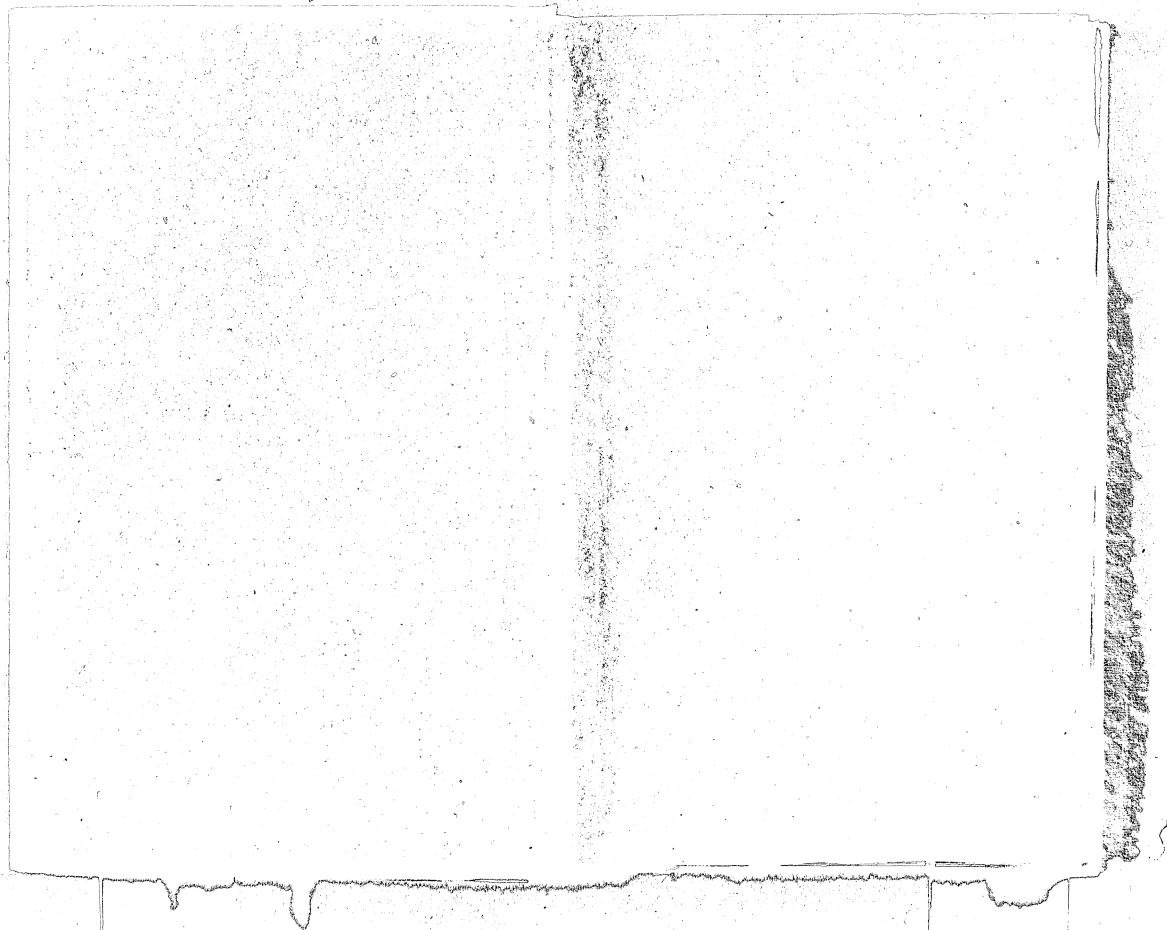
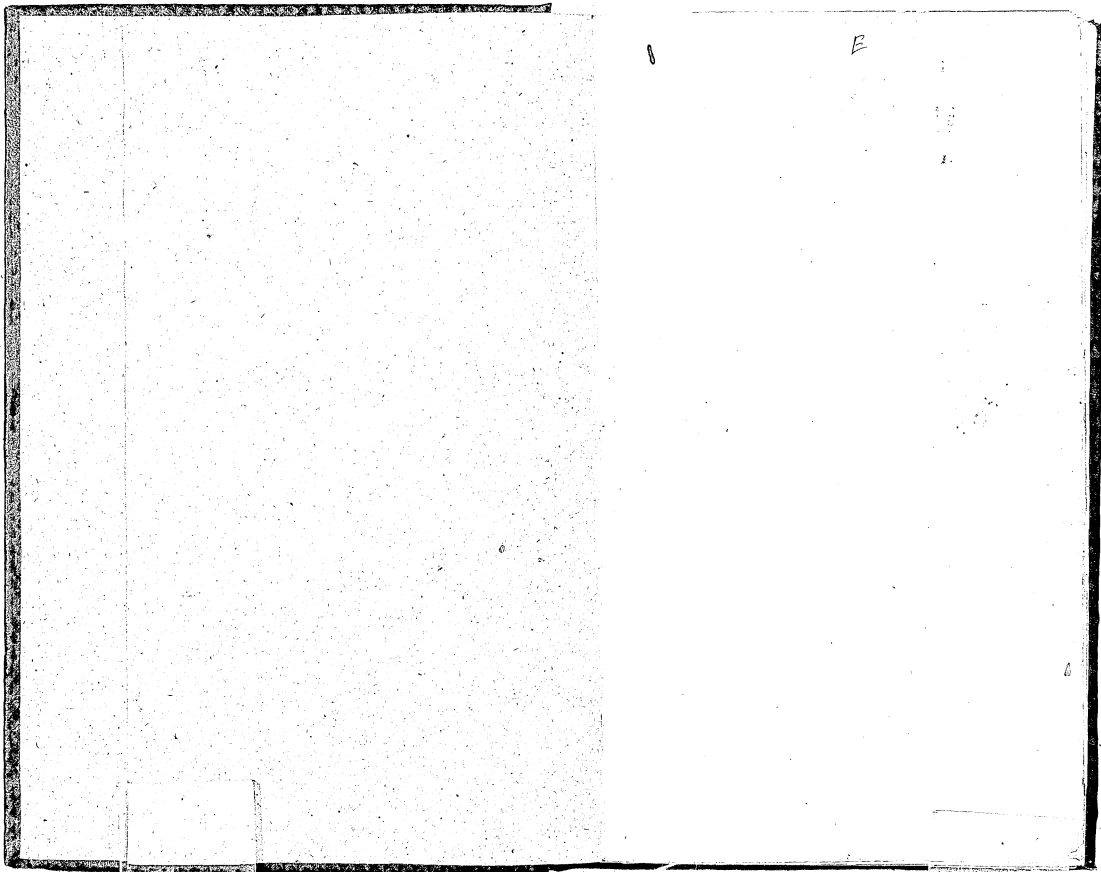


REPORT
OF
THE COMMITTEE
OF THE
BENGAL CHAMBER OF COMMERCE

FOR THE YEAR 1912
VOL. I





REPORT
OF
THE COMMITTEE
OF THE
BENGAL CHAMBER OF COMMERCE
FOR THE YEAR 1912.

Vol. I.

Calcutta:
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BENGAL CHAMBER OF COMMERCE.

ANNUAL GENERAL MEETING, 1912.

BENGAL CHAMBER OF COMMERCE.

ANNUAL GENERAL MEETING, 1913.

The Annual General Meeting of the Bengal Chamber of Commerce was held at the rooms of the Chamber, Royal Exchange Building, No. 2 Clive Street, Calcutta, on Friday, the 28th February, 1913, at 3 p.m., the Hon'ble Mr. A. M. Monteth, President of the Chamber, in the chair.

The following members of the Chamber were present :—

The Hon. Mr. A. M. Monteth	Messrs. Mackinnon, Mackenzie & Co.
Mr. C. C. McLeod	„ „
The Hon. Mr. Norman McLeod	„ „
Mr. E. W. Bowrey	„ „
Col. C. A. R. Browne, R.E.	Eastern Bengal Railway.
The Hon. Mr. J. C. Shorrocks	Messrs. Geo. Henderson & Co.
Mr. P. E. S. Charles	„ „
Sir Cecil Graham, Kt.	„ „
Mr. W. E. Crum	„ „
„ H. G. Houghton	„ „
„ A. Tipping	„ „
„ D. Mackinnon, Jr.	„ „
„ H. S. Johnston	National Bank of India, Ltd.
„ M. J. Calvocoressi	Messrs. B. & B. Brothers.
„ F. H. Stewart, C.I.E.	„ „
„ A. Glen	„ „
„ G. de Schmidt	Commercial Union Assurance Co., Ltd.
„ Colin C. Giffland	„ „
„ F. A. Bayard	Messrs. Samuel Pitts & Co., Ltd.
The Hon. Mr. W. A. Lee	„ „
Mr. C. W. Rhodes	„ „
„ F. C. Danger	„ „
„ P. Palmer Lawrie	„ „
„ Arthur Preston	„ „
„ R. D. Mehta, C.I.E.	„ „
„ C. M. Atkinson	„ „
„ C. W. Tosh	„ „
„ A. D. Pickford	„ „
„ G. H. C. Ariff	„ „
„ N. C. Sreer	„ „
„ B. N. Sreer	„ „
„ W. Gluck	„ „

Mr. Wm. Ross Smith	...	Messrs. Bird & Co.
" W. A. Inneside	...	"
" R. M. Gurney	...	"
" A. C. Patterson	...	"
" C. F. Beadell	...	" <i>Becker, Gray & Co.</i>
" Millar M. King	...	" <i>John King & Co., Ltd.</i>
" William Dols	...	" <i>Ferry & Co.</i>
" E. H. Truwood	...	" <i>Corrill, Moran & Co.</i>
" G. F. Martin	...	" <i>Pipatt, Chapman & Co.</i>
" W. O. Grazebrook	...	" <i>Gillanders, Arbuthnot & Co.</i>
" G. C. Goffrey	...	" <i>Bengal Noyapour Railway.</i>
" K. W. Digby	...	" <i>Messrs. J. Mackilloch & Co.</i>
" J. Ambler	...	" <i>Marklands Burn & Co.</i>
" R. Anderson	...	" <i>The Holland Bombay Trading Co., Ltd.</i>
" W. P. Jensen	...	"
" L. Walker	...	" <i>Walker, General & Co.</i>
" G. A. K. Hutton	...	"
" J. A. Jones	...	" <i>R. Knight & Sons.</i>
" J. E. Woodroff	...	"
" J. Robertson	...	"
" A. R. Murray	...	" <i>Thos. Duff & Co., Ltd.</i>
" S. M. Tyrer	...	" <i>G. Atherton & Co.</i>
" F. Dosey	...	" <i>Barlow & Co.</i>
" H. Harris	...	" <i>Chartered Bank of India, Australia & China.</i>
" N. H. Y. Warren	...	" <i>Bank of Bengal.</i>
" R. S. Highet	...	" <i>East India Railway.</i>
" R. H. Child	...	" <i>Messrs. R. Steel & Co., Ltd.</i>
" John Davenport	...	" <i>Davenport & Co.</i>
" J. M. Davenport	...	"
" R. R. Griffith	...	" <i>Lorch & Lewis.</i>
" C. T. Elton	...	" <i>Kilburn & Co.</i>
" W. R. C. Jewell	...	" <i>Port Commissioners.</i>
" H. J. G. Robertson	...	"
" Fiel Harley	...	" <i>Messrs. F. Harley & Co.</i>
" W. A. Duncan	...	"
" D. P. McKenzie	...	" <i>Duncan Brothers & Co.</i>
" Shirley Trueman	...	"
" Pat Lovett	...	" <i>W. H. Treggett & Co.</i>
" R. V. Mansell	...	" <i>James Finlay & Co., Ltd.</i>
" H. D. Wood	...	" <i>The Aracan Co., Ltd.</i>
" J. W. Baker	...	" <i>Borey & Co.</i>
" A. J. Fraser Blair	...	" <i>The Empire, Ltd.</i>
" A. S. Patterson	...	" <i>Messrs. Blackwood, Blackwood & Co.</i>
" G. Kingsley	...	"
" W. D. Braithwaite	...	" <i>Shaw, Wallace & Co.</i>
" W. K. Dods	...	" <i>Hongkong & Shanghai Banking Corp.</i>
" C. P. Bartholomew	...	" <i>Messrs. Laidlaw & Morgan.</i>

Mr. C. Radcliffe	...	Messrs. Turner, Morrison & Co.
" R. M. W. Smyth	...	"
" A. M. Morgan	...	" <i>The Reuters Telegram Co., Ltd.</i>
" James Luke	...	" <i>James Luke & Sons.</i>
" D. P. Keiller	...	"
" O. G. Hambletcher	...	" <i>Allen Brothers & Co., Ltd.</i>
" M. C. Guzdar	...	" <i>P. B. Guzdar & Co.</i>
" J. N. Chunder	...	" <i>S. C. Chunder & Co.</i>
" G. E. Thomas	...	" <i>E. D. Sassoon & Co.</i>
" R. H. A. Gresson	...	" <i>Jarvis, Skinner & Co.</i>
" E. Stanley Oakes	...	" <i>Stanley Oakes & Co.</i>
" S. J. Gillum	...	" <i>The Bombay Co., Ltd.</i>
" A. D. Gordon	...	" <i>Williamson, Major & Co.</i>
" J. E. Cabitt	...	" <i>J. Thomas & Co.</i>
" A. M. Essabley	...	"
" D. Lindsay	...	" <i>The Royal Insurance Co.</i>
Dr. C. Schulten	...	"
Mr. W. R. Rae	...	" <i>Sun Insurance Office.</i>
" E. E. Meugens	...	" <i>Messrs. Morgans, King & Co.</i>
" A. Mann	...	"
" N. P. MacDowell	...	" <i>Sinclair, Murray & Co.</i>

The Secretary having read the notice convening the meeting the PRESIDENT said:—Gentlemen, the report of your Committee has been in your hands for some days, and I have now pleasure in submitting it to you formally. The year that has past has been a notable one for many reasons; for one thing it is the first year of the administrative changes; further, it has been a record year in commerce; a year full of work, not only for your Committee, but for all interested in commerce, and I trust I can congratulate all on the satisfactory nature of your operations. As to the work of your Committee, I think I can fairly claim that it has been arduous, but at the same time it has been intensely interesting. Many matters of moment have been before us, some absorbing, others distinctly prosaic; some we have consulted you about, and others we have dealt with as on your behalf. We have had of course the usual sheaf of Government measures for consideration and report, and I would like to take this opportunity of expressing appreciation of the confidence of Government in the Chamber that these references indicate. We have also had subjects as widely divergent as administrative changes and wagon shortage to deal with.

THE COMPANIES BILL.

By a long way the most important of the Government measures is undoubtedly the Companies Bill. It is a Bill that so closely

affects the welfare of commerce and that can so effectively mar or make commerce, that I have no hesitation in giving it the pride of place amongst the bills that have come up for consideration. Put briefly, it is a Bill for the protection of investors on the one hand, and to hamper as little as possible sound company promoting on the other. In a country like India, so prone to hoard its wealth and so conservative of changes and the bulk of whose inhabitants are so ignorant of how to turn money into more money, you can see how important it is to encourage the investor and you can doubtless also realise how difficult it is to hold the balance between the two interests concerned. The Bill is in the Select Committee stage, and I can assure you as a member of the Select Committee of the earnest desire of Government to do the right thing in the matter. Unfortunately, however, Government has denied itself the one thing most needful to bring the Bill to a really successful issue, by insisting that the Select Committee should sit in Delhi, isolated from all commercial influence, commercial advice, and commercial support. Your Committee not only suggested to Government, but pressed on their consideration the importance of Select Committees on Commercial Bills in general, and the Companies Bill in particular, sitting in a trade centre, but as I have said Government have denied itself this important help. As a result it is possible that the Bill may require to be re-circulated, which will involve much loss of time, much increase of labour as well as extra expense.

WAGON SHORTAGE.

I do not think you will gainsay me when I describe Wagon Shortage as the burning question of the past few months. We have all suffered from it in a greater or lesser degree, we have all had difficulty in getting the products we are interested in transported from one point to another, and this scarcity of transport has resulted in many cases in definite loss and in others in curtailment of trade and notably in the coal trade has driven trade from India to foreign countries. The Chamber's agitation in the matter, the consequent Railway Traffic Conference and its report, are all fresh in your memory, and I need not refer to the details here, beyond stating that I believe Government are now alive to the importance of the issues at stake and are doing what they can to rectify it, by allotting 12 millions sterling this year for the extension and expansion of railways. As to who is to blame, whether the railways, the Railway Board, the Commerce Department or the Finance Minister, I do not know; but I should not be surprised if it was the last named gentlemen for the root of the trouble is money. If you will refer to the Railway Commission's report of 1907, you will see that it found the equipment of Indian railways was in 1907 unequal to the requirements of trade, and they recommended that railway allotments for the next few years should be 12½ millions yearly as a minimum. This recommendation has

been systematically ignored ever since, as the following figures will show :—

In 1907-08 railways were allotted 10½ millions.	
1908-09	10 "
1909-10	8½ "
1910-11	7½ "
1911-12	8 "
1912-13	9 "

a total of 53½ millions in 6 years, or an average of something under 9 millions instead of 12½ millions per annum. Had Government followed the recommendation of their own Commission and given railways 3½ millions more per annum or for the six years under review an extra 21 millions, would the railways be in the plight they are now in? I doubt it. However, there is no use in crying over spilt milk, except to learn the lesson how it was spilt and to take steps to prevent a recurrence. The remedy of course is to allot more money. I know it is argued that railways cannot spend the money in the year, and there may be some truth in this, but this does not excuse Government for giving the money in a way it cannot be spent. The ways of Government in the matter of railway allotments are to an outsider to say the least of it, peculiar. They give the money in a way and at a time that very often prevents the money being spent, and if not spent within the specified time it lapses; further, they sometimes allot a fair grant one year and follow it by a small grant the succeeding year, and whilst a railway knows what it may spend this year it knows nothing as to what its fate may be next year. The whole system of railway allotments should, I think, be reconsidered and some better method devised whereby a sufficiency and a continuity of allotments can be relied on and worked up to. India's railway resources are enormous and it is the greatest commercial asset directly worked by the State and in my opinion allotments should be made with no stinted hand; further, the time during which the money is to be spent should be extended considerably, say, for 3 years, thus money allotted this year should, if necessary, be available throughout the next 3 years, money allotted next year available for a further 3 years, and so on. This may be diametrically opposed to all Government methods in the past, probably it is, but things are moving in the world and the Government must elect to move with the times or fall behind. Railways want ample money, regular money, and a continuous supply of money. Further, railway allotments should never be cut down in a lean year to meet the other needs of India. Lean years are bound to come but the railways should be allowed to steadily and continuously expand whether the year be lean or fat. It is only thus that when fat years come the railway is found not wanting and India's trade is not checked. I should like to draw attention to a statement frequently made by the President of the Railway Board to the effect, that the railways were commercial concerns and had to be worked on commercial lines. This is however only partly true. The railways certainly are in name commercial concerns but in point of fact they belong, and rightly belong, to the

State and should be worked for the benefit of India. If India is held for its commerce, and I maintain that it is, then railways should be expanded ungrudgingly. India's need is transport, more transport and until commerce is fully met in the way of transport which it won't be for many a long year, railways should have the first call to their full requirements on money.

CONGESTION AT THE JETTIES.

The congestion at the jetties is a kindred theme to wagon shortage and has like wagon shortage involved much loss to those interested. It has revealed the fact that the resources of the port are not quite up to requirements, but there is this difference between petty congestion and wagon shortage, and that is that it was mainly caused by a rush of cargo after the strikes in England, and that it has been able to recover itself, which wagon shortage has not been able to do.

EAST INDIA SECTION: LONDON CHAMBER OF COMMERCE.

You will see from the Committee's report that an East India Section has been inaugurated by the London Chamber of Commerce, and I am sure you will be glad to learn of this acquisition of strength to the Indian Chambers. Times are changing rapidly and things and this Indian section of the London Chamber is one of them. This new section has already justified its existence in connection with the Chamber's agitation for improved railway facilities, prominent members interviewed the Secretary of State about shortage grant that it is proposed to make this year. India has a claim on all of us, even when we leave India for, do we not take with us the pickings from off the soil of India and I sincerely hope the necessary time and labour may be ungrudgingly placed at the disposal of the London Chamber, so that the Indian section of that Chamber may be something more than a name and may in fact be a real power, supporting in the household, the needs of commerce in India. Mr. C. C. McLeod the first Chairman of the Indian Section, is with us today, and he has promised to address us, so I will not further encroach on what he has to say.

ADMINISTRATIVE CHANGES.

I may be expected to say a word about the administrative changes. I do not know I have very much to say that you do not know already, for concern has so centred round these changes that I expect most of you have watched the activities of your Committee, with more than passing interest. The general meeting of the Chamber last May, the resolutions then passed, not only manifested your Committee to Government for some consideration for

commerce, in the matter of the location of the Government departments that affect commerce, all absolutely and definitely refused, are doubtless within your recollection. We have had these changes with us now for 12 months, the experience has been short but such as it is, it has taught us, I think, two things. One is that Calcutta is not the loser, in fact Calcutta has nothing to lose by the transfer. Its life has gone on just the same and I verily believe will continue to go on as before. How could the move affect our trades? No! Calcutta is not the loser, the loss is India's loss; it is imperilled, not provincial, both in character and extent. The other thing it has taught us is, I think, what we little realised in the excitement of fifteen months ago, and that is, that Government stands or falls by India's commerce and the more one looks into things the more one realises what loss of touch between Government and commerce will mean. I know that Government are considering means for maintaining touch. What these proposals are is not known at present but if these proposals are go-betweens between Delhi and trade centres all I can say is they will be useless. Commerce wants principals to deal with, not go-betweens and it is only as with principals that touch can be maintained. As to Delhi all I can tell you is what I saw and that is that money, much money has been spent on temporary Delhi but this is as nothing to what it is proposed to spend on permanent Delhi. Some have put the figure at 4 millions, others at 12, but we all know the inconstant habits of estimates of exceeding themselves, and who knows whether it will not cost 20 millions before it is done with. But whether the figures be the smallest or the largest they are colossal and this expenditure is proposed at a time when a revenue paying asset such as railways is stunted in money.

Other countries are proposing dreadnoughts for the protection of their commerce, India is concerned with a Capital to absorb its surpluses. (*loud applause.*)

THE COMMERCE DEPARTMENT.

There is yet another thing that I should like in this connection to bring to your notice, and that is the Commerce and Industry Department. This department was inaugurated by Lord Curzon in 1905, for a special purpose and that purpose you will find fully described in a book entitled *Lord Curzon in India* and the passage I refer to, is the record of Lord Curzon's Seventh Budget Speech. I cannot quote *in extenso* for it would take too much time, but Lord Curzon begins by referring to the Commerce Department as the cherished aspiration of the mercantile community. Later he goes on to say: "The days are gone by when Government can disassociate itself from the encouragement of commercial enterprise," and later still he says that if he could revisit the Council Chamber fifty years hence, he believed he should find the Commercial Member of that day delivering an oration that would be repeated throughout the East. Such was the description by the Viceroy who inaugurated the Portfolio, of the functions he expected of it. But what do we find

eight years afterwards? The Member is the member of the department that controls the commercial enterprises of Government, a somewhat different thing to the cherished aspiration of the mercantile community; and to exp it all he is now located in Delhi!

II. E. THE GOVERNOR OF BENGAL.

There is, however, one silver lining to the cloud and that is that we have got a Governor for Bengal, and not only that, but a Governor consider that a Governor who sees eye to eye with us on mercantile subjects, a Governor who sympathises with commerce and who will stand up for it should occasion arise. All I can say is long may he stay in our midst. *(applause.)*

NEW CHAMBER BUILDING.

Sir Cecil Graham in his presidential address a year ago, referred to the desirability of rebuilding the Chamber premises; but during the current year not only the desirability but the necessity of doing so has come before us, for an examination of the building in connection with some small repairs revealed the fact that structural repairs would in the near future, be necessary. Your Committee therefore appointed a Sub-Committee to enquire into the advisability of rebuilding the premises. The report of that Committee has just been submitted and I may tell you that they recommended the rebuilding so it is quite likely that during the current year we may submit this report to the members with the object of obtaining their views on the subject.

CHAMBER ACCOUNTS.

As regards the accounts of the Chamber, I think you will agree with me that they show the Chamber to be in a sound position and one with which we may be perfectly satisfied. The addition to the capital of the Chamber for the year is Rs. 19,000. This is Rs. 3,626 below that of 1911, but there is nothing which calls for special mention in this decrease from last year's revenue account, the most notable increase in expenditure being under the heading of Establishment, but with the additional work entailed on the Chamber this increase is unavoidable. As regards the Balance Sheet, it shows the Chamber to be on a sound basis, financially; the freehold land and premises stand at Rs. 339,000. Cash and investments total Rs. 25,730. We have reduced during the year the mortgage debt due to Rs. 25,000, and it now stands at Rs. 50,000 of which we hope to pay off another Rs. 25,000 during the current year.

CHAMBER STAFF.

Lastly, the thanks of the Chamber are due to the staff for their zealous labour. The work of the year as I have said, has been heavy. *(applause.)*

In response to an enquiry from the PRESIDENT as to whether any member wished to address the meeting,

MR. C. C. McLEOD said: Mr. Chairman and gentlemen,—It is very kind of you to ask me to explain to you briefly the position of the East India Section of the London Chamber of Commerce, which I will gladly do. I must go back a little to show you why I personally consider that it was desirable that we should have a section of our own as separate from the East India and China Section to which we formerly belonged. At the invitation of this latter section, I went with a deputation to Lord Morley in 1906 in connection with the shortage of railway wagons and transport facilities generally, out of which arose the appointment of the Mackay Committee who enquired more particularly into the financial part of it and recommended an annual provision of 12½ million for five years. It does not appear to me that the amount recommended was either provided or spent, otherwise I do not think that we would have been in the position we have been for the past two or three years. I had several communications on this subject from India and I also read a good deal in the Indian papers as to how acutely the shortage of wagons and the general transport facilities were felt all over India and it struck me then that the old East India and China Association was not what we wanted in India if we were to do any real good, as both countries or at all events India was, in my opinion, quite large enough in every way to warrant our having a section of our own, and with this object in view I called a meeting of those interested at the London Chamber of Commerce where it was unanimously resolved to form a section of our own. I had no intention or desire when this section was formed to become its first chairman, but as the meeting unanimously asked me to take it in hand, I agreed to do so for at least two years until I could hand it over as a comprehensive and representative body of the Indian mercantile community; this is what I am now aiming at.

OBJECT OF EAST INDIA SECTION.

The object of forming the section cannot be better explained than it was by the Secretary of the London Chamber of Commerce in introducing the deputation to Lord Crewe on June 10th last when he said that this section had been formed and that it would in future be the principal medium of communication between the East India merchants and the Secretary of State. Now it appears to me that this is very much more important now than ever it was owing to the removal of the Imperial Government to a new capital and the need for getting into more rapid touch with the India Office at home. I may say that the section has behind it the full weight of the London Chamber of Commerce which is, as you know, the most important Chamber in the whole world. The advantages therefore to India as a whole and to Calcutta perhaps more than any part of India for the reasons that I have stated must be apparent to you. We hope to deal with all questions,

that concern India of any reasonable nature, and we will not hesitate to have them thoroughly ventilated in the House of Commons if need be. In this connection I hope to take up the acquisition of coal lands by Government and also the coast trade competition by Japanese steamers on my return to England.

MEMBERSHIP OF THE SECTION.

Now, gentlemen, to have a section like this, capable of taking advantage fully of its position, it must have a membership of the right class, *i.e.*, the mercantile community of India. Most firms and traders in India have representatives at home and it is, I think, their duty to belong to this section, to attend its meetings, and to help its efforts for the good of India generally. We would have no difficulty whatsoever in getting a large membership at home but the class of membership that would be represented by a shipper of ten cases of matches or a box of Beecham's pills is not what we want. I trust therefore that you will all see your way to ask your home firms to join the section immediately and I think I can fairly well count on the support of all Indian railways. At that point I will leave it, and I will now say a few words as you have asked me to do on the question of railway transport facilities, and the action which the East India Section has taken in regard to it.

RAILWAY NEEDS.

You have all no doubt seen the verbatim copy of our interview with Lord Crewe on June 10th. We were impressed with the answers given us and subsequent actions have shown at least that renewed interest has been taken in an endeavour to improve the conditions of railway transport facilities. We have evidence that a certain amount of what we recommended has already been taken in hand and we know of a very extensive programme having been put before the Railway Board for the next two or three years and if Government will only realise the urgent necessity for providing ample funds, I feel sure that an actual improvement will show itself. You must not think that our efforts at obtaining funds ceased with the meeting of June 10th. We have since then been in close touch with the India Office and on the 14th of last month before I left for India, I was desirous of knowing exactly what had been done and received the sanction of the India Office to telegraph to all the Chambers of Commerce in India that provision had been made for stand from the railway companies at home, as much as they can deal with for 1912-13, but if we are to progress with anything like the activity that the trade requires, very much larger sums will have to be provided for in the next few years in order to get us importance to what the Press say, the following paragraph out of the *Economist* is rather significant, in dealing with the difficulties of railway transport in India: it says—"But the total

"mileage at present working is grotesquely inadequate for the needs of the vast population, and every interest is being hampered in the path of progress by the need of further transport facilities."

RAILWAY CONGESTION IN CALCUTTA.

Well, gentlemen, as I have told you, we may look forward to very considerable improvements from the railway companies provided they can get the funds. But there is another point which requires consideration and it is this: you will notice that in addressing Lord Crewe I said that opinion was somewhat divided as to whether a large increase in rolling stock would meet the difficulty if it were not accompanied by better facilities for handling the same. The principal causes which lead to congestion on railways cannot be put down solely to insufficiency of rolling stock, but may easily be accounted for through want of forethought and unpreparedness by insufficient capacity on the line itself due to want of sidings to permit of extensive crossings of trains or insufficient watering arrangements, or it may be due to insufficient facilities at terminal points. The terminal points referred to, as you know, are the seaports and if these get congested nothing in the way of increased rolling stock will help. I have had the privilege of learning the views of a reliable man who has seen Karachi, Bombay, Madras and Calcutta lately and he says that Karachi has tackled the question of port facilities and is in a greatly improved position. Bombay is also improving and will further improve when their new dock extensions are completed. Madras is quite fair for the amount of its traffic, but Calcutta he characterises as being severely congested.

How for his conclusions are correct in regard to Calcutta you will know better than I do. I understand that here in Calcutta you have before you a very considerable programme of improvement and even a project for removing the coal trade to the other side of the river to some place like Odubaria which would of course give increased facilities for grain and other exports from the docks. But it appears to me that a very bold programme will be necessary for Calcutta if we are to pay any attention to what the increase of the past few years have taught us. The imports between 1910-12 for all India have risen from 602 millions to 85 millions while in the same period exports have advanced from 802 millions to within a fraction of 100 millions: these are the figures for all India. Now, last three or four years at a safe percentage, it has been put as high as 12, official figures bring it out to something like 9 per cent, which corresponds with the increase on inland trade into Calcutta, but taking into account the higher value of most of the commodities, it will be sufficient if I take it at, say, 6 per cent. Well, gentlemen, if you take 6 per cent, and multiply it by 16 years you will have at the end of that time double the export business you have now and no doubt a very considerable increase in imports as well, and surely a very bold programme in the face of such figures would be

whittled down to one of ordinary common prudence. With railway transport facilities improved, and new lines opened there is no reason to suppose that the figures of the past will not be a true criterion of what will be before us, and even with the relief you have obtained from Chittagong, the removal of the coal trade to Colubaria, the doubling of the existing docks, and many other minor improvements which are now being brought through the energy of the Port Commissioners, it seems to me that you will still find yourself short of seaport facilities, and that is the problem before you.

I hope, gentlemen, that you will not think I am here as a cold weather bird to try and teach Calcutta its business, because that is very far from my intention in saying what I have said, but on the contrary I have a whole-hearted desire to help those with whom I have been connected for the past thirty-five years, and I am determined with their co-operation in the East India Section to keep reminding the Imperial Government of what they apparently have forgotten: that India was founded for them by a band of enterprising merchants, and that the prosperity of India to-day is due to the enterprise of the mercantile community who are determined to have a voice, and a no uncertain voice, in the guidance of India's welfare and I trust further prosperity. (applause.)

MR. SHIRLEY TREMAYNE said:—On the last occasion that we met together I ventured to incite you to take a more vigilant interest in passing events, and to urge our best men to come forward. I am glad to think that my words have borne some fruit, for seats on the Committee, and with no notes as afloat against the names of any of them, that they could not accept the office of President or Vice-President. This is as it should be. I understand that the revered seniors of some of our firms have withdrawn their former prohibition; for this relief much thanks. (applause.)

THE PUBLIC SERVICES COMMISSION.

I notice, Sir, that the report is curiously silent on a somewhat important matter. I refer to the ridiculous and unnecessary Public Services Commission, to which heterogeneous body Messrs. Shorroek and McLeod have indulged in some plain and truthful speaking. Our thanks are due to these gentlemen for so courageously putting the European view before them, and as these gentlemen are here to-day you might testify your appreciation of them in the usual manner. (applause.)

The only effect of this precious Commission will be to stir up any mean feeling that may have been lying dormant and to create ideas in the minds of many persons that can never be realised. Too great stress has been laid on the celebrated Proclamation of the Great White Queen, too many false hopes built thereon. Now what

does it amount to? Stripped of all unnecessary verbiage, that, all things being equal, colour shall be no bar to employment under Government. Well, has it been so? Far from it; in recent appointments it seems to have been a passport. How else can certain high appointments be explained? Surely not on the ground of the very best men, irrespective of caste, creed and colour. There is too much manly, manly philanthropy, too much desire to please our Aryan brother at the expense of good government. The best men are not being honestly selected from either side; there has in fact been a total absence of honesty in the selection. The result will spell disaster.

Europe has too much money invested in India to stand risks. We cannot afford dubious experiments. Fifty years ago our railways were in their infancy; our jute and cotton mills were barely in existence; our acreage under tea was small. All this has been changed. There were 838 miles of railway in 1866; there are over 33,000 miles to-day with a gross traffic yearly receipt of over Rs. 42 crores. All these have been built with British capital or with capital guaranteed by the British Raj. Millions have been invested in jute and cotton mills and tea gardens, and, like the United States, prairies have become corn-fields, villages have become towns, and towns, in their turn, cities; and where once naught was heard but the cry of some wild animal, the railway whistle now wakes the surrounding echoes as onward rolls the tide of civilization. (applause.)

And what, gentlemen, has done this? Commerce; that and nothing more. I make bold to say that Messrs. Ralli Brothers have done more to help the advancement of this country than all the Civil Service rolled into one.

Now, gentlemen, neither Messrs. Ralli Brothers nor any of us are philanthropists. We do not pose as such. We did not come out here for the benefit of our health, we came here to make money. That eminent firm and indeed virtually all the members of this Chamber, want their work done well and cheaply. Well first, and cheaply afterwards, if it can be done. We all of us employ far more Indian than European hands, and I think I may say, without fear of contradiction, that the Indian gets the preference when we can prefer him with safety.

Why not leave it at this? It is no use blinking patent facts. There are some appointments under Government, especially executive, that cannot properly and safely be filled by Indians. There are some, on the other hand, especially judicial ones, for which they are eminently suited. I say this after forty-two years' residence in Bengal, and as the result of observation and experience. The Government know this quite as well as we do, but have not got the honesty or courage to say so. One swallow does not make a summer, and one or two exceptionally able men must not be taken as a type

of a whole race. In fact, as far as my experience goes, these exceptionally able men have not been followed by equally able sons. It is full time that these facts should be pressed home, and I repeat that we are indebted to Messrs. Shoreock and McLeod for honestly saying so.

NEW INDIAN COMPANIES ACT.

The new Indian Companies Act is nearing fruition, for I observe that the Select Committee has completed its labours, and it remains to be seen whether the Amended Bill will be rushed through in March or republished as it ought to be for further criticism. *Moss parlativism* can be writ large against it; for it is a slavish imitation of the English Act, and where it departs therefrom the practice hands of the glorified Government clerk and *makfiar* are painfully in evidence. It was a happy thought to follow as closely as may be the English Act, for this makes available the great volume of English considered rulings for the guidance of people here; and is as it should be, for I can call to mind no decisions of our High Court under the Indian Companies Act. This is a startling testimony to the general honesty and good faith of that much maligned personage, the "Managing Agent." At the same time we have now come to the parting of the ways. Our Indian friends are beginning to take a keen interest in company management, and I am afraid the ethics of this business will be on a lower grade. There are signs of it.

As regards the additions to the Act, and especially those regarding directors and managing agents, I can only term them a gross breach of faith. When Mr. W. H. Clark met the Special Committee of the Chamber of Commerce and the question of managing agents arose, the difficulty of making a firm responsible for certain acts was discussed; and as a way out of that difficulty, it was suggested that it should be compulsory to have directors; but it was never contemplated that there should be any restriction on members of a managing agent's firm being directors, if they thought fit; that was a matter for the shareholders. We were, therefore, much surprised to learn that there was to be a provision enacting that when a firm is manager of a company other than a private company, they shall not be less than three directors, and this is a provision which will only harass honest agents and which a coach and four can be driven through by persons of the other persuasion. I emphatically state that neither the present Act nor any Act that may be passed will prevent a shareholder from being defrauded, if the management desire to do so. Respectability, responsibility, rectitude, and capability are what investors must look to.

THE MUNICIPAL BILL.

