge, should be "not later than noon of the last day of delivery, thus allowing five "hours for discharge."
- 3. In the opinion of the Committee this portion of the Award at entirely erroneous interpretation of the meaning of the Association's contract. The contract clearly stipulates for free alongside on a certain date; and not necessarily free alongside in time for the goods to be shipped on that date.
- 4. The remedy for the difficulty which the arbitrators are anxious to verceme is in the hands of buyers themselves. For it is open to buyers to stipulate in their contracts that the goods shall be alongside the export vessel for, say, at least twenty-four hours before they desire shipment. For example, if March shipment be desired, it is open to buyers to stipulate on the contract that the goods shall be alongside not latter than the 30th March, thus ensuring twenty-four hours for shipment.

5. In conclusion I am to say that although the Award may perhaps be binding in the case to which it refers, the Committee distindly refuse to regard it as a precedent which may legitimately be cited in other cases.

### No. 4-1.-Calcutta, 22nd March, 1901.

From The Secretary, Jute Fabrics Shippers' Association,

To Messrs.....

I am directed by the Committee of the Jute Fabries Shippers' Association to acknowledge receipt of your letter dated 28th February, handing in original an Award (which is herewith returned) given under the General Arbitration Rules of the Bengal Chamber of Commerce in a dispute between your firm and the...

The Committee agree with you that it would be extremely desirable if some arrangements could be arrived at in the interests of buyers generally with the Indian Jute Manufactures' Association to the effect that goods under contract must be placed alongside the export vessel in accordance with shipping instructions, but, if deepen the Mills until the last day of delivery they do not constitute a proper tender under the contract, if placed alongside afternoon on that date.

The Committee have been in correspondence with the Committee of the Indian Jute Manufactures' Association on the subject, and regret to find that the views of that body are not in accord with their own on this matter. In fact, they go so far as to say that the opinion expressed in the 3rd paragraph of the Award is an entirely erroneous interpretation of the meaning of their Association contract. They regard the contract as clearly stipulating for free alongside on a certain date, and not necessarily free alongside in time alongside on a certain date, and not necessarily free alongside in time for the goods to be shipped on that date. They also point out that for the goods to be shipped on that date. They also point out that the temody for the difficulty, in their opinion, is in the hands of buy-terms of the difficulty of the contract 
The Committee have again addressed the Committee of the Indian Jute Manufactures' Association suggesting the desirability of buyers and sellers coming to some agreement as to the hour by which goods shall be alongside the export vessel in order to constitute a proper tender, and they are suggesting the hour of noon on the last day of the contract as a fair time for all parties. If the Committee of the Indian Jute Manufactures' Association fall in with this proposal, members will be duly notified.

From--The Secretary, Jute Fabrics Shippers' Association, To-The Secretary, Indian Jute Manufactures' Association.

MISCELLANEOUS .- INDIAN JUTE MILLS' ASSOCIATION

I am directed by the Committee of the Jute Fabrics Shippers' Association to acknowledge receipt of your letter No. 48-D., replying to my letter No. 1-J. of 13th March, under cover of which I forwarded you copy of an Award recently issued under the Arbitration Rules of the Bengal Chamber of Commerce with regard to delivery time under a contract stipulating for December shipment.

The Committee do not agree with your Committee in their views in regard to this document, which, they note, your Committee distinctly refuse to regard as a precedent which may legitimately be cited in other cases.

In view of the difference of opinion which appears to exist between buyers and sellers as to the hour at which goods must be alongside the export vessel to constitute a proper tender, the Committee think it would be extremely desirable to arrive at some agreement on the point. They would suggest that 12 noon on the last day of the contract would be a fair hour for all parties, and they would be glad to hear that your Committee agree with them in this view.

### No. 51-D.-CALCUTTA, 25th March, 1901.

From-The Secretary, Indian Jute Manufactures' Association, To -The Secretary, Jute Fabrics Shippers' Association,

Delivery time under Contracts.

I am directed by the Committee of the Indian Jute Manufactures' Association to acknowledge the receipt of your letter No. 5-L. dated the 22nd March, upon this subject.

2. Referring to my No. 48-D. of the 16th March, you suggest that 12 noon on the last day of the contract period should be the hour at which goods must be alongside the export vessel to constitute a proper tender. And you ask if the Committee agree to this suggestion.

3. In reply I am to say that the Committee do not agree with the suggestion. That is to say, they do not agree that it should be considered to be a custom of the trade. They have already pointed out that the contract only stipulates for the goods to be placed alongside on a certain date, and they decline to admit any qualified interpretation of that stipulation.

At the same time, if individual buyers desire to have it provided in their contracts that the goods shall be alongside at 12 noon on the day fixed, the Committee see no reason why they should not make an arrangement to that effect with sellers. But the Committee cannot agree that the clause, as it stands in the contract, should be so interpreted.

## From Chamber, to Chairman, Indian Jute Mills' Association.

No. 1137-1902.—CALCUTTA, 14th August, 1902.

The Committee of the Bengal Chamber of Commerce have been addressed by the Committee of the Jute Fabrics Shippers' Association with a request for a Ruling in connection with the shipment clause of the Indian Jute Mills' Association contract on the question of the placing of goods alongside an export vessel so as to constitute a proper tender under a contract stipulating for a certain month's shipment.

The point in question which, the Committee understand, has been discussed not only by the Committee of your Association, but also by the members in general meeting, is practically what could be considered a fair delivery as regards time on the last day of any particular month in which goods contracted for have to be delivered. The contention of shippers is that this must be done within reasonable time during the working hours of the Port, so as to admit of delivery not only being given, but in the words of the contract " given

The Committee of the Chamber have discussed this matter very carefully from all points of view, and they have also taken legal advice with regard to it. They have now instructed me to inform you that in their opinion goods sold f. a. s. under the Indian Jute Mills' Association contract for shipment for any particular month should be alongside the vessel not later than 2 p.m. on the last day stipulated in the contract. They trust the Committee and members of your Association will see their way to agree to this being made a Ruling in connection with the shipment clause in your Association contract

## From Indian Jute Milis' Association, to Chamber.

No. 95-D .- CALCUTTA, 21st August, 1902.

I am directed by the Committee of the Indian Jute Mills' Association to acknowledge receipt of your letter No. 1137-1902 of 14th instant, stating that the Committee of the Jute Fabrics Shippers' Association have put forward a request for a Ruling regarding the time at which goods should be placed alongside an export vessel so as to constitute a proper tender under a contract stipulating for a certain month's shipment. You mention that in the opinion of the Committee of the Chamber this should be not later than 2 p.m. on the last day stipulated in the contract.

In reply I am directed to state that the Committee, on behalf of In reply 1 am directed to state that the Committee, on behalf of the members of the Association, would be willing to accept 2 o'clock as the latest hour on condition that the Ruling is made a ruling for the whole trade of the Port and applicable to all classes of goods.

### From Chamber, to Calcutta Baled Jute Association.

No. 1245-1902. ... CALCUTTA, 6th September, 1902.

The Committee of the Bengal Chamber of Commerce have been in communication for some time past with the Committees of the Indian Jute Mills' Association and the Jute Fabrics Shippers' Association with reference to the request of the latter body for a Ruling in connection with the shipment clause of the Indian Jute Mills' Association contract on the question of the placing of goods alongside an export vessel so as to constitute a proper tender under a contract stipulating for a certain month's shipment.

The point which has been raised is practically as to what could be considered a fair delivery as regards time on the last day of any particular month in which goods contracted for have to be delivered. The contention of ship; ers is that this must be done within reasonable time during the worlding hours of the Port so as to admit of delivery not only being given but, in the words of the contract, "given and taken."

The Committee of the Chamber have discussed this matter very carefully from all points of view, and they have also taken legal advice with regard to it. They have now arrived at the opinion that goods sold f. a. s. for shipment in any particular month should be alongside the vessel not later than 2 p.m. on the last day stipulated in the contract.

The Committee are, however, inclined to think that if a Railing is to be adopted, it should apply to all f, a. s. contracts and not only to those useri oy one particular Association. I have, therefore, been requested to ascertain from your Committee whether they would agree to such a Railing being issued, as they understand that the terms of your Association contract are somewhat similar to those used by the members of the Indian Jute Mills' Association.

### From Calcutta Baled Jute Association, to Chamber.

No. 306-T. -CALCUTTA, 11th September, 1902.

All am directed by the Committee of the Calcutta Baled Jute September, 1902, in which you refer to communications the Committee of the Chamber have had for some time past with the Committees of the Indian Jute Mills' Association and the Jute Fabrica Shippers' Association on the question of the placing of goods along-side an-export vessel so as to constitute a proper tender as contract stipulating for a certain month's shipment, and a request for a Ruling on the point in connection with the shipment clause in the Indian Jute Mills' Association contract. You state that the Committee of the Chamber have arrived at the opinion after careful

consideration, and with legal advice, that goods sold f. a. s. for shipment for any particular month should be alongside a vessel not later than 2 p.m. on the last day stipulated in the contract.