Perhaps as a new Municipal Bill is now on the tapis, it may not be out of place as one of your representatives on the Municipality, if I draw your attention to things municipal. When he

introduced the present Municipal Bill into the Bengal Council on March 19th, 1898, the late Sir Herbert Risley, the Member in charge of it, said *inter alia* :—"There is no interest in Calcutta that must not stand or fall with the commerce of the town. Commerce—housework Calcutta; when commerce deserts it, house property will dwindle in value, lawyers will lose their clients, schools their pupils, and Calcutta will become a city of the dead, like Bruges or Ravenna, or the once-famous Cinque Ports." He then, referring to the old Act, said :—"A further defect in the working is the practical exclusion of European men of business from all share in the municipal government of Calcutta. This is the more serious in the case of a heterogeneous community when the European minority control the commercial interests to which this town owes its existence. The Calcutta merchants have always held aloof from municipal affairs. The Europeans who ought to have a predominant influence in the affairs of the town, cannot be induced to take part in the general meetings of the Commissioners, where they consider rightly or wrongly, that time is wasted in debate, and where they could not hope to command more than an insignificant minority. I am not prepared to blame the merchants and tradesmen of Calcutta for the role they have adopted but it is a fatal defect in the law under which the town is administered that it compels the really influential Europeans among the non-official community practically to cut themselves off from municipal work."

The Statement of Objects and Reasons, *inter alia*, set forth that one was to have a General Committee appointed in equal proportions by (a) the elected Commissioners voting by groups; (b) the Chamber of Commerce, Trades Association and the Port Commissioners; (c) the Government, so as to give adequate representation to the three chief interests in Calcutta, *i.e.*, to the European commercial community which has made the town a centre of trade; to the Government which has made it the capital of the Indian Empire; and lastly to the residents, house-holders and ground landlords, the value of whose properties has been increased two-hundredfold by the creation and maintenance of Calcutta as a commercial capital.

"Once admit," Sir Herbert contended, "as every reasonable man must admit, that the commercial community and more especially the European section of it, have an unquestionable right to an effective voice in the municipal government of Calcutta, and there is no other practical means of eliciting their co-operation. Business men will work on a business Committee and will work on no other."

COMPOSITION OF GENERAL COMMITTEE.

Now this was the precept, what has been the practice? So far from the General Committee being composed as laid down, the 12 members are :—3 Hindus and 1 Mahomedan elected; 2 Hindus and 2 European officials appointed; 1 Government servant, 1 Hindu,

1 European (commercial), 1 European (trading), elected by the nominated Commissioners; so that only two European representatives of the Chamber of Commerce and Trades Association manage to squeeze into a body of 12, of whom there are 6 Hindus, 1 Mahomedan and 3 Government officials. Is it any matter of surprise that under these circumstances business men are not anxious to serve on the Corporation or even on the Committee when they are in such an insignificant minority? When the present Act was passed, however, the Chamber considered itself more or less pledged to find four really good men to represent it on the Municipality. The Lieutenant-Governor was anxious that the Chamber's representatives should be men able to take an active interest in the work and the Chamber returned Sir Montagu Turner, Sir Trevellyn Wynne, Mr. Reginald Murray and myself. Sir Montagu Turner, who was then our President, was a member of the General Committee, and Sir Ernest Cable, who succeeded him, was so also.

But interest dwindled, as it was bound to do, when there was no real power or responsibility, and I am now the only insignificant member of that once illustrious quartette, and gentlemen, the only reason why I stay on like the last rose of summer is, that I find that municipal conveniences are more thoroughly attended to around a house, when a Municipal Commissioner lives inside,—that and nothing more. (laughter.)

It is now, I hear, proposed to increase the number of elected Commissioners by 25 that is to say, that there will be 50 elected Commissioners and 25, nominated or appointed. I am glad to see that the Chamber is against this proposal, which seems to be absolutely retrograde, and strongly urge that if the number of Commissioners is increased, it must be proportionately all round and not of the elected or ward members only.

If the Government increase the number of ward commissioners only, they will still further reduce the minority of commercial representatives, and my advice under such circumstance would be for the Chamber to retire altogether from the municipal administration of the city as they will cease to be of any use.

The Government have got a wonderful way of blowing hot and cold, of practising what they do not preach. Thus it will be seen that when the Commissioners approached them to appointment to their own four they were told that their request was not altogether relevant, and Government pointed out that the constitution of the General Committee was based on the principle of giving adequate representation on the governing body of the Municipality to the three chief interests of Calcutta, namely:—

- (1) to the European commercial community which has made the city a centre of trade;

- (2) to the Government which has made it the capital of the Indian Empire and is responsible to the world at large for its efficient and progressive Municipal administration; and

- (3) last to the residents, householders and ground landlords who have been attracted to Calcutta by its creation and maintenance as a commercial capital.

Now here we have the Government placing and rightly placing European commerce in the front rank, and laying down the principle that they should have a powerful voice on the General Committee and when we turn to that Committee we find only one European commercial member in twelve! Is it at all surprising that commercial men are disgusted and take no interest in municipal affairs? Business men (to quote Sir H. Risley) will work on a business committee and will work on no other.

Since the present Act has been in force, save on one occasion in reply to a personal letter I addressed to Sir A. Fraser, the Government have never appointed a commercial man to the General Committee or made the slightest endeavour to get such elected. Of course on the principle of *respondeat superior* we must hold the Government responsible for this, but the real culprit is the Chairman of the municipality, who has never since the Act came into force, ever nominated a European member of this Chamber to the Government for appointment on the General Committee. His nominations have generally been two European Government officials and two Hindus to swell the large majority and further disturb the balance of power.

It will be the duty of the Government in a few weeks' time, to appoint four members to the General Committee, and in view of the statement of objects and reasons of the Municipal Act, which the Government laid down to the Commissioners in their letter No. 552 T.M., of June 19th, 1912, it will be interesting to see if the Government intend to adhere to the principles there set forth and to carry out their long-delayed pledge. It is not open to them to say that the mercantile representatives are not willing to serve on the Committee, because they all testified their willingness this time last year, but only one was elected, and the Government made no appointments from among them.

EUROPEAN COMMERCE IN CALCUTTA.

European commerce, Sir Herbert Risley truly said, has made Calcutta and commerce has come to stay; without commerce we should be a city of the dead. This being so, commerce should be all powerful in things municipal which go to the root of the health and sanitary progress of the city. This fact is more in evidence to-day than it was twelve years ago, for the Supreme Government

have withdrawn to Delhi and we are all left to our own resources. I do not complain of this; but as he who pays the piper has the right to call the tune, so we who have made Calcutta what she is, have a preponderating voice in her municipal management. The Government's prestige mean well, but the road to hell is paved with good intentions, and the tendency of those amateur legislators who would make the Bengal Council ridiculous, has always been to pass Acts that no fellow can understand, thus giving the army of lawyers on the municipality a congenial employment in splitting hairs and wasting time. A clause much needed is that no member of the legal profession should be eligible as a Municipal Commissioner; deeds not words are what is wanted. *(applause.)*

Sir John Woodburn on a memorable occasion said:—"Gentlemen, you are the inheritors of a great past, you stand on the threshold of a greater future. The pre-eminence of Calcutta may have been disputed. On the tide of a new opportunity you are rushing forward to make her in proud and unquestioned supremacy, 'Queen of the Eastern Seas, the Imperial city of the commerce of the East.' Amen! Amen!" *(applause.)*

GOLD COINAGE QUESTION.

Mr. J. E. WOOLCOTT said:—MR. PRESIDENT and gentlemen, I rise for the purpose of inviting you to pass the following resolution:—

That this Chamber desires to place on record its profound dissatisfaction at the refusal of the Government of India to consult commercial opinion regarding the proposal to establish a gold mint in this country, and expresses the hope that no steps will be taken to coin ten-rupee gold pieces until the Commission on Indian Finance and Currency to be appointed by His Majesty's Government, has made its report.

I do not propose to enter into a discussion upon currency problems. To-day my sole object is to direct attention to what I think may be fairly termed the unconstitutional action of the Government of India. Their action, it seems to me, is a continuation of the policy which was inaugurated in the "booms" of last year. The Government of India in secret prepared a scheme for the establishment of a gold mint in this country for the purpose of coining sovereigns. They sent home on May 16th a long despatch as they did in the case of the change of the Capital—the extraordinary future there would be for India if only their plan were carried out. That was on May 16th. A few days before they had sent Home a telegraphic summary of the despatch. In reply, Lord Crewe telegraphed:—"Your telegram of May 13th. Coinage 'Chambers of Commerce, and Presidency Banks regarding proposal?' The reply of the Government of India from Simla three days later

was—"Gold coinage. Your Telegram of May 16th. As stated 'in our despatch, we have not obtained opinions of bodies you have mentioned. Matter has been the subject of debate in Imperial Legislative Council, and during past year has been vigorously discussed in Press and by commercial interests in India, therefore do not think it necessary to collect their opinions.' Now, Sir, I have no hesitation in saying that this was equivalent to misrepresentation of facts. There was a perfunctory debate, it is true, in the Imperial Council, and the matter had been vigorously discussed in the Press but so far as I have been able to follow the observations of the Press upon this matter, they have been directed against the establishment of a mint for gold coinage in India. Are the Chambers of Commerce going to take this lying down? It seems to me that if ever there was an occasion for protesting it is the present one. The Government have again ignored public opinion; they have ignored commercial opinion; they think that certain subjects are beyond the intellectual capacity of the members of this Chamber. We are, as Mr. McLeod has explained to us, associated with an influential body connected with the Indian Chamber of Commerce, which is prepared to support the London Chambers. We have powerful Chambers of Commerce in India itself. Yet the Government of India, without any hesitation, sends Home to the Secretary of State a proposal which most vitally affects commercial and banking interests in India, and says that it is not necessary to consult these bodies! Now that the Secretary of State's advisers have thrown cold water upon the scheme for minting sovereigns in Bombay, it is currently reported—I do not know how far the report is well informed—that to-morrow we shall have another boom announced in Delhi in the shape of a statement that ten-rupee gold pieces are about to be minted in India. Who wants ten-rupee gold pieces in India? Not even those eminent economists, the members of the Karachi Chamber of Commerce; for they have within the last few days declared that if there is to be gold coinage in India, the British sovereign is the piece that ought to be adopted. I am not here to argue currency questions, which seem to arouse the worst passions of mankind; but to ask that this Chamber should place on record its opinion of the manner in which commercial opinion in India has once more been flouted, and to represent to the Government here and at Home that no steps should be taken to coin gold pieces in this country until the Commission which has been promised has had an opportunity of consulting commercial opinion and expressing its own views on the subject. *(loud applause.)*

Mr. J. A. JONES said:—I was in hopes that some one else would rise to second the motion moved by Mr. Woolcott and I was also in hopes that the motion would have been adopted by the Committee of this Chamber, because the motion is after all only a re-assertion of the attitude which the Chamber itself took in the early part of 1912. When in December 1911 the Government of India broke away from its old tradition of consulting certain recognised public bodies in this country and especially the Chambers

of Commerce,—a tradition going back as far as the very existence of the Chambers of Commerce, and one which was a matter of fact enjoined by the Court of Directors somewhere about the year 1833—when the Government, I say, for the first time grossly violated that constitutional practice, this Chamber most vigorously and most emphatically protested against it and the result was that the Government declared their repentance. It is very interesting at the present moment to recall their exact words. “With reference to the wider issues raised by the administrative changes now contemplated, your Committee apprehend that the method of this announcement constitutes a significant and dangerous departure from the established practice, indicative of the intention to disregard public opinion even in matters of supreme importance, but neither has this been the policy of the Government of India in the past, as has this been the policy of the Government of India in the past, as is indeed acknowledged, nor is any such innovation contemplated in the future. The circumstances of the present case were entirely exceptional.”

Now, as Mr. Woolcott has pointed out, within twelve months of this assurance the Government of India actually state that in a matter so vitally affecting the commerce of this country, they did not think it necessary to consult the Chambers of Commerce. They say that the question has been adequately discussed in the Press. I have the greatest respect for the Press but in the Press, as you know, the people who obtain prominence especially in financial matters are financial barons who turn out column after column of the same old fallacies and repeat them with unwearying zest, however often they are refuted, so that the solid opinion is very apt to shrink into the background. If the Finance Member is going by the considered opinions of the newspapers of India then it is the fact that the great majority representing to the Secretary of State that the discussions in the Press are in his favour, he is chiming a verbiage which is against him as an argument in his favour. As for the debates in the Imperial Legislative Council there were two discussions. In one of them Sir Vithaldas Thackersey referred to the question and entire sympathy for Sir Guy Fleetwood Wilson in a speech of such the certain conclusion would have been that Sir Vithaldas Thackersey had been put up to raise the question. In March 1912 there was another discussion and the eminent economists, merchants, Vithaldas Thackersey, Mr. Gokhale, Mr. Dadabhai, and representatives of commerce who took part in it were Sir Mudholkar. That is how the question is said to have been discussed. That is how the representatives of commerce in this country I say that in view of this discussion there is not a shadow of consulting your Chamber and other Chambers. I sincerely hope that on this occasion the Committee of the Chamber and the Chamber as a whole will once more enter its protest against this dangerous violation of an established custom. (applause.)

The resolution was put to the meeting and carried unanimously.

MR. WOOLCOTT then proposed that a copy of the resolution be telegraphed to the Secretary of State and to the Government of India as the Budget statement would be issued on the following day—1st March.

MR. R. D. MEHTA said:—Mr. President, I am afraid you did not see my hand raised when you asked whether there was anyone of contrary opinion to the resolution put. I do not wish to oppose the resolution, but should like to point out that on a previous occasion when the question of fixing the rate of exchange was before them, this Chamber did not come forward so heartily as it ought to have done to save India its financial embarrassment by their co-operation. You will doubtless remember, Mr. President, that although I stated at one of our annual meetings that the time had arrived for us to help the Government by asking Government to fix the rate of exchange, the Chamber did not agree and there was a divided opinion. As to the introduction of gold coinage I think it would be a good thing for India if gold coinage were provided. Before they transmitted a copy of this resolution to either the Government of India or the Secretary of State it would be better for the Chamber to appoint a Sub-Committee to consider the subject in all its bearings and to come to a proper resolution and then take any steps the Chamber might think proper. Nothing should be done hastily in the name of the Chamber; because this is one of the most important Chambers in the world.

MR. WOOLCOTT:—Mr. President, the only question is whether a copy of the resolution should be telegraphed to the Secretary of State and to the Government of India.

The motion that the resolution should be telegraphed to the Secretary of State and the Government of India was seconded by Mr. H. HARRIS, and on being put to the meeting was declared carried with one dissent—Mr. R. D. Mehta, C.I.E.

THE HON'BLE MR. W. A. LEE said:—Mr. President, I should like to speak for a minute on a subject which is only just mentioned in the report. Eight years ago a Committee was appointed to consider the question of commercial education, and this Committee was presided over by Sir Apeas Apeas. Among its members were Sir Daniel Hamilton, Mr. Luke, Mr. Henry and Mr. H. S. Ashton. As a result of the deliberations of that Committee, Government commercial classes were formed and, later on, these became the Government Commercial Institute with a home in Bow Bazar. The work has gone on very quietly and unobtrusively in a more or less experimental sort of way, and now a definite decision has to be come to as to the future of the Institute. A proposal has been made that it should form part of the Technological Institute, the formation of which is before

the Government of Bengal. If the Commercial Institute is to be permanent in any form it must be strengthened, it must have an adequate staff, and it must be properly housed, or, if not needed, it should be abolished. The Chamber has supported the Institute by subscribing funds for prizes, but now a different kind of support is needed. It is necessary to know whether it is possible to find employment for students of the Institute who have been through its courses, and have passed the final examination, and I want you to say how many vacancies you will have every year, and to agree that you will enquire, before making appointments, whether there are suitable passed students of the Institute available. I take it that by the Chamber's original support to the Institute, and by the support given from time to time, that you are agreed that men who have been taught commercial subjects for a couple of years are likely to be better assistants and clerks than those who have merely acquired their information haphazard from the senior clerks in the office, and therefore have not been definitely and properly taught anything. I do not ask you to reserve appointments for these men. I merely ask that you should enquire, when vacancies do occur, if there are passed students of the Institute available.

We have all watched the discussions in the press and in Parliament on the question of India Office Finance, and I notice that Mr. Woodcock's motion proposes the postponement of the question of Indian Currency until the new Commission promised by the Prime Minister has reported. I feel considerable suspicion with regard to this Finance Commission, because it will be extremely difficult to find men of real authority in finance whose interests are not very divergent from the interests of this country. It certainly appeared from the newspaper reports as if the Prime Minister promised this commission as a result of the enquiries to the management of finance by the India Office, but I am more than inclined to think, that light is thrown upon it in the speech made by Sir Edward Holden in the annual general meeting of the Bank of which he is Chairman. He went through a number of figures as to the amount of gold production in the year, this year. He went on to say that the problem before them now is how to get gold to flow out of India, and he hoped the Government would appoint a Commission which would deal with the gold problem to be the basis, and the basis of reference are to include an intention and a desire to have gold to flow out of India then men of this Commission which has been promised by the Prime Minister.

MR. GODFREY said:—Mr. President and gentlemen I did not come here with the intention of saying anything, therefore, I am afraid my oratory will fall very flat after what we have heard from

Mr. McLeod, yourself and other gentlemen but I am induced to make a few remarks by what Mr. McLeod has said in relation to a bold policy of progress for this Port. About ten or twelve years ago the Bengal Nagpur Railway had the Luff Point scheme on the tapis. That scheme was enquired into and pronounced against. If it had been allowed to go on you would not have been feeling the restriction at the docks to-day. A little under a year ago I addressed your Committee on the question of coal loading berths and jetties or a dock at the other side of the river and I pointed out the advantages. My proposal was, I think, regarded with suspicion because it was thought that the Bengal Nagpur Railway had its own axe to grind, and I received no support from your Committee. The matter was put before the Port Commissioners, and opinion was generally opposed to it. Reference was made, I think, by the Commissioners to the Proceedings of a Committee which sat in Calcutta some twenty years previously, and which Committee had pronounced that Kidderpore should be the site for the Docks, and that all trade should be concentrated on that site, quite regardless of the fact that at that time there was no coal traffic to speak of. Well, my chief object in bringing forward the scheme was to try to get some definite declaration of policy to guide my railway in the future. I recognised that trade was increasing by leaps and bounds and that the Bengal Nagpur Railway wagon ferry across the river in course of time might be inadequate. I also anticipated that the East Indian Railway might find their bridge across the Hooghly inadequate. I therefore wanted to ascertain whether it was not worth while to bring into prominence an old scheme. It has often been suggested that a new bridge across the Hooghly somewhere in the north of Calcutta was wanted, it was not a new idea. As a result of the action taken, I am glad to report that the Government of India has appointed an Engineer-in-Chief to carry out surveys for the bridge and connections but since that has been done this other proposal for a coal loading depot on the other side of the river has again been brought forward. My point is that there is no use in shilly-shallying between one scheme and another. We have had some plain speaking from Mr. McLeod, and I gather the inference is that you must put your own house in order first before blaming everyone else. There have been a great many complaints made against Government, and against railways, and a few against the Port Trust, but after all, the commercial people in Calcutta have been on the Port Trust for many years and have had a very large voice in the control of its affairs. The Railways are taking active steps to enable them to pour traffic into Calcutta, and the point of my remarks is that if the bold policy which Mr. McLeod advocates is to be adopted; a more definite scheme of working up to it, for the port terminal arrangements, should, in my opinion, be laid down for the guidance, not only of the Port Trust, but of the railways serving the Port Trust.

THE PRESIDENT.—With reference to Mr. Godfrey's remarks I may say that the retiring Committee have recommended to the

new Committee that action should be taken forthwith in the matter of port accommodation and development. The idea is that there should be formed a Standing Committee on which the Government of Bengal, the Port Commissioners, the three Railways, the Inland Steamer Companies, the Chamber and other trade associations should be represented, and that to this Committee all schemes for improving terminal and port facilities should be submitted before adoption.

The President then proposed the following resolution:—

"That the Report be accepted and the Accounts passed."

This was seconded by the Hon'ble Mr. J. C. SHORROCK, and on being put to the meeting was carried unanimously.

THE PRESIDENT then proposed:—

"That the election by the Committee, under Article 10 of the Articles of Association, of the following firms and individuals be, and is hereby, confirmed."

THE UNION INSURANCE SOCIETY OF CANTON, LD.
MESSRS. JAMES SCOTT & SONS, LD.
" BULLOCK BROTHERS & CO., LD., CHITTAGONG.
" A. H. GHUZNAVI & CO.
" JAMES LUKE & SONS.
" H. V. LOW & CO.
" W. J. WALKER & CO."

This was seconded by Mr. A. TOPPING, and on being put to the meeting, was carried unanimously.

THE PRESIDENT then reported the result of the election for the Committee of the Chamber for 1913-1914, held under articles 34.35 and 36 of the Articles of Association, as follows:—

President:

THE HON'BLE MR. A. M. MONTEATH.

Vice-President:

THE HON'BLE MR. J. C. SHORROCK.

Members:

MR. M. J. CALABOCRESSI,
" W. E. CRUM,
" H. HARRIS,
" R. S. HIGHT,
THE HON'BLE MR. NORMAN MCLEOD,
MR. J. B. STRAIN,
" A. TOPPING.

MR. W. E. CRUM then said.—Most of you will, I think, agree with me in saying that thanks are always due to members of any Committee who are willing to come forward to devote their time and their brains in the services of the merchants of Calcutta and, when a Committee has done its work so thoroughly as has the outgoing Committee, they deserve not only our thanks but also our unanimous support. I do not propose to refer to the many subjects which have occupied their attention during the past year but I think they are specially to be congratulated on the vigorous and straightforward manner in which they have urged on the Government of India the just claims of the financial and commercial capital of this country which Calcutta is and will be in spite of the exodus to Delhi. Four members of the outgoing Committee will continue to form a nucleus to the new Committee and the other four I hope will be available in future years. I am sure we all regret to learn of the departure from India of one who, I think, I am right in saying, has served you for more years than any other member of the Committee. I trust we shall see him often as a cold weather visitor though he will not be able any longer to join in the discussions of the Committee or actively to further the work of the Chamber in which he has taken so much interest. Gentlemen, I beg to move:—

"That a cordial vote of thanks be accorded to the gentlemen who formed the outgoing Committee for their successful management of the affairs of the Chamber during the past year."

This was seconded by Mr. F. H. STEWART, CLE., and carried by acclamation.

THE PRESIDENT.—Gentlemen, on behalf of the Committee I thank you very much for all that Mr. Crum has said, and

Mr. Stewart has seconded in saying about the work carried out during the past year. I have said already that although the work has been arduous it has been intensely interesting and, on behalf of the Committee, I again thank you.

Mr. R. V. MANSELL said:—Gentlemen, I beg to propose a vote of thanks to the Chair. The arduous duties which the Committee were called upon to perform have already been acknowledged, but I think a special measure of thanks is due to the President, not only for having presided over this meeting but also for the able résumé given in his speech to-day of the chief matters of interest which have transpired during the past year.

This was seconded by Mr. A. C. PATTERSON and carried by acclamation.

THE PRESIDENT then returned thanks and the proceedings terminated.

H. M. HAYWOOD,
Secretary.

A. M. MONTEATH,
President.

REPORT:
BENCAL CHAMBER OF COMMERCE.

BENGAL CHAMBER OF COMMERCE.

REPORT OF THE COMMITTEE FOR THE YEAR 1912.

The Committee of the Bengal Chamber of Commerce have now the honour to submit to the members of the Chamber their report for the year 1912. The following gentlemen were elected to the Committee at the Annual General Meeting, which was held on the 27th February 1912, namely:—Mr. A. M. Monteth (Messrs. Mackinnon, Mackenzie & Co.) *President*; Mr. E. H. Bray (Messrs. Gillanders, Arbuthnot & Co.) *Vice-President*; Colonel C. A. R. Browne, R.E. (Manager, Eastern Bengal State Railway); The Hon'ble Sir Cecil Graham (Messrs. Graham & Co.); Mr. H. S. Johnston (Manager, National Bank of India, Ltd.); The Hon'ble Mr. Norman McLeod (Messrs. McLeod & Co.); Mr. J. C. Shorroek (Messrs. George Henderson & Co.); Mr. A. Topping (Messrs. Macneill & Co.); and Mr. A. A. Vlasto (Messrs. Ralli Brothers).

There have been no changes in the Committee during the year. But the Hon'ble Mr. McLeod took four months' leave of absence from the 24th July 1912; and Colonel Browne took three months' leave, from 16th May 1912, Mr. H. B. Holmes (Offg. Manager of the E. B. S. Ry.) acting in his place.

At a meeting of the Committee held on the 26th November 1912 the following resolution was unanimously adopted, on the motion of the President, seconded by Mr. J. C. Shorroek, with reference to the death of Sir William Arthur Dring, K.C.I.E., the Agent of the East Indian Railway, namely:—

"The Committee of the Bengal Chamber of Commerce have seen, with feelings of the deepest regret, the announcement of the death of Sir William Arthur Dring, K.C.I.E. In his capacity as Agent, and previously as General Traffic Manager, of the East Indian Railway, as a Port Commissioner, and as a member of the Committee of the Chamber, Sir William Dring rendered, for a long term of years, very great service to the trade and commerce of Calcutta and of the Province generally; and the Committee desire to place on record their sense of the very serious loss which the mercantile public have sustained by his death.

"The Committee also desire to convey to Lady Dring their respectful and sincere sympathy in her bereavement."

"A copy of this resolution to be forwarded to the Acting Agent of the East Indian Railway."

The Hon'ble Sir Cecil Graham represented the Chamber on the Legislative Council of India until the triennial election in December, when the President, Mr. A. M. Monteth, succeeded him. The Bengal Legislative Council ceased to exist on the 1st April 1912, consequent on the annulment of the partition of Bengal, and the formation of the new province of Bihar and Orissa. When the elections for

the new Bengal Council were held in December last the Hon'ble Mr. Norman McLeod, and the Hon'ble Mr. J. C. Shorrook were returned as the representatives of the Chamber.

The Chamber is represented on the Calcutta Port Commission by Mr. E. H. Bray (Messrs. Gillanders, Arbuthnot & Co.); Mr. W. E. Crum (Messrs. Graham & Co.); Mr. C. F. Beadel (Messrs. Becker, Gray & Co.); Mr. C. J. Kerr (Messrs. Mackinnon, Mackenzie & Co.); Mr. A. Topping (Messrs. Macneill & Co.); and the Hon'ble Mr. J. C. Shorrook (Messrs. George Henderson & Co.). Mr. Bray and was absent on leave from the end of March to the beginning of February of the current year. Mr. Crum's term of office expired in February of the current year, and he has been re-elected for a further term. Mr. C. F. Beadel was elected in succession to Mr. A. C. Patterson (Messrs. Becker, Gray & Co.) at the end of May; Mr. C. J. Kerr took the place of Mr. F. H. Stewart, C.I.E. (Messrs. Gladstone, Wylie & Co.) in April. The Hon'ble Mr. J. C. Shorrook succeeded Mr. H. C. Begg (Messrs. Begg, Dunlop & Co.) in December.

The only change in the representation of the Chamber on the Corporation was due to the death, on the 25th December, of Mr. J. R. Bertram (Messrs. J. R. Bertram & Co.), in succession to whom the members elected Mr. A. C. Patterson of Messrs. Becker, Gray & Co. The other representatives are Mr. Shirley Treamearne (Messrs. W. H. Targett & Co.), Mr. W. R. Rae (Sun Insurance Co.), and Mr. T. R. Pratt (Messrs. T. R. Pratt & Co.).

Mr. R. G. D. Thomas (Messrs. J. Thomas & Co.) represented the Chamber on the Board of Trustees of the Indian Museum until January of the current year when he resigned on leaving for Europe. He was succeeded by Mr. J. B. Lloyd (Messrs. Shaw, Wallace & Co.).

Mr. John Taylor (Messrs. Burn & Co.), one of the representatives of the Chamber on the Bengal Smoke Nuisances Commission, resigned his seat in October, and was succeeded by Mr. W. R. Duncan (The Clive Jute Mills Co., Ltd.).

On the Boiler Commission the representatives are Mr. G. F. Scott; Mr. T. Burns (Kharidul Co., Ltd.); and Mr. T. Wilson (Messrs. Jessop & Co., Ltd.). Mr. Burns took the place of Mr. John McPherson (Barnagore Jute Factory Co., Ltd.) in May.

The present representatives of the Chamber on the Indian Tea Cess Committee are the Hon'ble Mr. Norman McLeod (Messrs. McLeod & Co.); Mr. H. S. Johnston (Manager, National Bank of India Ltd.), and Mr. A. Topping (Messrs. Macneill & Co.).

At the time of writing the last annual report the representatives were Sir Apeur Apear, K.C.S.I. (Messrs. Apear & Co.), Mr. G. D. Inglis (Messrs. Octavins Steel & Co.), and Mr. H. Harris (Agent, Chartered Bank of India, Australia & China).

In March Mr. W. G. Currie (Messrs. Mackinnon, Mackenzie & Co.) and Mr. W. A. Lee (Messrs. Hoare, Miller & Co.) succeeded Mr. F. H. Stewart, C.I.E. (Messrs. Gladstone, Wylie & Co.), and Mr. J. W. A. Bell (Messrs. Mackinnon, Mackenzie & Co.), as the representatives of the Chamber on the Commercial Course Advisory and Examination Board.

Mr. A. Topping (Messrs. Macneill & Co.) took the place of Mr. W. E. Crum (Messrs. Graham & Co.), in March, as the representative of the Chamber on the Committee of the Bengal Branch of the Lady Minto Indian Nursing Association.

On the Committee of the Calcutta Hospital Nurses' Institution Mr. E. H. Bray (Messrs. Gillanders, Arbuthnot & Co.) succeeded Mr. J. B. Strain (Messrs. Bird & Co.) in May.

Mr. A. A. Vlasto (Messrs. Ralli Brothers) succeeded Mr. M. J. Calvocecross, of the same firm, in March, as a member of the Visiting Committee of the Campbell Hospital, Soudah.

Mr. Shirley Treamearne (Messrs. W. H. Targett & Co.) represented the Chamber on the Executive Committee of the District Charitable Society, from March to August, when Mr. W. A. Lee (Messrs. Hoare, Miller & Co.) took his place.

The Government of Bengal intimated in April that Sir Archdale Earle, K.C.I.E., Esq., had resigned his office as a member of the Council of the Imperial Library. The Government of India were of opinion that the members of the Council should be mainly resident in Calcutta, and they asked that the name of a member of the mercantile community should be suggested to succeed Sir Archdale Earle. His Excellency the Governor in Council accordingly enquired if the Chamber would submit a nomination for the vacancy. The Committee suggested the name of Mr. F. Rawson, C.I.E., the Agent of the Calcutta Electric Supply Corporation Ltd., who kindly consented to serve as the representative of the Chamber, and who was appointed in due course.

Mr. R. G. Montath (Messrs. Mackinnon, Mackenzie & Co.) represented the commercial community on the Advisory Committee for Indian students proceeding to England, until his departure for Europe in the early part of the year. The Government of Bengal then asked the Chamber to make a nomination in

his place, and the Committee nominated Mr. D. M. Hamilton of the same firm.

The President has served throughout the year as the representative of the Chamber on the Calcutta Sailors' House.

The Chamber was asked in April to nominate a representative to serve on the Committee of the Valuator and Town Band, and Mr. E. C. Apostolides (Messrs. A. Agolasto & Co) kindly consented to serve in this capacity.

The report of the Royal Exchange is appended to this volume. The business of the Exchange has proceeded satisfactorily and smoothly during the year, and the acknowledgments of the Committee of the Chamber are due to the Managing Committee for their services.

The report of the Licensed Measurers' Department of the Chamber was presented to the Committee in September. It showed that the total number of packages measured by the Department during the year ended 30th June 1912 was 65,54,861 against 58,41,994 in the preceding year. The total number of packages weighed was 1,00,26,060, against 78,53,828 in 1910-11. The net income of the Department was Rs. 3,68,414, as against Rs. 2,96,292, or an increase of Rs. 72,122. The expenditure increased by Rs. 35,967, or from Rs. 3,20,617 in 1910-11 to Rs. 3,55,984 in 1911-12. The revenue account showed a surplus of Rs. 12,429-14-4, as compared with a loss of Rs. 23,724-5-11 in the previous year. A debit of Rs. 2,455-7-3 was, however, carried to the profit and loss account, and the net surplus was therefore Rs. 9,974-7-1.

The Committee regarded this result as satisfactory. The Department is developing rapidly, the volume of business is now very large, and as will be seen the income may soon be close upon Rs. 4 lakhs. Expenditure is also rising, and, in consequence of an improved scale of pay, which has been introduced by the Managing Committee, it may be distinctly heavier within the next few years. When remarking upon the finances for 1910-11 the Committee stated that at the end of the year they would further consider the question of the rebates which are allowed to the constituents of the Department. They accordingly discussed this question again, but they did not make any specific proposal to the Managing Committee with reference to it. They pointed out, however, that the Department was being worked on a very narrow financial margin, and that any measures which might be taken to improve the position in this respect would meet with their approval. Now that the doubtful vision of the Department has become so large, it is a policy of that, even in a most favourable year, the surplus is not more than Rs. 10,000. With so close an adjustment a heavy loss might be

caused by temporarily adverse trade conditions. The Managing Committee have since decided to reduce the measurement rebate from 25 per cent. to 10 per cent.

During the past year the Dundee Chamber of Commerce suggested that this Chamber should endeavour to undertake the tallying of cargo exported from Calcutta. It was believed that, with a properly supervised system of tallying, the shortages—particularly in jute cargoes—which were complained of by steamship owners might be considerably reduced. The Managing Committee of the Licensed Measurers' Department examined the suggestion and, with the permission of the Committee of the Chamber, they organised experimentally a tallying branch of the Department. The experiment will be continued until the end of March 1913, when the results will be reviewed, and the question of whether the branch should be made permanent will be examined and decided.

The number of piece-goods references disposed of during the year was 273 as compared with 302 in the preceding twelve months. Of these, 241 were regular arbitrations, under the rules of the Chamber Tribunal of Arbitration, and 32 were applications for survey reports. The income derived by the Chamber from institution fees, and from references from non-members, was Rs. 6,432/- as compared with Rs. 6,906/- in 1911.

The number of jute and general arbitrations, and surveys, dealt with was 193 against 163 in 1911. Of these, 190 were arbitrations under the Tribunal rules, and 3 were applications for survey reports. The income derived by the Chamber from institution fees, and from references from non-members, amounted to Rs. 11,033/- as compared with Rs. 8,679/- in the preceding year. In addition to the cases mentioned, 78 others were amicably settled and withdrawn before awards were made. There were 65 such withdrawals in 1911.

It was brought to the notice of the Committee at the beginning of the year that the London, Manchester, Birmingham, and Liverpool Chambers of Commerce require exporters, who submit certificates of origin for signature, to sign an undertaking indemnifying the Chamber against any claims, or demands, that might at any time be made against it by reason of the issue of the certificates. A large number of certificates are issued in the course of the year by this Chamber, and the Committee felt that a similar measure of protection might be adopted with advantage. They accordingly decided to require all members and non-members, who submit certificates of origin for signature, to furnish them with letters of indemnity. They also at the same time revised the fees for signing the certificates. The fees formerly charged were Rs. 1/- for members, and Rs. 2/- for non-members, for each certificate. As from the 1st April 1912 the fees were enhanced to Rs. 2/- for members, and Rs. 4/- for non-members.

In his address at the last annual general meeting the then President (Sir Cecil Graham) referred to the question of re-building the premises in which the Chamber of Commerce, and the Royal Exchange, are now accommodated. This question has been attentively considered by the Committee since they came into office, and in August they appointed a special Sub-Committee (Mr. E. H. Bray, the Vice-President, Sir Cecil Graham, and Mr. H. S. Johnston) to consider it, and to report upon it. The Sub-Committee have held several meetings, and have invited Messrs. Martin & Co., and Messrs. Mackintosh, Burn & Co., to submit plans and estimates. At the time of writing these are in course of preparation, and when they are received the Sub-Committee will present a report.

London Chamber of Commerce: Formation of East India Section.

The Committee welcomed the establishment in the early part of the year of an East India Section of the London Chamber of Commerce. The section was formally inaugurated at a meeting of the London Chamber, which was held on the 7th March 1912, when Mr. C. C. McLeod (Messrs. McLeod, Russel & Co.) was appointed to be the first Chairman, and Mr. J. M. Dick (Messrs. Graham & Co.) the first Vice-Chairman. For a long time past it has been the opinion of the Bengal Chamber that Indian commerce ought to have in London a representative organisation to safeguard its interests, and to promote its welfare; and a few years ago the Committee endeavoured, but unfortunately without success, to constitute such a body. They were therefore particularly glad to see that the London Chamber had succeeded in forming a section which is representative of the various branches of Indian trade.

Eighth Congress of Chambers of Commerce of the Empire.

At the Eighth Congress of Chambers of Commerce of the Empire, which was held in London in June last, this Chamber was represented by Sir Ernest Cable, Mr. Thomas McMoran, and Mr. F. H. Stewart, C.I.E. The Committee did not find it to be necessary to request the delegates to bring forward any resolutions on behalf of the Chamber.

Fifth International Congress of Chambers of Commerce.

The Honble Mr. Norman McLeod (Messrs. McLeod & Co.) represented the Chamber at the Fifth International Congress of Chambers of Commerce, which was held at Boston, Mass., in September last. The International Congress is an organisation representing the business men of the entire world. Its object is to facilitate the commercial intercourse of nations, and to promote cordial relationships between them. The four previous Congresses have been

held at Liège in 1905, at Milan in 1906, at Prague in 1908, and in London in 1910. Upwards of seven hundred delegates, representing more than forty countries, were present at the Congress at Boston.

The Administrative Changes.

Among the first important questions to which the Committee directed their attention immediately on their taking office were those connected with the transfer of the capital of India to Delhi, and the annulment of the partition of Bengal. It will be recalled that their predecessors expressed to the Government of India the views of the Chamber on these great questions in a representation which was approved of, and adopted by, the members in general meeting on the 2nd February 1912. To this letter a reply was received from the Government of India towards the end of February. It was not regarded as being in any sense a satisfactory answer to the proposals that the Chamber had put forward; and the Committee, after considering it, came to the conclusion that further action ought to be taken. They felt, however, that in matters of such moment they ought to be guided by the views of the members of the Chamber. They accordingly asked the members, on the 23rd March, to communicate their opinions on the following points:—

- (a) Whether further action in reply to the letter from the Government of India should be taken; and
- (b) If so, whether it should take the shape of a letter, or letters, to be addressed to Government, or whether it should take the shape of a special general meeting of the Chamber; and
- (c) As to what should be the general line of policy to be adopted in such letter, or letters, or at a meeting, and also as to what particular points, or subjects, whether raised by the Government of India, or arising out of the general question, should be dealt with.

A consideration of the replies which were received from members confirmed the Committee in their previous conclusion that a second protest, following on the lines of the first, should be made. They accordingly convened a special general meeting of the members of the Chamber for Friday the 3rd May 1912. The meeting was very largely attended, and the following resolutions were unanimously adopted by it, namely:—

First Resolution.

Proposed by Mr. J. C. SHORROCK.

Seconded by Mr. R. H. A. GRESSON.

WHEREAS by reason of the transfer of the Capital of India to Delhi, the Government of India have decided that the Department of Commerce and Industry, and the Railway Department, shall be in future located at Simla and Delhi;

RESOLVED that, in the considered opinion of the members of the Bengal Chamber of Commerce, this arrangement, or any similar arrangement whereby the commercial departments of the supreme Government are permanently located at a great distance from all the large maritime centres of commerce, is inimical to trading, railway and financial interest; is directly antagonistic to the promotion of satisfactory and cordial relations between the State and the mercantile community; and is calculated materially to retard the commercial and industrial progress

of the country, to encourage which was the main object of Lord Curzon, when he created the Department of Commerce and Industry, and placed it in the charge of a member of the Executive Council; and

RESOLVED further, that, holding this view, the members of the Chamber most strongly press upon the Government of India the imperative necessity for the reconsideration of the decision, or at least its modification so far as to admit of the establishment of direct representation of both the Commerce and Industry Department, and the Railway Department, in the large maritime centres of trade.

Second Resolution.

Proposed by the PRESIDENT.

Seconded by THE HON'BLE SIR CECIL GRAHAM, K.C.

WHEREAS it is clear from statements made in the Legislative Council of India by the Hon'ble the Finance Minister, that the building of the new Capital of India at Delhi is to be financed partly from loans, and partly from trade revenue; and whereas it is to be financed partly from loans, and partly from trade revenue of the country have been met;

RESOLVED that the members of the Bengal Chamber of Commerce, endorsing the view taken by their representative on the Council, unreservedly con- demn this method of financing the new Capital, as being in direct conflict with all sound principles of finance, as being calculated to obscure from the public the true cost of the project, and as being certain to lead to the curtailment of the annual allotments for railways and other productive works; and

RESOLVED further, that they emphatically urge that the building of the city of Delhi, and likewise the building of the new Capital of the province of Bihar and Orissa, should be financed entirely by a special loan or loans; and that such surpluses as may be available in years of prosperity should be devoted to the relief of taxation.

Third Resolution.

Proposed by THE HON'BLE MR. NORMAN McLEOD.

Seconded by MR. J. H. STRAUS.

WHEREAS the representation hitherto accorded in the Bengal Provincial Legislative Council to European commerce, industry and trade has been totally inadequate, seeing that the bulk of the import and export trade of the province—which represents 27.5 per cent. of the aggregate trade of India—is subject to European direction;

RESOLVED that the members of the Bengal Chamber of Commerce repeat and emphasise the demand made in their letter, dated 2nd February 1912, to be represented in the new provincial Council by at least nine members; that they would regard with the gravest dissatisfaction and apprehension any that proposed to reduce this number for whatever purpose; and that they would emphatically protest against the disproportionate representation of the European community, who are more qualified for and more entitled to such representation; and

RESOLVED further, that they again place on record their opinion that it is absolutely essential, in the interests of the provinces, that the powers to be vested in the new Government of Bengal shall be similar and fully equal to those exercised by the Governments of Bombay and Madras.

Fourth Resolution.

Proposed by MR. A. C. PATTERSON.

Seconded by MR. W. A. LEE.

WHEREAS it is expedient and desirable, in view of the great administrative changes which are now being undertaken and their probable effect on the development of the trade and commerce of Bengal, that the question of mileage rates should be reconsidered;

RESOLVED that the members of the Bengal Chamber of Commerce strongly endorse the protest that they made against the continuance of this system, in their letter dated 12th September 1905 to the Government of India, and that they reaffirm their conviction that the device of uniform minima mileage rates ignores the natural advantages attaching to any particular line of railway; that it presses with undue and unnecessary severity upon the eastern ports, such as Calcutta, which are served by railways working at low cost, inasmuch as it forces these railways to charge needlessly high rates of freight; and that it consequently gives an unfair and impossible preference to the western ports, which are served by railways working at high cost, but which enjoy lower rates of freight to Europe.

Fifth Resolution.

Proposed by MR. A. TOWERS.

Seconded by MR. A. PRINCES.

RESOLVED that copies of the four resolutions adopted at this meeting be forwarded, together with a report of the proceedings, to the Right Hon'ble the Secretary of State for India, to H. E. the Viceroy, to H. E. the Governor of Bengal, and to the East India Section of the London Chamber of Commerce.

Immediately after the meeting the resolutions were telegraphed to the Secretary of State for India, to the Marquis of Lansdowne, K.C., The Earl of Minto, K.G., The Earl of Elgin, K.C., Earl Curzon of Kedleston, Sir J. D. REES, M.P., and Mr. W. J. M. McCaw, M.P. The instructions given in the final resolution were also carried out, and by the following homeward mail the Committee sent a copy of the proceedings of the meeting to every member of both Houses of Parliament. They attached an intimation that their object in so doing was to dispel any doubt as to the opinions entertained by Calcutta merchants on the question of the changes. They also forwarded copies to the Marquis of Lansdowne, the Earl of Elgin, the Earl of Minto, Earl Curzon, Sir J. D. REES, M.P., Mr. W. J. M. McCaw, M.P., and a number of other gentlemen interested in India, and solicited their support to the resolutions. They likewise invited the co-operation of the principal British Chambers of Commerce. By these means attention was very prominently directed to the view taken by the Chamber in regard to the transfer and the other allied questions. At about the same time these questions were raised in both Houses of Parliament, and Calcutta opinion found considerable support. On the whole the Committee feel that, although their view has not so far prevailed, they have succeeded in showing to the public in Great Britain that there exists in India a very strong body of opinion adverse to the policy announced at the Delhi Durbar.

Later in the year they again approached the Government of India. They repeated and emphasised their previous proposals, namely:—

- That Delhi should be the ceremonial capital of India, and the winter headquarters of the Governor-General;
- That the principal legislative sessions of the Imperial Council should be held at Simla during the summer months; and
- That the Government of India should become a touring Government during the cold weather months with, (i) the headquarters of the Governor-General, and Commander-in-Chief at Delhi, and (ii) the headquarters of all departments connected with Commerce, Finance, Railways, Posts, Telegraphs, Corps and Irrigation, in Calcutta.

In again bringing forward these proposals the Committee expressed their convinced opinion that the difficulty of solving the problems facing Indian administration, and Indian commerce, would be greatly enhanced if some modification of the transfer scheme were not made. They added that their proposals had been approved, with practical unanimity, by all sections of the commercial public on this side of India. The adoption of the proposals would, they believed, allay to a very appreciable extent, the dissatisfaction caused by the transfer. Moreover, the financial advantage would be considerable, for the provision of a new capital city would be avoided, with the result that more liberal expenditure upon railways and other productive works would be possible. In response, the Home Department stated—on the 26th October last—that the constitution of the Government of India could not be altered in the radical manner suggested. But, with reference to the interests with which the Chamber is primarily concerned, the Department, after consulting all local Chambers as to the best means of preserving touch with the centres of commerce, were submitting for the orders of the Secretary of State, proposals calculated to attain this end. These proposals have not yet been disclosed.

A few days before the special general meeting of 3rd May of the Department of Commerce and Industry, the Committee received, from the Government of India, a letter with reference to the subject matter of the first resolution. In this communication the Chamber was invited to express its opinion upon the following proposals:—

(a) That the Hon'ble Member in charge of the Department of Commerce and Industry, and the Secretary of the Department, should spend about twelve weeks during the year visiting commercial centres and that of this period three or four weeks should be spent in Calcutta and Bombay respectively; and

(b) That there should be two Directors of Commercial Intelligence, instead of one Director-General, and that these officers should have their headquarters respectively at Bombay, and Calcutta.

The Government of India anticipated that the adoption of these proposals would secure a more constant and direct contact between the Department, and the great commercial centres of all parts of India, than had hitherto prevailed. To this view the Committee found themselves entirely unable to assent. A commercial department which is permanently located at a distance of a thousand miles more or less from the two chief centres of trade and industry cannot be a commercial department in any true sense of the word. Its outlook upon mercantile affairs must be of necessity academic, and it cannot have any real touch, or be in true sympathy, with the commercial community. For nine months of the year it is completely cut off from the commercial centres; and the Committee could not believe that this serious defect could be remedied by a yearly stay of three or four weeks in Calcutta, and Bombay, and by shorter visits to Madras, Karachi, Rangoon, and Cawnpore. Similarly, the second proposal did not in any way satisfy their request

for the direct representation of the Department in the chief maritime centres of trade. They fail to see how the interests of Calcutta merchants can be effectively advanced by a Director who is merely an intelligence officer, who has no executive powers or duties, and whose business it is simply to watch crops and markets, and to report to headquarters. Such an officer may, or may not, be a link between commerce and the Government, but a link, or go-between, is not what is required. What merchants want is ready and convenient access to the responsible financial, commercial, and railway officers of Government with whom the decision in important cases rests. The Committee fully recognise the difficulties that surround the question of the location of the commercial departments. The Member for Commerce and Industry must obviously be in close association with the Government of India. It is true that his efficiency as the commercial member outweighs in advantage his connection with the executive Government. But for him to be in touch with commerce only, and not with the Government, would be useless. Admitting all this however it does not follow that the whole Department, and the railway department as well, must be of necessity cut off from the commercial world for three-fourths of the year.

From what has been said in a preceding paragraph it will be seen that this particular issue of the administrative changes has not yet been determined by Government.

Another issue of signal importance to merchants arose also at about the same time out of the administrative changes, and it may be suitably dealt with here. It had reference to the location of the office of the Head Commissioner of Paper Currency.

This office has been always located in Calcutta, and the Government of India did not definitely propose to remove it. But in March the Finance Department informed the various Indian Chambers of Commerce that the transfer of the political capital to Delhi would necessitate a decision being arrived at as to the most suitable place for the office. The opinions of the Chambers were at the same time invited, and it was pointed out that the question could not be decided with reference only to the particular city which is the political capital of India. It was also made clear that the audit and account functions, which are performed by the Head Commissioner, in his capacity of Comptroller and Auditor General, need not be considered.

The Committee had no hesitation in expressing a very strong opinion in favour of the existing arrangement. In fact the Government of India did not appear to them to advance any particular reason for making a change. The note issue has been popularised from Calcutta, and it has never been suggested that paper money would have achieved greater popularity had it been distributed from any other centre. It might be argued, the

Finance Department said, that in a country of such magnitude as India, where commercial interests are so diversified, the duties of the Head Commissioner can best be performed in a place possessing a balance of advantages rather than an absolute advantage. The Committee claimed that Calcutta exactly fulfilled this requirement. The only other commercial centre that can be considered in connection with the matter is of course Bombay. But the interests of Bombay are not nearly so diversified as are those of Calcutta. From Bombay cotton and grain are the principal articles of export. Calcutta, on the other hand, is not only the seat of a large grain trade, but it is the centre of the jute, tea, and coal trades, and it is also the most convenient place for watching the Burma rice trade. Calcutta is moreover a long way ahead of Bombay as regards business transacted, as the weekly returns of the bankers' clearing houses show. The Committee quoted these figures for 1909, 1910, and 1911; and they also mentioned that the Public Debt held by the two cities on the 31st March 1911 was Calcutta Rs. 5,740 lakhs, and Bombay Rs. 3,396 lakhs. They likewise emphasised the necessity for the Head Commissioner being personally accessible to, and within reach of, that department of the Bank of Bengal which is responsible for the management of the Public Debt.

The Burma Chamber of Commerce agreed with the Committee, but the Bombay, Karachi, and Madras Chambers favoured the location of the office at Delhi. The orders of Government have been communicated, within the last few weeks, and they are to the effect that the Head Commissioner's office will continue to be located at Calcutta.

LAW AND LEGISLATION.

Proposed revision of the Administrator-General's Act II of 1874.—In their last annual report the Committee mentioned that the Chamber had been consulted by Government with reference to the proposed revision of the Administrator-General's Act. Early mercantile community, and in the course of them they submitted to Government a considered expression of their views. On the 18th September, 1912, the Hon'ble the Law Member introduced in the Imperial Legislative Council a Bill consolidating and amending the law relating to the office and duties of Administrator-General. This Bill subsequently came before the Chamber, at the instance of the local Government, and the Committee examined it attentively. They did not, however, comment upon it in detail. It does not provide for all the points that they previously raised, but several of these were not of vital importance. On the whole, however, it appears to them to be a measure which ought in practice to work satisfactorily.

The Official Trustee's Act XVII of 1864.—The question of the revision of this Act was also referred to in the last annual report. The Chamber, in common with other representative bodies,

was consulted before the amending Bill was drafted, and the Committee communicated their views to Government early in 1911. The more important of the proposals that they then made were virtually embodied in a Bill which was introduced in the Imperial Legislative Council on the 18th September 1912. In due course this measure was forwarded to the Chamber by the local Government, but for the reason stated the Committee did not offer any remarks upon it.

The Indian Companies Bill 1912.—In the report for 1910 the Committee stated that proposals for the revision of the Indian Companies Act VI of 1882, on the lines of the Companies (Consolidation) Act 1908, were before the Government, and that the Chamber had submitted a representation in regard to them. On the 22nd March 1912 a Bill to consolidate and to amend the law relating to companies was introduced in the Legislative Council of His Excellency the Governor-General. In due course the views of the commercial community were invited upon this measure by the local Government, and a special Sub-Committee of the Chamber was appointed to consider it. The members of the Sub-Committee were:—The President of the Chamber (the Hon'ble Mr. A. M. Montecchi) Chairman; the Hon'ble Mr. Norman McLeod (Messrs. McLeod & Co.), Mr. H. S. Johnston (National Bank of India, Limited), Mr. Shirley Trencarne (Messrs. W. H. Targett & Co.), Mr. E. E. Mougens (Messrs. Mougens, King & Co.), and Mr. L. Warlow Harry (Messrs. Orr, Dignau & Co.). The Committee also invited members generally to express their views upon the question. The Sub-Committee held numerous meetings, and they examined the Bill clause by clause. They put forward a large number of recommendations all of which were accepted by the Committee, and in due course submitted to the Government of Bengal. These suggested amendments of the Bill are too numerous to be detailed here, but the complete correspondence is published in the appendix to the report.

Subsequently, the Committee suggested to the Government of India that the Chamber should be permitted to recommend a special additional member for nomination to the Imperial Legislative Council for the session during which the Bill would be under discussion. They felt that this was necessary if due weight were to be given to the views of the mercantile community upon a measure of such great importance. They also recommended that the meetings of the Select Committee should be so arranged as not to clash with the meetings of the Council, and that they should be held at either Calcutta, or Bombay, instead of at the new capital. For it appeared to them that the mercantile members of the Council would be placed in a most disadvantageous position if the meetings of the Select Committee were all held at Delhi. manifold questions, in regard to which expert knowledge and opinion would be indispensable, would be certain to arise during the progress of the sittings; and in their consideration of these questions the mercantile representatives would of course require to consult solicitors, and

perhaps Council. To do this from Delhi they would be compelled either to travel backwards and forwards to Bombay, or Calcutta, or to rely entirely upon correspondence.

The Government of India accepted the first suggestion, and the Committee recommended that Mr. R. E. Murgens, of Messrs. Murgens, King & Co., should be the special representative of commercial interests. The second suggestion the Government were not however disposed to accept. The Legislative Department pointed out that there were many serious difficulties in the way of holding the meetings of the Select Committees at a distance from head-quarters during the cold weather season of the Council. Such an arrangement would involve a dislocation of the general work of the legislative session, and might inconvenience additional members other than those from Bombay and Calcutta. The Committee ventured, in view of the exceptional importance of the Companies Bill, to press their proposal a second time upon the attention of the Government of India. They regret to say however that the question was finally decided against them.

The Indian Life Assurance Companies Act VI of 1912.—Section 39 of this Act empowers H. E. the Governor-General in Council to make rules dealing with the qualifications of actuaries, the audit of the accounts of life assurance companies, and other matters. A draft of the rules which the Government of India proposed to make was submitted to the Chamber in July last, by the Government of Bengal, for consideration. Before formulating their views the Committee consulted the various life offices doing business on this side of India. After examining the various suggestions, which they received from these offices, they made certain recommendations to Government. The chief of these had reference to rules 1 and 2 which deal with the actuarial investigation, and with the appointment of auditors. It was considered to be eminently desirable that the actuarial investigation should not be undertaken by any person other than a Fellow of the Institute of Actuaries, or of the Faculty of Actuaries. An Associate Actuarial knowledge, but an Associate has not necessarily any practical acquaintance with the working and management of a life office. The Committee urged therefore that the proposed discretionary power, whereby the Governor-General in Council may in certain cases permit an Associate, or other person, to undertake the investigation, should be very sparingly used. In the matter of the appointment of auditors they suggested that the draft rule should be so amended as to make it unnecessary for a member of an Institute of Chartered Accountants of the United Kingdom to obtain a certificate from the local Government, entitling him to be appointed as the auditor of a life assurance company.

The English Copyright Act (1 and 2 Geo. V. ch. 46).—The question of amending the India Copyright Act XX of 1847 has been considered by the Government of India on several occasions since 1864, on the ground that the Act is defective in several

respects, and that it makes no provision for, among other things, copyright in public lectures, sculptures, engravings, photographs, and works of art. In 1885 a Bill was in fact prepared on the subject, but legislation was then, and subsequently, postponed in view of the possibility of an amendment of the English statutes. Following on the Berlin Copyright Convention of 1908 the British Government convened, in 1910, an Imperial Copyright Conference consisting of the representatives of the self-governing Dominions, and of the India Office, Colonial Office, etc. The Conference approved of a draft Bill which was eventually passed into law as the Copyright Act of 1911. This statute deals with the essentials of Imperial copyright law, and may be extended to all British possessions, subject to the rights of self-governing Dominions and possessions to modify, or to add to, its provisions by certain conditions.

The Government of India proposed during the year that the Act should be introduced into India, and towards the end of October it was proclaimed by H. E. the Governor-General in Council. In the meantime the local Governments were consulted with a view to further legislation. The Government of Bengal solicited the opinion of the Chamber, but, as the question of copyright is not one which closely affects mercantile interests, the Committee did not offer comprehensive, or detailed, criticism. They agreed, however, that the introduction of the Act would be desirable, and would be generally advantageous. They also put forward certain suggestions with reference to the subject of copyright in disc records for sound reproducing machines. This subject has not been dealt with in any legislation before the new English statute; and there appear to be certain peculiar difficulties, in regard to Indian music and songs, which will have to be considered in any legislation that may be undertaken.

The Civil Procedure Code: Section 60—Indebtedness of military officers.—The question as to whether deductions from the pay of military officers may be made in satisfaction of the decrees of a Civil Court has been lately before the Chamber. It was decided in 1896 by the Calcutta High Court in the case, *Calcutta Trades Association vs. Ryland* (I. L. R. 24 Calcutta 106) that an officer of the Staff Corps is a "public officer," but that an officer of the regular force is not. The definition of "public officer" in section 2 (17) (c) of the Civil Procedure Code includes "every commissioned or gazetted officer in the military or naval force of His Majesty, including His Majesty's Indian Marine Service, while serving under the Government." And section 60 (1) (1) of the Code provides that one-half of the salary of a public officer is exempted from attachment in execution of a decree. Sub-section 2 (b) of the same section provides that nothing in the section shall be deemed to affect the provisions of the Army Act, or any similar law for the time being in force. The decision of the Calcutta High Court meant therefore that in the case of an officer of the regular force, not being a public officer, the provisions of the Army Act apply; and by the Army Act it is provided that the "pay of an officer or soldier of Her

"Majesty's regular force shall be paid without any deductions other than the deductions allowed by this or any other Act or by Royal Warrant." This view has been recently endorsed by the Bombay High Court, while the High Court of the North-West Provinces has gone further and has held that no part of the pay of an officer even of the Indian Staff Corps is liable to attachment.

The Government of India put forward two alternative proposals, namely, that section 60 of the Code should be so amended as to make it clear either that one-half of the pay of a military officer is liable to attachment, or that such pay should be entirely exempted from attachment. The Committee supported the first of these alternatives, as in their opinion there ought to be no distinction made between military and civil officers. In this view they support the Committee of the Calcutta Trades Association who reviewed the question in a comprehensive memorial which was submitted to His Excellency the Governor-General in March last.

The Indian Explosives Act IV of 1884.—A draft of the consolidated rules to regulate the manufacture, possession, sale, transport and importation of explosives was published by the Government of India in April last. The views of the Chamber upon the draft were invited by the Government of Bengal, and, after referring to the importers of explosives, and also the Indian Mining Association, the Committee expressed approval of the proposed rules. There were, however, two minor points to which they drew the attention of Government.

The White Phosphorus Matches Prohibition Bill.—Reference was made to this measure in the last annual report. Exception to it was taken by the Indian Chambers of Commerce on the ground that the necessity for its provisions had not been substantiated. The Government of India accordingly decided to postpone its consideration for one year, and to obtain, in the meantime, additional information in regard to (i) the accuracy or otherwise of the statement that modern methods of manufacture have eliminated the danger of necrosis; and (ii) the availability of suitable brands of non-phosphorus strike-anywhere matches for use in India, having in view the climatic conditions, and the importance of not increasing the cost of matches to consumers of the poorer classes.

The Bill has now been republished, together with a statement giving the additional information which has been obtained on these points. The particulars in the statement go to show that the disease called necrosis, to which operatives in phosphorus match factories are liable, has not been eradicated even by the latest and most approved methods of manufacture. With regard to the second question figures have been obtained of the prices in different parts of India, during 1911-12, of cheap safety matches, and strike-anywhere matches with and without white phosphorus. And it has been ascertained that there is practically no difference in price between these two classes. Figures of imports have been also procured by Government, and they show that no strike-anywhere matches are imported into Burma, and that they represent only 25

per cent. of the imports into Calcutta. These figures are considered by Government to disprove the assertion that the white phosphorus match is the only one which is suitable for a damp climate such as the Indian.

The use of the Royal Arms.—The question of the prevention of the improper use in India of the Royal Arms, and Prince of Wales' Feathers, was raised during the year by Government. It appears that some time back the Royal Warrant Holders' Association approached the Secretary of State in this connection. They urged that legislation should be introduced to enable Royal Warrant holders in India to take action against any firm making an unauthorised use of the Royal Arms. The English law on the subject is contained in section 20 of the English Merchandise Marks Act 1887, which provides for a penalty of £20 in case of a false representation, by any person, that any goods are made by a person holding a Royal Warrant, or for the service of His Majesty, or any of the Royal Family, or any Government Department. The unauthorised assumption of the Royal Arms is dealt with by section 90 (2) of the English Patents and Designs Act 1907, which provides for a fine not exceeding £20 for the use by any person in connection with any trade, business, calling, or profession, without the authority of His Majesty, of the Royal Arms—or Arms so nearly resembling them as to be calculated to deceive—in such a manner as to be likely to lead to the belief that he is duly authorised to use them. The provisions of this section are supplemented by those of section 68 of the Trade Marks Act 1905, which provides for a civil remedy, by injunction, applicable not only to the misuse of the Royal Arms, but also to the use of any device, emblem, or title, in such manner as to be calculated to lead to the belief that the person using it is employed by, or supplies goods to, His Majesty, or to a member of the Royal Family.

The Government of India expressed the opinion that penalisation on the lines of section 90 (2) of the English Patents and Designs Act is neither necessary nor desirable in the present condition of trade in India. And they considered that, if legislation were to be undertaken in this country, it might take the form of an enactment somewhat similar to section 68 of the English Trade Marks Act 1905, combined with a penal clause on the lines of section 20 of the English Merchandise Marks Act 1887. With this view the Committee, on their being consulted by Government, expressed their agreement, as did also the Calcutta Trades Association.

The Female Slave Trade Suppression Bill.—The Committee have expressed in general terms a qualified approval of this Bill, which was introduced by the Hon'ble Mr. W. C. Meade, C.I.E., at a meeting of the Legislative Council of His Excellency the Governor-General, held on the 18th September 1912. The measure is directed exclusively against the importation of foreign women for prostitution, and against persons who import and trade on them.

The Bengal Smoke Nuisances Act (B. A. III of 1905):
Rule 23.—At the time of writing the last annual report the Committee had under examination certain proposals, which had been put forward by the Bengal Smoke Nuisances Commission, for the modification of this clause of the rules made by the local Government under the Act. The rule made it an offence:—

- (1) To emit smoke of scale 6 of rule 21—*i.e.*, of the blackest density—for longer periods than are allowed in the table of limits prescribed by this clause; and
- (2) To emit smoke of scales 6, 5, and 4 beyond the periods rateably reduced as noted in the explanation attached to the rule.

The Commission proposed so to modify the rule that its practical effect would be:—

- (1) To allow no period for the emission of smoke of the greatest density, *viz.*, scale 6 of rule 21;
- (2) To reduce the period for which smoke of scales 5 and 4 rateably reduced may be emitted; and
- (3) To make it an offence to emit smoke of scale 5 for longer periods than are allowed in column 3 of the table of limits prescribed by the rule.

As was stated in the last report, exception was taken to this proposal by the Indian Jute Mills Association, whose views were supported by the Chamber. But the Government of Bengal overruled the objection, and accepted the proposal. Their reasons were, first that in all systems of prevention of smoke nuisance the allowance of smoke emission decreases after a definite series of years; and secondly that in Calcutta, owing to the delay in lowering the scale, the conditions of smoke emission appeared to be deteriorating. For example, in January 1911 the observations showed no smoke emitted of the blackest scale, while in January 1912 such smoke was observed on seventeen days in the month; and, on some days, it averaged two minutes per hour. The Government, however, issued instructions to the Commission to show special consideration in the working of the new rule. They also ordered that its actual working should be examined when the report upon it should be received from the Commission at the end of twelve months.

The Bengal Smoke Nuisances Act (B. A. III of 1905): **Rule 25.**—Clause 25 of the rules made by the local Government under this Act is as follows:—“The furnaces of the main boilers of ocean-going steamers shall not be held to be furnaces within the meaning of the Bengal Smoke Nuisances Act 1905 for a period of two hours previous to leaving moorings.” Two years ago the Smoke Nuisances Commission recommended to Government that this exemption should be withdrawn. They considered that the majority of steamers were of smoke was excessive, and where those responsible refused to abate the nuisance. If the exemption were withdrawn the time allowed under the rule applying to other furnaces, for the emission of dense smoke, would be in their opinion ample.

To this proposal the Committee of the Chamber raised a strong objection, at the instance of steamship owners. But early

in the past year it was again brought forward, subject to the modification that double the time allowed under the ordinary scale should be given, for the main boilers of ocean-going steamers, during the two hours period. The Committee did not see their way to accept the proposal even as thus altered, and in March last they informed the local Government accordingly. The Commission subsequently recorded a series of observations which were forwarded to the Chamber by Government. The records of these observations were examined by the Committee, who again consulted steamship owners on the subject. They found that the proposed withdrawal of the exemption provided by rule 25 is very strongly objected to. Moreover the observations supported the view that greater stringency was not required; for they showed that 95% of the steamers did not exceed the limits that the Commission desired to adopt. It was contended by the Chamber, in submitting the case to Government, that steamship owners have done everything possible, not merely to comply with the letter of rule 25, but to prevent any nuisance that their vessels may create. That they have been almost completely successful is shown by the recorded observations; and the Committee protested therefore against any attempt being made to penalise them still further. It is not an easy matter for steamers to keep within even the present limits. On the contrary it is often very difficult, particularly in the case of large mail boats. Furthermore it is most inadvisable that steamers should be hampered by restrictions which might tend to limit their capacity for raising steam when on the point of departure. In a dangerous river, such as the Hooghly, it is essential that they should have a proper head of steam available immediately that they get under weigh.

The question is still before the local Government.

The Bengal Smoke Nuisances Act (B. A. III of 1905):
Certificated stokers.—In exercise of the power conferred by section 10 (1) of the Act, the Government of Bengal framed recently a draft set of rules empowering the Bengal Smoke Nuisances Commission to examine persons desirous of qualifying as stokers, and to grant them certificates of competency. The rules prescribed the terms and conditions upon which the examinations would be held, and also the subjects in which the candidates would be examined. The views of the Chamber upon the draft were solicited by the Government, and the Committee consulted the Indian Jute Mills Association, the Calcutta Liners' Conference, and the Indian Engineering Association. None of these bodies had any modifications to suggest. But the Indian Jute Mills Association raised the question of whether the rules were to be permissive or compulsory. As the draft stood the rules were presumably to be permissive only. Any person desirous of obtaining a certificate of competency would make an application to the Commission, and would then sit for the examination. If he were successful he would be awarded a certificate. Steam-users took no exception to the rules, provided that they did not go farther than this. But the Committee

informed the local Government that the Chamber would not be prepared to agree to any condition whereby the employment of certificated stokers would be made compulsory in respect, say, of furnaces exceeding a certain size. The Government subsequently stated that the intention was for the rules to be permissive only. There was no proposal that the employment of certificated stokers should be made compulsory.

The Calcutta Court of Small Causes.—More than twenty-five years have passed since the Chamber first directed attention to the delays in the disposal of suits in the Presidency Court of Small Causes. At a later date—the 30th January 1891—the Committee, when writing to the Government of Bengal, said:—“Considering that the Court of Small Causes is a source of not “inconsiderable profit to the State it is difficult to understand “why an efficient remedy for the persistent complaints of the “public has not been applied. The Court was established for the “summary trial of civil cases of a character or value that would “not ordinarily be brought into the High Court. Its purpose was “to administer cheap and speedy justice in such cases. It has, “however, from various causes, drifted away from its original “character into a court with a circuitous procedure, a semblance of “a district court labouring under many disadvantages. The result “is that suits brought in the Court are certain to meet, if they are “defended, with delays which cause an extreme amount of inconvenience, a great addition of unnecessary expense, a serious and “regrettable loss of time, and a marked diminution of the confidence felt in the Court.” Unfortunately the state of affairs as thus defined still continues to exist, and quite recently the Government have been forced to make a strong representation to enquire to be made, and they satisfied themselves that the most urgently needed reform is an increase in the judicial staff. The number of cases which each Judge is daily required to dispose of seems to be indefinitely beyond the capacity of any judicial officer. And it can be expected until additional Judges are provided. The Court is by no means an unprofitable institution so far as the Government is concerned. On the contrary the profit derived therefrom averages about Rs. 2½ lakhs annually. There cannot be, therefore any objection on financial grounds to increased expenditure about the province is a considerable source of revenue to the Government.

The Presidency Jail.—The contemplated abolition of the Presidency Jail, and certain questions connected with it have engaged the attention of the Committee during the year. The result will be no jail within the jurisdiction of the High Court. Under the Prisoners Act III of 1900 writs and warrants of the High Court, issued in the exercise of its original jurisdiction, can

only be executed by an officer within that jurisdiction. The local Government is empowered to appoint this officer; and a prisoner sentenced under the High Court original jurisdiction is made over to his custody. But the High Court cannot commit a person to a prison outside the limits of its original jurisdiction. Under section 491 of the Criminal Procedure Code the High Court can proceed by way of writs of *habeas corpus* affecting persons within the limits of its original jurisdiction. But this power would not extend to the case of a person illegally detained, say, in the new jail; and in such a case the High Court would be, the Committee were advised, powerless to interfere. To remedy these difficulties the European Defence Association suggested that the limits of the town of Calcutta, and of the ordinary original jurisdiction of the High Court, should be so extended as to comprise the whole of Calcutta as it now exists. The Committee of the Chamber agreed with this proposal, and approached the Government of Bengal in support of it. At the same time they noticed that it would probably involve the disestablishment, or re-constitution, of the Alipore courts. Though this might be desirable, it would be clearly a change that would involve many resulting incidents of practical importance. Agricultural land disputes are, for example, much more appropriately and cheaply dealt with by a local subordinate court. And points such as these would require, it seemed to the Committee, to be carefully considered, and provided for, if the contemplated change were decided upon.

CUSTOMS.

The Indian Merchandise Marks Act IV of 1889: Make-up of grey and bleached yarn.—At the beginning of the year the Bureau Chamber of Commerce put forward certain proposals for a modification of the instructions for the make-up of grey and bleached yarn in bundles. The Collector of Customs, Calcutta, brought these before the Committee, and in so doing he defined the position, so far as the Customs authorities were concerned, in the following terms:—

- (I) Grey and bleached cotton yarns in bundles must be made up in accordance with the various methods prescribed in instruction No. 1 of Government of India notification No. 1473 dated 13th November 1891.
- (II) The kinds of yarn in the bundle must be composed of whole hanks of the prescribed length, the employment of two half-hanks, as the equivalent of one whole hank being disallowed.
- (III) Reduced yarns will be passed provided that they are distinctly marked as reduced, and comply with all the conditions required for the yarn of the lower count indicated in the marking.
- (IV) For the purpose of the rules under notification the count number of two-fold or double yarns is considered to be half the count number of the single yarn of which the two-fold yarn is composed, e.g., 2-40s is considered to be “2 or count No. 20s; and one hank of two-fold or double yarn is equivalent to two hanks of the single yarn.

The following statement shows the differences between the make-up, as is customary in the Burma market, and as prescribed by the Merchandise Marks Act:—

As customary in the Burma market.	As prescribed by the Merchandise Marks Act.
30 Grey 15 knots of 10 hanks	7½ knots of 20 hanks 150 Hanks.
40s " 20 " 10 "	10 " 20 " 200 "
2/40s Bleached (reduced 2/44s)	Reduced 2/42s
40 knots 120 " 3 "	5 knots of 20 hanks 100 "
2/50s Bleached (reduced 2/55s)	Reduced 2/52s
50 knots 125 " 3 "	6½ knots of 20 hanks 125 "
2/60s Bleached (reduced 2/66s)	Reduced 2/63s
60 knots 150 knots of 2 hanks	7½ knots of 20 hanks 150 "

In justification of this departure from the instructions, the Burma Chamber urged that the make-up prescribed by the Act for bleached yarn in 5 lb. bundles results in a most awkward and unsightly bundle. These yarns are moreover sold by the hank in Burma; and the small retailer would be therefore unable to sell less than 20 hanks at a time if the instructions were insisted upon. As regards the margin of difference between the actual and the described weight of the varieties of reduced yarns mentioned above, the Burma Chamber contended that the descriptions in question have long been customary; that they are well understood in the trade; and that, so long as the yarn is clearly and distinctly labelled as of a reduced count, there can be no real objection to it.

The Committee, in commenting on the question, remarked that only reduced dyed yarns are passed if they follow the conditions required for the yarns of the lower count indicated in the marking. They suggested therefore that in clause III of the statement which is printed above the word "dyed" should be inserted after the word "reduced", and before the word "yarns" in line 1. They also expressed the opinion that the Act allows 5 lb. bundles of, say, 40s to be made up in 40 knots, or 20 knots per bundle. This does not make an awkward, or unsightly bundle, and there is nothing in the Act to prevent Burma importers making up their bundles in knots of two hanks and three hanks in equal proportion. This would also overcome their difficulty in regard to the small retailer. The Collector of Customs, Calcutta, had pointed out that the make-up statement the Committee said that, although it was correct, it might lead to the belief that yarns made up in 5 lb. bundles are required to be reeled in knots of 20 hanks only. There is nothing in the Act to prevent the reeling of such yarns in knots of, say, 10 hanks, or 40 hanks, and so on. All that is required by the Act is that there shall be a definite relation between the number of knots in a bundle, and the count. The Committee were unable to agree to any proposal for the reduction of grey yarns, this being distinctly against the Act, one of the principal objects of which was the prevention of this very procedure. They were also opposed to a

suggestion, which was made by the Burma Chamber, that it should be made legal under the Act for bleached yarns to be reduced.