The Committee of the Chamber being of opinion that if such a Ruling is to be adopted, it should apply to all f. a. s. contracts, you ask the Committee of this Association whether they would agree to such a Ruling being issued. I am directed to say in reply that the Committee having considered the matter are quite prepared to agree to such a Ruling being issued to apply to all if. a. s. contracts.

### From Chamber, to Indian Jute Mills' Association.

No. 1282-1902.—CALCUTTA, 16th September, 1902.

I am directed by the Committee of the Bengal Chamber of Commette to acknowledge receipt of your letter No. 95-D. of 21st August. 1902, in which you intimate that your Committee on behalf of the members of the Association would be willing to accept 2 o'clock as the latest hour at which goods should be placed alongside an export vessel so as to constitute a proper tender under a contact stipulating for a certain month's shipment, provided that the Ruing is made a ruling for the whole trade of the Port and applicable to all classes of goods.

l am directed to say in reply that the Committee of the Chamber while they are not prepared to make the proposed Ruling quite as comprehensive as indicated in your letter, are of opinion that it should extend to all goods sold under f. a. s. contracts, and having ascertained from the Committee of the Calcutta Basej into Association that they would agree to such a Ruling being issued to apply to all f. a. s. contracts, propose to frame it accordingly, and they trust that the Committee and members of your Association will approve of this course being followed.

## From Indian Jute Mills' Association, to Chamber.

No. 102-D.-CALCUTTA, 17th September, 1902.

I have to acknowledge the receipt of your letter No. 1282-1902. deal 10th instant, with further reference to the question of the issue of a Ruling of the Chamber in grand to the latest hour on due date at which goods should be faced alongside an export vessel so as to constitute a proper tender.

In reply I am directed to state that the Committee are prepared to agree to the Ruling being confined to goods sold under  $f.\ a.\ s.$  contracts as the Committee of the Chamber suggest.

Fundamental Action and the Contraction of

### From Chamber, to all Members.

CIR. No. 404-1902 .-- CALCUTTA, 1st October, 1902.

Time of Delivery under F. A. S. Contracts.

After a prolonged correspondence with the Committees of the Indian Jute Mills' Association and the Jute Fabrics Shippers' Association on the subject of what might be considered a fair time to place goods alongsaide an export vessel on the last day of any particular month in which goods contracted for under f. a. s. contracts have to be delivered so as to constitute a proper tender under the contract, the Committee of the Bengal Chamber of Commerce have decided to adopt the following Ruling, which has been agreed to by the Committees of the above Association, and also by the Committee of the Calcutta Baled Jute Association, as a Ruling of the Chamber: —

"In the event of shipment of goods sold under F. A. S.
"Contracts being deferred until the last day stipula"ed in the Contract, the goods must be placed
"alongside the vessel not later than 2 o'clock p.m.
"on that day in order to constitute a proper tender
"under the Contract"

#### ROYALTY ON SABAI GRASS.

From Indian Paper Makers' Association, to Chamber.

No. 15-P. M. A.---CALCUTTA, 23rd July, 1902.

I am instructed by the Committee of the Indian Paper Makers' Association to place before you the following grievance under which Paper Mills in Bengal consider they are at present suffering at the bands of the Government of Bengal, and to ask that the Committee of the Chamber may take the matter up and address the Government of Bengal at the earliest possible opportunity with the object of obtaining relief from such taxation as is hereafter described.

The facts of the case are as follows:---

The staple raw material of Paper Mills situated in Bengal is babui or sabi grass, and a very large proportion of their requirements are drawn from the hills in the neighbourhood of Sahebgunge.

Up to 1899, and from the time of the first umployment of babui or sabi grass in the manufactures of paper in India, which is a period covering more than 20 years, the Mills have bought this babui or sabi grass from the Paharies of these hills without any other charge than cost paid to the Paharies and the expenses of collection and baling incurred by the contractors, and the average cost of the grass thus obtained was about Rs. 1/5 per manuf delivered at the Mills.

But on 3rd July, 1899, the Government of Bengal notified that in future a royalty of one anna per manud would be imposed upon the export of all forest produce from Sahebgunga, because, as the Committee of the Indian Paper Makers' Association understand the matter, although the Paharies under certain ancient treaty rights are entitled to the forest produce of these hills for their own requirements, the Government has decided that they are not entitled to self-it to outsiders, and consequently when the Forest Department such deply realised that a large and increasing trade had been worded up in forest produce from the forests, technically under their continues they immediately set about seeing how it could be turned to account to increase the revenues of the Forest Department. The insult was the levying of this one-anna export duty, which is collected on RyReceipts at Sahebgunge, and by another recent notification from the Sub-Divisional Officer this royalty has just been raised to two annas per maund, which is equivalent to more than 10% of the value of the grass.

In answer to the Government of Bengal contention, that the lands are Government lands and that, therefore, the Government

cannot give away the produce thereof, the Committee of the Indian Paper Makers' Association hold—

- The produce is not given away to the Mills. It is bought from the Paharies.
- The babui or sabi grass has ceased to be purely a wild forest produce, as it is sown and cultivated, and the cultivation and trade of this grass both in Sahebgunge and elsewhere in Bengal is not the result of Government encouragement, but is entirely the outcome of private paper-making enterprise.
- The question of royalty had not been raised for 20 years, and in the meantime capital had been invested in papermaking in India in the belief that a cheap raw material was available from the Sahebgunge hills.
- 4. This royalty tax does not full upon the Paharies or mahans, and thereby cause the Paharies to exercise greater diligence and economy in cultivating the grass, but it comes directly out of the specific of the Mills, because it is collected on the Railway station and not on the

The Committee of the Chamber will not be ignorant of the crisis through which the paper industry of Bengal is at present passing owing entirely to the difficulty the local Mills have in finding suitable and cheap raw material out of which to make papers to compete in price with imported British and foreign papers, which papers are made almost entirely from cheap wood pulps.

This difficulty in obtaining cheap raw material has been further increased by the plague regulations, which have had the effect of raising the costs of all such paper-making materials as rags, wastepaper and used hemp.

In their letter of 24th August, 1899, to the Secretary of the Government of Bengal, the Committee of the Indian Paper Makers Association formally protested against the royalty tax of one anna per maund, but they received no satisfaction from the authorites, who they feel are seriously adding to the burdens of the paper-making industry of Bengal in demanding these grass royalties indo foloding out a helping hand to the industry when it is struggling to hold its position in a time of severe trade depression; and the Committee of the Indian Paper Makers Association carriestly hope that the Committee of the Chamber will now take the matter up and use its influence and weight in petitioning the Government of Bengal to relieve the paper industry from all and every royalty imposed by the Forest Department upon grass exported from Sahebgunge.

A copy of the Indian Paper Makers' Association letter, dated 24th August, 1899, to the Secretary of the Government of Bengal. Revenue Department, is herewith enclosed for your information to gether with a copy of the last notice issued by the Sub-Divisional Officer of Sabbeyunge.

No. 29-P. M. A .-- CALCUTTA, 24th August, 1899.

From -The Acting Secretary, Indian Paper Makers' Association,

To -The Secretary to the Government of Bengal, Revenue Department.

It is with considerable concern that the Indian Paper Makers' Association have read your Notification No. 789-T.R., of 3rd July, 1899, regarding the payment of a royalty on exported forest produce from the Sonthal Pargunas.

The Association would point out that the article mostly affected thereby will be sabi grass, which forms the chief material in the manufacture of paper in Bengal.

The Association further understand that the Deputy Commissioner has already imposed a royalty of one anna per maund on all sabi grass exported by rail from Sahibgunge. This one anna per maund is more than 5% of the value of the grass.

This Association submits that Government are not justly entitled to revenue from these grass lands. They have been opened up by the Bengal Paper Mills at no expones to Government. It is the Mills who have made the land valuable. Money has been invested in expanding the paper industry because the Mills had a suitable material at their doors, and now suddenly Government steps in and levies a tax, which is a direct advantage to other paper makers not only outside India but outside Bengal.

This Association further submits that the manner in which it is proposed to collect the said revenue is opposed to all fairness and customs

It will be a tax, not paid by the ryot, which would therefore be felt by him, and force him to exercise more economy and diligence in the growing and cutting of his produce, but it will be a direct charge on the pockets of consumers of grass, pockets already suffering from previous Government legislation. The currency legislation of the past few years has forced exchange up to 18.4%, thereby increasing ten-fold the competition of imported papers in our Indian markets. The Government have added to the burden of the local paper industry by their relusal to relieve it of the 5% customs duty on imported chemicals and stores. They now go further and propose an additional tax of 5% on locally purchased raw materials.