Calcutta Custom House: Shipment of goods.—About six years ago a proposal was made to the Calcutta Custom House that the list of steamers' manifests, which is published weekly, should be discontinued, and that a separate manifest for each vessel should be substituted for it. This proposal was not proceeded with at the time, as exception was taken to it by certain of the subscribers to the publication in question. But, as was mentioned in the last report, the Committee brought it again to the notice of the Collector of Customs, and urged that it should be re-submitted to the subscribers for further consideration. The Collector accepted the suggestion, and consulted the subscribers for the second time. He found, however, that there was still considerable opposition to the proposal, and he did not therefore take further action. But in March last he made certain other proposals for the modification of the procedure governing the shipment of goods. According to section 137 of the Indian Sea Customs Act VIII of 1878 no goods, except passengers' baggage, can be shipped, or be waterborne to be shipped, unless a shipping bill has been passed by the Collector. It was proposed that this arrangement should be altered, and that shippers of goods in the foreign trade should be allowed to deliver their shipping bills to the Custom House up to five days after a vessel's clearance. The Port Commissioners' river dues are levied on the shipping bill, which is not accepted at the Custom House until the Port Commissioners certify that the dues have been paid. This, it was feared, would be a difficulty in the way of the Collector's proposals; but shipping agents were willing to give a guarantee to accept responsibility for the dues, together with any other tax on the goods, such as the export duty on rice and jute, and the tea cess.

Before expressing an opinion upon the proposals the Committee consulted the Calcutta Liners' Conference, the Jute Fabrics Shippers' Association, the Calcutta Wheat and Seed Trade Association, and the Shipping Sub-Committee of the Chamber. Opinion proved to be unanimously in favour of the suggested changes, which were considered to be sound and practicable. The Committee subsequently formed a special Sub-Committee to examine the details of the proposals in consultation with the Collector of Customs. It was recognised that some modification would be necessary in the two Customs publications, the *Daily List of Exports* and the *Weekly List of Manifests*. At the instance of the Sub-Committee it was ultimately recommended by the Committee—(a) that, in the event of the procedure being modified in the manner suggested, the *Daily List of Exports* should be discontinued; and (b) that the *List of Manifests* should be published twice weekly, instead of once. The publishing days might, it was thought, be determined later, but, as a provisional arrangement, Mondays and Thursdays were mentioned as likely days.

The Indian Tariff Act VIII of 1894: Annual revision of Schedule IV.—A special Sub-Committee of the Chamber was appointed to discuss with the Director-General of Commercial Intelligence the annual revision of the valuations given in this schedule of the Import Tariff. The Committee met on the 9th December. They examined the revised valuations, but had no recommendations to make. The following gentlemen attended:—Mr. F. Noel Paton (Director-General of Commercial Intelligence); Mr. R. F. L. Whitty, JES. (Collector of Customs); Mr. H. Baskins (Grand (Head) Appraiser, Custom House); Mr. R. Butty (Head Appraiser, Custom House); Mr. W. L. Carwen (Messrs. Turner Morrison & Co.); Mr. S. J. Gillum (The Bombay Co. Ltd.); Mr. F. Dacey and Mr. A. Pike (Messrs. Barlow & Co.); Mr. H. G. Houghton (Messrs. Graham & Co.); Mr. J. R. Condliffe (Chairman, Calcutta Import Trade Association); and Mr. E. H. Zalich (Messrs. Ralli Brothers).

Revision of List of the Cotton Piece-goods.—In December the Director-General of Commercial Intelligence made the usual annual reference to the Chamber in regard to the revision of the list of cotton piece-goods which is prescribed by the Government of India for fixed purposes. The Chamber had no suggestions to make, but the question of the restoration to the list of cotton undershirts—which was mentioned in the last annual report—was discussed at the meeting referred to in the preceding paragraph. Cotton undershirts are now classified as cotton hosiery, and the Committee decided to make no further representations on the subject of their restoration to the piece-goods list.

Calcutta Custom House: Appeals.—Information with respect to the procedure to be followed in preferring appeals in connection with Customs matters has been published by the Collector of Customs during the year. Under section 188 of the Sea Customs Act, orders of the Collector of Customs, when passed on appeal against an order originally made by an Assistant Collector, are final, subject to the power of the local Government to revise the order, under section 191 of the Sea Customs Act. There is no right of appeal to the Board of Revenue, nor has the Board of Revenue any power of revision in such cases. The only course open to parties who are moved by the orders of the Collector passed on appeal is to move the local Government, under section 191 of the Act, to exercise its powers of revision.

Under article II (a) of the Court Fees Act VII of 1870 a memorandum of appeal to the Collector of Customs, under section 188 of the Sea Customs Act 1878, against an order of an Assistant Collector, requires a court fee stamp of eight annas to be affixed to it. This rule has not been rigidly adhered to in the past. But the enforcement, as no discretion seems to be vested in an appellate authority to dispense with the court fee stamp.

The Indian Merchandise Marks Act IV of 1889: Counter-indication of origin.—In July the Officiating Collector of Customs,

Calcutta, raised the question of the counter-indication of origin, which is required by this Act, in respect of goods imported from the United Kingdom and bearing tickets representing Indian scenes or devices. When the question was previously under discussion, early in 1911, the Chamber informed the then Collector of Customs that, in the opinion of the Committee connected with the piece-goods trade, goods bearing labels, or markings, representing Indian scenes, or devices, should have some counter-indication of origin. The Officiating Collector ruled that the counter-indication must be given on the tickets, if they were reasonably calculated to lead persons to believe that the goods were made, or produced, in British India, unless the tickets bore the name, or trade mark, of a British, or British Indian, trader. In certain cases penalties were imposed by the Customs where this condition was not complied with. Importers objected to the penalties; and the Piece-Goods Sub-Committee, and the Calcutta Import Trade Association, discussed the question, in meeting with the Officiating Collector. Previous to the meeting, however, the Officiating Collector had, at the request of the Committee, extended—from the 15th October to the 31st December—the time within which the entry of goods bearing such tickets and markings, and not stamped with the country of origin or the dealer's name, would be permitted without further penalties; and he also directed the refund of the penalties already imposed. The Committee subsequently learned, from the *Manchester Chamber of Commerce Monthly Record* for August, that the Manchester Chamber was taking up the question with the Secretary of State for India. It seemed to them that a working arrangement could be more expeditiously arrived at between the Secretary of State and the Manchester Chamber direct, a representation made through the Customs to the Government of India, would doubtless have to be referred to the Secretary of State. They accordingly approached the Manchester Chamber in October, and they have since learnt that in future no objection will ordinarily be taken to the application to British goods of plain tickets, or designs, representing Indian devices or emblems. In particular cases, however, where there is good ground for considering that the use of such plain tickets, or emblems, is specially designed to convey, and does in fact convey, the impression of Indian origin, they will be considered as false trade descriptions. In deciding whether the use of a plain ticket, or design, constitutes a false trade description regard will be had, *inter alia*, to priority of usage. For example the subsequent application to British goods of a ticket or design which has by usage become associated in the mind of dealers or consumers with Indian goods of a similar description will, in the absence of some counter-indication of British origin, be open to objection. But a ticket, or design, previously associated with British piece-goods would not be objected to, as indicative of Indian origin, notwithstanding the later use of a similar ticket, or design, on goods of like description of Indian manufacture.

MARINE

The Indian Ports Act XV of 1908: Proposed amendment.—

A proposal that fishing vessels should be exempted from the payment of port dues was mentioned in the last annual report. In Part III of the first schedule annexed to the Act all fishing boats in the Bombay Presidency are exempted from the payment of port dues. And the Government of Madras recommended that a similar exemption should be extended to the Madras Presidency. Before proceeding to consider this proposal the Government of India consulted the other maritime local Governments on the question whether there was a case for the general exemption of fishing vessels from port dues elsewhere in India. As a result of this enquiry the Government of India decided so to amend the Act as to enable local Governments to exempt any class, or classes, of vessels from the payment of port dues in whole or in part. But before undertaking this legislation they asked whether the local Governments had any suggestions to make for the amendment of the Act in other respects. The Government of Bengal referred the matter to the Chamber, but the Committee had no recommendations to offer. They decided however to support the two following amendments which the Calcutta Port Commissioners put forward, namely:—

- (a) That the Act should be so amended as to make all the dues leviable under it a first charge on the vessel; and
- (b) That the first Schedule of the Act should be so amended as to exempt vessels from the payment of port dues more than once in sixty days.

The Indian Ports Act XV of 1908: Rules in respect of infectious and contagious diseases.—A reference was made in the last annual report to certain draft rules which the Government proposed to make in exercise of the powers conferred by this Act as amended by the Indian Ports (Amendment) Act of 1911. The object of the rules was the regulation of the procedure to be followed when cases of infectious or contagious disease, such as small-pox, cholera, plague, etc., occur on vessels arriving at, or leaving, ports subject to the Indian Ports Acts. The Government of India had formulated the rules, which were to be enforced by the local Governments. In 1911, when the original draft was before them, the Committee took strong exception to one clause which provided that, if cargo were taken into a vessel after the bill of health had been granted, there would have to be a second medical examination, and a second disinfection. A revised draft of the rules was submitted to the Chamber, by the local Government, in April last. The clause to which the Chamber had previously taken exception had been amended, but there were a number of other important points which, in a further representation, the Committee dealt in detail. The principal suggestion that they made was that the rules should not be applied to the coasting trade. The Chamber fully recognises the need for strict compliance with the terms of the Paris Convention in the case of vessels trading between India, and foreign ports. But the coasting steamers are on an altogether different footing

and special regulations ought to be framed to meet the local conditions. There should be in point of fact two sets of rules, one for the regulation of foreign-going vessels, and the other for the coasting trade. Any attempt to impose needless restrictions upon the latter is bound to be deprecated. And, as regards Burma, it is particularly necessary that travelling should be made as easy as possible for the working-classes in view of the large labour traffic. The enforcement of rigorous health regulations would be certain to discourage the free movement of labour between India and Burma.

Calcutta Port (Amendment) Bill 1912.—The Committee expressed approval of this Bill, which was introduced in the Bengal Legislative Council on the 9th January 1912. Its object was to make certain changes in the Act, with reference to the financial powers of the Calcutta Port Commissioners. It has since been passed into law.

The Indian Steamships Act 1884: Certificates of competency for engineers of sea-going steamships.—Draft rules regulating the grant of certificates of competency to engineers of sea-going steamers were published by the local Government in March. They were examined by the Committee, in consultation with the Shipping Sub-Committee, and were considered to be reasonable and fairly well-suited to the requirements. There were however two or three points arising out of them to which it was necessary to draw the attention of Government. One rule prescribed that a candidate for a second-class engineer's certificate must have served as an apprentice engineer for four years in England, or for five years in India, at least. At the present time an apprentice engineer needs a longer training than he formerly needed; and the Committee question if a man can be an efficient marine engineer—in the modern acceptance of the term—until he has served an apprenticeship of at least five years. For the same reason they consider that only men who have served as apprentices in recognised engineering works should be permitted to sit for a second-class engineer's certificate. One of the rules also provided that a candidate whose service as an apprentice, or a journeyman, has fallen short of four years, may make up the deficiency by serving as an engineer at sea on regular watch on the main engines, or boilers, of a foreign-going steamer. Rules of this description were suitable when marine engines were of simple construction, and when there was ample time to keep them in order. But modern vessels are full of complex machinery, and the least possible time is available for maintaining it in efficient running order. In these new conditions every engineer ought to be a trained mechanic, who has served a full apprenticeship in engineering workshops, combined with a theoretical training in a technical school. These considerations the Committee put before the local Government, but otherwise they approved of the draft rules.

Lifeboat accommodation and life-saving appliances.—The question of the sufficiency of the life-boat accommodation, and

lifesaving appliances prescribed for native passenger and emigrant ships, has been under consideration during the year. It was raised by the Government of India, who expressed the opinion that the scale prescribed for this class of vessel was insufficient to ensure the safety of the passengers and crew, in the event of shipwreck. They thought therefore that the scale should be enhanced, and they consulted the Government of Bengal regarding it. His Excellency the Governor in Council appointed a Committee of representatives of the steamship lines interested, and of the Bengal, and Bengal National, Chambers of Commerce, to examine the question. Commander C. J. C. Kendall, R.N.M., D.S.O., Port Officer, Calcutta, was the President of the Committee, and the members were:—Chief Engineer C. F. Laslett, R.N.M. (Officiating 1st Engineer and Shipwright Surveyor to the Government of Bengal, Port of Calcutta), Captain W. R. Wright (Marine Superintendent, Asiatic Steam Navigation Company, Ltd., nominated by the Managing Agents, Asiatic Steam Navigation Company, Ltd.), Captain W. M. Isdale (Acting Marine Superintendent, British India Steam Navigation Co., Ltd.), L. Edwards, Esq. (Messrs. Graham & Co., nominated by the Bengal Chamber of Commerce), T. Reid, Esq. (Rivers Steam Navigation Co., Ltd.), nominated by the Bengal Chamber of Commerce), and Babu Murali Dhar Ray (nominated by the Bengal National Chamber of Commerce).

The Inland Steam Vessels Act VI of 1894: Certificates of competency for masters.—A modification of rule 20 of the rules relating to the grant of certificates of competency to masters of inland steam vessels was proposed in the early part of the year by the Government of Bengal. These rules were published under Marine Department notification No. 63 dated 16th July 1907. Rule 20 prescribes the qualifications that a candidate must possess before he can receive a certificate of competency as a second-class master. The amendment provided for certain additions to the list of subjects in which candidates have to pass a *prima facie* examination. The Committee consulted the Shipping Sub-Committee, and the Inland Steamer Companies, with reference to it, but they did not take exception to it.

The Inland Steam Vessels Act VI of 1894: Motor vessels.—In the report for the year 1909 it was mentioned that the local Government had referred to the Chamber certain proposals, which were made by the Port Officer, Calcutta, for the amendment of section 28 of this Act. The object of these proposals was to make the Act applicable to motor as well as to steam vessels. The Chamber approved of them, but action was not taken by Government at the time, as no motor boats carrying passengers were then plying on inland waters in Bengal. Towards the end of last year the Government stated that they proposed to proceed with the matter, as a number of motor-driven boats are now plying. It is true that none of these boats have so far carried passengers, but nevertheless the Government

Act should, with the requisite modifications, be made applicable to them and to similar vessels in the future. Action in this direction has been already taken by the Government of Burma. The Committee have consulted the Inland Steamer Companies, whose views are now under consideration.

Calcutta Port Trust: Liability for damage by white ants.—The question of the liability of the Calcutta Port Commissioners, for damage by white ants to goods while in their possession, has been of late before the Chamber and the Calcutta Import Trade Association. The position taken up by the Commissioners is that they are not liable for damage, or loss, if such is the result of natural, or unavoidable, causes; and that damage by white ants comes within this category. They claim that they take every reasonable precaution against white ants; that there are no effective preventive measures; and that they are therefore justified in disclaiming liability. The Calcutta Import Trade Association, and some of the members of the Chamber, contend on the other hand that all reasonable precautions are not taken, and other additional precautionary measures have been recommended. These the Commissioners have not seen their way to accept, as they maintain that they are doing everything that they can be reasonably expected to do. The Committee are inclined to think that if effectual preventive measures cannot be undertaken the Commissioners should accept liability, but the question is still under discussion.

The Pilgrim Traffic.—Before the appearance of the plague Bombay, Karachi, Calcutta, Chittagong, and Madras were the ports notified by Government for the embarkation of pilgrims. But subsequently Bombay has been the only port of embarkation. As a consequence an immense number of pilgrims go to Bombay from distant parts of the country. At a meeting of the Bombay Legislative Council, held on the 16th March 1912, a resolution requesting the Government of Bombay to enquire from the Government of India whether the ports mentioned, other than Bombay and Karachi, might not be open to pilgrim traffic, was agreed to. The Bombay Government thought that the opening of these ports was desirable, as it would relieve the Bombay authorities of any trouble during the pilgrim season, more especially with regard to the re-patriation of pilgrims who arrive at that port in a destitute condition.

The Government of Bengal asked the Committee for their views upon this proposal so far as regards Calcutta, and they replied that they did not take exception to it. They thought, however, that the health officers ought first to be satisfied that the traffic could be satisfactorily dealt with from a sanitary point of view. And they also argued that measures should be taken to safeguard the health of the city and port of Calcutta.

Calcutta Tonnage Schedule: Molasses.—In reply to an enquiry as to how the tonnage of tierces of molasses from Mauritius is calculated, by the Calcutta Tonnage Schedule, the Committee, after consulting the Shipping Sub-Committee, recorded the

following suggestion, namely, two puncheons (according to the Tonnage Schedule) are equivalent to one ton, and one puncheon is equal to 72 gallons, and one tierce to 42 gallons. Therefore 342 (or say 2½) tierces are equal to one scale ton. The weight of a tierce of molasses may be taken at 650 lbs., and therefore 3½ tierces weigh 2,296 lbs., or 1 ton 2 qrs.

The Inland Steamer Agreement.—The Bengal National Chamber of Commerce made a representation, in August, on the subject of the freight agreement between the allied Inland Steamship Companies and the Calcutta jute mills. It was suggested by the Committee of the National Chamber that the European steamship companies have combined in order to boycott the Indian-owned line. And they asked that this Chamber should recommend the jute mills to refrain from resorting to measures which were calculated, not only to crush the Indian line, but also to excite feelings of racial antagonism.

The Committee did not see their way to take action in this direction, for it appeared to them that the Bengal National Chamber was under a complete misapprehension in the matter. The Inland Steamer agreement has been in existence since 1889. At that time there were no Indian-owned steamships, and it cannot therefore be seriously suggested that the agreement was entered into with the object of boycotting the Indian owners. As a matter of fact there is nothing whatever of a racial character about the agreement, the sole purpose of which is the maintenance of such rates of freight as the companies and the jute mills consider to be fair and reasonable. These being the facts the Committee could not suggest to the mills that they should now withdraw from the combination, which has always worked smoothly and satisfactorily, and has been mutually advantageous. The position of the Indian-owned line in respect of the allied companies is precisely that of any other competitor altogether irrespective of nationality; and the eventual relations between them will be determined by the result of the competition. The whole question is purely one of business, and any attempt to introduce the racial element into it would be, the Committee think, most unfortunate.

The Suez Canal : Reduction in the transit dues.—In November the Government of Bengal notified the Chamber that the Suez Canal Company had decided to reduce the transit dues by 50 centimes as from the 1st January 1913. The dues are thus reduced to 6 fr. 25 c. for loaded ships, and to 3 fr. 75 c. for ships in ballast, per ton.

The Bengal Pilot Service.—The Committee have now before them a request from the Government of Bengal for their views upon a proposal that the system of "applications," which is allowed in the Bengal Pilot Service, should be abolished. According to this system the agents of shipping companies may apply for the services of the pilot, who brings a vessel up the river, to take her down again. The only restriction upon this privilege is that the pilot must belong either to the grade allotted to vessels of the tonnage of the

steamer in question, or to the next lower grade. The system has been in existence for very many years, and has been considered and modified on various occasions. The Government of Bengal now state that experience has shown that, notwithstanding the several modifications that have been introduced in it from time to time, it is still unsatisfactory. They propose therefore to abolish it entirely and to re-distribute the scale of tonnage allotted to the several grades of pilots. But before doing this they have asked for the views of the Chamber in consultation with the shipping interests concerned.

The Waterways Question.—In referring to this question in their last report the Committee mentioned a proposal that the waterways of the two Bengals should be placed under the control of the Railway Board. To this proposal they took strong exception, although they recognised that, if the Board were reconstituted as a Transportation Board, and its membership increased, some such arrangement might be feasible. Subsequently they were in correspondence with the Inland Steamship Companies as to the formation of a Trust by which the waterways of Bengal, Assam, and Bihar might be controlled. Pending the consideration of this scheme they again urged upon the Government of Bengal that the canalisation of Tolly's Nulla should be proceeded with. The importance of this project has been so often insisted upon in the past that there is no need again to emphasise it. But the Committee are now, as they have been for years, strongly of opinion that progress ought to be made with it. They accordingly associated themselves with a recommendation, which had been made by the Steamship Companies, that Mr. O. C. Lees, late Chief Engineer and Secretary to the Government of Burma, should be appointed as a special officer to take charge of the scheme, and to prepare notes, plans, estimates, etc., for the consideration of the Waterways Standing Committee. Mr. Lees initiated the scheme for the canalisation of the Nulla, and it would be difficult therefore to select a better qualified officer for the particular appointment in question. The Committee are glad to be able to say that the suggestion was approved by Government, and that Mr. Lees accepted the appointment.

Consequent upon the territorial re-arrangements that followed upon the annulment of the partition of Bengal, the Waterways Standing Committee was re-constituted, and it now consists of the following members, namely:—The Member of the Executive Council in charge of the Public Works Department portfolio, President; and (1) the Chief Engineer to the Government of Bengal; (2) the Secretary to the Government of Bengal, Financial Department (to advise the Committee on financial matters); (3) the Superintending Engineer, South-Western Circle; (4) the Senior Government Inspector of Railways, Circle No. 2 Calcutta, as the representative of railway interests, nominated by the Railway Board; (5) The Vice-Chairman, Port Commissioners, Calcutta; (6) Mr. B. H. Bray, Messrs. Gillanders Arbuthnot & Co., nominated by the Bengal Chamber of Commerce; (7) Rai Sitannath Roy Bahadur, nominated by the Bengal

National Chamber of Commerce; (8) Mr. A. Nicoll, Messrs. R. Sin & Co. Ltd., Narayanganj, to represent the commercial interests of Eastern Bengal, nominated by the Narayanganj Chamber of Commerce; and (9) Mr. W. D. Steven, nominated by the Managing Agents of the India General Navigation and Railway Company, Ltd. and the Agents of the Rivers Steam Navigation Company, Ltd. acting jointly. The Secretary to the Committee is the Under-Secretary to the Government of Bengal in the Irrigation Department. The Committee has been appointed to advise Government on the subject of the measures to be taken for the maintenance and improvement of, and for the regulation of traffic on, the waterways of the Presidency of Bengal.

Marine Insurance: War Risk.—In March last, the Committee published legal opinions on the question of whether shippers in the United Kingdom, or indentors in this country, are liable for the payment of extra premium to cover war risks on goods purchased on c. f. i. terms. There appears to be some dubiety as to whether liability attaches to the exporter, or to the importer, but the legal opinions will be included in the appendix to this report for information.

London Jute Association Contract: Insurance Clause.—The London Jute Association proposed to include the following clause in their jute contract, namely:—

- "Insurance f. p. a. for 10% in excess of invoice amount less freight payable
- "at port of discharge to be effected at Lloyd's or with a responsible
- "and well-known Marine Insurance Company with a paid-up capital and
- "reserve fund of at least £200,000, domiciled in London or represented
- "there by a responsible agent, such policy or policies to contain the
- "London Jute Association Insurance Clauses of June 1907, and such In-
- "surance Companies shall submit annually their report to the London
- "Jute Association. War risk to be covered by sellers." Where separate
- "numbers are shipped on separate bills of Lading, the insurance to be
- "be effected on each number at the usual relative difference in price."

The Calcutta Marine Insurance Agents' Association took exception to the requirement that, if the insurer is not effected at Lloyd's, the company selected must have a paid-up capital and reserve fund of at least £200,000. They asked that this Chamber should approach the London Chamber of Commerce, or the London Jute Association, with a view to the modification of the clause. The Committee consulted the Baled Jute Shippers' Association on the subject, and they gathered that interference from Calcutta might result in buyers deciding to insure for themselves. This departure from the present practice would, it was pointed out, reduce to some extent the sellers' security for the jute. The Committee sympathised with the insurance office affected by the clause, which seemed to them to be severe. But the Calcutta Marine Insurance Agents' Association and the Baled Jute Shippers' Association being both Associations recognised by the Chamber, they could not take any action which might be considered to be in the interests of one as opposed to the other. And as the Institute of London Under-writers had declined to move in the matter, they expressed to the Calcutta

Marine Insurance Agents' Association their regret that they could not act on the recommendation made to them.

POSTS AND TELEGRAPHS.

Proposed amalgamation of the Indian Post Office and the Indian Telegraph Department.—The question of the amalgamation of the Post Office and the Indian Telegraph Department was before the Committee towards the close of the year. The Director-General of Post and Telegraphs was good enough to submit to them the leading features of the scheme of amalgamation, and they considered these with much interest. The fundamental principle of the scheme seems to be the separation of the engineering and traffic work of the Telegraph Department. The traffic work will be transferred to the Postmasters-General, and the engineering work will be in the hands of telegraph engineers. The Committee incline to the view that amalgamation would be likely to be of advantage to the commercial public. At the same time they cannot of course, without practical experience of its working, express anything in the nature of a positive opinion in regard to it. They notice however that the experiment which was recently undertaken in Bombay was well received by the commercial community there; and they see no reason why equally satisfactory results should not be obtained throughout the country generally.

Receipts for registered postal parcels.—In the early part of the year the Chamber co-operated with the other Indian Chambers in a joint representation to the Government of India in connection with this matter. Prior to 1908 it was the practice of the Indian Post Office to show, on receipts for registered parcels, the amount of postage paid, and the weight. At that time the postage was payable in cash, and it was necessary for the Post Office to give the sender a receipt for the money tendered by him. A change was made in the year named when the present practice of paying the postage by means of stamps affixed to the parcel was introduced. The Post Office then discontinued showing on the receipt the amount of the postage, and the weight. To this departure the Kanuchi Chamber took exception, and urged that the former practice should be reverted to. But the Director-General declined, on the ground that the Post Office does not grant receipts for postages paid by means of stamps. The receipt in such cases is for the parcel only, and not for the postage. In the joint representation the Chambers urged that the former practice should be re-introduced, seeing that, without a receipt of weight the sender has only a guarantee that something will be safely delivered at the address given in the receipts. He has no guarantee that this something will be the parcel sent to the Post Office, or even that received by the Post Office.

The orders of the Government of India were passed in October, and they were to the effect that in future the amount of the postage paid in the case of each registered parcel will be entered on the

receipt. The entry will show the actual amount paid in postage stamps including the charge for registration. This will effect an approximate indication of the weight to the nearest 40 lbs. Senders of parcels who require to know, in addition, the exact weight of the parcel despatched, may do so by insuring it under the existing regulations, on payment of the prescribed insurance fee of one anna for every Rs. 50 of insured value.

The British India Steam Navigation Company's Mail Contract.—The opinion of the Chamber was invited by Government on the question of the renewal of the existing mail contract between the Indian Post Office, and the British India Steam Navigation Company, Ltd. The Committee published the papers for the information and consideration of members, and they subsequently expressed their approval of the proposals that had been made by the Company. These proposals seemed to them to be calculated to meet the requirements of the Post Office, and of the public generally. Preparatory to the introduction of the various improvements in the several mail services the Company has been permitted by the Post Office to carry out in advance the improved service on the Burma lines of mail communication. The revised timings came into operation with the first sailings in December 1912.

Indian Post Office: Charnaguria combined office.—In June last the support of the Chamber was solicited to a petition to the Postmaster-General, Bengal Circle, with reference to the combined Post and Telegraph Office at Charnaguria in the Madaripur Sub-division of the Faridpur district. The prayer of the petition was that the office should be open daily, for the transaction of postal business, from 7 a.m. to 8 p.m. It seemed to the Committee that the request was not unreasonable in view of the increasing importance of the station. And the fact that the petition was signed by no fewer than a hundred and sixty persons went to show that its convenience was largely felt in the neighbourhood. They accordingly recommended the petition to the consideration of the Postmaster-General, who informed them that the question had been referred to the Postmaster-General of the Eastern Bengal and Assam Circle, within whose jurisdiction the office is situated. The Postmaster-General, Eastern Bengal and Assam Circle subsequently stated that the question was engaging his attention.

Indian Telegraph Guide: List of abbreviated addresses.—It may be noted for information that the list of abbreviated addresses that formerly appeared in sections X (A) and (B) of the *Indian Telegraph Guide* is now issued as a separate pamphlet. This change was necessitated by the growth in the number of telegraphic addresses having rendered the *Guide* unnecessarily bulky.

Telegram envelopes.—Since the introduction of the gummed envelope for telegrams nearly five years ago its defects have been almost constantly before the Chamber. It has never been satisfactory, and no improvement in regard to it seems to be possible. During the past year the Telegraph Department have experimented with stapling machines, with a view to the reversion to something

like the former method of fastening with cyclets. A sample of a staple-fastened envelope was forwarded to the Chamber by the Department in February last. It was a wallet-shaped envelope, fastened by a metal staple, but without a flap. It was a great improvement upon the gummed envelope, but the Committee considered that it ought to be provided with a flap like an ordinary wallet envelope, and that the staple should be passed through the flap as well as through the envelope. Quite recently they have been informed by the Department that cyclets have proved to be more satisfactory than staples, and that it has been decided to introduce them in preference to the latter. It is understood that the new system will be brought into use as soon as the arrangements for supplying telegraph offices with cycletting machines can be completed.

Delays to foreign telegrams.—At the beginning of the year merchants and bankers in Calcutta made complaints of the great delays that were occurring in the transmission of foreign messages. The delays seemed to be of daily recurrence, and to be more or less generally experienced. The Committee drew the attention of the Telegraph Department to the matter, and pointed out that the delays were of serious moment to members of the Chamber. The Director-General replied to the effect that the disturbed state of Persia was mainly responsible for the trouble, as it involved frequent interruptions on the Indo route. These interruptions necessitated the diversion of an abnormal volume of traffic to the Eastern route, which consequently became congested.

Closing of False Point Lighthouse Telegraph Office.—The telegraph station at False Point Light-house was closed recently by the Telegraph Department. The Calcutta Port Commissioners pointed out to the Chamber that this would prevent the light-house being used as a signalling station for shipping, unless a telephone service is instituted between False Point and Hukioila. The Committee did not take any action, as it did not appear to them that a telephone service was required.

RAILWAYS.

Railway Transport Facilities.—Almost immediately on taking office the Committee turned their attention to the very serious state of affairs that then prevailed in the matter of the coal supply of Calcutta consequent on the deficiency of transport facilities. Jute mills, and other industrial concerns, were working on the narrowest margin of supply, in many cases not more than twenty-four hours; the steamers in the port were similarly situated; and the railways were so short of coal that they regarded the position as most critical. The Committee lost no time in urging upon the Government of India that the Commerce and Industry Department, and the Railway Department, should undertake an immediate

enquiry into the causes of this abnormal shortage. The railways were understood to be not merely deficient in respect of rolling-stock, but their terminal and other facilities were believed to be so inadequate as to make it impossible for them to handle speedily the traffic with which they were called upon to deal. In the interests of the trade of the country it was very desirable, the Committee contended, that a traffic expert should be appointed to report on the equipment of the open lines as regards track and terminal facilities. They also recommended that railway extensions should be undertaken on only a most limited scale until the needs of the open lines were fully satisfied.

The Hon'ble Mr. W. H. Clark, C.S.I., Member-in-charge of the Commerce and Industry Department of the Government of India, and the Hon'ble Sir T. R. Wynne, K.C.S.I., President of the Railway Board, at once arranged to meet the Committee, together with representatives of the Railways, the Indian Mining Association, the Indian Jute Mills Association, the Indian Tea Association, and other branches of the trade. The meeting was held on the 9th March 1912, when the situation was thoroughly discussed. An adjournment was agreed upon, to enable the President of the Board to undertake a tour of inspection, with the object of ascertaining the principal causes of the traffic congestion that was prevalent, not merely in Calcutta, but throughout the country generally. The adjourned meeting was held on the 26th March, when Sir Frederick Wynne stated the conclusions to which his enquiry had led him. The question was debated in great detail, and the representatives of the railways explained fully the action that they were taking to deal with the rapidly increasing traffic. The meetings were however admittedly inconclusive. The grave disabilities under which the coal trade was struggling were frankly recognised, but there was a marked absence of proposals for prompt remedial measures. Nevertheless it was the opinion of the Committee that the meetings were not altogether valueless. Some headway was made, or at least serviceable information was communicated. But it did not seem to them that the question could be allowed to rest at that point, and they accordingly submitted a further representation to the Government of India. They were unable to suggest any measures that would have immediate effect, but they put forward the following proposals which would be, they believed, calculated to prevent a recurrence of the difficulties that were then so prevalent, namely:—

- (a) That an estimate should be prepared by the Railway Board of the number of wagons that the railways could profitably utilise, and that this in addition to the ordinary programme;
- (b) That the question of the provision of a general reserve stock of wagons should be re-considered;
- (c) That the question of equipping the East Indian Railway from Assam to Bandel should be examined at once;
- (d) That the railways, the colliery proprietors, and the Calcutta Port Committee, should unite in a determined effort, to reduce considerably the Kiddyport docks and

- (e) That a special officer should be appointed to make an investigation into, and to report upon, the equipment of the open lines.

While this representation was under the consideration of the Government of India, the East India Section of the London Chamber of Commerce took action. On the 10th June an influential deputation from the Section, under the Chairmanship of Mr. C. C. McLeod (Messrs. McLeod, Russel & Co.) waited upon the Secretary of State for India, and dealt elaborately with the whole question. The Marquis of Crewe made a sympathetic response, and promised to give close attention to the difficulties brought to his notice. One of the proposals which the Deputation put forward was that steps should be taken to adopt this Chamber's proposal, that an officer experienced in traffic management should be appointed to investigate, and to report on, the equipment of the open lines. The Secretary of State agreed to consider this proposal, but he feared that it might lead to delay. The Committee of the Bombay Chamber took exception to it on the same ground, but they recommended that there should be a general enquiry into railway working. They also pressed strongly for a complete revision of the railway financial policy of the Government of India. The Kutch Chamber took the same view as regards finance, and urged that the Indian Railway Finance Committee's recommendation, that the railway programme should be £12½ millions annually, should be adopted.

The Railway Department of the Government of India replied, on the 22nd July, to the representation which the Committee had made, and which is referred to above. They claimed that the gross earnings of the railways showed that considerable progress had been achieved during the past ten, or twelve, years. And they declined to admit the contention of the Chamber that the Indian railways do not deem it to be their province to be prepared for trade expansion, and to have a surplus capacity for transport ready to take advantage of developments. The Board also dealt in detail with the various suggestions which the Committee had put forward, and they summarised the position as follows:—

- (a) That orders for the current financial year had been placed for the following rolling-stock, namely, locomotives 182, wagons 8,580, coaching stock 1,662;
- (b) That the question of an enquiry into the equipment of the open lines was before the Secretary of State;
- (c) That the question of devising new methods of raising capital for railway purposes, with a view to expediting the improvements on open lines was being most carefully examined by the Secretary of State, and the Government of India; and
- (d) That if the Chamber so desired the Government would take steps to arrange a conference, to be presided over by the President of the Railway Board, to consider the question of delays at the collieries, the Chamber, the Indian Mining Association, and the Railways being represented.

Further correspondence followed, and ultimately the proposal made in the preceding paragraph (d) was materially modified at the instance of the Committee. The suggested conference, instead of being merely a meeting, became an investigating conference, consisting of representatives of all the Railways interested in the

coal trade, and representatives of the Calcutta Port Commissioners, the Bengal, and Upper India Chambers, and the Indian Mining Association. Sir Trevorlyn Wynne, the President of the Railway Board, was the Chairman, and the Conference examined, on the spot, the whole series of operations connected with the transport of coal from the pit-head to Calcutta. The enquiry extended over a period of nearly three weeks, and it was of a most thorough and exhaustive character. The report was issued immediately, and the many important recommendations which were made in it are now engaging the attention of the Railways, the Calcutta Port Commissioners, the Chamber, and the Indian Mining Association. There is no need here to detail these recommendations, as the report has been so lately published.

During the progress of the negotiations leading up to the appointment of the Coal Traffic Conference, the Indian Mining Association also moved in the matter. On the 24th September the Association held a representative special general meeting, at which members of the other leading mercantile associations, including the Chamber, were present. At this meeting it was unanimously resolved that a strongly worded memorial should be submitted to the Secretary of State. The memorial was drawn up in due course, and was forwarded by the Association, through the Government of Bengal, to the India Office. It recited the difficulties that the coal trade has experienced during the last eighteen years in the matter of railway facilities, and it made two specific requests. The first of these was that the Secretary of State should give to the mercantile community a guarantee, or at least a definite assurance, that the capital requirements of the railways should be fully provided without further delay; and the second was that the Railway Board should be strengthened by the appointment of a number of experts in railway construction, traffic working, etc. The memorial laid particular stress on the financial aspect of the railway question, and strongly urged that the recommendation, which was made by the Indian Railway Finance Committee of 1907, and which has been already mentioned, should be acted upon. This recommendation was that the railway programme should not be below £12½ millions in any year. The protest, which was made by the Indian Mining Association in 1908, against the proposal that certain of the Indian railways should acquire and work collieries was re-affirmed and endorsed in the Memorial. To divert capital, which is urgently required for the improvement of the lines, to the acquisition and development of railway collieries was considered by the Memorialists to be directly antagonistic to the interests of commerce. The Committee supported the memorial by a representation to the Government of India; and they subsequently made a further representation on the question of the working of collieries by Indian railways.

They are not altogether without hope that useful results will eventually accrue from the action which they have taken during the year, and which they have endeavoured to outline in

the foregoing paragraphs. At the present moment the supplies of coal to the local mills, and for industrial concerns, and for shipment purposes, are still short, although the railways carried larger quantities in 1912 than in the preceding year. Quite recently the Indian Mining Association met the President of the Railway Board (Sir Trevorlyn Wynne, K.C.S.I.) and Sir Henry Burt, K.C.I.E., an additional Member of the Board, to consider the question of whether it was possible for the railways to do more in the way of coal transport. As a result Sir Henry Burt was deputed to investigate the matter so far as the East Indian Railway was concerned. The object of the enquiry is to ascertain if the coal trade is receiving from the East Indian Railway their proportionate share of the transport available, in respect of the demands of other classes of traffic. Transport facilities are admittedly defective, and the demands of all sections of the trade cannot be fulfilled at present. It is hoped however that, by the co-operation of the various interests, existing disabilities will be reduced to the greatest extent possible.