The Indian paper industry which the Association takes it for granted the Government wish to see maintained must have cheap raw materials if it is successfully to compete with the paper-making of the world, and the Woods and Forest Department, in their anxiety to show a big revenue, will defeat their own ends either by forcing Indian Paper Mills to look elsewhere for their raw material or by so Indian Paper Mills to look elsewhere for their raw material or by so crippling the industry that the reduced demand for grass will crippling the industry that the reduced demand for grass visit seriously affect the cultivation thereof. Finally, this Association seriously affect the cultivation thereof. Finally, this Association would point out that the collection of grass begins from next month, would point out that the collection of grass begins from next month, and respectfully hopes that you will see your way to bring before

Government the urgency of the case and to delay the imposition of any royalty this season until the matter has received the full consideration of Government.

#### NOTICE

Is hereby given for general information that the rate of royalty on sabait grass exported from the protected forests of the Sonthal Parganas has been increased from one to annas two a maund under the orders of the Government of Bengal. It will take effect from 1st October, 1902.

(Sd.) J. T. BABONEAU,

Sub-Divisional Officer.

### From Chamber, to Government of Bengal (REVENUE).

No. 1141-1902. - CALCUTTA, 14th August, 1902.

I am directed by the Committee of the Bengal Chamber of Comisse to address you in connection with a notice which has been issued by the Sub-Divisional Officer of the Sonthal Pargamas that the rate of royalty on sabai grass exported from the protected forests of the Sonthal Pargamas has been increased from one anna to two annas per maund under the orders of the Government of Bengal. The increase to take effect from the Ist of October, 1902.

2. The Committee of the Chamber have received a strong representation from the Indian Paper Makers' Association, protesting against this increase, copy of which is enclosed. The paper industry of Bengal is, at present, in an extremely depressed condition, and passing through a severe crisis owing mainly to the difficulty the local Mills have in finding suitable and cheap raw material out of which to make papers to compete in price with imported British and foreign papers, which are made almost entirely from cheap wood pulps. Further, it is represented that the industry already pays a royalty of one anna per maund, which was imposed by Notification No. 789-T.R. of 3rd July, 1899, and which was protested against at the time by the Indian Paper Makers' Association in their letter No. 29-P.M.A. of 24th August, 1899, copy of which is herewith enclosed for the information of Government. The arguments adduced in that letter hold good with still greater force at the present time, and the Committee would ask His Honor the Lieutenant-Governor to give this representation his careful and favourable consideration, bearing in mind that the staple raw material of the Paper Mills situated in Bengal is sabai grass, and that a very large proportion of their requirements are drawn from the hills in the neighbourhood of Sahebgunge. The difficulty in obtaining cheap raw materials generally has been increased by the plague regulations, which have had the effect of raising the cost of all such papermaking materials as rags, waste-paper and used hemp.

3 There is no doubt that the paper industry of Bengal is now engaged in a severe struggle for existence in a time of severe trade depression, and the imposition of every additional burden tends to make the struggle more difficult. The cultivation of subai grassion in Sabebgunge and elsewhere in Bengal, is entirely the result of private paper making enterprise, and not of official control of original paper making enterprise, and not of official control of royalty was not raised for 20 years until the Notification of 3rd July, 1899, and in the meantime until was invested in the belief that a cheap and untaxed raw material was available. Under all these circumstances the Committee the Chamber feel that the paper-making industry have some claim to be heard, and they now leave the matter to His Honor the Lieutenant-Governor's sympathetic consideration.

## From Government of Bengal (REVENUE), to Chamber.

No. 2254-T. R. -Darjeeling, 7th October, 1902.

With reference to your letter No. 1141, dated the 14th August, 1902, I am directed to say, for the information of the Chumber of Commerce, that in view of the depressed condition of the paper industry the Lieutenant-Governor has been pleased to direct that the rate of royalty on subdir grass exported from the Southal Parganas shall, for the present, be the former rate of one amia a manual. The rate of royalty will be re-considered two years hence.

## From Chamber, to Indian Paper Makers' Association.

No. 1366-1902.—CALCUTTA, 13th October, 1902.

In response to a representation addressed on the 14th of August to the Government of Bengal at the request of your Association I have the pleasure to inform you that I have received a letter from Government, dated 7th October, stating that in view of the depressed condition of the paper industry the Lieutenant-Governor shapered from the Sonthal Parganas shall, for the present, be the former rate of one anna per maund. The rate of royalty on subdig rass very leave to the present of the promer rate of one anna per maund. The rate of royalty will be re-considered two verys bence.

# From Indian Paper Makers' Association, to Chamber.

No. 22-P. M. A .-- CALCUTTA, 15th October, 1902.

I am directed by the Committee of the Indian Paper Makers' Association to acknowledge receipt of your letter No. 1366-1902 of

13th instant, conveying the decision of the Government of Bengal with regard to the levy of royalty on sabai grass exported from the Sonthal Parganas.

I am to request you to convey to the Committee of the Bengal Chamber of Commerce their best thanks for the representation which they made to Government at the instance of the Committee of this Association, which has resulted in the paper-making industry being spared, during the crisis through which it is at present passing, the additional burden which would have been inflicted upon it if the rate had been enhanced as originally contemplated by Government.

## From Chamber, to Government of Bengal (Revenue).

No. 1401-1902 .- CALCUTTA, 22nd October, 1902.

I have the honour to acknowledge receipt of your letter No. 2254-T.R. of 7th October, 1902, intimating in reply to my letter No. 1141 of 14th August, 1902, that in view of the depressed condition of the paper industry His Honor the Licutenant-Governor has been pleased to direct that the rate of royalty on sabai grass, exported from the Sonthal Parganas, shall for the present remain at one anna per maund, but that it will be re-considered two years hence.

I am directed by the Committee of the Bengal Chamber of Commerce to ask you to convey their best thanks to His Honor the Lieutenant-Governor for his favourable consideration of their representation, and to say that the representatives of the paper industry have received the announcement with much satisfaction.

### ALIPORE REFORMATORY SCHOOL.

# From Superintendent, Alipore Reformatory School, to Chamber.

No. 208.—Alipore, 15th February, 1902.

Referring to your letter No. 1669-1901, dated the 19th December, 1901, I have the honour to state that Mr. T. R. Wynne, Agent and Chief Engineer of the Bengal-Nagpur Railway Company, Limited, has not addressed us on the subject of licensing out boys of this Institution, nor has any offer been received from any other firm through you. I shall be much obliged to you if you will kindly unungu you. I snail be much obliged to you if you will kindly endeavour to do what you can to get some firm to give a few of our boys a trial. Those licensed at the Upper Hooghly Jute Mills are doing very well.

# From Chamber, to Superintendent, Alipore Reformatory School

No. 240-1902.---CALCUTTA, 18th February, 1902.

I have the honour to acknowledge receipt of your letter No. 208 of 15th February, stating that you have not received any communiof 10th reorusty, stating that you have not received any communication from the Agent and Chief Engineer of the Bengal-Nagpur Railway Co., Ld., with regard to the subject of licensing boys from the Alipore Reformatory School for work on the Railway.

2. I have sent Mr. Wynne a reminder on the subject, and have also passed on to him a copy of your present letter, and trust you will hear from him shortly. I would recommend you to place your-will in communication with the authorities of the Railways running sett in communication with the authorities of the Kaniways running into Calcutta in regard to the licensing of boys and also to address the Managing Agents of the different Jute Mills, if you have not already done so.

# From Superintendent, Alippre Reformatory School, to Chamber.

No. 863. - ALIPORE,

Referring to the correspondence ending with your letter No. 240-Referring to the correspondence enough with your letter No. 240-1902, dated 18th February, 1902, I have the honour to state that letters have been addressed to the Managers of several Jute Mills and to the Managing Agent of the Bengal-Nagpur Railway, but I am sorry to state that no one is willing to help us in the matter. This is perhaps due to the idea being entertained that the boys belong to the criminal classes.

At the instance of the Bengal National Chamber of Commerce two of our boys have been employed in a steamer service and two in a colliery, and I expect to send out some more boys through the Bengal Chamber.

As you have a large field in which to work I shall be much oddered if you will endeavour to convince the Proprietors or Managers of Mills, Workshops and Mines that it would really be a good thing to help deserving boys. It will be sufficient if the employers are willing to provide the boys with food, lodging and clothing.

I shall be happy to call on you to explain matters if you will let me know when you can conveniently see me.

## From Chamber, to Superintendent, Alipore Reformatory School.

No. 1072-1902.—Calcutta. 29th July, 1902.

I am directed by the Committee of the Bengal Chamber of Commerce to acknowledge receipt of your letter No. 863, undated, again soliciting their assistance in the matter of obtaining employment for the boys in your school.