Railway Finance.—On the 7th August 1912 the Committee and the Finance Sub-Committee had the advantage of discussing the question of railway finance with the Hon'ble Mr. R. W. Gillan, I.C.S., the then officiating Finance Member of Council. The Hon'ble Mr. Gillan did not put any definite proposal forward, but he pointed out that there appeared to him to be two alternatives before the Government. They might either seek to enlarge their direct borrowings, or they might try to tap a new market which is not touched by the ordinary loans. In regard to the first alternative the main point was as to how far Government might anticipate an increase of their ordinary borrowings. As regards the second alternative there seemed to be two possibilities. One was that the form of Government borrowings might be varied; and the other that loans altogether independent of Government might be floated. The following suggestions had been made on the subject of varying the form of Government securities:—(a) the rate of interest might be raised to 4 per cent., or 4½ per cent.; (b) combined with (c) a term for repayment of the 4 per cent. loan might be fixed; or (c) a temporary loan might be raised, as is done in the London market. Other possible forms that had been suggested were:—(i) Railway debentures guaranteed by Government and redeemable at a distant date—this form was more or less approved by the Indian Railway Finance Committee of 1907; (ii) guaranteed share capital with a share of surplus profits—this form was also recommended by the Mackay Committee. The question of whether advantage would accrue from splitting up the security upon which money is raised by Government was also considered at the meeting. At present all the security available—whether consisting of railway, canal, or any other property—is behind the Government loans. The suggestion had been made that more capital might be raised if the railway property were singled out, and made a basis on which to raise railway loans, leaving the general credit of the Government to support the ordinary loans. To this aspect of

the question Mr. Gillan invited the special attention of these present.

The general feeling of the meeting was that the best immediate method of raising new capital for the railways would be the issue, by Government, of a 4½ Railway Bond secured on the earnings of the railways, and with a guarantee of the repayment of the principal by Government after a fixed term of years. It was feared that any attempt to raise by Government 3½ per cent. paper, a considerably larger sum than 3 crores would adversely affect the price of paper, as the sum named was thought to be about the maximum that the Indian market can absorb annually at 3½ per cent. But a 4 per cent. railway loan would not, it was anticipated, have an adverse effect upon the price of 3½ per cent. paper, as such a loan would appeal to a different class of investors, and would in fact touch a new market which is not reached by Government paper. To this extent, therefore there would be, it was believed, a material advantage in dividing up the security by which Government borrowings are supported. Indeed those present were of opinion that the Government might borrow largely outside the ordinary 3½ per cent. paper; but, for the reasons already stated, they were not in favour of increasing the 3½ per cent. issues.

The Oudh and Rohilkhand State Railway.—Since 1889 the Oudh and Rohilkhand Railway has been worked by the State, and during the past year the question of whether it should continue to be so worked has been under the consideration of the Government of India. The East Indian Railway Company submitted definite proposals for its incorporation in their undertaking; and there were rumours that one or other of the railways having their termini at Bombay would be likewise prepared to take it over. The Committee examined the question, and they came to the conclusion that it would be in every way undesirable, in the interests of Calcutta trade, for the management to be transferred to Bombay. If trade is to follow the line of least resistance, the natural port of shipment for the exportable produce of the whole Gangetic plain is obviously Calcutta; and the Oudh and Rohilkhand Railway, which serves this area, ought consequently to be controlled from here.

The railway consists largely of branches taking off from the East Indian main line, and it has junctions with that line at numerous points. To work economically and effectively, by a separate management, a line so situated is admittedly very difficult. And the financial results of the working of the Oudh and Rohilkhand Railway for the past ten years suggest that it could be more successfully and economically managed if it were merged in the East Indian system. The Committee represented this view to Government, and they supported it by facts and figures. They believe that with unified management the Oudh and Rohilkhand Railway might be worked almost as cheaply as the East Indian Railway is now worked, without adversely affecting the expenses of the latter. And it also appears to be very probable that the management of the line would

be improved, and that a more economical utilisation of rolling-stock on both systems would result.

The question is understood to be still engaging the attention of the Government of India.

The Oudh and Rohilkhand State Railway : Wheat and seed traffic.—The question of the route to be followed by the wheat and seed traffic from the Oudh and Rohilkhand Railway to Calcutta, was raised by the Agent of the Bengal Nagpur Railway Company in a representation to the Chamber. Mr. Gaultrey brought forward, for consideration, the three following alternative proposals, namely :—

- (a) That the Oudh and Rohilkhand Railway should have running powers between Moghal Sarai and Gomoh, the Bengal Nagpur Railway then taking the traffic from Gomoh by their line to their Shalimar depot—a distance thirty-three miles longer than the East Indian Railway route from Gomoh to Howrah; or
- (b) As an alternative that the Bengal Nagpur Railway should have running powers over the East Indian line from Moghal Sarai to Gomoh, carrying the traffic from Gomoh on their existing line to Shalimar; or
- (c) That without the use of running powers the Bengal Nagpur Railway should be enabled to quote through rates, from stations on the Oudh and Rohilkhand Railway to Shalimar and the Kidderpur docks via their Gomoh route, equal to the existing rates by the East Indian Railway system.

The Committee examined these proposals with interest and attention. They were not, however, inclined to put forward either (a) or (b). But they thought that perhaps on occasion advantage might be taken of the third alternative. It is of course true that the congestion which has occurred on the East Indian Railway has been mainly at terminal points, and not on the line. The railway has also two alternative routes—the old chord, and the grand chord—from Moghal Sarai to Calcutta. Nevertheless it is the opinion of the Committee that in times of pressure, when the East Indian Railway is forced to stop through booking, from any cause other than congestion at Kidderpur, it would be an advantage if the traffic could be automatically diverted at equal rates to the Gomoh-Shalimar route. If the arrangement were made now, to have effect when the line is congested, it would at such times take effect immediately.

The Committee submitted the proposal to the Railway Board, and with it the views of the Agent of the East Indian Railway, who was not favourably inclined towards it.

Uniform minima mileage rates on Indian railways.—In a preceding paragraph the Committee have referred to the following resolution, which was adopted at the special general meeting of the Chamber held on the 3rd May 1912, namely :—

WHEREAS it is expedient and desirable, in view of the great administrative changes which are now being undertaken, and their probable effect on the development of the trade and commerce of Bengal, that the question of the continued application to all Indian railways of uniform minima mileage rates should be reconsidered;

RESOLVED that the members of the Bengal Chamber of Commerce strongly endorse the protest, which they made against the continuance of this

system, in their letter dated 12th September 1905 to the Government of India, and that they realise their conviction that the desire of uniform minima mileage rates ignores the natural advantages attaching to any particular line of railway; that it presumes with undue and unnecessary severity upon the eastern ports, such as Calcutta, with no service by railways working at low cost, inasmuch as it forces these railways to charge needlessly high rates of freight; and that it consequently gives an unfair and unjustifiable preference to the western ports, which are served by railways working at high cost, but which enjoy lower rates of sea-freight to Europe.

The question raised by this resolution was last referred to in the annual report for the year 1906. On the 12th September 1906 the Chamber, in writing to the Government of India, strongly urged that the system of uniform minima mileage rates should be superseded by the introduction of a principle whereby the minimum rate enforceable on each railway system would bear some relation to the cost of working. This contention was challenged by the Bombay Chamber, whose objections were subsequently dealt with by this Chamber. On the 28th March 1906 Sir John Hewitt, who was then in charge of the Department of Commerce and Industry, referred to the question in the Imperial Legislative Council. He said that it would be quite impracticable to fix, except for the very shortest periods, rates based on the principle that freights should be adjusted so as to secure an approximately even return on capital. But he added that the Government of India would direct the Railway Board to undertake an enquiry as to the manner in which the minima rates operated, and the effect that a reduction would be likely to produce upon the returns from the railway system.

No information as to the result of this enquiry, or as to whether it had ever been held, was communicated by Government. And, following on the resolution of the 3rd May last, the Committee made a further representation to the Government of Bengal on the subject. They forwarded copies of the previous correspondence, and they suggested that the Government of India should be asked if the enquiry had been held, and in that event what the result of it had been. They also urged that the Government of India should be pressed to re-consider their previous refusal to entertain the proposal that the minimum rate enforceable on each railway system should bear some relation to the cost of transport on that system. The chief contentions in support of the Chamber's view of the case were reiterated in the representation; and it was pointed out that the uniform minima rate system is really nothing but a system of protection in an eminently undesirable form. It ignores the natural advantages that particular routes may possess, and it denies to the commercial community the full benefit of the railways. Moreover, it involves a duplication of rolling-stock, as was clearly proved when the question was last under discussion six years ago.

The Government of Bengal submitted the representation to the Government of India, with a request that the result of the enquiry referred to might be communicated. If in the opinion of the Government of India the result ought not to be made public, then an authoritative statement of the views of the Railway Board

should be, the local Government suggested, published for general information. The question stands at this point at present, but the Committee trust that their successors in office will, if necessary, take further action in regard to it.

Eastern Bengal State Railway.—The question of the inadequacy of the transport facilities on the Eastern Bengal State Railway, particularly in connection with the jute traffic, has been prominent during the year. Complaints of the shortage of wagons were received by the Committee from jute despatching stations, and were passed on to the railway authorities. Towards the end of the year Sir Henry P. Burt, K.C.I.E., who has been appointed an additional member of the Railway Board, made an examination on the spot into the congestion in the jute traffic. His report on his investigations has since been published, and is now under consideration.

Eastern Bengal State Railway: Proposed extension from Tangla to Tezpur.—This proposed extension of the Eastern Bengal State Railway was under the consideration of the Committee for some months recently. The Tezpur district in Upper Assam is served by the river route which connects with the Tezpur-Baharam tranway. The vessels of the allied Inland Steamship Companies run daily between Calcutta and Tezpur; and a weekly slow service for bulk cargo, and garden stores, is also provided. A connection is likewise maintained between Tezpur and Amingaon, the nearest railway terminus; and it is understood that this connection will be shortly improved by an intermediate service of two small fast steamers.

These being the circumstances the allied Companies urged the Chamber to oppose the construction of the contemplated extension to Tezpur. But before coming to any conclusion the Committee approached the Indian Tea Association. Speaking generally they held that it is not in the best interests of the trade of the country for new lines to be constructed—except such as are absolutely essential—so long as the funds available for the needs of the open lines are inadequate. They found however that the Indian Tea Association (Calcutta), and the local branches, were of opinion that the extension should be undertaken. A route alternative to the river route was considered by the planters to be very desirable, and altogether to be preferred to the large outlay on feeder routes to the ghats which would be necessary in the absence of the extension. It was also pointed out by the Association that the proposed line would connect the main system of the Eastern Bengal Railway with a large producing area. On the other hand if the terminus were to remain at its present point, Tangla, any material increase in the volume of traffic would be unlikely.

In view of this expression of opinion the Committee decided not to offer any opposition to the construction of the line.

Assam-Bengal Railway: Bhairab-Bazar-Tangi extension.—This extension of the Assam-Bengal Railway system was referred to

in the last annual report of the Chamber. It will connect Bhairab Bazar on the Assam-Bengal Railway with Tangi on the Dacca-Mymensingh section of the Eastern Bengal State Railway. To reach Bhairab it will cross one of the two branches of the old Brahmaputra river. This stream takes off from the main channel near Fulehari, and flowing past the town of Mymensingh divides into two branches below the town. Over one of these branches the bridge in question is to be built at a point near the junction with the Megna. The railway company proposed that the headway should be 16 feet only. To this proposal the Nanyangungj Chamber took strong exception, and urged that at least 35 feet should be allowed.

The Committee supported the Nanyangungj Chamber, as it appeared to them that the jute trade, and other commercial interests in the district, would be inconvenienced if so low a bridge were to be constructed. The Government of Bengal examined the question, and asked for the views of the Chamber upon the following points, namely, (a) whether there is a reasonable prospect of the opening out of traffic by large steamers along the stream; and, (b) if not, whether a headway of 16 feet is not sufficient for the largest jute boats. The Committee found it difficult to express an opinion on the first point. But there seems to be a possibility of the channel being artificially developed; and for that reason they thought that it would be a mistake to build the bridge too low. As regards the second enquiry, their information is that the river is used not only by large country boats, but also by large steam launches; and that for both these classes of craft a headway of 16 feet would be altogether inadequate. They confirmed, therefore, their previously expressed view that the headway should be 35 feet. They fully realise that to give a railway bridge a lofty headway greatly increases the cost of constructing the line. But, on the other hand, they cannot lose sight of the fact that the waterways in Eastern Bengal are of as great importance as the railways. To block any one of them in order to reduce the cost of constructing the railway passing over it cannot be considered to be a sound policy, and they urged the Government of Bengal not to pursue it.

Assam-Bengal Railway: Proposed Bhairab-Bazar and Netrokona extension.—At the beginning of the year the Committee laid before them the question of the construction of a line of railway from Bhairab-Bazar to Netrokona. This line (with a branch from Iswarganj to Mymensingh) would give Bhairab-Bazar a connection with the Eastern Bengal Railway *via* Mymensingh, in addition to the connection *via* Tangi. It was strongly opposed by the Nanyangungj Chamber of Commerce, with whose views the Committee of this Chamber expressed their agreement. It seemed to them that the line would merely duplicate and short-circuit an existing waterway. There appeared to be no reason for thinking that the traffic of the district to be served by it was not sufficiently provided for by the river services; and, if that were the case, to construct a railway would be merely to incur unnecessary expenditure. They accordingly recommended to the late Govern-

ment of Eastern Bengal and Assam that the line should not be proceeded with.

Towards the close of the year the Railway Board notified that they had sanctioned a detailed survey by the Assam-Bengal Railway Administration, of the line in question, together with the branch from Iswarganj to Mymensingh. The Committee examined the report, again, and, after consultation with the Nanyangungj Chamber, they pointed out to the Government of Bengal that the line is not wanted by the commercial interests of the district. It seemed to them therefore, that the Bengal and Nanyangungj Chambers should be consulted before any funds were expended on the project.

Bombay, Baroda, and Central India Railway.—At the request of members of the Chamber the Committee brought to the notice of the Railway Board, in February last, certain delays to traffic on this railway. They asked that such action should be taken as might be calculated to remove the difficulties to which attention was called.

Bengal and North Western Railway.—There has been serious congestion on the Bengal and North Western Railway during the year, and complaints from merchants have been submitted to the Chamber. The Committee have been in communication with the management of the Railway, and with the Railway Board, on the subject; and in September they were informed that the Railway Company had arranged for the supply of one thousand additional wagons during the current financial year. It was anticipated by the management that this would tend considerably to ease the situation. A full account of the congestion was given by the Agent of the line in a communication, which he addressed to the Board of Directors, and of which he forwarded a copy to the Chamber. From this it appeared that, at one junction, booking was stopped for no fewer than eighty days between the 1st January and the 31st May 1912. And this was not the only station where there was dislocation. On the contrary throughout the greater part of the season many other stations were similarly choked with produce that could not be moved.

At the instance of the Indian Mining Association the Committee suggested to the Railway Board that the other railways, on which there has been congestion, should be asked to follow the example of the Agent of the Bengal and North Western Railway, and to prepare statements giving details of the transport difficulties that have occurred. In reply the Board pointed out that the object of the Bengal and North Western Railway statement was to bring out the effect on an internal railway of obstruction to the flow of its traffic to the ports by reason of restrictions in booking imposed on it by connected railways leading to the ports. The same statistical method was not, therefore, altogether applicable to the latter lines. But every railway had been required to furnish a statement of the number of engines and wagons needed to carry the trade offering in the busy season. It was thought that these

statements would throw a more useful light on the position as regards the trunk lines communicating with the ports.

Transport of offensive and dangerous goods.—On the 22nd November 1911 the Railway Board published for criticism a draft of certain rules, which they proposed to make for railways administered by Government, in exercise of the powers conferred upon them by the Indian Railways Act. These draft rules provided for the carriage of offensive and dangerous goods. So far as the Chamber was concerned the principal commodity affected by them was petroleum, and the Committee approached the leading petroleum companies with reference to the draft. They subsequently forwarded to the Railway Board the views of these companies, and they suggested that, if necessary, a meeting between the Railway Board, and representatives of the petroleum interest should be arranged. The rules, as finally settled, were published by the Board on the 10th June 1912.

East Indian Railway : Rates for hides and skins.—The Calcutta Hide and Skin Shippers' Association lately drew the attention of the Chamber to the fact that the East Indian Railway had revised their freight rates for the transport of hides and skins. The former rates for hides in wagon loads from the United Provinces and the Punjab, to Calcutta worked out to approximately 27% of the value of the goods. But it was pointed out by the Association that, by the revised rates, this charge was enhanced to 32%; and the higher rate would, it was feared, tend to divert the trade from Calcutta to other ports.

The Committee approached the East Indian Railway on the subject, which is still engaging their attention.

The Railway Administration Report.—The method of publication of the Railway Administration Report was brought to the notice of the Committee in July last. Extracts from the report for 1911 appeared in the Calcutta newspapers of the 5th June 1912, together with an announcement that it had been issued. A summary of it also appeared in the London *Times* of the 26th June. The Chamber did not, however, receive a copy of the report from the Department until the 15th July, and to some of the other offices in Calcutta copies had not been even then delivered. The general public have of course a right to the information at the earliest possible moment; and the Committee approved therefore of the early publication, by the newspapers, of extracts from the report. But it seemed to them that an interval of close upon six weeks, between the publication of the report at Simla and the delivery of copies in Calcutta, was unreasonably long. They accordingly asked if the delivery of the report could not be expedited in the future. They were subsequently informed by the Department that arrangements would be made whereby copies would be supplied to the Chamber about a week after the issue of the advance edition to the press.

The proposed Indo-European Trans-Persian Railway.—The Karachi Chamber of Commerce invited the attention of the Committee to the project for a railway connection between the Russian railways of the Caucasus, and the Indian railway systems. In view of the geographical situation of Calcutta opinion here is naturally in favour of railway communication with Europe. But the Trans-Persian project has aroused strong opposition on strategic grounds; and they feel that this opposition is of sufficient importance to make it advisable for the Indian mercantile community to suspend judgment. They accordingly informed the Karachi Chamber that, before expressing an opinion, they would like to have an assurance from the Government of India that the realisation of the project would not involve further expenditure—and consequently taxation—on account of the delicacies of the country. It has to be remembered in this connection that the capital of India is now an inland city, which will be in direct communication with the railway; and this fact adds force to the military objections. Viewing the scheme from the financial and commercial standpoint also, the Committee felt that the case for it had not been yet made out. They preferred to reserve their opinion until the preliminary investigations that are now being undertaken are completed. The information that is at present available does not appear to them to be sufficient to enable the utility of the project to be accurately gauged.

FINANCE.

Indian Finance—The Cash Balances.—In July the Karachi Chamber of Commerce raised the question of the heavy cash balances held in London by the Secretary of State for India. It was the opinion of the Karachi Chamber that the retention in London of nearly £18 millions is contrary to the best interests of India, and that the strongest possible protest should be made against the unnecessary withdrawal of so large a sum from this country, where capital is badly needed, and where bankers and financiers would probably be prepared to pay 4 or 5 per cent. for it. The suggestion was put forward that the Indian Chambers should make a united protest to the Government of India against the financial methods whereby this large sum is kept in London, and loaned at rates approximating 2½ per cent. per annum to London financial companies.

The Committee consulted their Finance Sub-Committee with regard to this proposal, but they were not prepared to co-operate in a joint protest such as the Karachi Chamber had suggested. They did not accept the view that the retention of the balances in London is against the best interests of India, taking into consideration the profit accruing, and the fact that the equivalent amount in rupees has been paid out in India from the Government treasuries. Nor do they quite understand how it would be possible to lend the balances as fixed investments in India. The balances are chiefly

surplus Council drawings; and if they were not in London they would be in the treasuries in this country. It also seems to the Committee that, in the event of an unfavourable year, heavy cash balances in London would strengthen the exchange position considerably. At the same time the Committee recognised that, if the monsoon were favourable, the balances would be more than sufficient; and they recommended that, if silver were not required for coinage, the sterling floating debt should be paid off.

The Committee have since watched with interest and attention the discussions which have taken place in the two Houses of Parliament, and the correspondence in the London press, with reference to the cash balances, the purchases of silver by the Government of India, and the proposed introduction of a gold currency. They have not, however, so far deemed it to be necessary for them to put forward any further expression of their opinion on any of these subjects.

Government Securities.—The question of the form in which Government securities should be held in this country has been under consideration during the year. The views of the Indian Chambers of Commerce were solicited by the Government of India upon the following proposals, namely:—

- (a) That the law regarding the endorsement of promissory notes should be brought into line with the English law regarding the payment of cheques—Bill of Exchange Act 1882 section 91;
- (b) That provision should be made against forged endorsements of Government securities by the formation of a fund to be raised by a charge on transfers—See the Forged Transfers Act I of 1891, section 1 (2); and
- (c) That the present system of inscribed stock certificates should be continued but that a system of bearer bonds with interest coupons attached should be substituted for the existing Government promissory notes.

The Government of India did not express themselves as being in favour of all, or any particular one, of these proposals, but they asked the Chamber to consider them. They also raised the following points, namely:—(i) whether bearer bonds should be alternative to or in substitution for, promissory notes; (ii) whether, if the advantages of the stock certificate form were more widely recognised, it would be sufficient to have two alternatives of (a) stock certificates and (b) bearer bonds; and (iii) whether, if bearer bonds were introduced, they should be restricted to future issues of Government securities, or whether all present holders of promissory notes should be allowed the option of freely converting these into bearer bonds the Indian Securities Act being, if necessary, amended with this object.

The Committee, after consultation with the Finance Sub-Committee, expressed their views in some detail on the question. They supported the proposal that the law relating to cheques should be brought into line with the English law regarding payment of cheques. The second proposal, that provision should be made against forged transfers by means of a fund, did not however commend itself to them. It would be they believed unpopular with the public, and they did not recommend it. As regards the third

proposal, they took the view that the surest and best way of popularising Government securities is to give the public a choice of the forms in which they can hold their investments. The needs of all classes are much more likely to be met by the adoption of this plan than by a restriction to one form, or two forms. The Committee accordingly recommended that there should be four descriptions of notes, namely:—

- (a) Government promissory notes payable to bearer (with nominative clause); with printed interest coupons, as on the present notes; the interest to be payable on presentation of the actual note;
- (b) Government promissory notes payable to order, with printed interest coupons as on the present notes; interest to be payable on presentation of the actual note; but endorsements to be regulated by a provision similar to section 91 of the Bills of Exchange Act of 1882, or section 85 of the Indian Negotiable Instruments Act XXVI of 1881;
- (c) Bearer bonds with interest coupons attached; and
- (d) Inscribed stock certificates.

From this recommendation the views of the Committee on the points (i) and (ii) above are clear. Bearer bonds ought to be in their opinion, alternative to, and not a substitute for, promissory notes. And they also think that the alternatives of stock certificates, and bearer bonds would not be sufficient for the needs of the public. With reference to point (iii) they take the view that convertibility all round would be a step in the direction of increased popularity.

Registration of Government currency notes lost or stolen.

A proposal for the discontinuance of the registration, by currency offices, of notes reported as lost, or stolen, was brought forward by the Government of India in June last. The Government had arrived at the conclusion that the "stopped" note list, which has been hitherto maintained in currency offices, does not afford adequate protection to the public, and does not give material assistance to the police. And further that the benefits which were secured by it were not commensurate with the expense and trouble to which the Currency Department was put, and the delay and inconvenience caused to the public. The opinion of the Government was therefore that it was undesirable to retain the registration system, but before deciding finally they asked for the views of the various Indian Chambers of Commerce. The Committee of this Chamber could not agree that registration should be entirely discontinued. It may be, as was suggested, that registration is not of great assistance to the loser of a note. But they are acquainted with cases in which the evidence shows beyond dispute that the prompt stoppage of lost notes has saved the loser the value. They accordingly urged that the system of registration should be continued, certainly as regards notes of the value of Rs. 500 and Rs. 1,000. They thought that possibly the period—one year and three years respectively—for which these notes are on the stopped list might be reduced if necessary. But beyond that they were not disposed to go. They did not believe that the saving, which would be effected by the abolition of registration, could be regarded as important, nor did they consider that the inconvenience which the system entailed upon the public was serious. The Government

of India did not however accept the view taken by the Committee, and on the 12th November the Finance Department issued a resolution abolishing the system forthwith.

The Indian Stamp Act II of 1899: Revenue adhesive stamps.—Reference was made in the last annual report to a proposal, which had been put forward by the Bombay Chamber of Commerce, on this subject. The Bombay Chamber recommended to the Government of India the introduction of certain new denominations of revenue adhesive stamps. They said that inconvenience in the collection of duties, especially in the case of contracts for the sale and purchase of Bills of Exchange. The Government of India referred the proposal to the other Chambers of Commerce, and the conclusions of the Committee of this Chamber upon it were:—

- (a) That a new set of adhesive stamps would be useful and might be issued;
- (b) That the practice of stamping share transfers and brokers' notes with adhesive stamps should be first legislated; and
- (c) That there should be no extension of the use of adhesive stamps to instruments such as agreements, guarantees, etc.

The orders of Government were communicated in June last. They were to the effect that there was no strong feeling in favour of proposals so general as these put forward by the Bombay Chamber. No satisfactory scheme for reducing the risk of fraud against Government revenue, or against forgeries, and other fraudulent dealings, had been put forward; and the Government could not therefore modify their existing practice.

Subsequently the Government of India finally settled the vexed question of the stamping of share transfers, by the issue of a notification legalising the use of adhesive stamps on these deeds. Adhesive stamps have been used on share transfers for upwards of thirty years in the Calcutta market, but the practice has never been strictly legal until now. The need for this legalisation was first urged upon the Government by the Chamber in 1905.

The Indian Stamp Act II of 1899: Hindi stamp papers.—It was brought to the notice of the Committee that the new *handi* stamp forms, required by the amending Act VI of 1910, were not, this out to the Government of Bengal, and mentioned that the absence of the stamps was causing inconvenience to merchants. They were informed in reply that the Controller of Printing, Stationery, and Stamps, India, intended for the new series of *handi* stamps from England in 1911. Complete delivery of only about four of these had been received at that date—October—and the other values were not expected for two or three months. It seems to the Committee that some explanation should be given of the extraordinary delay that had taken place in obtaining the stamps. Apparently the new denominations were not even ordered until 1911, which must have been in any case nearly a year after the Act was passed. And although two and a half years had elapsed

since the introduction of the new law the required stamps were not available. The Committee suggested that the matter should be brought prominently to the notice of the Government of India, as such delays are directly antagonistic to the interests of the public generally. This suggestion the Local Government adopted, and subsequently the Government of India pointed out that the delay had been due to: (i) the preparation, and approval by His Majesty the King-Emperor, of the design for the obverse of the new rupee, which was to be adopted for stamps; and (ii) the replacement of the new head die for stamps which was found to be unsatisfactory.

Income Tax.—The Committee had their attention drawn to the following notice, which was issued by the Collector of Income-tax, Calcutta, on the 31st January 1912, namely:—

"In forwarding the next instalment of income-tax payable on the salaries of the employees of _____, I have the honour to request you to be so good as to include the tax payable on the bonus paid to the management and staff in honour of the visit of, of their Imperial Majesties the King-Emperor, and the Queen-Empress."

This notice occasioned comment in Calcutta, and evoked some feeling of dissatisfaction. Its legality was unquestionable, but the Committee did not believe that it was the wish of the Government that the revenue should benefit from the action of those private employers who endeavoured to mark the Imperial visit in a tangible way by granting a bonus to their subordinate employees. Such a proceeding appeared to be so entirely foreign to the accepted spirit of the Imperial visit that they could not regard the notification as other than most unfortunate. They accordingly suggested that it should be withdrawn, and they were subsequently glad to learn from the Collector that it had been withdrawn.

MUNICIPAL.

Calcutta Improvement Trust.—The Committee stated in the last annual report that the members of the Chamber had elected Mr. R. G. D. Thomas (Messrs. J. Thomas & Co.) to be their representative on the Board of Trustees for the improvement of Calcutta. Mr. Thomas resigned his seat in January of the current year, on his departure for Europe, and Mr. W. K. Dols, Agent, Hong-Kong and Shanghai Bank, was elected to succeed him. The Chairman of the Trust is the Hon'ble Mr. Cecil G. Bampfey, I.C.S., and the other members are:—The Hon'ble Maharaja Resheo Case Law, C.I.E., Rai Radha Charan Pal Bahadur, Dr. Charles Banks, The Hon'ble Rai Sitansh Raj Bahadur, Sir R. N. Mookerjee, K.C.I.E., Sir Frederick Dunsmuir, Mr. F. H. Stewart, C.I.E., and Mr. C. F. Payne, I.C.S.

Shortly after the constitution of the Board of Trustees the Chairman enquired if the Chamber could give information in regard to the following points, namely, "(a) as to the particular interests, if any, that are incommoded by want of traffic facilities; (b) as to what branches of trade, if any, suffer for want of adequate

"accommodation; (c) as to whether labour finds it difficult to obtain "sufficient housing accommodation in convenient proximity to its "work; and (d) as to the direction in which it is most urgent to "develop the suburbs of Calcutta so as to provide for the means "in population."

For the consideration of these enquiries the Committee appointed a special Sub-Committee consisting of the President (the Hon'ble Mr. A. M. Monteth), the Hon'ble Mr. Norman McLeod, Colonel C. A. R. Boyne, &c., and Mr. R. G. D. Thomas. As a result of the deliberations of the Sub-Committee a representative was submitted by the Committee to the Calcutta Improvement Trust on the 1st May 1912. In this report there is no need to do more than to outline the leading features of the representation which dealt at length with the enquiries specified. It emphasised the fact that the interests represented by the Chamber are most seriously hampered and restricted by the inadequate traffic facilities. It also pointed out that irregular and narrow streets—e.g., Bowditch Street, Canning Street, and the Chitpur Road—in the busiest quarters of the town directly promote congestion; and that these thoroughfares and others, in Bura Bazar, Radha Bazar, and elsewhere are almost impassable during the busy hours of the day. And further that the Strand Road, Clive Street, Clive Row, New China Bazar Street, and the neighbouring thoroughfares are dangerously congested daily throughout the week. The Chamber also had no hesitation in asserting that there is throughout the city a general want of accommodation in respect of the various descriptions of trade. This want is felt not merely in regard to business premises, warehouses, etc., but even more acutely in the matter of the housing of employees. As regards the direction in which the city might be developed, it was suggested that there are convenient and suitable areas in the neighbourhood of Cossipore, and also along the Barrackpore Grand Trunk Road, and the Durgam Road. In the south-easterly direction it was believed that expansion might take place in Ballygunge, Tollygunge, and around the Diamond Harbour Road. The question of the construction of new main roads was considered in some detail in the representation, and numerous recommendations were made. It was also proposed that the existing Howrah Bridge should be removed to another site as soon as the new bridge is in position. The site suggested was Hatikola as being an eminently convenient place. The provision of rapid transit between the city and the suburbs, by means of tram-cars and motor omnibuses, and possibly by railway also, was likewise recommended. And attention was drawn to the deficient regulation of the developing street traffic of the city.

Calcutta Municipal Act III of 1899—Proposed revision.—Towards the end of the year the Committee examined this question which is under the consideration of the Government of Bengal. They consulted the representatives of the Chamber on the Corporation and they came to the conclusion that it would be generally advantageous if the revised Act could be to a large extent modelled

on the Bombay municipal law. The Bombay constitution is understood to consist of three municipal authorities who are charged with the administration of the municipal law. These authorities are (1) the Corporation, (2) the Standing Committee, and (3) the Municipal Commissioner. The Bombay Corporation comprises elected and appointed councillors, who annually elect one of their own number to be their President. No executive duties are presumably attached to the office of President. The Standing Committee consists of twelve councillors, eight of whom are appointed by the Corporation, and four by the Government of Bombay. The members of the Standing Committee annually elect one of their own number to be their Chairman. The Municipal Commissioner is an officer appointed for a renewable period of three years by the Governor in Council. It is understood that the executive work of the Bombay Municipality is concentrated mainly in the hands of the Municipal Commissioner, and that this arrangement has worked satisfactorily, and that it tends to efficiency and despatch. It appears to the Committee that a municipal constitution on these lines is likely to be an effective combination of deliberative and executive authorities; and they believe that the Bombay Corporation has proved to be such. Clearly, however, if the Calcutta Act is to be revised on these lines the services of a thoroughly capable and efficient officer will have to be secured for the post of Municipal Commissioner. The Committee have observed that the number of councillors under the Bombay Act is larger than the number permitted under the existing Calcutta Act. For themselves they are of opinion that fifty is a sufficiently large number, but should it be decided to follow the Bombay precedent, the proportion which is now observed as between elected and nominated Commissioners, ought to be in their opinion strictly maintained.

Calcutta Municipal Act III of 1899: Bye-Laws under Section 559 (51).—By this sub-section of the Municipal Act the General Committee of the Corporation are empowered to make bye-laws prescribing the conditions under which persons shall be permitted to drive registered carts within the municipal limits. Clause 10 of the bye-laws which have been so prescribed reads as follows:—"Every driver shall carry with him, when plying for hire, "the cart license for the then current half year, or when the driver "or person in charge of a cart is not its proprietor he shall carry "with him a copy of the said license under the signature of the "proprietor, and produce it for inspection whenever required to do "so by any municipal or police officer, or the hirer of the cart." A proposal to amend this bye-law, so as to require every driver to carry a metal disc bearing the cart number, was considered in the early part of the year by the General Committee of the Corporation. It was however rejected, and a suggestion that the bye-law should be completely withdrawn was then brought forward. Against this suggestion the Committee of the Chamber strongly protested. They pointed out to the Corporation that thefts of unidentifiable goods from hackeries are of common occurrence, and that it would be likely to become much more frequent if the precaution prescribed by the bye-law

were withdrawn. For the fact that every cartier must carry with him his license, or a copy of it, does undoubtedly help to fix his identity. It is not however all that is required. On the contrary the Committee are of opinion that a system of registration for cartiers should be introduced, so that their identification might be more completely secured. The Municipal Act does not provide for registration, but the Committee suggested nevertheless to the Corporation that the question should be considered. They also pointed out that such a retrograde step as the abrogation of bye-law 10 would tend to make the cartiers even more irresponsible than they are at present, and would be consequently prejudicial to the interests of the mercantile public. In the result the General Committee of the Corporation decided to postpone the matter, and the bye-law therefore stands for the present.

Calcutta Municipal Act III of 1899: Trades injurious to health.—Section 160 of the Municipal Act provides that certain trades, which are injurious to health, cannot be carried on within Calcutta except under a license granted by the Chairman of the Corporation. Early in the past year the General Committee of the Corporation decided to remove these trades from within the city limits. That is to say they decided to refuse to renew existing licenses, or to grant new licenses, under the section quoted. The refusal was to take effect as from the 31st March 1914 for trades carried on in connection with knackers' yards, blood, bones, hoofs, rags, bone-manure, and offal; and as from the 31st March 1915 for trades connected with hides and skins, tanneries, and catgut.

Reference was made by the Corporation to the Chamber on the subject, and the Committee consulted members. One case, in which it appeared that the new rule would operate harshly, was brought to their notice, and this they recommended to the Corporation for special consideration. As a general principle they agree with the Corporation that trades which are injurious to health ought to be located beyond the boundaries of the city. At the same time it is not, they presume, the intention that monetary loss should be inflicted upon merchants by the exclusion of the trades in which they may be engaged.

Calcutta Municipal Act III of 1899. Section 469 (1).—By this section of the Municipal Act the Corporation of Calcutta is empowered to declare that, in any prescribed area, no person shall use premises for the purpose of keeping horses and cattle for sale or hire. In May last a Sub-Committee was appointed by the General Committee of the Corporation to prescribe the particular areas within which premises for this purpose should not be allowed.

In reply to an enquiry from the Corporation as to whether the Chamber had any suggestions to offer on the proposal, the Committee stated that they did not intend to remark upon it. They asked how particular areas recommended by the Sub-Committee. For, as members of the Chamber may be indirectly affected, it is desirable

that they should know which areas have been selected before a declaration under the section is actually made.

The Licensed Warehouse and Fire Brigade Act 1893.—This local Act provides for the levy of special taxation for the maintenance of the Calcutta Fire Brigade. The taxation is in the form of licenses for warehouses used for the storage of inflammable goods. The licenses are issued by the Corporation of Calcutta in consideration of the payment of an annual fee not exceeding 10 per cent. of the annual assessment, less 10 per cent. on the outlay for the appliances. This fee is also subject to a maximum of Rs. 750, and likewise to a restriction that the total annual amount to be derived from the fees shall not exceed 50 per cent. of the sum required to meet the cost of the Fire Brigade, as shown in the budget annually prepared by the Commissioner of Police. The term "warehouse" is defined in the Act as being a building, or place, used for storing certain specified inflammable substances. And the local Government is empowered to declare, on the recommendation of the Calcutta Corporation, that any building, or place, used for storing inflammable substances, other than those specified in the definition, shall be a warehouse within the meaning and subject to the operation of the Act. The Calcutta Corporation proposed, in April last, to make a recommendation to this effect in respect of rattan cane, and empty barrels. They invited the opinion of the Chamber, and the Committee, after consulting members, replied to the effect that no exception was taken to the proposal.

In the previous January a similar recommendation was made by the Corporation in respect of celluloid.

The roads in Calcutta.—The unsatisfactory condition of the roads in the city is a subject which is constantly engaging the attention of the Committee, who have from time to time put forward proposals for remedial measures. Two years ago they submitted to the Corporation of Calcutta several important recommendations having for their object the improvement of the road surface in Clive Street, and other streets in the neighbourhood. These recommendations were not adopted by the Corporation, but during the past year the Committee have noticed with satisfaction the extended use of tar-macadam as a paving material. The opinion has been consistently held by the Chamber that wood is by far the best and most durable material for Calcutta thoroughfares. But the Committee understand that its cost is prohibitive, and that it cannot therefore be adopted. They have consequently watched with interest the gradual introduction of tar-macadam, which certainly improves the surface of any road treated with it. Apparently it has now got beyond the experimental stage, and the decision of the Corporation to lay it in Council House Street, Dalhousie Square North, and the unpaved portion of Lyons Range, was welcomed by the Chamber. The Committee thought, however, that a further extension was very desirable, and they recommended that the following streets should also be surfaced with it, namely, Dalhousie Square West, Charnock Place, and Clive Street to the Canning Street intersection. If this were done a fairly

large proportion of the street area in the business quarter would be greatly improved, and in view of the constantly increasing traffic there can be no doubt that this improvement is very urgently required.

The Corporation did not see their way to adopt this recommendation immediately. They promised however that the claims of the roads mentioned should be considered when the next annual budget was under preparation. It is understood to be their policy to extend the use of tar-macadam as widely as the funds at their disposal will permit.

In connection with this question the Corporation solicited the assistance of the Chamber with regard to the width of the tyres of bullock hackeries. The municipal chief engineer expressed the opinion that the narrow tyres now used will quickly cut up and injure a tar-macadam surface. And to remedy this difficulty the General Committee of the Corporation contemplated amending clause (b) of the bye-laws framed under section 559 (51) of the Calcutta Municipal Act. The bye-law, as it stands, provides for a maximum load of 20 mds. for a two-wheeled cart drawn by two bullocks of any description. If the amendments in question were adopted the limit for a cart drawn by two up-country bullocks (Hissar or Nagora) would be 60 mds. when the tyres are 1" or more in width, and 30 mds. when they are less than 1". For two-wheeled carts drawn by ordinary bullocks the maximum load would be 20 mds. when the tyres are 2½" or more, and 10 mds. when they are below 2½". A similar scale was prescribed for four-wheeled carts drawn by two bullocks, and for two-wheeled carts drawn by one bullock.

The amendments, which are still under consideration, would thus permit of an increased load in the case of carts drawn by high-class up-country animals; and would also prescribe loads in proportion to the width of the tyres. Under the existing Municipal Act the Corporation has no power to compell the use of wider tyres, and the question has therefore to be approached in this indirect way. The Committee of the Chamber expressed their strong approval of the amendments, as they agree with the Corporation that the use of wider tyres is essential if the surface of the roads is to be preserved.

Street architecture in Calcutta.—The Corporation have declined from time to time the particular streets in which special sanction as regards architectural features has to be obtained. But no further steps have been taken to prescribe the particular styles of architecture. Nor has any special height of sky-line been prescribed for the streets and localities thus declared. The architectural features of the buildings proposed to be erected in such localities are shown on the plans submitted to the General Committee for approval; and generally speaking, no great attempt has been made to ensure uniformity of architectural design in particular roads. Lately however it was suggested to the Corporation that Calcutta has reached a stage in its development from which it may easily grow into a city of some architectural worth; and that the Corporation, guided and advised by a city architect, might do valuable work in endeavouring

to have the main streets re-built on consistent and harmonious designs. It appeared to the Corporation that any steps in the direction of standardising designs and heights in particular streets would have to be taken with extreme caution. Buildings have hitherto been erected without any regard to such standardisation, and landlords prefer to leave valuable sites covered by one-storied huts rather than to expose themselves to the risk of loss by constructing masonry buildings of any considerable value. In the circumstances the Corporation asked for an opinion as to (a) whether any standard architectural features should be prescribed in a few important selected streets; and (b) whether any height of sky-line should be prescribed in such streets.

The Committee of the Chamber were generally of opinion that action in this direction might be taken with advantage. And they particularly welcomed the proposal for the re-appointment of a city architect. They had previously pressed on the Corporation the need for the re-establishment of this office; and they agreed that a city architect ought to be able to do valuable work in improving the main streets of the city.

Traffic in New China Bazar Street.—The Commissioner of Police approached the Chamber in July on the subject of the traffic in New China Bazar Street. Sir Frederick Halliday pointed out that the footpath in front of No. 2 China Bazar Street, and the carriage-way, were obstructed daily by brokers, both Indian and European. He enquired if the Chamber considered that prosecutions for obstruction would be advantageous. The Committee replied that possibly prosecutions might have a good effect. They recommended, however, that a warning should be given before proceedings were actually instituted.

Clive Street.—The Corporation of Calcutta have had for some time past under consideration a proposal to plant trees on both sides of the broader portion of Clive Street. To this proposal the Committee of the Chamber took no exception. They thought, however, that the owners, or tenants, of the various office buildings in the street should be empowered to require the Corporation to have the trees suitably lopped whenever they might interfere with the lighting of the offices.

Location of the Calcutta Police Court.—The Calcutta Trades Association approached the Government of Bengal in April last with reference to a rumour that the Calcutta Police Court was to be transferred from Lall Bazar to the building lately occupied by the Foreign and Military Departments of the Government of India. With this representation the Committee of the Chamber cordially associated themselves, and they addressed the Government in support of it. They quite realised that new quarters are required for the Police Office, and Police Court, as the existing buildings are cramped and inconvenient. But this fact did not, in their opinion, justify the occupation by the Police of so well-situated a block of offices as the Foreign and Military Secretariat. To introduce the Police into the neighbourhood of the Esplanade, in the immediate vicinity of Government House, would, it seemed to them, go far to destroy the amenities

of one of the most agreeable parts of the city. They presumed that consequent upon the transfer to Delhi several commodious offices would be available for the provincial Government, and there would surely be one of these, in a locality less prominent than the Esplanade, that might be adapted to the requirements of the Police, and the Magistracy.

From the reply which was received from the Government of Bengal it appeared that the rumour was unfounded, as the question of providing more suitable accommodation for the police courts had not been taken into consideration by Government.

Thefts of jute in the Calcutta bazars.—For a number of years past endeavours have been made by the Calcutta Baid Jute Association to check jute pilfering in the Calcutta bazars. With this object in view a special staff of darwans, working under the direction of police sergeants, is employed by the Commissioner of Police, the Association paying the cost. During the present jute season the thefts have been again noticeable, and numerous prosecutions have been instituted. But the practice, which prevails in the bazars, of paying labourers in jute instead of in money, has made it exceedingly difficult to secure convictions. The police authorities have urged that this practice should be discontinued, and the Committee of the Association have taken action with that end in view. They recently request the Committee forwarded to the Chairman of the Corporation and to the Commissioner of Police, letters signed by a large number of Indian jute merchants. These merchants promised, in the letters, to stop altogether the practice of paying wages in jute, and of giving jute away. Another point, to which the Chamber also invited the attention of the Chairman of the Corporation, had reference to the dealers known as *chuttikidias*.

The Eastern and Ballighatta Canals.—The Committee stated in their last annual report that they had supported the following resolution, which was adopted by the Corporation of Calcutta at a meeting held on the 25th October 1911, namely:—

"That in view of the fact that many of the poor inhabitants of the Fringe area, who have not got filtered water supply, use for domestic purposes the water of the Eastern (Ballighatta) canal which at present is filled with mill water from the Jityadhari canal which is sewage of all Calcutta is discharged, the Government of Bengal be asked to consider whether it is not desirable in the interests of sanitation that the present practice be discontinued, and the Canal be filled and kept filled with the sweet water of the Hooghly, and that a copy of this resolution be communicated to the Chamber of Commerce and the mill authorities concerned."

The opinion of the Government of Bengal on this proposal was communicated in July last. It appeared from the papers submitted by Government that the canal is not filled from the Bilyadhari river, into which the Calcutta sewage is discharged, but from a sluice fed from the Hooghly but this was stopped in 1910 when, by reason of the opening of the Kristapur canal, the Chitpore lock channel was unable to keep the water up to the proper level. Moreover the

quantity of silt brought in at Chitpore from the Hooghly was greatly in excess of that brought in by the Kultigong river. A consideration of a number of analyses that had been made, led the Irrigation Department to the conclusion that the water for boiler purposes is better than it was formerly; and that, even if the canal were again fed from the Chitpore lock, the water would not in all probability be better for domestic use than it is now. On the other hand if the canal were fed entirely from the Hooghly, a considerable initial expenditure would be required on the construction of new feeding vents, and the quantity of silt in it would necessitate more dredging, and an increase in maintenance charges.

The Chamber has taken no further action in the matter, but the Committee understand that the Corporation are still in communication with the local Government concerning it.

MISCELLANEOUS.

The Indian Negotiable Instruments Act XXVI of 1981—Public Holidays.—By section 25 of the Indian Negotiable Instruments Act the local Government is empowered to declare public, or bank, holidays. For a number of years past the days so declared have been, in addition to Sundays, about twenty-two in number annually. Of these days about seventeen are Hindu festivals, and the remainder Christian festivals. No Muhammadan festivals have been hitherto notified as public holidays in Bengal, but the more important of them have been yearly gazetted as Government holidays by executive order. The Muhammadan community have lately urged that they are in many ways prejudiced by the fact that all business is not suspended on the dates of their principal festivals. And the Government of Bengal has expressed the opinion that there is some ground for this feeling in view of the relative proportion that the Muhammadan population bears to the total population of the province. At the same time the distinction between an executive holiday, and a holiday under the Negotiable Instruments Act, is not of much practical importance, except in Calcutta and other large trade centres. It was proposed that the Id-ul-Fitr, the Id-ul-Zulha, and the Muharram should be declared public holidays under the Act; and upon this point the Government requested an expression of the views of the Chamber. These three festivals occurred, during the year 1912, on the 14th September, the 20th November, and the 20th December respectively; and their notification would involve an addition of three to the number of close holidays.

The Committee agreed with the principle that, in Bengal, Muhammadan as well as Hindu festivals should be notified as public holidays. They did not therefore take exception to the proposal, provided that it would not involve an excessive addition to the number of holidays. In their opinion there ought not to be more than two days added to the list; and, if it is in any way possible,

they think that there should be such a revision of the list as would enable the Muhammadan festivals to be declared public holidays without any addition being made to the total number. It is not in the interests of the commercial public that the number of holidays should be increased. On the contrary a reduction in the number would be to the general advantage. And in point of fact the efforts on the part of the Chamber in the past have been consistently directed towards a reduction.

Mechanical Transport.—The Government of India have under consideration the question of utilising petrol-driven vehicles for Army transport in India. These vehicles would probably be lorries carrying a load ranging from 1½ to 3 tons. It has been suggested that considerable economy would be effected in the maintenance of the lorries if large employers would use them in peace time. The Government of India would probably be prepared to accept Rs. 7 three-ton lorry. These terms would be inclusive of all running charges, depreciation, pay of driver, establishment, and repairs due to fair wear and tear. But the cost of the petrol used would have to be met by the hirer. The Government of India asked the local private firms of the lorries on these terms.

The Government of Bengal referred the question to the Chamber, but the Committee found it difficult to express an opinion. They presumed, however, that private firms would be ready to utilise the vehicles if the cost of conveying merchandise by them should compare favourably with the cost of conveying it by existing transport agencies. And it would be for the firms themselves, having business, to come to conclusions on this point. So far as the Chamber was concerned, the Committee said that they would be prepared to bring the question prominently to the notice of members, as soon as they were informed when the vehicles would be available. They doubted, however, if very much could be done before then.

Aerial Ropeways.—The Upper India Chamber of Commerce lately made a proposal to the Government of the United Provinces that legislation should be undertaken in connection with aerial transport. The idea was that the legislation should enable Government to grant concessions for, and to exercise adequate control over, this method of transportation. After making certain enquiries on the subject from the Upper India Chamber, the Committee expressed their approval of the proposal. For it seems to them that aerial transport, by air, or light railways, cannot be profitably worked. At the same time they consider that existing transport concessions ought not to be gratuitously interfered with by projects for the provision of aerial ropeways. That it is so they would be, generally speaking, opposed to the grant of concessions for projects which would only become profitable by fishing traffic from tramways, or light

railways, or other transport agencies, and they understand that the Upper India Chamber is in agreement with this view.

The Indian Jute Mills' Association Contract for jute goods.—The Melbourne Chamber of Commerce made a suggestion in the early part of the year with reference to the clause of this contract which stipulates that, in case of dispute, arbitration must be held in Calcutta on intact bales retained for the purpose. It was sometimes impracticable, the Melbourne Chamber said, for intact bales to be returned, and that in their absence mills refuse to admit a claim, no matter what proof may be adduced in support of it. They asked that this Chamber should approach the Indian Jute Mills' Association with a view to the modification of the contract, so as to admit of the arbitration being held in either Australia or Calcutta, at the option of the buyer. The Committee referred the matter to the Indian Jute Mills' Association, and the Jute Factories Shippers' Association, but both those bodies expressed the opinion that it was one for settlement between the buyer and the seller. Neither of the Associations would agree to arbitration in Australia.

The Indian Jute Factories Act 1911: Jute Presses.—During the jute season a number of workers in the jute presses in and around Calcutta submitted a petition to the Chief Inspector of Factories, praying that he should take action with the object of stopping Sunday working at the press houses. Upon this request the Chief Inspector asked for the opinion of the Chamber; and he mentioned that, on his recommendation, the Government had exempted the presses from Sunday closing. The Committee made enquiries on the subject from those members of the Chamber who own or manage presses. They ascertained that the presses work full time during the months of September, October, November, December, and January. During February they work about five days weekly, during March about four days, and during April about three and a half days, weekly. Throughout May, June, and July they are generally closed, except for perhaps a week in the last-named month. In August they work for about a fortnight, and by September they again work full time. It also appeared from the enquiries made that most of the presses are without artificial light; and that they cannot therefore, as the petitioners alleged, work until late at night. Moreover the majority of the employees are pieceworkers who would derive no advantage from Sunday closing. The persons who would benefit would be presumably the clerks, and durwans, who are in receipt of monthly wages. But as these men are a very small proportion—two or three per cent, it is believed—of the operatives, their views can hardly carry weight in the matter. In the circumstances the Committee recommended the Chief Inspector not to accede to the prayer of the petitioners. They considered that the Government notification exempting the presses—under the Factories Act—from Sunday closing should be allowed to stand.

Rivers in the Jessore District—Jute steeping.—The Bengal Presidency Malaria League informed the Chamber in October that the District Magistrate of Jessore, in his capacity as Chairman of the District Board, had prohibited the use of the Kapodak and Benta rivers for, among other purposes, the steeping of jute. The idea of the prohibition was to check the spread of malaria in the district. The League doubted, however, if it would effect this object, and they expressed the opinion that the Chamber should take action. The Committee suggested to the Government of Bengal that there should be an enquiry into the reasons for the prohibition. For it appeared to them that, if the facts were as they were represented to be, a large portion of the jute crop of the district might be sacrificed. They were assured in reply that this was not in any way likely, as it was reported that plenty of other water was available for steeping purposes. No complaints had been received from the lead jute-growers, who were the persons principally concerned, and it had not been alleged that any hardship had been inflicted on them by the order of the District Board. In these circumstances the Committee did not move further in the matter.

Dacoities in the jute districts.—The occurrence of dacoities in the jute districts, caused action to be taken by the Indian Jute Mills' Association, with a view to the adoption of protective measures. A suggestion was put forward that a corps of old hand, should be formed, in order that reliable watchmen in England, should be formed, in order that reliable watchmen might be Government of Eastern Bengal and Assam, who pointed out that the organisation of the corps would require the co-operation of sufficient number of firms should limit themselves to appoint, their men would be attracted to it. The Committee regarded the project with interest, and submitted it to the favourable consideration of the members of the Chamber.

Calcutta Daily Weather Report.—In the last annual report it was stated that the Chamber had been consulted by the local Government with reference to certain proposals, which were made by the Government of India, in regard to the Calcutta Daily Weather Report. These proposals may be stated very briefly as follows:—

- (a) That seventeen of the stations which now report daily to the Calcutta Meteorological Office should be reduced to three;
- (b) That the Bengal Chamber of Commerce should contribute Rs. 5,000 annually, or alternatively Rs. 5,000, to the cost of the Daily Weather Report; and
- (c) That the Calcutta Port Trust should contribute Rs. 6,000 annually for the storm warnings.

The Committee strongly objected to proposal (b) and it was third proposal also.

Crop Forecasts.—The method in accordance with which certain of the crop forecasts are published by the Commercial Intelligence

Department, has been examined by the Committee during the year. The particular forecasts in question were the General Memoranda on the wheat and the spring oilseeds crops. Following the procedure prescribed by Government in 1906 the Department notified, in the *Indian Trade Journal* of 23rd May, 1912, that these forecasts would appear in the following issue of the Journal, and that the gist of them would be exhibited in tabular form in the portfolio of the office of the Department on the 29th May at 4 p.m. The Calcutta Wheat and Seed Trade Association complained that, as a result of this method of publication, the figures in the forecasts were known in London before merchants in Calcutta were acquainted with them. The Committee drew the attention of the Director-General of Commercial Intelligence to the matter, and suggested that notice of the intended exhibition of the tabular statements should be inserted, not only in the *Indian Trade Journal*, but also in the Calcutta daily newspapers. They understand that the proposal will be considered by the Government of India in conjunction with the contemplated re-organisation of the Department which is referred to elsewhere in this report.

Weevilled rice.—The question of the presence of weevil in rice shipped from India, or Burma, was brought to the attention of the Committee by the Government of Bengal. Shipments of rice to Mozambique were found to be infested with this pest, and the Mozambique Agricultural Department asked if action could not be taken in India. Maize is the staple crop of the territory in question, and, as rice weevil attacks this grain, the question was considered to be of some consequence.

The Committee consulted the Calcutta Wheat and Seed Trade Association, who stated that if Government could undertake experiments in connection with the question, the trade would be glad. Rice was generally believed to be liable to attack by weevil during the voyage to destination. Weevils in wheat and other grains were on the other hand said to die during the voyage to the United Kingdom, and elsewhere. The question is understood to be engaging the attention of Government.

Trade Marks.—The Government referred to the Chamber, in April last, as to the practice, if any, regarding the advertising in the *Calcutta Gazette* of proprietary rights to trade marks. The Committee made enquiries through the Calcutta Import Trade Association, and the Price-guess Sub-Committee, but they did not succeed in eliciting much information as to the practice, if such there be. So far as they could ascertain the general opinion seems to be that proprietary rights in trade marks are but rarely advertised in the *Gazette*. On the occurrence of infringements the proprietors of the affected marks advertise their rights in one or more of the principal newspapers. But it is understood that the *Gazette* is not often used for this purpose.

Proposed British Empire Trade Mark.—The Committee were approached by the British Empire League with reference to the movement for the establishment of a trade mark to denote goods

produced, or manufactured, within the British Empire. An Association styled the British Empire Trade Mark Association, of which Lord Avebury is President, has been constituted to further this object. The idea is to assist manufacturers, and merchants of goods manufactured, or produced, in the British Empire, to take advantage of the preference which exists among the public for goods of British origin, and to ensure that the public shall not be deceived as to the origin of their purchases. The method by which the Association proposes to carry out its main purpose is by licensing manufacturers and merchants to use the mark on goods which the Association is satisfied can be fairly described as of British origin. To aid the Association in the determination of questions as to goods coming within this category, the services of local and trade bodies will be utilised as far as possible.

The British Empire League asked that the Chamber should co-operate in the movement by nominating a representative to serve on the provisional Council of the Association. The Committee consulted the various Associations interested, and in the result they agreed to comply with this request. Sir Patrick Playfair, C.I.E., kindly consented to serve as the representative of the Chamber on the provisional Council.

Indian Weights and Measures.—The Committee were asked by the United Planters' Association of Southern India to support the following resolution, which was adopted at the annual general meeting of the Association held at Bangalore on the 12th August last, namely:—

"That this Association approaches the Governments of India through the Government of Madras, Mysore, Travancore, and Cochin, and begs that further steps be taken towards the general standardisation of all weights and measures in India. Also that all Chambers of Commerce in India be written to and asked to support the resolution."

The question of the standardisation of weights and measures in this country has been under consideration for many years. In 1871 the Government of India passed the Indian Weights and Measures Act, which provides for standardisation on the *avoirdupois* system. The Act prescribes a standard of weight called a *seer*, being a weight equal to the kilogramme. But no attempt has ever been made to enforce the Act, which consequently remains a dead letter. In 1902 the Government of Bombay proposed to prescribe standards of weights and measures in limited areas. They considered however that, unless the Act were amended, no standard prescribed. The Government of India did not agree with this view. They said that the Act was a dead letter, and that the proposal of the Bombay Government might be considered independently of it. Thereafter the Government of Bengal, in 1905, consulted public opinion in the province on the subject of standardisation in rural areas and municipalities. This Chamber expressed the view that permissive standardisation, based on the *tola* of 180 grains, might be attempted. The Bombay Chamber, and the Upper India Chamber, also moved

in the matter at about the same time. The Upper India Chamber suggested the gradual enforcement of the Act of 1871. But the Bombay Chamber, although in favour of the metric system, did not consider that the country was prepared for so great a change. In 1907 the Government of Bengal said that certain clauses, regulating the prescription and standardisation of weights and measures in Bengal municipalities, had been drafted for inclusion in a Bill to amend the Bengal Municipal Act. But the draft clauses were not to be further considered until it had been decided to proceed with the revision of the Act in other respects. This amending Bill has not been yet introduced into the Bengal Council.

This being the position the Committee informed the United Planters' Association that they could not go beyond their previously expressed opinion that a permissive standardisation—based on the *tola* of 180 grains—might be feasible. They presumed that the Association would welcome the enforcement of the Weights and Measures of Capacity Act of 1871. In other words that they supported the introduction of the metric system. The Committee are fully alive to the great advantages of the metric system, but they would hesitate to recommend its adoption in this country. The fact that no steps have been yet taken to enforce the Act, although it was passed more than forty years ago, shows that serious difficulties are in the way.

State Technical Scholarships.—The usual reference has been made to the Committee by the Government of Bengal on the subject of the State technical scholarships which are awarded annually by the Government of India. These scholarships are given to natives of India to enable them to obtain abroad a high class technical education, which may qualify them to assist in the promotion and development of native industries. The scholarships are ordinarily tenable for a period of two years in Great Britain, or in other western countries. The industry to be encouraged in any particular year is selected in consultation with representatives of the mercantile and industrial public. Applications from candidates are invited after the industry has been chosen. The Chamber was asked for a suggestion as to the industry to be selected for encouragement during the year 1913.

When they were consulted last year the Committee recommended building construction and architecture as being useful industries to choose. Mechanical and electrical engineering was however selected, and they agree that this industry is one that ought to be encouraged. Scholarships for it have now been offered annually for two years, and the Committee have suggested that it should be again selected. Failing it they would favour building construction and architecture as a suitable choice.

European and Anglo-Indian Education.—The Committee nominated Mr. W. A. Lee (Messrs. Heur, Miller & Co.) to represent the Chamber at a Conference which the Government of India convened at Simla in July last to consider the question of improving

the existing system of education of Europeans and Anglo-Indians in this country. In view of the varied interests that were involved the Conference was large and representative. The delegates were appointed by each of the following provinces, Madras, Bombay and Bengal, the United Provinces, the Punjab, Burma, Bihar and Orissa, and the Central Provinces, and one delegate by Assam. Of the other members of the Conference one was nominated by the Chamber, two by the Railway Board, two by the Metropolitan in India, and two by the Roman Catholic Church. Other denominations and interests were also represented.

The Conference made a number of important recommendations dealing with the improvement of schools, school certificates, recognition of leaving certificates, the salaries of teachers, a proposed training college for teachers, university education, medical examinations of students, auditing of accounts, etc.

Commercial Education.—Reference has been made in previous annual reports to the day and evening classes in commercial subjects which are carried on by the Government of Bengal at the Government Commercial Institute in Bow Bazar Street, Calcutta. With the object of encouraging students to join these classes the Committee of the Chamber appealed to members in 1907 to establish a Chamber of Commerce Prize Fund. The appeal was liberally responded to, a sum of Rs. 1,150 being subscribed. Examinations in connection with the classes are held annually, and upwards of two hundred certificates have been awarded to students of the Institute. The following prizes have also been awarded from the Chamber Fund:—(a) *Banking and Currency*—one prize of Rs. 50, and two prizes of Rs. 25 each in 1908, and two prizes of Rs. 37/8 each in 1911; (b) *Mercantile Law*—one prize of Rs. 50, and one prize of Rs. 25 in 1908; (c) *English*—one prize of Rs. 50, Rs. 25, in 1908, 1909, 1910, and 1911 respectively; (d) *Shorthand*—one prize of Rs. 50, and one prize of Rs. 25, in 1908, 1909, 1910, and 1911 respectively. The balance remaining after these disbursements was Rs. 225. But for the past year a sum of Rs. 375 was required; for, as a result of the examinations in banking and currency, mercantile law, political economy, book-keeping, and shorthand, five pupils qualified for the first prize of Rs. 50 in each of these subjects, and five for the second prize of Rs. 25. The appreciation by the students, and that they contribute to the popularity of the classes, it seemed to be very desirable therefore to continue accordingly make another appeal to members for contributions. They are glad to be able to say that members have again responded most liberally, a sum of Rs. 1,060 having been collected.

The Ecuador Consulate.—At the request of the Jute Fabrics Shippers' Association the Committee have drawn the attention of the Consul for Ecuador to certain of the fees charged by the Consulate. The Association took exception to a fee of £1 for the

legalisation of consular certificates, and also to a late fee of a like amount. At the suggestion of the Chamber the Consul was good enough to bring the matter before the Government of Ecuador, and under their instructions these fees are not now enforced. Subsequently the Association asked the Chamber to approach the Consul with reference to the late fee of 12 ad valorem on invoices. They considered this to be unjustifiable, and they recommended that it should be imposed only in cases where the documents are submitted later than seven days after the departure of the vessel taking the goods. This proposal is now engaging the attention of the Consul-General in London, to whose notice it has been brought by the Consul in Calcutta.

Trade with Russia: Customs fines.—In July the Committee placed before members an enquiry which they had received from the Director-General of Commercial Intelligence, with reference to the procedure to be followed in appeals against fines imposed, or excess Customs duties levied by the Russian Customs authorities. It appears that British firms exporting goods to Russia are often in doubt and difficulty as to the proper steps to be taken in preferring appeals against these fines, and overcharges. And in a Board of Trade memorandum dated 6th June 1912 the correct procedure to be adopted in such cases was defined. The Director-General enquired if shippers of Indian goods to Russia had encountered any difficulties, but so far as the Committee could ascertain Indian exporters had no experience in the matter.

MEMBERSHIP.

The following have been provisionally elected members of the Chamber, subject to confirmation at the next Annual General Meeting:—

- Messrs. Pyne, Hughman & Co.
- " Andrew Smith & Co.
- The Union Insurance Society of Canton, Ltd.
- Messrs. James Scott & Sons, Ltd.
- " Bulloch Brothers & Co. Ltd. of Chittagong.
- " A. H. Ghuznavi & Co.
- " James Luke & Sons.
- " H. V. Low & Co.
- " W. J. Walker & Co.

The Hon. the Maharaja Bahadur of Durbhanga, K.C.I.E., has resigned his membership.

In addition to the above, the Committee regret to have to record the loss of the following member by death:—

J. R. Bertram, Esq.

ACCOUNTS AND FINANCES.

Chamber.—The addition to the capital of the Chamber in 1912 amounts to Rs. 19,064-10-2 derived as follows:—

Bengal Chamber of Commerce surplus revenue	Rs. 14,720 11 5
Royal Exchange surplus revenue	Rs. 4,343 14 9
	<hr/>
	Rs. 19,064 10 2

The comparative income and expenditure between 1911 and 1912 is as follows:—

<i>Income.</i>	1911	1912
Members' Subscriptions	Rs. 41,472	44,288
Monthly Contributions	66,240	65,940
Sale of Price Current	979	455
Arbitration Fees	15,409	17,465
Certificates of Origin	2,950	5,513
Railway Traffic Returns	817	302
Interest	655	300
Rent of 2 Clive Street, less interest on Debentures and Insurance on Building	11,620	12,952
	<hr/>	<hr/>
	Rs. 139,642	147,305

<i>Expenditure.</i>	1911	1912
Establishment	Rs. 89,643	95,073
Rents, Taxes and Current Repairs	8,592	8,845
Printing and Stationery	7,233	7,801
Depreciation	1,748	1,631
Sundries	7,997	9,346
Electric Punks and Lights	2,569	2,592
Contribution to Provident Fund	3,900	4,245
Passage	...	1,175
Imperial Visit Account	1,000	1,876
Surplus	16,960	14,721
	<hr/>	<hr/>
	Rs. 139,642	147,305

Royal Exchange.—The surplus for 1912 is Rs. 4,343-14-9, against Rs. 4,731-4-10 for 1911.

The comparative figures are as follows:—

<i>Income.</i>	1911	1912
Entrance fees	Rs. 425	225
Subscriptions	23,886	24,385
	<hr/>	<hr/>
	Rs. 24,311	24,610

<i>Expenditure.</i>	1911	1912
Rent and Taxes	Rs. 10,917	10,701
Contribution to quadrennial repairs	1,250	1,250
Contribution to Chamber	2,400	2,400
Establishment	1,869	2,071
Restaurant License	200	200
Books and Newspapers	1,371	2,151
Sundries	1,573	1,487
Surplus	4,731	4,344
	<hr/>	<hr/>
	Rs. 24,311	24,610

A. M. MONTEATH,
President.

H. M. HAYWOOD,
Secretary.

Calcutta, 31st January 1913.

ACCOUNTS.

**Bengal Chamber of
Incorporated as a Company under Section
BALANCE SHEET as**

CAPITAL AND LIABILITIES.				Rs.	As.	P.	Rs.	As.	P.
5% DEBITURE MORTGAGE LOAN	...	...	...	...	...	...	50,000	0	0
OUTSTANDING INTEREST ON ABOVE LOAN	...	...	...	...	...	...	1,431	7	10
PRICE CURRENT 1913	...	...	...	...	...	...	53	4	0
QUADRENNIAL REPAIRS FUND	...	...	...	...	...	...	10,457	8	0
ARBITRATION FEES	...	...	...	...	...	...	8,740	12	0
O. K. SEC. CASHIER— For Security Deposit	...	...	...	...	...	...	2,000	0	0
SECONDARY LIABILITIES—									
Printing	...	...	...	343	0	0			
Establishment	...	...	...	538	0	0			
Stationery	...	...	...	404	0	0			
Provident Fund	...	...	...	4,244	15	7			
Sundry	...	...	...	655	7	10			
							5,085	7	11
CAPITAL ACCOUNT—									
As per last Account	...	...	...	3,16,294	14	4			
Bengal Chamber of Commerce surplus for 1912	...	...	...	14,720	11	5			
Royal Exchange surplus	...	...	...	4,543	14	9			
							3,35,329	8	6

Commerce, Calcutta.

26 of the Indian Companies Act, 1882.
at 31st December 1912.

PROPERTY AND ASSETS.				Rs.	As.	P.	Rs.	As.	P.
FREHOLD LAND AND PREMISES—									
No. 2 Olive Street							3,30,345	7	
PRESTIGE at 31st DECEMBER 1911				6,702	9	10			
Since added				502	0	0			
				6,204	15	10			
Less—Depreciation @ 10%				570	4	2			
LIBRARY AND PITCHES as per last account				18,925	8	9	5,634	11	8
Since added				850	13	3			
				19,775	0	0			
Less—Depreciation @ 5%				945	5	3	18,811	0	5
STANDARD WEIGHTS, MEASURES AND TEST									
APPLIANCES—									
as per last account				1,788	10	6			
Less—Depreciation @ 5%				89	7	0	1,699	3	6
INSTALLATION OF ELECTRIC FANS									
as per last account				4,704	1	1			
Since added				743	15	0			
				5,508	0	1			
Less—Depreciation @ 10%				476	6	6	5,031	9	7
FIRE INSURANCE PAID IN ADVANCE							175	0	0
DEBTS DUE TO THE CHAMBER—									
Royal Exchange, general				1,601	11	9			
Sundry outstandings				3,042	2	9			
Sundry Associations affiliated to the Chamber, Licenced Measurers' Department and others				6,890	14	5			
Advance				225	0	0	11,351	12	11
ROYAL EXCHANGE CONTRIBUTION							4,218	14	9
CARBIDE'S SECURITY DEPOSITS—									
3½ Government Promissory Notes for Rs. 2,000 at par							2,000	0	0
Carried over							3,88,267	12	3

Bengal Chamber of

Incorporated as a Company under Section
BALANCE SHEET as

	Rs.	As.	P.	Rs.	As.	P.
Brought forward	4,13,998	0	3
TOTAL Rs.	4,13,998	0	3

We do hereby certify that we have carefully examined the above Balance Sheet comparing it with the relative accounts and vouchers, and that, in our opinion, it is a full and fair Balance sheet, exhibiting a true and correct view of the affairs of the Bengal Chamber of Commerce as on 31st December 1912.

We also certify that the above Balance Sheet is drawn in conformity with the law.

We also certify that the above Balance Sheet is drawn in conformity with the law.

CALCUTTA ;
23rd January 1913.

LOVELOCK & LEWES, } *Auditors*
Chartered Accountants.

Commerce, Calcutta.

26 of the Indian Companies Act, 1882.
at 31st December 1912.

	Rs.	As.	P.	Rta.	As.	P.
Brought forward ... ..	...	...	...	3,88,207	12	3
CASH AND INVESTMENTS—						
4% Calcutta Port Trust: Debentures for Rs. 10,000	10,250	0	0			
Bank of Bengal: Debenture Loan Interest Account	1,143	2	5			
Bank of Bengal: Redemption Account	10	0	0			
Bank of Bengal: General Account	13,163	6	1			
Interest on investment accrued but not due	129	13	10			
In hand	1,033	13	8			
				25,730	4	0
TOTAL RS. ... ..	...	...	...	4,13,938	0	3

A. M. MONTEATH,
President.

H. M. HAYWOOD,
Secretary.

E. H. BRAY, *Vice-President*.
C. A. R. BROWNE,
CECIL GRAHAM,
H. S. JOHNSTON,
NORMAN McLEOD,
J. C. SHORROCK,
A. TOPPING,
A. A. VLASTO, } *Committee.*

Bengal Chamber of

REVENUE ACCOUNT for the

EXPENDITURE			Rs.	As.	P.	Rs.	As.	P.
To Establishment and Pension	...	...	...	...	...	15,073	9	9
.. Rent	...	...	...	...	...	3,090	0	0
.. Municipal Taxes	...	...	...	...	...	2,923	1	0
.. Quotennial Repairs	...	...	...	...	...	1,250	0	0
.. Current Repairs	...	...	...	...	...	1,071	9	0
.. Excessive Loss—	...	...	...	...	...	...	...	...
Cost of current and up-keep	...	...	3,386	3	0	...	...	...
Depreciation	...	...	476	6	6	...	...	...
Received for use of Fans	...	...	3,762	9	6	...	...	...
.. Depreciation on Furniture	...	...	1,170	7	0	2,592	2	6
.. Do. Library and Pictures	...	...	570	4	2	...	...	...
.. Do. Standard Weights, Measures and Test Appliances	...	...	940	5	5	...	...	...
.. Fire Insurance on Library, Pictures and Furniture	...	...	89	7	0	...	...	...
.. Contribution to President Fund	...	...	25	0	0	1,631	0	5
.. Printing Reports	...	...	...	...	...	4,244	15	7
.. Printing Account, general	...	...	4,013	10	0	...	...	...
.. Charges, general	...	...	3,788	3	6	7,800	13	6
.. Passage	...	...	1,092	12	9	...	...	...
.. Petty charges	...	...	1,174	7	0	2,177	3	9
.. Law charges	...	...	1,718	1	8	...	...	...
.. Stamps	...	...	1,676	8	0	...	...	...
.. Telegrams	...	...	552	12	0	...	...	...
.. Book-binding	...	...	440	14	6	...	...	...
.. Government Gazettes, etc.	...	...	292	0	0	...	...	...
.. Audit Fee	...	...	1,240	8	8	...	...	...
.. Stationery	...	...	1,200	0	0	...	...	...
.. Telephone Subscription	...	...	320	0	0	...	...	...
.. Mats	...	...	399	0	0	...	...	...
.. Advertising	...	...	121	11	5	...	...	...
.. Imperial Visit Account, 1911	...	...	64	10	0	8,343	3	4
.. Illumination, 1911	...	...	782	4	0	...	...	...
.. Surplus carried to Profit and Loss Account	...	...	1,093	13	6	1,876	3	6
Total Rs.	...	...	...	...	...	1,370	0	9
	...	...	...	...	...	1,33,962	15	1

Examined and found correct,

LOVELOCK & LEVES,

Chartered Accountants, } Auditors.

CALCUTTA; }
25th January 1912 }

Commerce, Calcutta.

year ended 31st December 1912.