- 2. The Committee regret that you have not met with the amount of success you expected in getting description by splaced out it menployment in Railways and Mills. They are glad to hear, however, that the contract of the Hard of the Railways and the splace of the Hard of the Railways and they also notice from the Resolution of the Government of Bengal on the Annual Report on your School that during the year 5 boys from the Alipore School were licensed out for work in the Upper Hooghly Mills, the Managing Agents of which are members of the Chamber, and that there is a probability of the system being extended.
- 3. The Committee will again draw the attention of their threates to the matter by the circulation of your letter, and they trust that some good may eventually be done. In the meantime I will not trouble you to call upon me until I am able to estimate the result of this reference to members.

#### From Chamber, to all Members.

CIR. No. 311-1902.—CALCUTTA, 30th July, 1902.

Alipore Reformatory School.

I am directed by the Committee of the Bengal Chamber of Commerce to circulate letter No. 803, from the Superintendent of the Alipore Reformatory School, soliciting their assistance in the matter of procuring employment for deserving boys. It will be noticed that 4 boys have already been provided for at the instance of the Bengal National Chamber of Commerce, and in the Resolution of the

Government of Bengal on the Annual Report on the Bengal Reformatory Schools it is stated that during the year under review 6 boys from the Alipore School were licensed out for work in the Upper Hooghly Mills, and that there is a probability of the system being

The Superintendent, who is naturally anxious to find suitable employment for really deserving boys, points out in his letter that it will be sufficient if employers are willing to provide the boys with will be sufficient if employers are willing to provide the boys with old, lodging and clothing. The Committee think it is possible that the Managing Agents of some other Mills and other employers of labour may be induced to follow the example of the Agents of the Upper Hooghly Mills and give some of these boys a trial with the view of starting them on a respectable and useful career in life. The Superintendent of the school will give all information on appli-

# From Superintendent, Alipore Reformatory School, to Chamber.

No. 1285.—ALIPORE, 13th September, 1902.

In submitting herewith a copy of the rules on the subject of licensing out boys of this Institution to employers of labour, I have the honour to request that you will be good enough to favour the Board of Management with your opinion on the present system and the conditions imposed. In spite of the desire of the Government and our endeavours to pursue the policy of licensing with the utmost possible vigour applications for boys from employers of labour are very few. The Board is prepared to move Government for modifications of some of the rules to suit the requirements of the employers of labour.

#### LICENSES.

- No license shall be granted for the employment of any boy, unless such boy has been detained in the school for a period of two years, and has attained the age of 14 years, and his conduct during the previous twelve months at least has, in the opinion of the Board, been entirely satisfactory.
- Before a license is granted for the employment of any boy, the Board shall satisfy themselves that the employer is prepared to provide maintenance and clothing for such boy, or a wage sufficient to enable the boy to provide for himself.
  - 3. A license shall be worded as follows:-

"Whereas A B is at present detained in the International Reformatory School under a warrant signed by and whereas the said A B has attained the age of 14 years, and has conducted himself to the satisfaction of the Board;

and whereas C D, being a trustworthy and respectable person, and an employer of labour, to wit , is willing to receive and take charge of the said A B, and to keep the said A B employed at the occupation of a : These presents witness that the said A B is hereby licensed to live under the charge of C D for a term of three months from this data.

THE ALLOOM REFORMATORY SCHOOL,

Dated the 19 Chairman of the Board of Management.

And at the foot of such license shall be printed the following

- (i) This license is in force for three months only, but it may be renewed from time to time for a similar period at the wish of the employer.
- (ii) The license may be cancelled at the desire of the employer.
- (iii) The license is, moreover, determined by-
  - (a) the death of the employer;
  - (b) his cessation from business;
  - (c) the expiration of the period for which the boy can be detained in the school.
- (iv) The license may be cancelled by the Board if it appears to it that the employer has ill-treated the boy or inadequately provided for his lodging and maintenance.
- (v) If the boy herein licensed behaves well during one or more periods of his license, the Board has power to apprentice him under Act XIX of 1850. When he is so apprenticed, the Board's right to detain him ceases, and the unexpired term of his sentence is cancelled.
- (vi)  $\Lambda$  boy who escapes from the charge of his employer may be arrested by any Police officer without a warrant.
- (vii) A licensed boy who escapes from his employer shall never be licensed again.
- 4. The original license shall be delivered to the employer, and a copy shall be given to the boy whom it concerns. A register of licenses shall be kept up by the Superintendent in such forms as the Board may prescribe.
- 5. Boys licensed under these rules need not wear the school clothing. They shall be visited once a fortnight by the Superintendent or any other school officer whom the Vice-President may specially depute for that purpose.

- 6. It shall be the duty of the Superintendent to give due notice to any employer.-
  - (a) when any boy's license is about to terminate;
  - (b) when the period for which he can be detained is about to
- 7. Considerable importance is attached by Government to the system of licensing or farming out boys, which is regarded as the most effective mode of giving them an industrial training and at the same time a strong incentive to good conduct, and Government desires the Boards of Management and the Superintendents of the Reformatory Schools to pursue the policy with the utmost possible vigour. The success in the working of Reformatory Schools should be measured mainly by the extent to which the boys have been given proper industrial training and have been provided with employment on their release; and Government would look to individual members of the Boards of Management and the Superintendents of the Schools, in particular, to cultivate the personal acquaintance of gentlemen engaged in the management of railways, mills, manufactories and mines and other pursuits necessitating the employment of labour, with the object of not only placing out the boys while under detention in the schools, but also finding employment for them after their release. Something can possibly be done to find employment for the boys in those departments in which Government itself is an employer of labour; and the Director of Public Instruction shall, with that object, address the authorities of such departments upon being moved in each case either by the Board of Management or the Inspectors of Schools, who shall have immediate charge of maintaining watch over the released boys and finding employment for them.

## From Superintendent, Alipore Reformatory School, to Chamber.

No. 1612.—ALIPORE, 27th November, 1902.

I have the honour to invite your attention to this office letter No. 1285, dated 13th September, 1902, and to request the favour of your early reply on the subject of licensing of boys of this school to employers of Jabour.

# From Chamber, to Superintendent, Alipore Reformatory School.

No. 1618-1902.—CALCUTTA, 4th December, 1902.

I have the honour to acknowledge receipt of your letter No. 1285 of 13th September, 1902, and of your subsequent reminder No. 1612 of 27th November, 1902. The Committee regret the delay which has taken place in replying to your letter. The matter, however, had not been overlooked, the Committee being in communication with some of their nembers with regard to it.

3. The Committee would suggest that the Board of Management should make all the conditions of licensing out boys as easy as possible, and free from everything of an irritating nature, and also that there should be no transfer of responsibility from themselves to the employers. So far as the Committee have been able to ascertain, the boys licensed out to Jute Mills are giving satisfaction, and are well-behaved. The Committee have no further remarks to make in connection with the matter.

## PROPOSAL TO INTRODUCE COMMERCIAL CLASSES INTO THE VICTORIA SCHOOL, KURSEONG.

# From Director of Public Instruction, Bengal, to Chamber.

No. 7371.—CALCUTTA, 24th September, 1902.

I have the honour to forward copies of the correspondence noted on the margin on the subject of introducing commercial classes in the (1) Joint note of Messrs, Bamford (1) Joint note of Jacobs North Mark and Delancy (2) Extract from this office letter No. 688t dated 20th August, 1902. (3) Government order No. 1626, don Chamber of Commerce. don Chamber of Commerce. dated 13th September, 1902.

- 2. For the reasons explained in the joint note of Messrs. Bamford and Delaney it will be seen that an alternative course is recommended in paragraph 3 of the joint note in place of the course for the London Chamber of Commerce. The subjects for the alternative course are detailed in paragraph 3 of the note.
- 3. In drawing up the alternative course the fact has been taken into consideration that many parents who are willing and able to pay for two years' schooling after their boys have passed the Middle School examination could not afford to keep them longer at school. With this in view a course has been drawn up which can be completed in two years, and in that course are included all those subjects which are highly desirable for a boy to know on entering a merchant's office. On the other hand from paragraph 4 (a) of the note in will be noticed that the Senior Commercial course of the London Chamber of Commerce examination is for youths over 15 years of age, who can devote all their time up to the ages of 18 or 19 to study. This clearly implies that, in the opinion of the founders of study. This clearly implies that, in the opinion of the founders of the examination, it is a three or four years course for all except the most brilliant pupils. From section (b) of the same paragraph it will also be noticed that in the case of Geography and History the examination questions of the London Chamber of Commerce are based, not upon a syllabus, but upon courses of lectures delivered in London by distinguished experts. These lectures cover only a small London by distinguished experis. These rectures cover only a small part of the syllabus, but go into great detail. It would be impossible to make such a detailed study of the whole of the syllabus, and consequently impossible to prepare for the particular examination. As these subjects are obligatory, Messrs. Bamford and Delaney thought this a sufficient ground for recommending the adoption of the alternative course.
  - From a comparision of the two courses it will be observed that the alternative course proposed appears to give a more practical

and useful preparation for work in a mercantile office than the course of the London Chamber of Commerce.

- 5. From paragraph 2 of letter No. 1626-T.G., dated the 18th September, 1902, it will be seen that I am requested by the Government of Bengal to obtain the opinion of the Calcutta Chamber of Commerce as to whether a certificate of passing in the alternative course would be accepted by business firms in Calcutta as shewing sufficient qualification for employment in mercantile offices.
  - 6. The favour of an early reply is requested.

Extract from letter No. 6593, dated the 20th August, 1902, from the Director of Public Instruction, Bengal, to the Secretary to the Government of Bengal, General Department.

- 7. The last point which has to be touched upon in this letter is the course of study to be followed in teaching the proposed commercial classes, and on this point I have to refer to the printed joint memorandum enclosed. A copy of the London Chamber of Commerce Regulations for the senior examination is also enclosed for ready reference, with the request that the copy may be returned when done with.
- 8. In view of the great extra cost which Messys. Bamford and the property of t
- 9. The difficulties, according to the experts, of working the London Chamber of Commerce course appear, however, to be too great for it to be introduced in its entirety at the present time into India.

No. 1626-T.G.-Darjeeling, 13th September, 1902.

From -W. C. Macpherson, Esq. 1. C. s., Officiating Secretary to the Government of Bengal,

To-The Director of Public Instruction, Bengal.

I am directed to acknowledge receipt of your letter No. 6593, dated 20th August, 1902, on the subject of the commercial classes

to be opened in the Victoria School, Kurseong, and the additional accommodation required in the school for these classes and for other needs.

2. I am to request that you will put the proposed scheme of studies before the Calcutta Chamber of Commerce and obtain the opinion of that body as to whether a certificate of passing in the curse proposed would be accepted by business firms in Calcutta as shewing qualifications for employment in mercantile offices.

It is observed that the course proposed falls short of the course prescribed by the London Chamber of Commerce, but it represents what in the opinion of the two expert officers of the Department, Messrs, Bamford and Delaney, is practicable at Kurscong.

3. Even the modified scheme of studies would require addition of at least two appointments to the Provincial Education Service, and would require to the sanctioned by the Government of India.

It would seem to be advisable that the course of studies should be settled and be reported to the Government of India before large expenditure on providing additional accommodation is undertaken. This, however, need not prevent necessary extensions being sanctioned to meet immediate requirement for domintiers, matron, drill and gymnastics instructor and steward, if this appears to you to be describble.

4. The two pamphlets relating to the London Chamber of Commerce examinations are returned as requested.

#### REPORT ON THE PROPOSAL TO INTRODUCE COMMERCIAL CLASSES INTO THE VICTORIA SCHOOL, KURSEONG.

It is proposed to introduce, in place of the High School Class, other classes preparing for the Senior London Chamber of Commerce Examination, or such alternative commercial examination as may be approved.

2. In order to pass the examinations of the London Chamber of Commerce, candidates are required to pass in certain obligatory subjects, and in two out of a large number of optional subjects. In these optionals, it is proposed to select, for the first, Mathematics, and for the second, either Machinery of Business or Book-keeping, as the for the second, either Machinery of Business or Book-keeping, as the two subjects most likely to be of value to boys in a mercantile career. The subjects of study for the London Chamber of Commerce Examination would therefore be:

## (a) Obligatory-

- (1) English. (2) Foreign languages.
- (3) Mathematics.
- (4) Geography.
- (5) Commercial History.
- (6) Political Economy.

## 554 MISCELLANEOUS,-PROPOSAL TO INTRODUCE COMMERCIAL

- (b) Optional-
  - (I) Mathematics.
- (2) Machinery of Business, or Book-keeping.
- As an alternative to this examination, we propose an examination in the following subjects, all of which would be obligatory:—
  - (1) English,-The High School Course.
  - (2) Arithmetic.—The High School Course, including a test in mental arithmetic.
  - (3) Book-keeping, Commercial Forms and Correspondence, and Précis-writing.
  - (4) Algebra.-The High School Course.
  - (5) Geography .--
  - (a) Physical Geography of the World.
  - (b) The chief industries of the world—the localities where they are carried on, and the people engaged in them.
  - (c) The chief articles of commerce—their sources of supply, their ultimate destinations, and the more important towns concerned in their distribution.
  - (d) Land and sea trade routes.
  - (e) General information connected with postal and telegraphic communication.
  - (6) French.—The High School Course, with alternative exercises for commercial candidates in Commercial Correspondence and Business terms.
  - (7) A Vernacular.— Dictation, conversation, and translation to and from English.
  - (8) Shorthand.—Candidates will be required to write from dictation at the rate of 80 words a minute for ten minutes, and afterwards to reproduce the whole or some portion of their exercise in longhand.
  - (9) Tybe-writing.

To pass the examination and gain a certificate, candidates must satisfy the examiners in each of the first six of these subjects. If in addition to gaining a certificate, the candidate satisfies the examiner in any or all of the three remaining subjects, that fact will be recorded on his certificate.

- 4. In connection with the Chamber of Commerce Examination, the following important points are deserving of notice:
  - (a) On page 5 of the Senior Scheme and Syllabus (1901) it is stated that the Senior Commercial Course "is for youths over 15 years of age, who can devote all their time up to the ages of 18 or 19 to study." This clearly implies that, in the opinion of the founders of the examination, it is a four-years' course for all except the most brilliant punils.

- (b) In the case of Geography and History, the examination questions are based not upon a syllabus, but upon courses of lectures delivered in London by distinguished experts. These lectures over only a small part of the syllabus, but go into great detail. It would be impossible to make such a detailed study of the whole syllabus, and consequently impossible to prepare for the examination. As these subjects are obligatory we consider this a sufficient ground for recommending the adoption of an alternative scheme.
- (c) The number of comments subjects selected above from the Chamber of Commerce syllabins is the minimum permissible. In order to be well equipped for a commercial life, it is desirable that a boy should have some knowledge of both Book-keeping and Machinery of Business, and also of Type-writing and Shorthand. To teach these subjects in addition to those already included above, would involve a still longer course.
- 5. In drawing up the alternative course detailed in paragraph 3, we have taken into consideration the fact that many parents who are willing and able to pay for two years' schooling after their boys have passed the Middle School Examination, could not ifford to keep then longer at school. We have therefore drawn up a course which could be completed in two years; and in that course are included all those subjects which it is highly desirable for a boy to know on entering a merchants office.
  - 6. Additional Staff Required-
    - (a) For the London Chamber of Commerce Course.—Six masters and a munshi will be required for the Commercial classes, if this scheme is adopted, viz:—
    - I for English.
    - 1 for French. 1 for History and Geography.
    - 1 for Book-keeping (or Machinery of Business) and Politi-
    - All the above must be specialists, appointed in England.
    - 2 for Mathematics.
    - Munshi for the Vernacular.
       These can be obtained in India.

To make any scheme a success, it is necessary that two better men should be substituted for two of the present masters in the School Department, who are hopelessly inefficient, viz., Messrs. Hardman and Witchenbaker. One of these new masters should be appointed in England; the other can be obtained in this country. In addition to this, it is proposed that Mr. Shape, at present engaged in the School Department, should be appointed Senior Mathematical Master in the Commercial classes, and that in his place a new man should be brought out from England for the School Department.

#### To summarise: --

Four masters for the Commercial classes on salaries of \$200 a month in the Provincial Service, and two masters for the School Department in substitution for Messas. Sharp and Hardman) on Rs. 150 in the Subordinate Service should be got out from England. Two other masters are required, riz., the Junor Mathematical Master for the Commercial classes and the substitute for Mr. Wittenbaker, both to be appointed in India, on sataries of Rs. 75 a month in the Subordinate Service. A good munshi would be required for teaching the vernacular. It is recommended that Mr. Sharp be promoted to the

grade of Rs. 200 a month in the Provincial Service on his transfer to the Commercial Department.

It will be seen therefore that the additional teachers required for the Chamber of Commerce Course are—

- 5 Masters in the Provincial Service;
- 1 Master in the Subordinate Service; and
- 1 Munshi.
- (b) For the Alternative Course—For the Commercial classes, two additional mesters and a mushi will be required. One of the two masters should be appointed in England on Rs. 200 a month in the Proximisal Service and it is proposed to promote Mr. Sharp from the School Department to the Commercial classes, and transfer him to the Provincial Service on Rs. 200 a month. The same changes in the School Department will be required for this course as for the other, viz., the appointment of two masters from England on Rs. 150, to take the places of Messrs. Sharp and Hardman, and of one master on Rs. 35 in substitution for Mr. Wittenbaker.
- 7. Additional Accommodation Required-
- (a) In both schemes, dining and sleeping accommodation for 40 boys.
- (b) Class-toom Accommodation.—One additional class-room is required for the work now carried on. For the Chamber of Commerce classes at least four more will be required; or, for the alternative course, two more. This gives a total of five additional class-rooms for the Chamber of Commerce scheme, or three for the alternative scheme.
- (c) Quarters for Teaching Staff,—Two of the present teachers have no proper accommodation, and when Mrs. Pegler retires, her successor will have to be provided for. This leaves an initial deficiency of three sets of quarters. Four additional sets of quarters are required for the Chamber of Commerce scheme, and two sets for the alternative scheme, bringing the total requirements up to either seven or five sets of quarters, according to the scheme adopted.