INCOME			Rs.	As.	P.	Rs.	As.	P.
By Members Subscriptions	...	...	...	...	...	44,288	0	0
.. Monthly contributions from Associations affiliated to the Chamber	...	...	45,540	...	...	...	...	...
.. Do. do. from Licensed Measurers' Department	...	...	12,000	...	...	...	...	...
.. Do. do. Royal Exchange	...	...	2,400	...	...	...	...	...
.. Do. do. Indian Tea Cess Committee	...	...	6,000	...	...	65,940	0	0
.. Sale of Price Current	...	...	...	...	...	454	15	1
.. Arbitration Fees	...	...	...	...	...	17,465	0	0
.. Fees for Certificates of Origin	...	...	...	...	...	5,512	0	0
.. Railway Traffic Returns	...	...	...	...	...	302	0	0
Total Rs.	...	...	...	...	...	133,062	15	1

A. M. MONTEATH,
President.H. M. HAYWOOD,
Secretary.E. H. BRAY, Vice-President.
C. A. R. BROWNE,
CECIL GRAHAM,
H. S. JOHNSTON,
NORMAN McLEOD,
J. C. SHORROCK,
A. TOPPING,
A. A. VLASTO.

Committee.

Bengal Chamber of

PROFIT AND LOSS ACCOUNT for

	Rs.	As.	P.	Rs.	As.	P.
To Interest on Debentures	3,541	10	8			
„ Bank of Bengal—cost of management of same	41	4	0	3,582	14	8
„ Insurance on Building				325	0	0
„ Net surplus for the year carried to Capital Account				14,720	11	5
TOTAL Rs.				18,028	10	1

Examined and found correct.

CALCUTTA :
23rd January 1912. }

LOVELOCK & LEWIS,
Chartered Accountants, } Auditors.

Commerce, Calcutta.

the year ended 31st December 1912.

	Rs.	As.	P.	Rs.	As.	P.
By Balance of Revenue Account				1,370	0	0
„ REST OF NO. 2 CLIVE STREET—						
Royal Exchange	8,100	0	0			
Chamber of Commerce	3,600	0	0			
Licensed Measurers' Department	3,600	0	0			
Restaurant	600	0	0			
Brokers' Exchange	500	0	0			
Interest on Investment				10,800	0	0
TOTAL Rs.				18,028	10	1

A. M. MONTEATH,
President.

H. M. HAYWOOD,
Secretary.

E. H. BRAY, Vice-President.
C. A. R. BROWNE,
CECIL GRAHAM,
H. S. JOHNSTON,
NORMAN MCLEOD,
J. G. SHORROCK,
A. TOPPING,
A. A. VLASTO,

Committee.

Bengal Chamber of

BALANCE SHEET

LIABILITIES.			Rs.	As.	P.	Rs.	As.	P.
CAPITAL ACCOUNT—								
As per last account			36,883	2	4			
Amount contributed by the employés in 1912	Rs.	4,244-15-7						
Add—Amounts contributed by Chamber in 1912	"	4,244-15-7						
Balance of Profit and Loss Account			8,489	15	2			
			1,245	9	0			
Less—Refunds	Rs.	704-15-1	46,618	10	6			
" Forfeits	"	35-10-5						
			740	9	6			
Surplus Creditors—						45,878	1	0
Audit						32	0	0
TOTAL Rs.						45,910	1	0

PROFIT AND LOSS ACCOUNT

	Rs.	As.	P.	Rs.	As.	P.
To Expenses	179	10	0			
" Loss on revaluation	27	8	0			
" Net Profit to Balance Sheet				207	2	0
				1,245	9	0
TOTAL Rs.				1,452	11	0

Examined and found correct.

CALCUTTA:
23rd January 1913.LOVELOCK & LEWES,
Chartered Accountants, } Managers.

Commerce, Provident Fund.

as at 31st December 1912.

ASSETS.			Rs.	As.	P.	Rs.	As.	P.
OUTSTANDING—								
Amounts due by Chamber						4,244	15	7
INVESTMENTS—								
4% Calcutta Port Trust Debentures for Rs. 26,500 @ Rs. 100%			37,412	8	0			
4% Calcutta Municipal Debentures for Rs. 3,000 @ Rs. 102½%			3,075	0	0	40,487	8	0
Interest on Investments accrued						333	0	8
Cash—								
Bank of Bengal			481	2	7			
Cash			363	6	2	844	8	
TOTAL Rs.						45,910	1	0

for the year ending 31st December 1912.

	Rs.	As.	P.	Rs.	As.	P.
By Interest	1,417	0	7			
" Forfeits	35	10	5	1,452	11	0
TOTAL Rs.				1,452	11	0

A. M. MONTEATH, } Trustees.
E. H. BRAY, }

List of Presidents of the Bengal Chamber of Commerce.

<i>President.</i>	<i>Firm.</i>	<i>Election.</i>
Mr. Jas. J. Mackenzie	Messrs. Mackillop, Stewart & Co.	1st May 1853
" Jas. J. Mackenzie	Do.	15th " 1854
" David Cowie	Cowie & Co.	21st " 1855
" David Cowie	Do.	27th " 1856
" David Cowie	Do.	27th " 1857
" D. Mackinlay	Gillanders, Arlathnot & Co.	29th " 1858
" D. Mackinlay	Do.	28th " 1859
" J. N. Bullen	Kettlewell, Bullen & Co.	19th " 1860
" W. S. Fitzwilliams	Agent, Chartered Mercantile Bank	6th " 1861
" J. N. Bullen	Messrs. Kettlewell, Bullen & Co.	6th " 1862
" Wm. Matland	Mackillop, Stewart & Co.	1st " 1863
Hon. Mr. J. N. Bullen	Kettlewell, Bullen & Co.	18th " 1864
" J. N. Bullen	Do.	3rd June 1865
Mr. P. Schiller	Borradale, Schiller & Co.	28th May 1866
" R. Scott-Moncrieff	Steel, McIntosh & Co.	31st " 1867
" Henry Crooke	Crooke, Rome & Co.	July 1867
" Jas. Rome	Do.	1st June 1868
" Jas. Rome	Do.	31st May 1869
" R. J. Bullen Smith	Jardine, Skinner & Co.	shortly after, no date
Hon. Mr. R. J. Bullen Smith	Do.	31st May 1870
" R. J. Bullen Smith	Do.	31st " 1871
Mr. J. C. Murray	Kettlewell, Bullen & Co.	31st " 1872
" J. C. Murray	Do.	31st " 1873
Hon. Mr. H. H. Sutherland	Begg, Dunlop & Co.	31st Jan. 1874
" B. D. Colvin	Colvin, Cowie & Co.	March 1874
" B. D. Colvin	Do.	30th May 1874
Mr. J. C. Murray	Kettlewell, Bullen & Co.	8th Aug. 1874
" E. C. Morgan	Ashburner & Co.	8th May 1875
" J. C. Murray	Kettlewell, Bullen & Co.	31st " 1876
" B. D. Colvin	Colvin, Cowie & Co.	30th " 1877
" Duncan Mackinnon	Mackinnon, Mackenzie & Co.	— 1878
" Geo. Yule	Andrew, Yule & Co.	31st May 1878
" Geo. Yule	Do.	31st " 1879
Hon. Mr. A. B. Inglis	Begg, Dunlop & Co.	Jan. 1880
Mr. W. E. Crum	Grubbs & Co.	31st May 1880
" A. B. Inglis	Begg, Dunlop & Co.	31st " 1881
" R. Miller	Hoare, Miller & Co.	April 1882
" J. J. J. Keewick	Jardine, Skinner & Co.	7th Aug. 1883
" J. J. J. Keewick	Do.	29th May 1884
" J. J. J. Keewick	Do.	— 1885
Hon. Mr. D. Cruikshank	Begg, Dunlop & Co.	29th May 1886
Mr. H. B. H. Turner	Turner, Morrison & Co.	22nd April 1887
" H. B. H. Turner	Do.	28th May 1887
Hon. Mr. R. Steel	R. Steel & Co.	14th June 1887

<i>President.</i>	<i>Firm.</i>	<i>Election.</i>
Sir Alex. Wilson, Kt.	Messrs. Jardine, Skinner & Co.	29th Feb. 1888
„ Alex. Wilson, Kt.	Do.	28th „ 1889
Mr. Jas. L. Mackay	Mackinnon Mackenzie & Co. 28th „	1890
Hon. Mr. Jas. L. Mackay, C.I.E.	Do.	9th „ 1891
„ „ Jas. L. Mackay, C.I.E.	Do.	29th „ 1892
„ „ Jas. L. Mackay, C.I.E.	Do.	28th „ 1893
„ „ P. Playfair	Barry & Co.	9th Oct. 1893
Mr. Allan Arthur	Finlay, Muir & Co.	26th Feb. 1894
Hon. Mr. P. Playfair	Barry & Co.	28th „ 1895
„ „ Playfair, C.I.E.	Do.	29th „ 1896
„ „ Allan Arthur	Ewing & Co.	12th March 1897
„ „ Allan Arthur	Do.	28th Feb. 1898
„ „ M. C. Turner	Mackinnon Mackenzie & Co. 17th May	1898
„ „ Allan Arthur	Ewing & Co.	21st Feb. 1899
Mr. G. H. Sutherland	Begg, Dunlop & Co.	20th „ 1900
„ „ M. C. Turner	Mackinnon Mackenzie & Co. 26th „	1901
Hon. Mr. M. C. Turner	Do.	25th „ 1902
Sir E. Colby, Kt.	Bird & Co.	27th „ 1903
Mr. Mc. A. A. Apear	Apear & Co.	29th „ 1904
„ „ A. A. Apear	Do.	28th „ 1905
„ „ A. A. Apear, C.S.I.	Do.	28th „ 1906
„ „ A. A. Apear, C.S.I.	Do.	27th „ 1907
Mr. W. Brown	Finlay, Muir & Co.	28th „ 1908
Hon. Mr. G. W. N. Graham	Graham & Co.	26th „ 1909
Mr. A. M. Monteath	Mackinnon Mackenzie & Co. 3rd March	1910
Hon. Mr. G. W. N. Graham	Graham & Co.	24th Feb. 1911
Mr. A. M. Monteath	Mackinnon Mackenzie & Co. 27th „	1912
Hon. Mr. A. M. Monteath	Do.	28th „ 1913

Bengal Chamber of Commerce.

COMMITTEE FOR THE YEAR 1912-1913

President.

THE HON. MR. A. M. MONTEATH,

MESSRS. MACKINNON, MACKENZIE & CO.

Vice-President.

MR. E. H. BRAY.

MESSRS. GILLANDERS, ARBUTHNOT & CO.

Members.

COL. C. A. R. BROWNE, R.E.

AGENT, EASTERN BENGAL RAILWAY.

SIR CECIL GRAHAM, Kt.,

MESSRS. GRAHAM & CO.

MR. H. S. JOHNSTON.

NATIONAL BANK OF INDIA, LD.

THE HON. MR. NORMAN McLEOD,

MESSRS. McLEOD & CO.

THE HON. MR. J. C. SHORROCK.

MESSRS. GEO. HENDERSON & CO.

MR. A. TOPPING.

MESSRS. MACNELL & CO.

MR. A. A. VLASTO.

MESSRS. RALLI BROTHERS.

MEMBERS
OF THE
BENGAL CHAMBER OF COMMERCE.

(Corrected to the 31st December 1912).

Abloodabhoj & Joomabhoj Laljee.	Burn & Co., Ltd.
Agchasto, A., & Co.	
Alchabast Bank, Ltd., <i>Calcutta Branch.</i>	Calcutta Electric Supply Corporation, Ltd.
Allen Brothers & Co., Ltd.	Calcutta Port Commissioners,
Alliance Bank of Simla, Ltd., <i>Calcutta Branch.</i>	<i>Vice-Chairman.</i>
Alois Schweiger & Co., Ltd.	Calcutta Tramways Co., Ltd.,
Anderson, Wright & Co.	<i>Managing Agent.</i>
Andrew Smith & Co.	Carritt, Munro & Co.
Apear & Co.	Chartered Bank of India, Australia & China.
Aracan Co., Ltd.	Chandler, S. C., & Co.
Ashworth Taylor & Co.	Cohn Brothers & Fuchs.
Ashorton, G., & Co.	Commercial Union Assurance Co., Ltd.
Austrian Lloyd's S. N. Co.	Continental Trading Society.
Bahner, Lawrie, & Co.	Cook & Son, Thomas.
Bank of Bengal.	Crosswell, W. S., & Co.
Barlow & Co.	Currindboj, Ebnishin & Co.
Barry & Co.	
Becker, Gray & Co.	
Begg, Dunlop & Co.	Davenport & Co.
Behrens, Sir Jacob, & Sons.	David, M., & Co., <i>Narayanganj.</i>
Bengal Iron and Steel Co., Ltd.	Delhi and London Bank, Ltd.
Bengal-Nagpur Railway Co., Ltd.	Deutsch-Asiatische Bank.
<i>The Agent.</i>	Dickinson, John, & Co., Ltd.
Bengal & North-Western Railway Co., Ltd., <i>The Agent and Chief Engineer, Gorakhpore.</i>	Donaldson & Co., <i>Narayanganj.</i>
Bengal Telephone Co., Ltd.	Duff, Thos., & Co., Ltd.
Bird & Co.	Duffin, J. C. & Co., Ltd.
Birkmyre Bros.	Duncan Brothers & Co.
Blackwood, Blackwood & Co.	
Bombay Co., Ltd.	East Indian Railway Co., <i>The Agent.</i>
Bonmaid, Arthur, Esq.	Eastern Bank, Ltd., <i>The</i>
Brunner, Mend & Co.	Eastern Bengal Railway, Co. <i>The Agent.</i>
Bulsh Ellahie & Co.	Empire, Ltd., <i>The.</i>
Bulloch Brothers & Co. Ltd., <i>Chittagong.</i>	

Englishman, Ltd. The.
Ernsthausen, Ltd.
Essabhoj, A. M., Esq.
Ewing & Co., Ltd.
Ezra, J. E. D., Esq.

Figgis, A. W., & Co.
Finlay, James, & Co., Ltd.
Fitz, Samuel, & Co., Ltd.

Ghanzavi, A. H., & Co.
Gillanders, Arbuthnot & Co.
Gladstone, Wylie & Co.
Graham & Co.
Grandage & Co.
Grant, W. M., Esq., *Indigo Planter, Bhagulpore.*
Greaves, Cotton & Co.
Grossmann, Ltd.
Gulliland, Colin C., Esq.
Guzdar, P. E., & Co.

Hadenfeldt & Co.
Harley, F., & Co.
Harrison & Crosfield, Ltd.
Hashina Arif Bros. & Co.
Havorth, W., & Co.
Hazareemull, Heeralall.
Hentley & Gresham, Ltd.
Helligers, F. W., & Co.
Henderson, George, & Co.
Heyn, Franc & Co.
Hoare, Miller & Co.
Holland-Bombay Trading Co., Ltd.
Hong-Kong & Shanghai Banking Corporation.

Imperial Tobacco Co. of India, Ltd.
India General Navigation & Ry. Co., Ltd.

Jambon & Co.
Jenovitzer, A., Esq.
Jardine, Skinner & Co.
Jesso & Co., Ltd.

Kahn & Kahn.

Karpeles, Jules, & Co.
Kerr, Tarnack & Co.
Kettlewell, Bullen & Co.
Khumah, J., & Son.
Kilburn & Co.
Killick, Nixon & Co.'s Agency.
King Brothers.
King, Hamilton & Co.
King, John, & Co., Ltd.
Knight, R., & Sons., (*The Statesman.*)
Koch, Marcus, & Co.
Krishna Mills, Ltd., (*The Weaver.*)

Laudate & Clark, Ltd.
Laudate & Morgan.
Law, Pawan Kissen, & Co.
Lipton, Ltd.
Lotis Dreyfus & Co.
Lovebeck & Lewes.
Lyall, Marshall & Co.

Mackenzie, Lyall & Co.
Mackillean, J., & Co.
Mackinnon, Mackenzie & Co.
Mackintosh, Burn & Co.
Marencill & Co.
Main, A. and J., & Co., Ltd.
Mamasch, S., & Sons.
Mansfield & Sons, Ltd.
Martin & Co.
McLeod & Co.
Mehra, D. B., & Co.
Mercantile Bank of India, Ltd.
Muggens, King & Co.
Meyer, E., & Co., Ltd.
Meyer, Soetbeer & Co.
Mitsui Bussan Kaisha.
Mull, Schutte & Co.
Moran & Co.

National Bank of India, Ltd.

Oakes, Stanley, & Co.
Ogilvy, L. W., Esq., (*The Asiatic Petroleum Co., Ltd.*)
Oriental Gas Co., Ltd., of London, *Calcutta Branch.*

Parry & Co.
Peninsular & Oriental Steam Navigation Co.
Peninsular Tobacco Co., Ltd., (*Monghyr*).
Perman and Hynd.
Petrocchino Brothers.
Pigott, Chapman & Co.
Place, Siddons & Gough.
Planters' Stores & Agency Company, Ltd.
Poppe, Delius & Co.
Pratt, T. R., Esq.
Pritchard, C. J. A., Esq., *Proprietor and Editor, "Indian Engineering."*

Pyne Hughman & Co.
Rali Brothers.
Ramdutt, Ramkissendass.
Reuter's Telegram Co., Ltd.
Rivers Steam Navigation Co., Ltd.
Royal Insurance Co.

Sassoon, David, & Co., Ltd.
Sassoon, E. D., & Co.
Sassoon, M. A., Esq.
Schrüder, Smidt & Co.
Schulten, Dr. C.
Scott, James, & Sons, Ltd.
Seal, Ramchand, & Co.
Sewaram Kahnur.
Shaw, Wallace & Co.
Shimwell & Brother.

Ships' Agency, late J. Daendels & Co., (*Agents, Java-Bengal Line*).

Sim, R., & Co., *Narainung.*
Simpson, James, & Co., Ltd.
Sinclair, Murray & Co.
South British Insurance Company, Ltd.
Speyer & Co.
Standard Life Assurance Co.
Standard Oil Co. of New York.
Steiners, Ltd.
Steel, Octavius, & Co.
Steel, R. & Co., Ltd.
Stein, Forbes & Co., Ltd.
Stewart, Mackenzie & Co.
Struthers & Co., Ltd.
Sun Insurance Office.

Targett, W. H., & Co. (*Capital*)
Thomas, J., & Co.
Thomson, Lehen & Co.
Turner, Morrison & Co.
Union Insurance Society of Canton, Ltd.

Waldie, D., & Co.
Walker, Goward & Co.
Williamson, Magor & Co.
Worman & Co.
Wyatt, A. W. N., Esq., *Proprietor, Peppich Indigo Factory, Champaran.*
Yule, Andrew, & Co.

HONORARY MEMBERS.

The Most Hon'ble The Marquis of Lansdowne, K.G., P.C., G.C.S.I.
G.C.M.G., G.C.I.E.

Mr. J. Scobell-Armstrong, C.S.

Mr. J. E. O'Connor, C.I.E.

Mr. C. W. Odling, C.S.I., C.E.

Major-General Sir W. S. S. Bisset, K.C.I.E., R.E.

Sir William Comer Petheram, K.T., K.C.

Sir H. J. S. Cotton, K.C.S.I.

Sir Walter Roper Lawrence, Bart., G.C.I.E.

SUNDRY REFERENCES.

In addition to the subjects commented upon in the Report, the Committee have dealt with references from members and others in the following matters:—

- Asbestos.
- Boiler Commission—Annual Report of the.
- Brussels Sugar Convention.
- Canal Contract: Agreement between Nushki and Dowanchah.
- Carters' Strike at the Jetties.
- Census Report for India 1911.
- Cereals—Shipment from Calcutta to Antwerp.
- Chamber of Commerce—Gwalior.
- Do. do. Vienna, Intelligence Department.
- Coin Yarn—Market value of Lacanville.
- Cotton Mill in the State of Kishoreganj.
- Disinfection of vessels at the Darjeeling.
- Dislocation of trade due to restrictions on goods traffic at various junctions.
- Exodus, import trade of—Consular Regulations.
- Emigration—Restriction to Argentine Republic.
- Exhibitions—
 - Calcutta Proposed Exhibition 1913-14.
 - Colonial Exhibition at Samarang 1914.
 - Cent Universal and International Exhibition 1913.
 - Gwalior Industrial and Agricultural Exhibition 1912-1913.
 - International Rice Congress and Exhibition at Verucelli 1912 (Italy).
 - Mysore Dasara Industrial and Agricultural Exhibition 1912.
 - Panama Pacific International Exhibition 1915.
 - St. Petersburg International, Educational and Industrial Exhibition 1912.
- Ganges Main Channel—Report of action taken to keep open the.
- Government Publications—Supply of.
- Hides and Meat—Prices of.
- Holidays in the reconstituted provinces of Bengal, Bihar and Assam.
- Hooghly—Charts of the river.
- Immigration into the Dominican Republic—Ordinance.
- Do. do. Republic of Costa Rica.
- Industrial Conference, United Provinces—Sixth.
- International Institute of Agriculture at Rome.
- Java Coffee—Government auction sale of.
- Jeddah—Proposed establishment of a hospital for pilgrims at.
- Kobe Harbour Regulations—Destruction of rats.
- Labour Market in districts of Bihar and Orissa—Reports on the.
- Do. do. Bengal.
- Masters, Mates, and Engineers in Mercantile Marine—Particulars of Certificates granted by the Government of Bengal.
- Native Seamen—Revised scale of fees for discharge certificates.
- Octroi duties levied on imports into Calcutta.

- Old Church Boys' Home and Bow Bazar Settlement Fund.
- Orissa Ports—Administration Report.
- Ottoman Empire—Health regulations in the.
- Do. Public Debt.—Tenders for supply of gummies.
- Passports and Certificates of identity for Indians proceeding to Europe.
- Petroleum Act VIII of 1899—Indian.
- Philadelphia Navigation Congress 1912.—Twelfth International.
- Port Officers Department—Annual Report of.
- Quarantine against arrivals from India to Persian Gulf Ports.
- Do. Night Signal—Adoption of a new.
- Do. Ordinance 1911—Netherlands (East Indies).
- Railways—Bengal Nagpur Railway: Proposed extension from Bhadrak to Chumbhally.
- Do. Khulna—Baghat—Proposed construction of.
- Red Crescent Society.
- Shipping Office at Calcutta and Chittagong—Annual Report on.
- Sunn Fibre.
- Universal Penny Postage.

BENGAL CHAMBER OF COMMERCE.

**Committee of the Chamber, &c., and Mercantile
Associations.**

(Corrected up to 23rd April 1913).

BENGAL CHAMBER OF COMMERCE.

Committee of the Bengal Chamber of Commerce :

1. HON. MR. A. M. MONTEATH, *President*,
Messrs. Mackinnon, Mackenzie & Co.
2. " MR. J. C. SHORROCK, *Vice-President*,
Messrs. Geo. Henderson & Co.
3. MR. M. J. CALVOCORESSI ... " Ralli Brothers.
4. " W. E. CRUM, ... " Graham & Co.
5. " H. HARRIS ... Agent, Chartered Bank of India,
Australia and China.
6. " R. S. HIGGET, ... Agent, East Indian Railway.
7. HON. MR. NORMAN McLEOD, Messrs. McLeod & Co.
8. MR. J. B. STRAIN ... " Bird & Co.
9. " A. TOPPING ... " Macneill & Co.

**Representative of the Chamber on the Council of H. E.
the Viceroy for making Laws and Regulations :**

HON. MR. A. M. MONTEATH,
Messrs. Mackinnon, Mackenzie & Co.

**Representatives of the Chamber on the Council of
His Excellency the Governor of Bengal for
making Laws and Regulations :**

HON. MR. J. C. SHORROCK,
Messrs. Geo. Henderson & Co.
HON. MR. NORMAN McLEOD,
Messrs. McLeod & Co.

Representatives of the Chamber on the Port Trust :

1. MR. M. J. CALVOCORESSI ... Messrs. Ralli Brothers.
2. " W. E. CRUM ... " Graham & Co.
3. " C. J. KERR ... " Mackinnon, Mackenzie & Co.
4. " A. C. PATTERSON ... " Becker, Gray & Co.
5. HON. MR. J. C. SHORROCK ... " Geo. Henderson & Co.
6. MR. A. TOPPING ... " Macneill & Co.

**Representatives of the Chamber on the Calcutta
Municipal Corporation :**

1. MR. A. C. PATTERSON ... Messrs. Becker, Gray & Co.
2. " T. R. PRATT
3. " W. R. RAE ... Manager, Sun Insurance Office.
4. " SHIRLEY TREMEARNE ... Messrs. W. H. Targett & Co.

**Representatives of the Chamber on the Boiler
Commission :**

1. MR. T. BURNS ... Manager, Baringore Jute Factory
Co., Ltd.
2. " G. F. SCOTT ... The Bengal Coal Co., Ltd.
3. " T. WILSON* ... Messrs. Jessop & Co., Ltd.

**Representative of the Chamber on the Board of
Trustees, Indian Museum :**

- MR. J. B. LLOYD ... Messrs. Shaw, Wallace & Co.

**Representatives of the Chamber on the Smoke
Nuisances Commission :**

1. MR. A. B. DUNCAN ... The Clive Jute Mills Co., Ltd.
2. " W. R. STEELE ... Messrs. Burn & Co., Ltd.

**Representatives of the Chamber on the Board of
Examiners for Commercial Classes,
Presidency College :**

1. MR. W. G. CURRIE ... Messrs. Mackinnon, Mackenzie & Co.
2. HON. MR. W. A. LEE ... " W. A. Lee & Co.

MR. H. E. SKINNER (*Ad-hoc*).

**Representative of the Chamber on the Calcutta
Sailors' Home :**

- HON. MR. A. M. MONTEATH ... Messrs. Mackinnon, Mackenzie & Co.

**Representatives of the Chamber on the General
Hospital Visiting Committee :**

1. HON. MR. A. M. MONTEATH ... Messrs. Mackinnon, Mackenzie & Co.
2. MR. FRANK W. CARTER ... " Turner, Morrison & Co.

**Representative of the Chamber on the Campbell
Hospital Visiting Committee :**

- MR. M. J. CALVOGORESE ... Messrs. Ralli Brothers.

**Representative of the Chamber on the District
Charitable Society :**

- HON. MR. W. A. LEE ... Messrs. W. A. Lee & Co.

**Representatives of the Chamber on the Hospital
Nurses' Institution General Committee :**

1. HON. MR. A. M. MONTEATH ... Messrs. Mackinnon, Mackenzie & Co.
2. MR. FRANK W. CARTER ... " Turner, Morrison & Co.

**Representative of the Chamber on the Lady
Minto's Indian Nursing Association, Bengal
Branch :**

- MR. A. TOPPING ... Messrs. Macneill & Co.

Representative of the Chamber on the Calcutta Volunteer Band :

Mr. E. C. Apostolides ... Messrs. A. Agelasto & Co.

Representative of the Chamber on the Board of Trustees for the Improvement of Calcutta.

Mr. W. K. Dods ... Agent, Hongkong and Shanghai Banking Corporation.

Representative of the Chamber on the Council of the Imperial Library :

Mr.

Representative of the Chamber on the Council of the European Defence Association.

Hon. Mr. J. C. Shorrock ... Messrs. Geo. Henderson & Co.

Licensed Measurers' Department Committee :

1. Mr. N. DAMIANO, *Chairman*, Messrs. Ralli Brothers.
2. " W. G. BRODIE ... " Andrew Yule & Co.
3. " F. R. S. CHARLES ... " Geo. Henderson & Co.
4. " H. C. EDMONDSON ... " Turner, Morrison & Co.
5. " R. M. GURNEY ... " Bird & Co.
6. Hon. Mr. KENNETH MACRAY ... " Mackinnon, Mackenzie & Co.
7. Mr. A. WEATHERHEAD ... " Hoare, Miller & Co.

Royal Exchange Committee :

1. Hon. Mr. A. M. MONTEATH, *President*, Messrs. Mackinnon, Mackenzie & Co.
2. " Mr. J. C. SHORROCK, *Vice-President*, Messrs. Geo. Henderson & Co.
3. Mr. J. E. CURTIS ... " J. Thomas & Co.
4. " G. P. HARRIS ... " The Brokers' Exchange.
5. " H. HARRIS ... Agent, Chartered Bank of India, Australia and China.
6. " G. F. MARTIN ... Messrs. Pigot, Chapman & Co.
7. " L. D. PETROCCHINO ... " Petrocchino Brothers.
8. " GUY SHORROCK ... " Place, Siddons & Gough.
9. " L. WALKER ... " Walker, Goward & Co.

Piece-Goods Sub-Committee :

1. Mr. W. E. CRUM, *Chairman*, Messrs. Graham & Co.
2. " C. ANNINOS ... " Ralli Brothers.
3. " E. C. APOSTOLIDES ... " A. Agelasto & Co.
4. " W. R. CRAIK ... " Jardine, Skinner & Co.
5. " P. S. KERR ... " The Bombay Co., Ltd.

Yarns Sub-Committee :

1. Mr. W. G. BRODIE, *Chairman*, Messrs. Andrew Yule & Co.
2. " R. BAZLEY ... " Gladstone, Wyllie & Co.
3. " H. G. HOUGHTON ... " Graham & Co.
4. " E. D. ZALICH ... " Ralli Brothers.

Railways Sub-Committee :

1. Mr. R. S. HIGHT, *Chairman*, Agent, East Indian Railway.
2. " W. O. GRAZEBROOK ... Messrs. Gillanders, Arbuthnot & Co.
3. " J. B. STRAIN ... " Bird & Co.
4. " A. TOPPING ... " Macgill & Co.
5. " C. W. WALSH ... " Martin & Co.

Shipping Sub-Committee:

1. HON. MR. A. M. MONTEATH, *Chairman*,
Messrs. Mackinnon, Mackenzie & Co.
2. MR. W. E. CRUM Graham & Co.
3. " R. A. ARNOLD JENKINS The P. & O. S. N. Co.
4. HON. MR. NORMAN McLEOD McLeod & Co.
5. MR. F. H. STEWART, C.L.E. Gladstone, Wyllie & Co.

Finance Sub-Committee:

1. MR. H. HARRIS, *Chairman*, Agent, Chartered Bank of India,
Australia & China.
2. " S. C. DEMETRIADIS ... Messrs. Ralli Brothers.
3. " L. G. DUNBAR ... Secy. & Treasurer, Bank of Bengal.
4. " T. McMOHRAN ... Messrs. Duncan Brothers & Co.
5. " CITY SHORROCK Place, Siddons & Gough.
6. HON. MR. J. C. SHORROCK Geo. Henderson & Co.

Inland Transport Sub-Committee:

1. MR. A. TOPPING, *Chairman*, Messrs. Macnail & Co.
2. COL. C. A. R. BROWNE, R.E. Agent, E. I. S. Railway.
3. MR. C. J. ELTON ... Messrs. Kilburn & Co.
4. " A. D. PICKFORD Begg, Dunlop & Co.
5. " J. B. STRAIN Bird & Co.

Electricity Sub-Committee:

1. MR. R. E. WINKFIELD, *Chairman*,
Calcutta Electric Supply Corporation, Ltd.
2. " C. C. T. EASTGATE, A.M.I.E.E.
Messrs. Octavins, Steel & Co.
3. " W. HODGKINSON Babner, Lawrie & Co.
4. " W. E. A. MORRY Kilburn & Co.

Indian Tea Cess Committee:

Members.	Bodies or Authorities by whom recommended.
1. MR. H. HARRIS ...	1. } <i>Bengal Chamber of Commerce.</i>
2. HON. MR. NORMAN McLEOD ...	
3. MR. A. TOPPING ...	
4. MR. A. D. JACKSON ...	4. } <i>Madras Chamber of Commerce.</i>
5. " H. W. CARR ...	5. } <i>Indian Tea Association, Calcutta.</i>
6. " A. D. GORDON ...	
7. " R. GRAHAM ...	
8. " W. O. GRAZEBROOK ...	
9. " G. KINGSLEY ...	
10. " J. A. C. MUNRO ...	11. } <i>Assam Branch, Indian Tea Association.</i>
11. " A. D. PICKFORD ...	
12. HON. MR. CHARLES FORBES ...	13. } <i>Sarna Valley Branch, Indian Tea Association.</i>
13. MR. C. L. PRINGLE ...	
14. HON. MR. W. T. CATHCART, C.L.E.	15. } <i>Indian Tea Association.</i>
15. MR.	
16. " ALEX. SHANNON ...	16. } <i>The Darjeeling Planters' Association and the Terai Planters' Association, jointly.</i>
17. " C. F. STODDART ...	17. } <i>The Doon Planters' Association.</i>
18. COLONEL S. J. RENNIE ...	18. } <i>The Dehra Doon Planters' Association.</i>
19.	19. } <i>The Kangra Valley Planters' Association.</i>
20. MR. J. CARSON PARKER ...	20. } <i>The United Planters' Association of Southern India.</i>

MERCANTILE ASSOCIATIONS.

Indian Tea Association.

General Committee.

1. MR. G. KINGSLEY, *Chairman*, Messrs. Shaw, Wallace & Co.
2. " A. D. GORDON, *Vice-Chairman*, Messrs. Williamson, Magor & Co.
3. " H. W. CARR ... " Balmer, Lawrie & Co.
4. " R. GRAHAM ... " Jas. Finlay & Co., Ltd.
5. " C. D. INGLIS ... " Octavius, Steel & Co.
6. " J. A. C. MUNRO ... " Duncan Brothers & Co.
7. " A. D. PICKFORD ... " Begg, Dunlop & Co.
8. " N. M. ROSS ... " McLeod & Co.
9. " R. R. TOYNBEE ... " Jardine, Skinner & Co.

Darjeeling and Dooars Sub-Committee.

1. MR. E. A. WOODHOUSE, *Chairman*, Messrs. W. S. Crosswell & Co.
2. " J. AMBLER ... " J. Mackilloch & Co.
3. " J. M. DAVENPORT ... " Davenport & Co.
4. " W. M. BLOXTON ... " Gillanders, Arbuthnot & Co.
5. " A. D. GORDON ... " Williamson, Magor & Co.
6. " R. GRAHAM ... " James Finlay & Co., Ltd.
7. " C. D. INGLIS ... " Octavius, Steel & Co.
8. " J. A. C. MUNRO ... " Duncan Brothers & Co.

Scientific Department Sub-Committee:

1. MR. G. KINGSLEY, *Chairman*, Messrs. Shaw, Wallace & Co.
2. " H. W. CARR ... " Balmer, Lawrie & Co.
3. " A. D. GORDON ... " Williamson, Magor & Co.
4. " R. R. TOYNBEE ... " Jardine, Skinner & Co.

Calcutta Tea Traders' Association, Committee:

1. MR. A. D. GORDON, *Chairman*, Messrs. Williamson, Magor & Co.
2. " W. J. LLOYD, *Vice-Chairman*, Messrs. Barry & Co.
3. " R. J. G. BALLANTYNE ... " J. Thomas & Co.
4. " G. H. CARTER ... " W. S. Crosswell & Co.
5. " C. D. INGLIS ... " Octavius, Steel & Co.
6. " P. G. IVANOFF ... " The Trading Co.
7. " G. H. JONES ... " James Finlay & Co., Ltd.
8. " E. H. TOWNSEND ... " Carruth, Moran & Co.
9. " R. R. TOYNBEE ... " Jardine, Skinner & Co.

Indian Jute Mills' Association, Committee.

1. MR. A. R. MURRAY, *Chairman*, Messrs. Thos. Duff & Co., Ltd.
2. " F. R. S. CHARLES ... " Geo. Henderson & Co.
3. " D. A. C. CRUDEN ... " Gillanders, Arbuthnot & Co.
4. " D. P. MCKENZIE ... " Duncan Brothers & Co.
5. " W. ROSS SMITH ... " Bird & Co.

Calcutta Import Trade Association, Committee:

1. MR. J. R. COULTHARD, *Chairman*, Messrs. Mackenzie, Lyall & Co.
2. " THEO. WALSH, *Vice-Chairman*, Messrs. Martin & Co.
3. " A. ANDERSON ... " Burn & Co., Ltd.
4. " L. BULL ... " Schröder, Snidt & Co.
5. " C. F. COCKELL ... " Allen Brothers & Co., Ltd.
6. " A. PIKE ... " Barlow & Co.
7. " B. N. SIRCAR ... " Kerr, Turck & Co.

Calcutta Fire Insurance Agents' Association, Committee:

1. MR. CHAS. W. BOWLEY, *Chairman*, London and Lancashire Fire Insurance Co., Ltd.
2. " D. LINDSAY, *Deputy Chairman*, Royal Insurance Co., Ltd.
3. " T. C. BUDDLE ... " New Zealand Insurance Co., Ltd.
4. " H. C. A. HUNTER ... " Commercial Union Assurance Co., Ltd.
5. " J. A. H. KILGOUR ... " Royal Exchange Assurance Corporation.
6. " J. C. LANG ... " Messrs. Geo. Henderson & Co.
7. " P. H. PRICE ... " Sun Insurance Office.

**Calcutta Marine Insurance Agents' Association,
Committee:**

1. MR. VICTOR MURRAY, *Chairman*, South British Insurance Co., Ltd.
2. " C. G. H. DE SCHMID, *Deputy Chairman*, Commercial Union Assurance Co., Ltd.
3. " T. C. BUDDLE ... New Zealand Insurance Co., Ltd.
4. " C. C. GULLEAD ... London & Lancashire Fire Insurance Company Ltd. (M. Department)
5. " LESLIE HAY ... Messrs. Jas. Finlay & Co., Ltd.
6. " H. W. D. SCHMIDT ... Union Assurance Society of Canton, Ltd.
7. " L. S. TAYLOR ... Gillanders, Arbuthnot & Co.