- (d) The steward, matron, and assistant matron all live in the hospital, which is every nunch overcrowded in consequence. We propose to provide new accommodation for the steward and matron, and for the gymnastic instructor, who now occupies a room in the main building, which is wanted for other purposes. The assistant matron, who has been specially engaged for nursing, will continue to live in the hospital.
- An additional clerk, and therefore an additional clerk's house, is required. Twelve additional servants' houses will be required, seven being necessary at the present moment.

Summary of additional accommodation required.

angle of the second	Kind.			For London C ber of Comm- scheme.		For the alternative scheme.
			- 1			for 40 boys.
Dining room acco	mmodatic	n		for 40 boys		tor 40 boys.
Dormitory	ditto			for 40		fcr 40 "
Class-rooms				5		3
Teachers' quarte	rs			7	***	5
Steward, mateon	g mnast	ie instructo	r	4 rooms	141	4 rooms.
Clerk's house				1		1
Servants' godow	ns			20		16

## 8. COMPARISON OF THE TWO SCHEMES-

- (a) The alternative course gives a more practical and useful preparation for work in a merchant's office than the scheme of the London Chamber of Commerce.
- b) The alternative course can be successfully taught by an improved and slightly extended staff in Kurseong. The scheme of the London Chamber of Commerce, on the other hand, involves attendance at special lectures in London, even in the obligatory subjects.
- ( $\epsilon$ ) The alternative scheme is much less costly to Government, both to introduce and to carry on.
- (d) The alternative scheme is the less expensive for parents of the boys, since it extends over only one-half the period required for the Chamber of Commerce Course.
- 9. We think that Government will not hesitate in preferring the alternative scheme, and the present proposals are made on this assumption. The plans submitted to the Director of Public Instruction by the Inspector of European Schools, with his letter No. 768.

dated the 29th July, 1902, provide for the extension of the diningroom to give the additional dining accommodation required. They also include a new building containing class-rooms and masters' quarters, as well as dornitory accommodation. This building would not be sufficiently commodious for even the alternative scheme, as it does not fully satisfy the requirements in either class-rooms or masters' quarters. A different building is therefore proposed in its place a rough plan of which is sent therewith in supersession of that recently forwarded. This building provides for the additional class-rooms, masters' quarters, and sleeping accommodation required for the alternative scheme, and it also includes quarters for the steward, matron and gymnastic instructor, for whom there was no provision in the superseded plan.

In addition to this new building and the extension of the diningroom, a clerk's house and 16 new godowns for servants complete the accommodation required for the proper introduction of the alternative scheme.

#### H. A. Bamford,

Inspector of European Schools, Bengal.

R. Delaney,

Principal, Victoria Training College, Kurseong.

## From Chamber, to Director of Public Instruction, Bengal.

No. 1338-1902.—CALCUTTA, 2nd October, 1902.

of 1 have the honour to acknowledge receipt of your letter No. 7371 of 24th September, with various enclosures, including a Report on the proposal to introduce commercial classes into the Victoria School, Kurssong, and explaining in some detail why the course of commercial education prescribed by the London Chamber of Commerce cannot well be introduced into this school.

- 2. You enquire whether a certificate of passing under the alternative scheme set forth in the Report of the Inspector of European Schools, Bengal, and the Principal of the Kurseong School, would be accepted by business firms in Calcutta as showing sufficient qualifications for employment in mercantile office.
- Having placed your letter and the accompanying papers before the Committee for their consideration, I am instructed to reply in the affirmative.

#### HOLIDAYS-1908

## From Chamber, to all Members.

CIR. No. 52-1903.—CALCUTTA, 11th February, 1903.

Holidays—1903.

MEMO:—The following particulars relating to Public Holidays in Indian Ports, &c., during the current year 1903, are circulated, under the orders of the Committee, for the information of members of the Bengal Chamber of Commerce.

## HOLIDAYS IN BENGAL

I.-Holidays declared by the Government of Bengal.

#### OFFICIAL.

HOLIDAYS UNDER THE NEGOTIABLE INSTRUMENTS ACT, XXVI of 1881.

[Extract from pages 1661-1662, Part I, of the "Calcutta Gazette" of December 3rd, 1902.]

## NOTIFICATION-No. 5505-Mis.

The 1st December, 1902.-Under Section 25 of Act XXVI of 1881, entitled "The Negotiable Instruments Act, 1881," the Lieute-nant-Governor hereby declares the following days to be public holidays during the year 1903:—

February 2nd and 3rd ... March 13th ...

April 11th

				Monday.
**	13th			, Monday. Chaitra Sankranti.
Tune	5th			Dasahara.
August	15th			Janmastami.
Sentem	her 28th.	29th, and	30th,	
Octo	per 1st, 6th	h, and 7th	•••	Durga and Lakshm Pujas.
Octobe	r 19th ar	nd 20th		Kali Puja
	29th ar	nd 30th	***	Jagadhatri Puja.
Decemb			***	Christmas Eve.
.,	26th			The first day follow- ing Christmas Day.
,,	31st			The last day of the year.

Sri Panchami.

Dol Jatra.

... Easter Saturday.

- (a) Sundays, New Year's Day, Good Friday (10th April), and Christmas Day are public holidays under the Act.
- (b) The 30th of May, or such other day as may be appointed for the celebration of the King's Birthday in India, shall also be a public holiday.
- (c) Mahalaya (20th September) and the second day following Christmas Day (27th December) fall on Sundays in the year 1903, and are public holidays under the Act. They are not, therefore, this year included in the list of public holidays separately declared.

## HOLIDAYS IN PUBLIC OFFICES OTHER THAN THOSE NAMED.

#### DEPARTMENTAL HOLIDAYS.

#### NOTIFICATION-No. 5506-Mis.

The 1st December, 1902.—With reference to the above Notification, and in continuation of Notification No 4794-Mis, dated the 4th November, 1902, published at page 1463, Part I, of the Calcutta Gazette of the 5th idem, the Licentenant-Governor hereby notifies that on the following days during 1903, which are not declared to be public holidays, the offices under the Government of Bengal, and all Revenue and Magisteral Courts in Bengal, with the exception of the offices of Collector of Customs, Shipping Master, the Registrar of Assurances, Calcutta, the Collector of Stamp Revenue, Calcutta, the Stamping Department of the Office of the Superintendent of Stamps, Calcutta, and the Salt Rawana and Opium Departments of the Board of Revenue, shall be closed:—

#### I.-Muhammadan holidays.

Id-ul-fitr

... On the 1st January; but if the moon be visible on the 30th December, 1902, then on the 31st December, 1902.

Id-uz-zuha

... On the 11th March; but if the moon be visible on the 28th February, then on the 10th March.

Mohurrum

... On the 8th and 9th April; but if the moon be visible on the 31st March, then on the 9th and 10th April. Fatiha Dawazdaham On the 9th June; but if the moon be visible on the 29th May, then on the 10th June.

11.-Hindu holidays.

Durga and Lakshmi Pujas ...

September 26th, 27th (Sunday), October 2nd, 3rd, 4th (Sunday), and 5th.

III .- Other holidays.

The days on which, under Notification No. 4794-Mis, dated 4th November, 1902, offices will be closed on account of the Im-

account of the Imperial Durbar ... 2nd, 3rd, 4th (Sunday), 5th, 6th, 7th, and 8th January.

The third, fourth, and fifth days following Christ-

28th, 29th, and 30th December.

E. W. COLLIN,

Offg. Secy., to the Govt. of Bengal.

#### COMMERCIAL

II.—Holidays declared by the Bengal Chamber of Commerce.

# Holidays under Charter-Parties and Shipping Orders

With reference to the above Notifications the Committee of the Bengal Chamber of Commerce empowered on that behalf by the Resolution passed at a General Meeting of the Chamber, held on the Resolution passed at a General Meeting of the Chamber, held on the Michael Political Po

below shall be the Holidays during the year 1903, recognised by the Chamber under Charter-Parties and Shipping Orders as Holidays according to the custom of the Port :-

#### 1908

Date.	Holidays	Day. Number of days to be observed as Holidays.
January 1st February 2nd April 10th , 11th , 13th	New Year's Day Sri Panchami Good Friday Easter Eve Easter Monday & Chaitra Sankranti	Thursday I Day. Monday I , Friday I , Saturday I , Monday I ,
September 28th, 29th & 30th		Monday, Tuesday & Wednesday, 3 days
October 6:h , 20th , 29th December 24th , 25th & 26th	Jagadhatri Puja Christmas Eve	Thursday 1 ,,

The day which may be fixed by the Government of India for the observance of His Majesty the King-Emperor's Birthday. N. B .- All Sundays are holidays.

By order of the Committee,

W. PARSONS,

Secretary.

#### CHITTAGONG-

The holidays in Chittagong are the same as those declared by the Government of Bengal noted above under Notification No. 5505-Mis, of 1st December, 1902, with the following additions:— February 25th and 26th ... Siva Ratri. March 14th ... ... Dol Jatra.

... Bengali New Year's Day. W. HOWARD.

CHITTAGONG, 2nd January, 1903

April 14th ...

Port Officer.

## OFFICES OF THE GOVERNMENT OF INDIA

HOLIDAYS DECLARED BY THE GOVERNMENT OF INDIA FOR THE CALCUTTA OFFICES UNDER THAT GOVERNMENT.

Extract from pages 47-48, Part I. of "The Gazette of India," of 24th January, 1903.1

HOME DEPARTMENT.—NOTIFICATION. PUBLIC.

CALCUTTA, the 21st January, 1903

No. 104 .- In supersession of the Home Department Noti-No. 104—In supersession of the Home Department Not-type Benga Govern-fication No. 49d, dated the 15th January, ment's Notification No. 5866 1903, dated the 1st Decem-ber, 1902, which are not declared by the Government of Bengal to be "public holidays" under section 25 of the Negotiable Instru-ments Act, 1881 (XXVI of 1881), the offices directly subordinate to the Government of India at Calcutta, with the exception of-

(1) the office of Issue of the Paper Currency Department,

(2) the office of the Comptroller and Auditor-General shall be closed:-

## I,-Muhammadan Holidays.

Id-uz-Zuha.-On the 11th March; but if the moon be visible on the 28th February, then on the 10th March.

Mohurrum.—On the 8th and 9th April; but if the moon be visible on the 31st March, then on the 9th and 10th April. Fatiha-e-Duàzdaham.—On the 9th June; but if the moon be visible

on the 29th May, then on the 10th June. Id-ul-Fitr.—On the 21st December; but if the moon be visible on the 21st December, then on the 22nd December.

II.—HINDU HOLIDAYS.

Durga and Lakshmi Pujas.—September 26th, 27th (Sunday), October 2nd, 3rd, 4th (Sunday), and 5th.

## III.—OTHER HOLIDAYS.

Celebration in Calcutta of the Coronation festivities—January 27th. The third, fourth and fifth days following Christmas-28th, 29th, and 30th December.

## H. H. RISLEY,

Officiating Secretary to the Government of India.

## SMALL CAUSE COURT HOLIDAYS.

[Extract from page 76, Part I, of the "Calcutta Gazette," of 21st [anuary, 1903.]

The following list of holidays to be observed in the year 1903 as holidays in the Court of Small Causes of Calcutta has been drawn up with the approval of the Local Government, and is published in accordance with the provisions of section 92 of Act XV of 1882 (Presidency Small Cause Courts Act):—

Names of I	łolidays.		English d	ate.	Bengal	i date.	Days of week.	the	Num, ber of Days-
1			2			3	4		5
New Year's Day			January	lst	Pous 17th.	(1309)	Thursday		1
Sri Panchami	••		February and 3rd.		Magh 19th 20th	(1309) and	Monday Tuesday		2
Id-uz-Zuha			March and 11th		Falgoo 26th 27th.	and	Tuesday Wednes	and day.	2
Dol Jatra			March	13th		n (1309)	Friday		1
Mohurrum			April 7th	ı to	Choitr		Tuesday Thursda	to	3
Good Friday				10th	Choitr	a (1309) & 28th	Friday Saturda	and	2
Easter Monday			April 13tl			a (1309)		···	1
King-Emperor's	Birthday		May 30th			1 (1310) 16th.	Saturday	٠	1
Dasahara Ganga	Snan		June 5th			(1310) 22nd	Friday		1
Fatiha Dawszdal	nam		, Sth			(1310) 25th	Monday		1
Janmastami			August	15th	Sraba 30th	n (1310)	Saturday	,	1
Dusserah Vacat Durga-Lakshn Pujas and Bhr	i, and	Kali	21st to 0		Assin 4th to	(1310) Karticl		ay.	32
Jagadhatri Puja		٠		29th		k (1310) and		, and	2
Id ul Fitr			Decem 22nd 23rd	b e r and		(1310) 7th and 8th.			
Christmas		••	Decem 24th to			(1310)	Thursday Thursd		8
			Ì		-		Total da	ys	60

A. P. HANDLEY, E. W. ORMOND,

A. HASSAN,

A. F. M. ABDUR RAHMAN, C. D. PANIOTY,

Judges, Court of Small Causes of Calcutta.

## HOLIDAYS IN ASSAM

[Extract from page 835, Part II, of the "Assam Gasette" of 13th December, 1902.]

#### THE 13TH DECEMBER, 1902.

No. 9497G.—Under section 25 of Act XXVI of 1881, entitled the "Negotiable Instruments Act, 1881," the Chief Commissioner hereby declares the following days to be public holidays during the year 1903:—

Uttaravan Sankranti or January 14th Magh Bihu. Basanta Panchami. February 2nd Dol Jatra. March 13th Easter Saturday. April 11th Easter Monday. Chaitra Sankranti or .. 13th Bahae Bihu. Janmastami. August 15th Durga & Lakshmi Pujas. September 26th to October 7th Kali Puja. October 19th Christmas Eve. December 24th The first and sixth days 26th and 31st following Christmas

Sundays, New Year's Day, Good Friday (10th April), and Christmas Day are public holidays under the Act.

The 30th May, or such other day as may be appointed for the celebration of the King's Birthday in India, shall also be a public

Mahalaya (20th September) and the second day following Christmas Day (27th December) fall on Sundays in the year 1905, and are public holidays under the Act. They are not, therefore, this year included in the list of public holidays separately declared.

## The 13th December, 1902.

No 9498G.—With reference to the above Notification, and in continuation of Notification No. 8975G. dated the 28th November. 1902, published at page 800, Part II, of the Assum Gazette of the 29th November, 1902, the Chief Commissioner hereby notifies that on the following days during 1903, which are not declared to be

"public holidays," the offices under the Administration of Assam. and all Revenue and Magisterial Courts in Assam, shall be closed :-

The days on which, under Notification No. 8975G . dated the 28th November, 1902, offices will be closed on account of the Imperial Durbar

... 2nd, 3rd, 4th (Sunday), 5th, 6th, 7th, and 8th January.

The third, fourth, and fifth days following ('hristmas

28th, 29th, and 30th December.

#### The 13th December, 1902.

No. 9499G .- Mahotsav (25th January) falls on a Sunday, which is a public holiday under the Act (XXVI of 1881), and is therefore not separately notified as a Brahmo holiday.

## The 13th December, 1902.

No. 9500G .- The following days will be observed as Muhammadan holidays in all the districts under this Administration during 1903:---

1st January. 'ld-ul-Fitr (a) 'ld-uz-Zuha (b) 11th March. 7th, 8th and 9th April. Mohurrum (c) 9th June. Fatiha Dawazdaham (d) Shab-i-Barat (e) 5th November. 21st December. 'ld-ul-Fitr (f)

- (a) If the moon be visible on the 30th December, 1902, the holiday will be observed on the 31st December, 1902.
- (b) If the moon be visible on the 28th February, 1903, the holiday will be observed on the 10th March, 1903.
- (c) If the moon be visible on the 31st March, 1903, the holidays will be observed on the 8th, 9th, and 10th April,
- (d) If the moon be visible on the 29th May, 1903, the holiday will be observed on the 10th June, 1903.
- (e) If the moon be visible on the 24th October, 1903, the holiday will be observed on the 6th November, 1903.
- (f) If the moon be not visible on the 20th December, 1903, the holiday will be observed on the 22nd December, 1903.

#### F. J. MONAHAN,

Secretary to the Chief Commissioner of Assam.

## HOLIDAYS--1903. HOLIDAYS IN BOMBAY. OFFICIAL.

I. -HOLIDAYS DECLARED BY THE GOVERNMENT OF BOMBAY.

## Public Holidays for the year 1903.

Sanctioned by Government under section 25 of Act XXVI of 1881, entitled the "Negotiable Instruments Act, 1881":-Thursday ... 1 Day. 1st January New Year ... Friday ... I " Coronation Holiday ... 2nd Wednesday I " ... 25th February Maha Shivaratri Friday ... 13th March Holi Saturday ... I " ... 21st Jamshedi Naoroz Monday ... I ... 6th April Ramnavami Thursday ... I " 9th ,, ... Mohurrum ioth, i'rth & 13th Good-Friday. Easter April Saturday and Monday ... 3 Days Birthday of His Majesty the King-Emperor (Such day as may be fixed by the Governor-General in Council.) Friday 7th August Cocoanut Day Saturday ... 1 " 15th n Gokul Astami Wednesday I ,, 26th . 14th &15th Septmber Monday & Ganesh Chaturthi Tuesday ... 2 Days Parsee New Year Monday ... I Day 21st September ... Thursday ... I " Khordadsal 1st October ... 20th &21st October Tuesday and Dussera 1 Wednesday, 2 Days Devali 24th, 25th and 26th Thursday, Christmas December Friday & Saturday ... 3 \_,, ... 31st December ... Thursday ... i Day. New Year Note.—Good Friday, Christmas Day, and New Year's Day are holidays under the Negotiable Instruments Act, but are included in the above list.

By order of Committee,

FREDERICK NOEL-PATON.

BOMBAY, 8th January, 1903.

#### COMMERCIAL.

II.—HOLIDAYS DECLARED BY THE BOMBAY CHAMBER OF COMMERCE.

## Holidays under Charter-Parties for the year 1903.

In accordance with the Resolution passed at a General Meeting of the Chamber of Commerce, held on the 22nd July, 1881, the Committee of the Chamber beg to inform the public that the following days have been fixed by them to be holidays, under Charter-Parties, for the year 1903:—

New Year			Thursday			Day
Coronation Holiday	and "					,,,
Holi			Friday		1	,,
Ramnavami	6th April		Monday	٠.,	1	,,
Mohurrum	oth					,,
Easter	10th "		Good-Frid	ay	1	,,
Birthday of His		v be	fixed by			
Majesty the King-		r-Ger	eral in			
Emperor	Council.)				1	,,
Cocoanut Day	7th August		Friday		1	,,
Gokul-Astami	15th "		Saturday			,,
			Wednesday			,,
Ganesh-Chaturthi						"
Parsee New Year	15th September					
Dussera	1st October	•••		•••		"
Devali	20th "		Tuesday			"
Christmas	25th December	•••	Friday	•••	1	"

By order of the Committee,

FREDERICK NOEL-PATON,

BOMBAY, 8th January, 1903.

Secretary.

## HOLIDAYS IN SINDH.

#### OFFICIAL.

#### I.-Public Holidays for the year 1903.

The Committee of the Karachi Chamber of Commerce do hereby declare that the holidays specified below shall be the holidays during

the year 1903, sanctioned by Government, under section 25 of Act XXVI of 1881, entitled "The Negotiable Instruments Act, 1881":—

#### 1903.

New Year Maha Shivaratri Holi Jamasedi Naoroz Romnavami Mohurrum		13th March 21st " 6th April 9th "		Monday ! ,, Thursday ! ,, Reiday Saturday and
Easter	•••			
Birthday of His Mixed by the G Cocoanut Day Gokal-Ashtami Ganesh-Chaturthi Parsee New Year Khurdad Sal Dussera Divali Christmas	 	the King-Emper oor-General in Cor 7th August 15th " 26th " 14th and 15th September 21st September 1st October 20th and 21st October 24th 25th & 26t December	or (uncil	Such day as may be ) I Day.  Friday ! ,  Saturday ! ,  Wednesday ! ,
New Year		31st December	•••	. Inuisuay I Day

By order of the Committee,

THE CHAMBER BUILDINGS, Karachi, 14th January, 1903.

C. H. CHETHAM, Secretary.

#### COMMERCIAL.

# Holldays under Charter Parties and Shipping Orders for the year 1903.

The Committee of the Karachi Chamber of Commerce do hereby declare that the holidays specified below shall be the holidays during

the year 1903, recognised by the Chamber, under Charter-Parties and Shipping Orders, as holidays, according to the custom of the Port:

#### 1903

		2nd ,, 11th March 13th oth April		Thursday Friday Wednesda; Friday Thursday Friday	 y	I I I	Day. ,, ,,
King's Birthday		(To be fixed herea	iter)	Friday	•••	1	"
Cocoanut Day	•••	/		Tuesday			"
Devali	•••						
Chri-tmas		25th December	•••	Friday	•••	1	,,,

By order of the Committee,

THE CHAMBER BUILDINGS, KARACHI, 14th January, 1903. C. H. CHETHAM, Secretary.

Secretary.

## HOLIDAYS IN MADRAS.

HOLIDAYS DECLARED BY THE GOVERNMENT OF MADRAS AND ACCEPTED BY THE MADRAS CHAMBER OF COMMERCE.

#### Official and Commercial Holidays, 1903.

[Extract from the "Fort Saint George Gazette," dated 16th December, 1902.)

Under section 25 of the Negotiable Instruments Act (XXVI of 1881), His Excellency the Governor in Council hereby declares the (Christmas Vacation.—1902-1903) latter part.) Thursday, the

1st January.

Pongul.—Wednesday, the 14th January.
Easter.—Friday to Monday, the 10th to the 13th April, both days inclusive.

King's Birthday.—I day 'to be fixed by H. E. the Governor-General in Council.)

Avani Avattam.—Saturday, the 8th August.

Mahalaya Amawasay.—Monday, the 21st September.

Ayudha Puja.—Tuesday, the 29th September.

Nyiana raja.— Tuesday, the 29th September.

Dipavali.—Monday, the 19th October.

Christmas.—Friday and Saturday, 25th and 26th. Tuesday,
Wednesday and Thursday, 29th, 30th and 31st Decem-

N. B .- Of the above Holidays, the following are already legalised by the Negotiable Instruments Act :- New Year's Day, Good Friday and Christmas Day.

CHAMBER OF COMMERCE, ARTHUR E. LAWSON. Madras, 18th December, 1902.

## HOLIDAYS IN BURMA.

I.—Public holidays for 1908 declared by the Lieutenant-Governor under the Negotiable Instruments Act.

#### NOTIFICATION

Dated Rangoon, the 13th December, 1902.

The Lieutenant-Governor declares the following days to be pub-The Lieutenant Governor declares the following days to be publicated by the public bilidays during the year 1903 for the purposes of the Negotiable instruments Act, 1881, in addition to the days mentioned in section 25 of the Act, namely, Sundays, 1st January, 10th April (Good Friday), and 20th December (Christmas Day):—

Holiday.	Date.	Number of Days.	Day of week.
Day after Good Friday Easter Monday King-Emperor's Birthday Beginning of Buddhist Lent End of Buddhist Lent	7th and 8th July 5th and 6th October 2nd and 3rd November	3	Thursday, Saturday, Monday, Tuesday Wednesday Monday & Tuesday Monday & Tuesday Monday & Tuesday, Thursday, Saturday, and Thursday,

<sup>\*</sup> The day which may be fixed for the celebration of His Majesty's Birthday.

## Holidays under Charter-Parties for the year 1903 sanctioned by the Rangoon Chamber of Commerce.

The Chamber recognizes as Charter-Party holidays such days as may be declared by the Custom House to be full holidays.

The following have been notified as Customs holidays: --Near Year, 1st January Coronation of His Majesty the King-Emperor 7 Days. Full Moon of Tabaung, 12th and 13th March 2 "Good Friday and day following, 10th and Easter Monday, 13th April .... Burness New Year, 14th to 16th April King-Emperor's Birthday King-Emperor's Birthday
Beginning of Buddhist Lent, 7th & 8th July
End of Buddhist Lent, 5th to 14th October
10 Tazaungdaing, 2nd and 3rd November Christmas Vacation, 24th to 31st December

The Chief Collector of Customs has undertaken that of the above holidays not more than two shall run consecutively.

By order of the Committee,

RANGOON, 13th January, 1903. ALEX. D. WARREN, Secretary.

## CEYLON CHAMBER OF COMMERCE.

t The following have been officially announced as holidays for the year 1903

Public Holidays.	Bank Holidays	Customs Holidays
January Ist and 2nd, New Yor, New Yor, January 14th, January 14th, January 14th, Tamil Thin Pengal Day + Tamil Thin Pengal Day + Tamil Thin Pengal Day + River Advisors River Advisors Related to the Advisors February 25th, Agril 10th to 14th, Hinda New years May 11th, Thin Pengal Mone of the Asternation Day, May 21st, Pengal Spirit Money Pengal Vision Day, May 12th, Pengal Pengal Money 18th Pengal Vision Day, May 18th Pengal Vision	January 1st and 2nd,  January 1st and 2nd,  January 1st 2nd,  Janu	January 1st Mes Var's Dav, April 10th, April 10th, April 10th, April 10th, April 10th, Caster Monday, November 9th, November 9th, Christmas Dav,

These Holidays are subject to alteration by His Excellency the

Governor.

\*Both days inclusive.

† The dates given for the Native Festivals are not guaranteed. Timely notice regarding them will be found in the Government thortte.

FRED. W. WALDOCK,

Secretary.

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