**Calcutta Wheat and Seed Trade Association,
Committee:**

1. MR. H. R. SCHULER, *Chairman*, Messrs. Ernsthausen, Ltd.
2. " C. J. CALPOPOULO ... " F. C. Pallachi & Co.
3. " P. NICCHI ... " Petrocchino Brothers.
4. " A. C. PATTERSON ... " Becker, Gray & Co.
5. " G. E. THOMAS ... " E. D. Sassoon & Co.

**The Wine, Spirit and Beer Association of India,
Committee:**

1. MR. C. W. THOMPSON, *Chairman*, Messrs. Mackenzie, Lyall & Co.
2. " F. A. BANYARD ... " Samuel Fitze & Co., Ltd.
3. " W. G. HUMPHRIES ... " Herbert, Parrott & Co.
4. " JOHN LITTLE ... " John Dewar & Sons, Ltd.
5. " A. M. H. RUSSELL ... " G. F. Kellner & Co.
6. " J. H. WITCHURCH ... " Cutler, Palmer & Co.

**Indian Mining Association,
Committee:**

1. MR. W. A. IRONSIDE, *Chairman*, Messrs. Bird & Co.
2. " E. W. BOWREY ... " McLeod & Co.
3. " A. A. F. BRAY ... " Jardine, Skinner & Co.
4. " W. L. CAREY ... " F. W. Heilgers & Co.
5. " T. W. T. QUARMBY ... " Balmer, Lawrie & Co.
6. " A. TOPPING ... " Macneill & Co.
7. " W. J. WOOD ... " Shaw, Wallace & Co.

**Calcutta Baled Jute Association,
Committee:**

1. MR. A. C. PATTERSON, *Chairman*, Messrs. Becker, Gray & Co.
2. " C. P. BARTHOLOMEW ... " Landale & Morgan.
3. " J. N. CHUNDER ... " S. C. Chunder.
4. " J. E. CURITT ... " Messrs. J. Thomas & Co.
5. " DAVID EASTON ... " Stuart, Dott & Co.
6. " A. H. GHUZNAYI ... " A. H. Ghuznavi & Co.
7. " M. C. GUZDAR ... " P. E. Guzdar & Co.
8. " H. R. SCHULER ... " Ernsthausen, Ltd.
9. " T. M. THADDEUS ... " T. M. Thaddens & Co.

**Indian Paper Makers' Association,
Committee:**

1. MR. A. PRESTON, *Chairman*, Messrs. Balmer, Lawrie & Co.
2. " R. KOTTHAUS ... " F. W. Heilgers & Co.

Indian Engineering Association, Committee:

1. MR. GEO. A. KING, *Chairman*, Messrs. John King & Co., Ltd.
2. " A. COCHRAN ... " Burn & Co., Ltd.
3. " J. L. REID ... " Martin & Co.
4. " T. WILSON* ... " Jessop & Co., Ltd.
5. " A. E. WOOLSEY ... " Tata Iron & Steel Co., Ltd.

**Jute Fabrics Shippers' Association,
Committee:**

1. MR. C. A. GHANNAGPOLO, *Chairman*, Messrs. Gladstone, Wyllie & Co.
2. " S. C. DEMETRIADI ... " Ralli Brothers.
3. " A. C. VON ERNSTHAUSEN ... " Ernsthausen, Ltd.
4. " R. M. GURNEY ... " Bird & Co.
5. " R. LANGFORD JAMES ... " Jas. Finlay & Co., Ltd.

* Mr. H. E. Skinner (*Acting*).

**Calcutta Hydraulic Press Association,
Provisional Committee :**

1. Mr. W. G. BRODIE, *Chairman*, Calcutta Hydraulic Press.
2. " J. N. CHUNDER ... Bengal Hydraulic Press.
3. " I. A. CLARK ... West Presses, Sulkea.
4. " DOOLEY CHAND ... Hooghly Press.
5. " M. C. GUZDAH ... Ghoseery Jute Press.
6. " PANNA CHAND ... Canal Press.
7. " A. S. RICKIE ... Union Press.

**Jute Fabric Brokers' Association,
Committee :**

1. Mr. G. S. E. COLVILLE, *Chairman*,
Messrs. J. Thomas & Co.
2. " ALEX. A. APCAR, JR. ... "
3. " W. C. JOHNSTON ... " Poppe, Delius & Co.
4. " D. W. MATTHEWSON ... " Fernan & Hynd.
5. " T. NICOLL ... " King Brothers.

**Baled Jute Shippers' Association,
Committee :**

1. Mr. D. L. MILLAR, *Chairman*,
Messrs. D. L. Millar & Co.
2. " R. H. CHILD ... " R. Steel & Co. Ltd.
3. " E. C. DEMETRIADI ... " Ralli Brothers.
4. " A. C. PATTERSON ... " Becker, Gray & Co.
5. " H. R. SCHULER ... " Ernsthausen, Ltd.

**Recognised Associations of the Bengal Chamber
of Commerce.**

NAME.	JOINED.
Calcutta Wheat and Seed Trade Association	... July 1884.
Indian Jute Mills' Association	... November 1884.
Indian Tea Association	... May 1885.
Calcutta Tea Traders' Association	... September 1886.
Calcutta Fire Insurance Agents' Association	... July 1888.
Calcutta Import Trade Association	... September 1890.
Calcutta Marine Insurance Agents' Association	... April 1891.
The Wine, Spirit and Beer Association of India	... December 1891.
Indian Mining Association	... March 1892.
Calcutta Baled Jute Association	... May 1892.
Indian Paper Makers' Association	... May 1895.
Indian Engineering Association	... December 1895.
Jute Fabrics Shippers' Association	... January 1899.
Calcutta Hydraulic Press Association	... December 1903.
Jute Fabric Brokers' Association	... January 1906.
Baled Jute Shippers' Association	... March 1908.

REPORT:
PIECE-GOODS SUB-COMMITTEE.

BENGAL CHAMBER OF COMMERCE,

ROYAL EXCHANGE BUILDING,

Calcutta, 31st January 1913.

REPORT: PIECE-GOODS SUB-COMMITTEE.

To

THE PRESIDENT AND COMMITTEE,

BENGAL CHAMBER OF COMMERCE.

GENTLEMEN,

We have the honour to submit to you the Fifteenth Annual Report of the work done in connection with Piece-Goods Arbitrations conducted under the Rules of the Tribunal of Arbitration as well as applications for survey reports.

As regards piece-goods arbitrations, the past year has been more or less a normal one, the number of cases disposed of being two hundred and seventy three as compared with three hundred and two in 1911. These were made up of two hundred and forty one regular arbitrations under the Rules of the Tribunal and thirty-two applications for survey reports. The income derived by the Chamber from institution fees and from references undertaken for non-members amounted to Rs. 6,432 as compared with Rs. 6,906 in 1911.

COUNTER-INDICATION OF ORIGIN.

In July last, you referred to us, for an expression of our opinion, a letter from the Officiating Collector of Customs with reference to the question of the counter-indication of origin which is required by this Act in respect of goods imported from the United Kingdom bearing tickets representing Indian scenes or deities. The Officiating Collector referred to the opinion which had been expressed by the Chamber in 1911 that goods bearing labels or markings representing Indian scenes or deities should bear some counter-indication of origin, and he ruled that the counter-indication must be given on such tickets, if they were consciously exhibited to lead persons to believe that the goods were made or produced in British India, unless the tickets bore the name or trade mark of a British or British Indian trader. In certain cases the Officiating Collector imposed penalties where in his opinion this condition was not complied with. Objections were raised by importers to these penalties and we, in

conjunction with the representatives of the Calcutta Import Trade Association, discussed the question with the Officiating Collector when he was good enough to extend—from the 15th October to the 31st December—the time within which the entry of goods bearing such tickets and markings and not stamped with the country of origin or the dealers' name would be permitted without further penalties; and he directed a refund of certain of the penalties already imposed. We subsequently learned from the *Manchester Chamber of Commerce Monthly Report* for August that that body were taking up the whole question with the Secretary of State for India, and at our suggestion you addressed the Manchester Chamber of Commerce on the subject. We are, however, pleased to note from a letter which has been just received from the Officiating Collector that it has been decided that in future no objection will ordinarily be taken to the application of plain tickets or designs representing Indian duties or emblems to British goods. In particular cases, however, where there is good ground for considering that the use of such plain tickets or emblems is specially designed to convey, and does in fact convey, the impression of Indian origin, they will be considered as false trade descriptions. In deciding whether the use of a plain ticket or design constitutes a false trade description regard will be had *inter alia* to priority of usage. For example, the subsequent application to British goods of a ticket or design which has by usage become associated in the minds of dealers or consumers with Indian goods of a similar description will, in the absence of some counter-indication of British origin, be open to objection. But a ticket or design previously associated with British piece-goods would not be objected to as indicative of Indian origin notwithstanding the later use of a similar ticket or design on goods of like description of Indian manufacture.

LIST OF COTTON PIECE-GOODS.

We have noted the statement of the Director-General of Commercial Intelligence, in his letter of 13th December, that undershirts are assessed for duty at 2½ per cent, not as piece-goods but as hosiery, in accordance with an order of Government to that effect. This being so, we did not consider that you need press for the restoration of undershirts to the list of cotton piece-goods.

LATE SHIPMENT OF PIECE-GOODS.

Various questions regarding the interpretation of the late shipment clause in piece-goods contracts were raised during the year by members of the Chamber owing to the various strikes in England during the year 1911. We recommended you to take Counsel's opinion on the following point:—On account of strike certain goods were late for August shipment and under the *force majeure* clause the shipment date was extended to September. The same goods were further delayed owing to a break down at the mill and could only be shipped in October. Under the circumstances, have the buyers to accept the goods without allowance or have they the option of

cancelling or accepting the delayed portion, the goods having been delayed a second time owing to a different cause from that of the first delay, both of the causes being specified in the *force majeure* clause? You took the opinion of Mr. T. R. Stokoe on the point and circulated it for information in Chamber circular No. 86—1912 of 23rd February 1912.

In June the Calcutta Import Trade Association pointed out to you that a question had arisen as to the precise application of the words "larger extension" in the late shipment clause of the contract. As Counsel's opinion had been already taken on one point, *viz.*, as to what is the position in the case of goods delayed one month *force majeure* and then further delayed owing to another of the causes specified in the *force majeure* clause, they suggested that a further opinion should be taken as to what is the position in the case of goods delayed one month owing to *force majeure*, and then delayed a further period owing to a cause other than *force majeure*.

We submitted to you an expression of our views on the point raised. And we note that has since been confirmed by Mr. Stokoe, whose opinion you have since received, and which will, we understand, in the course be published for the information of members of the Chamber.

In January, we were referred to by a member of the Chamber for an expression of opinion as to whether, in the event of a stoppage of work for, say, four weeks owing to strike the sellers in Manchester and the manufacturers from whom they bought the goods, were entitled to one month's extension upon all contracts made ahead for forward delivery before the outbreak of the strike. We took the opinion of Messrs. Orr Dignam & Co. regarding it. Their view was to the effect that if the late shipment, however far forward, is proved to be due to the strike the seller is protected by the strike clause for one month, the onus of proof being of course on the seller.

To a reference from a member of the Chamber, in December last, as to whether the fact of goods having been shut out from a steamer, although delivered alongside in time, and so losing shipment in a certain month can be claimed as late under the *force majeure* clause, and so exempt from any late shipment allowance, we replied that in our opinion exemption cannot be claimed on the ground of the mere fact of the goods being shut out.

GOODS SHIPPED EARLIER THAN SHIPMENT TIME.

In August last, we were asked for our opinion as to the date from which due date should be counted if goods for April shipment were shipped, say, on the 14th March. We replied that in our opinion the due date should be counted as if the goods were shipped on the 1st April.

PROPOSED BRITISH EMPIRE TRADE MARK.

In May last, we replied to a reference made by you on this subject that, although the idea of a British Empire trade mark seemed to us to be a good one, we could not at this stage see how it might be applied to piece-goods.

TENDER OF GOODS STAMPED AND REPACKED LOCALLY.

We were asked for an expression of opinion, in January last, as to whether buyers were bound to take goods stamped and repacked locally.

We replied that, if the goods could be repacked and tendered exactly as contracted for, they would be a fair tender. But if they could not be so repacked after having been opened for purposes of stamping the pieces, the buyer had the option of refusing delivery as proper packing is an important part of the tender.

STATEMENTS REGARDING ARBITRATIONS AND SURVEYS
DURING THE YEAR 1912.

The usual detailed statements regarding arbitrations and surveys are appended for information.

The classes of goods in which references have been most frequent were:—

	1912.	1911.
White Nainsooks	15	19
„ Shirtings	10	..
Grey Shirtings	37	25
„ Dhooties	15	32
Sarries	37	15
Prints	15	20
Shawls	25	23
Undershirts	24	68

The following were references for assessment of allowances for milddew, stain and other damages:—

	1912.	1911.
Grey Shirtings	8	10
„ Dhooty	..	1
White Dhooties	..	5
Red Cambrics	..	2
Umbrella Cloth	1	..
Umbrella Furniture	1	..
Sarries	1	..
Prints	1	..
Hosiery	1	1

The following table shows the number of references during each of the last five years, and the manner in which they were disposed of:—

1	2	3	4	5	6	7
Year.	Total number of references.	Number of references in which no allowance was given.	Number of references in which no allowance was given.	Number of references in which no allowance was given.	Number of cases in which an allowance was awarded.	Number of cases in which an allowance was awarded.
1908	721	314	342	47	64	1
1909	300	143	134	44	23	..
1910	300	144	119	39	37	..
1911	302	153	111	36	37	1
1912	273	147	96	35	30	..

The following comparative statement shows the amount earned by the Department in respect of references undertaken for parties, not members of the Chamber, during the last five years and from additional institution fees during the last three years:—

Year.	Amount.
1908	Rs. 4,887
1909	1,267
* 1910	5,008
* 1911	6,906
* 1912	6,432

WE ARE, GENTLEMEN,

Your obedient servants,

A. GLEN, *Chairman.*

E. C. APOSTOLIDES,

S. J. GILLUM,

H. G. HOUGHTON,

A. C. RALLI.

Members.

List of Piece-Goods Arbitrations dealt with under the Rules of the Tribunal of Arbitration, and Surveys during the year 1912.

Goods.	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
White Nanooks	2	3	1	2	4	...	2	1	...	2	2	2	16
Shirtings	1	1	...	...	...	...	...	...	...	1	2	2	10
Dhories	2	...	...	...	1	...	...	...	...	...	...	...	3
Muffs	...	...	...	1	1	...	...	...	...	...	...	...	3
Jaconets	...	...	...	1	1	...	...	1	...	...	...	...	3
Dolls	...	...	...	...	1	1	...	...	...	1	...	...	3
Swarves	...	...	...	...	...	...	...	...	...	...	...	...	...
Grey Shirtings	2	3	2	3	2	5	4	6	2	1	5	2	32
Dhories	4	1	3	4	...	...	1	1	...	...	...	...	13
Jaconets	1	...	3	1	...	...	...	1	...	2	1	...	6
Colt Shirtings	...	1	...	...	...	...	...	...	...	...	...	...	1
Blankets	...	...	...	...	...	...	...	...	...	1	1	...	3
Broades	...	...	...	...	...	...	1	...	...	...	...	...	1
Flannels	1	1	...	...	...	...	...	...	...	1	1	...	3
Flannellettes	...	...	...	...	...	...	...	...	...	...	...	...	1
Lounges	...	...	...	...	...	...	...	1	...	1	1	1	4
Doonies	...	...	...	...	...	...	...	...	...	...	...	...	...
Gold - Satens	...	...	...	...	...	...	...	...	...	...	...	...	...
Gold - Italian	...	...	...	...	...	...	...	...	...	...	...	...	...
Broad Cloth	...	...	...	...	...	...	...	...	...	...	...	...	...
Mellous	...	...	...	...	...	...	...	...	...	...	...	...	...
Prints	1	1	1	3	2	1	...	1	1	2	2	5	16
Sarries	4	10	6	2	3	2	...	1	1	6	1	6	36
Shawls	...	...	...	...	...	...	...	...	...	...	...	...	...
Singlets	4	3	4	1	1	1	...	2	3	3	4	3	23
Handkerchiefs M.	...	...	...	...	...	...	...	...	...	...	...	...	...
Trouserings	...	...	...	...	...	...	...	...	...	...	...	...	...
Umbrella Cloth	...	...	...	...	...	...	...	...	...	...	...	...	...
Umbrella Furniture	...	...	...	...	...	...	...	...	...	...	...	...	...
Velvets	1	...	...	...	...	...	...	...	...	...	...	...	1
Venetians	...	...	...	...	...	...	...	...	...	...	...	...	...
Finches	...	...	...	...	...	...	...	...	...	...	...	...	...
Gold - Drills	...	...	2	1	1	...	3	1	2	...	...	...	10
Tussore Striped	...	...	...	...	...	...	...	...	...	2	...	...	4
Sweaters	...	...	...	...	...	...	...	...	...	...	3	5	8
Cups	...	...	...	...	...	...	...	...	...	...	...	...	...
Hose	...	...	...	...	...	...	...	...	...	...	...	...	...
Comforters	...	...	...	...	...	...	...	...	...	...	...	...	...
Total	33	26	26	27	23	13	17	11	18	13	35	31	231

List of Piece-Goods Arbitrations dealt with under the Rules of the Tribunal of Arbitration during the year 1912.

Goods.	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
White Nanooks	2	3	1	2	4	...	2	1	...	2	2	2	16
Shirtings	1	1	...	...	...	...	...	...	...	1	2	2	10
Dhories	...	...	...	...	...	...	...	...	...	...	...	...	...
Muffs	...	...	...	1	1	...	...	...	...	1	1	...	3
Jaconets	...	...	...	1	1	...	...	...	...	...	...	...	3
Dolls	...	...	...	...	1	1	...	...	...	...	...	...	3
Swarves	...	...	...	...	...	...	...	...	...	...	...	...	...
Grey Shirtings	2	3	2	3	1	5	2	6	2	1	5	2	32
Dhories	4	1	3	4	...	...	1	1	...	...	...	...	13
Jaconets	1	...	3	1	...	...	...	1	...	2	1	...	6
Colt Shirtings	...	1	...	...	...	...	...	...	...	...	...	...	1
Blankets	...	...	...	...	...	...	...	...	...	...	...	...	...
Broades	...	...	...	...	...	...	...	...	...	...	...	...	...
Flannellettes	1	...	...	...	...	...	...	1	...	...	...	...	3
Cottings	...	...	...	...	...	...	...	...	...	1	1	...	3
Gold Satens	...	...	...	...	...	...	...	...	...	...	...	...	...
Broad Cloth	...	...	...	...	...	...	...	...	...	...	...	...	...
Mellous	...	...	...	...	...	...	...	...	...	...	...	...	...
Prints	1	1	1	3	2	1	...	1	1	2	2	5	16
Sarries	4	10	6	2	3	2	...	1	1	6	1	6	36
Shawls	...	...	...	...	...	...	...	...	...	...	...	...	...
Singlets	4	3	4	1	1	1	...	2	3	3	4	3	23
Handkerchiefs Pd.	...	...	...	...	...	...	...	...	...	...	...	...	...
Trouserings	...	...	...	...	...	...	...	...	...	...	...	...	...
Umbrella Cloth	...	...	...	...	...	...	...	...	...	...	...	...	...
Umbrella Furniture	...	...	...	...	...	...	...	...	...	...	...	...	...
Velvets	1	...	...	...	...	...	...	...	...	...	...	...	1
Venetians	...	...	...	...	...	...	...	...	...	...	...	...	...
Finches	...	...	...	...	...	...	...	...	...	...	...	...	...
Gold Drills	...	...	...	...	...	...	...	...	...	...	...	...	...
Tussore Striped	...	...	...	...	...	...	...	...	...	...	...	...	...
Sweaters	...	...	...	...	...	...	...	...	...	...	3	5	8
Cups	...	...	...	...	...	...	...	...	...	...	...	...	...
Hose	...	...	...	...	...	...	...	...	...	...	...	...	...
Comforters	...	...	...	...	...	...	...	...	...	...	...	...	...
Total	26	21	24	19	21	11	14	11	18	13	35	28	241

List of Piece-Goods Arbitrations dealt with under the Rules
of the Tribunal of Arbitration during the year 1912.

Goods.	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
White Nainsook	2	3	1	2	4	...	...	1	...	...	...	...	...
Shirtings	...	1	1	...	3	...	...	...	...	...	...	...	...
Diocets	1	...	...	...	...	...	...	...	...
Mulls
Jaconets	1	...	1	...	...	1	...	...	...	...
Sarries	1	1	...	...	...	...	...	...	...
Drills
Grey Shirtings
Diocets
Jaconets
Blankets
Broadies
Flannellettes
Coatings
Cold Satons
Broad Cloth
Meltons
Prints
Sarries
Shawls
Singlets
Handkerchiefs Pl.
Trousings
Umbrella Cloth
Umbrella Furniture
Velvets
Velveten
Venetians
Pancies
Cold Drills
Tussore Striped
Sweaters
Caps
Hose
Comforters
TOTAL	26	21	24	19	21	11	14	11	18	13	37	28	301

List of Piece-Goods Surveys during 1912.

Goods.	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
White Mulls
Diocets
Grey Shirtings
Diocets
Velvets
Loungee
Shawls
Singlets
Flannels
Sarries
Diocets
Italian Cloth
Prints
Umbrella Cloth
TOTAL	6	6	2	8	2	2	3	...	...	...	...	...	32

REPORT:
YARNS SUB-COMMITTEE.

BENGAL CHAMBER OF COMMERCE,

ROYAL EXCHANGE BUILDING,

Calcutta, 31st January 1912.

REPORT: YARNS SUB-COMMITTEE.

To

THE PRESIDENT AND COMMITTEE,

BENGAL CHAMBER OF COMMERCE.

GENTLEMEN,

In March last you referred to us, for an expression of opinion, a letter from the Collector of Customs, Calcutta, embodying certain proposals made by the Burma Chamber for a modification of the instructions for the make-up of grey and bleached yarns in bundles. It was stated that in the Burma market it had been customary for some years past to import yarns made up otherwise than in accordance with the conditions of the instructions prescribed in the Merchandise Marks Act. The chief contention of the Burma Chamber appeared to be that the make-up prescribed by the Act for bleached yarns in 5 lb. bundles made an awkward and unsightly bundle, and that the yarns, being sold by the hank, the small retailer would be unable to sell less than 20 hanks at a time if the instructions were insisted upon.

We replied in detail to the reference, and pointed out that, in our opinion, the Act allowed a 5 lb. bundle of, say, 40s to be made up in 40 knots or 20 knots per bundle. We did not think this made an awkward or unsightly bundle, nor did we agree that there was anything in the Act to prevent Burma importers making up their bundles in knots of two hanks and three hanks in equal proportion; and this would overcome the difficulty in regard to the small retailer. We also pointed out that there was nothing in the Act to prevent a 5 lb. bundle being made up in knots of, say, 10 hanks or 40 hanks and so on. All that was required by

the Act was that there should be a definite relation between the number of knots in a bundle and the count. We were unable to agree to any proposal for the reduction of grey yarns as being distinctly against the Act, one of the principal reasons for which was the prevention of this very procedure; and we were opposed to a suggestion of the Burma Chamber that it should be made legal under the Act for bleached yarns to be reduced.

No other references were made to us during the year.

We are, GENTLEMEN,

Your most obedient servants,

W. G. BRODIE, <i>Chairman</i> .	} <i>Members</i>
R. BAZLEY.	
H. G. HOUGHTON.	
E. D. ZALICHI.	

REPORT:
SHIPPING SUB-COMMITTEE.

BENGAL CHAMBER OF COMMERCE.

ROYAL EXCHANGE BUILDING,

Calcutta, 31st January 1913.

REPORT: SHIPPING SUB-COMMITTEE.

To

THE PRESIDENT AND COMMITTEE.

BENGAL CHAMBER OF COMMERCE.

GENTLEMEN,

In April last you submitted to us for consideration certain draft rules which the Government proposed to make in exercise of the powers conferred by the Indian Ports Act. The object of the rules was the regulation of the procedure to be followed when cases of infectious or contagious disease, such as small-pox, cholera, plague, etc., occur on vessels arriving at, or leaving, ports subject to the Indian Ports Act. We examined the rules closely, and made numerous suggestions for their amendment. We are glad to note that you accepted these suggestions, and placed them before the local Government in due course.

You also made two references to us regarding the proposed amendment of the Indian Ports Act. The Government of India decided to amend the Act so as to empower local Governments to exempt any class, or classes, of vessels from the payment of port dues wholly or in part. Before undertaking this legislation the Government of India asked the local Governments whether they had any proposals to make for the amendment of the Act in other directions. The Government of Bengal consulted the Chamber, and you referred the question to us. We appointed a Sub-committee (Mr. W. K. Dowding, Mr. L. Edwards, and Mr. J. Campbell) to examine the Act. They reported to the effect that they had no amendments to suggest. Subsequently, however, we suggested to you that the Chamber should support the two follow-

ing proposals which the Calcutta Port Commissioners had put forward, namely:—

- (a) That the Act should be so amended as to make all the dues levied under it a first charge on the vessel; and
- (b) That the first schedule of the Act should be so amended as to exempt vessels from the payment of port dues more than once in sixty days.

You consulted us with reference to clause 25 of the rules made by the local Government under the Bengal Smoke Nuisances Act, 1905.

that ocean-going steamers are exempt from the provisions of the Act for a period of two hours previous to leaving moorings. The Smoke Nuisances Commission recommended two years ago that this exemption should be withdrawn as they considered it to be unnecessary. To this the Chamber objected on the ground that the time which would then be allowed for the emission of dense smoke would be insufficient. The proposal, in a somewhat modified form, was again brought forward by the Commission in August last, and the local Government consulted you in regard to it. In response to your request for our opinion we stated that we were very strongly opposed to the suggested withdrawal of the exemption provided by rule 25. It is, we consider, essential that ocean-going steamers should not be in any way hampered by restrictions which might tend to limit their capacity for raising steam when on the point of departure. You agreed with our view of the matter, and pressed the Government of Bengal not to accept the recommendation of the Commission.

In June you referred to us a request from the Government of Bengal for the opinion of the Chamber upon a proposal to open the port of Calcutta for the embarkation of pilgrims. Calcutta was a pilgrim port before the appearance of the plague in India, and the suggestion was that it should again become such. We did not take exception to the proposal, but we thought that the sanitary authorities should first be satisfied that the traffic could be satisfactorily dealt with from a sanitary point of view; and that measures should be taken to safeguard the health of the city and the port.

We expressed our approval of certain proposals, which were put forward by the Collector of Customs, Calcutta, in March last, for the modification of the procedure governing the shipment of goods. According to section 137 of the Indian Sea Customs Act VIII of 1878 no goods, except passengers' baggage, can be shipped, or be water-borne or. It was proposed that this arrangement should be altered, and that shippers of goods in the foreign trade should be allowed to deliver their shipping bills to the Customs House up to five days after a vessel's clearance. We considered that the proposals were thoroughly sound, and were calculated to be of great advantage to the shipping interests of the port. We understand that you agreed with this view and that, after consulting the various mercantile

associations interested, you accepted the proposals in behalf of the Chamber.

At your request we commented upon certain draft rules, which The Indian Steamships Act, 1884: Engineers' certificates of competency to engineers of sea-going vessels. At our suggestion also the steamship companies interested in the coasting trade were given an opportunity of commenting upon these rules some of which required, in their opinion, to be modified. We understand that you fully considered their views, and submitted them in due course to the local Government.

In August you submitted to us an enquiry as to how the tonnage of tierces of molasses was to be calculated by the Calcutta Tonnage Schedule. Molasses. We made the following suggestion, namely, two puncheons (according to the Tonnage Schedule) are equivalent to one ton, and one puncheon is equal to 72 gallons, and one tierce to 42 gallons. Therefore 3.42 (or say 3½) tierces are equal to one scale ton. The weight of a tierce of molasses may be taken at 656 lbs., and therefore 3½ tierces weigh 2,296 lbs., or 1 ton 2 qrs.

We are, GENTLEMEN,

Your obedient servants,
 CECIL GRAHAM, *Chairman*.
 J. CAMPBELL,
 W. K. DOWLING,
 R. A. ARNOLD JENKINS, } *Members*.
 NORMAN MCLEOD.

REPORT:
RAILWAYS SUB-COMMITTEE.

BENGAL CHAMBER OF COMMERCE,

ROYAL EXCHANGE BUILDING,

Calcutta 31st January 1913.

REPORT: RAILWAYS SUB-COMMITTEE.

To

THE PRESIDENT AND COMMITTEE,

BENGAL CHAMBER OF COMMERCE.

GENTLEMEN,

You consulted us with reference to the action which has been taken by the Chamber during the year in regard to the question of the deficiency of railway transport facilities. There is however no need for us to do more than to mention this question here, as you will no doubt deal with it fully in your report to the members of the Chamber.

In September you asked for our views upon the three following alternative proposals which were put forward, by the Agent of the Bengal-Nagpur Railway, in a representation to the Chamber, namely:—

- Ordnance and Rohilkhand Railway:—
Wheat and Seed Traffic.
- (a) That the Ordnance and Rohilkhand Railway should have running powers between Moghal Sarai and Gomoh, the Bengal Nagpur Railway then taking the traffic from Gomoh by their line to their Shalimar depot—a distance thirty-three miles longer than the East Indian Railway route from Gomoh to Howrah; or
- (b) As an alternative that the Bengal Nagpur Railway should have running powers over the East Indian line from Moghal Sarai to Gomoh, carrying the traffic from Gomoh via their existing line to Shalimar; or
- (c) That without the use of running powers the Bengal Nagpur Railway should be enabled to quote through rates from stations on the Ordnance and Rohilkhand Railway to Shalimar and the Kidderpur docks via their Gomoh route, equal to the existing rates by the East Indian Railway system.

We did not support (a) or (b), but we thought that, on occasion, advantage should be taken of the third alternative, and we suggested that the Railway Board should be addressed accordingly. We understand that you acted upon this suggestion, but that so far the orders of Government have not been passed upon it.

The East Indian Railway Company have recently revised their rates of freight for the transport of hides and skins, and you asked for our opinion in this connection. We suggested to you that the views of the firms interested in the trade should be solicited upon the revision, and subsequently the Calcutta Hide and Skin Shippers' Association addressed you on the subject. We

East Indian Railway: Rates for hides and skins.

understand that you approached the General Traffic Manager of the Railway, and that his views are now under the consideration of the Association.

In September you submitted to us a statement, which you had received from the Agent of the Bengal and North Western Railway : Congestion of Traffic. to the congestion which had occurred on that system during the preceding cold weather. We examined the statement with interest, and we observed subsequently that the Board of Directors of the Railway had decided to increase their rolling-stock by a thousand new wagons during the current financial year. The details which were given in the Agent's statement showed, we think, that the congestion on the line had been very severe, and that additional rolling-stock was urgently required.

A statement of a more or less similar character was received by you in November from the Agent of the Rohilkhand and Kumaon Railway. We read this statement, which dealt at length with the congestion on the Rohilkhand and Kumaon line; and, at our suggestion, you subsequently forwarded it to Sir Henry Burt, K.C.I.E., who had been appointed as an additional temporary member of the Railway Board to enquire into the traffic difficulties on the various railways.

You requested an expression of our views upon a point which North-Western Railway : was raised by the Bengal Iron and Steel Freight on Cast Iron Pipes Company, Ltd., in regard to the carriage of cast iron pipes to Karachi. It appeared from the correspondence that the cost of conveying cast iron pipes from Kullu to Karachi is considerably higher than the sea freight usually ruling from the United Kingdom to Karachi. This is the result of the heavy charges levied by the North Western Railway from Delhi onwards. We recommended that the attention of the Manager of the North Western Railway should be drawn to discourage local industries in this way. We are glad to note that you acted upon our recommendation.

We are,
Your obedient servant,
C. A. R. BROWNE, Col. R.E.,
Chairman.

E. H. BRAY,
W. A. LEE,
H. P. MARTIN,
W. E. STEVEN,
A. TOPPING. } *Members.*

REPORT: INLAND TRANSPORT SUB-COMMITTEE.

BENGAL CHAMBER OF COMMERCE.

ROYAL EXCHANGE BUILDING,

Calcutta, 31st January 1913.

REPORT: INLAND TRANSPORT SUB-COMMITTEE.

To

THE PRESIDENT AND COMMITTEE,

BENGAL CHAMBER OF COMMERCE.

GENTLEMEN,

Our predecessors stated in their report last year that you had consulted them with reference to the projected extension of the Assam-Bengal Railway from Bhairab-Bazar to Tangi Station on the Dacca-Mynensingh section of the Eastern Bengal Railway. To reach Bhairab-Bazar this line will have to cross one of the two branches of the old Brahmaputra river. The Railway Company proposed that the bridge carrying the line over the river should have a headway of 16 ft. only. The Narayanganj Chamber raised an objection to this proposal, and urged that at least 35 ft. should be allowed. In reply to your request for our views we stated that we agreed with the Narayanganj Chamber. It seems to be indisputable that a bridge with a headway of not more than 16 ft. would be certain to impede the traffic; and moreover we understand that the river is used by large country boats and steam launches, for which so low a bridge would be insufficient.

Another project connected with the Assam-Bengal Railway is that of the proposed line from Bhairab-Bazar to Netrakona, with a branch from Iswarganj to Mynensingh. The Narayanganj Chamber took exception to this project on the ground that such a line is unnecessary. We agreed that there is no need for it, as it would merely duplicate and short-circuit an existing waterway. Bhairab-Bazar will soon be connected with Mynensingh *via* Tangi, and we fail to see what

advantage will be gained by a second connection *via* Netrakona. We note however that the Railway Board have sanctioned a survey of the proposed line.

In March last we expressed our approval of a modification, which the local Government proposed to make, in clause 20 of the rules relating to the grant of certificates of competency to masters of inland steam vessels. The clause prescribes the qualifications that a candidate must possess before he can receive a certificate of competency as a second class master. The amendment provided for certain additions to the list of subjects in which candidates have to pass a *cave rone* examination.

Another question connected with this Act regarding which you consulted us, and which is, we believe, still under your consideration, had reference to motor vessels. Three years ago the question of making the Act applicable to these vessels was raised by Government, but no action was taken so far as Bengal was concerned. But as motor vessels are increasing in number the Government considered it to be necessary for the provisions of the Act to be modified so as to be applicable to them. They have accordingly suggested certain modifications upon which they have invited the views of the Chamber. We considered these proposed changes, and recommended that you should consult the Inland Steamer Companies concerning them.

In September you requested us to express our views upon a proposal—which had been made by the Upper India Chamber of Commerce—that the Government should be invited to legislate in connection with aerial transport. The idea was that legislation should enable the Government to grant concessions for, and to exercise adequate control over, this method of transportation. We were generally in favour of the proposal, but we considered that further information, than was then available should be obtained before definite action was taken by the Chamber. We accordingly reported to you in this sense.

You have made several references to us during the year in regard to the waterways question. The had reference to (1) a proposal that the waterways of Bengal, Assam, and Bihar should be administered by a Trust; and (2) the first of these we believe that the Waterways Standing Committee are considering a scheme. As regards the second, we recommended that the Chamber should support the Steamer Companies in suggesting that Mr. O. C. Lees, late Chief Engineer and Secretary to the Government of Burma, should be appointed as a special officer to take charge of the scheme, and to prepare notes, plans, estimates, etc., for the Waterways Standing Committee. You accept-

ed this recommendation, and submitted it to the Government of Bengal, who acted upon it.

In December you put before us certain amendments, which the Government of Bengal had made, in the revised schedule of tolls in force in the Madras Bill channel between the rivers Kumar and Madhumati. We had no suggestions to offer in this connection, except that the views of the Inland Steamer Companies should be invited. We understand that you consulted the Companies accordingly, and that they accepted the amendments.

We are, GENTLEMEN,

Your obedient servants,

A. TOPPING, *Chairman*.

H. C. BEGG.

C. A. R. BROWNE, R.E.

W. GIRARD.

W. D. STEVEN.

Members.

REPORT:
FINANCE SUB-COMMITTEE.

BENGAL CHAMBER OF COMMERCE,

ROYAL EXCHANGE BUILDING,

Calcutta 31st January 1913.

REPORT: FINANCE SUB-COMMITTEE.

To

THE PRESIDENT AND COMMITTEE,

BENGAL CHAMBER OF COMMERCE.

GENTLEMEN,

You have made several references to us during the year on the question of the use of adhesive revenue stamps which was mentioned by our predecessors in their report. Difficultly arose in Madras in regard to the use of adhesive stamps on share transfers, and we recommended that the position should be explained to the Madras Chamber, by whom the matter was brought to your notice. We were glad to see later in the year that the Government of India had decided to legalise the use of adhesive stamps on separate deeds of share transfer.

In August last you asked us to consider a complaint from members of the Chamber with reference to the new Hundi stamp forms which are required under the amendments which were made by Act VI of 1910 to the Indian Stamp Act. It was pointed out that, although the revised rates of stamp duty on these instruments had been in force for upwards of two years, the new stamp papers were not on sale at the Calcutta Stamp Office. We recommended that the matter should be promptly brought to the notice of the local Government, and we observe that you acted accordingly. Certain of the new values were, we are since informed, placed on sale at the Calcutta Stamp Office as from the 15th November last.

In July you put before us a communication, from the Finance Department of the Government of India, with reference to the question of the form in which Government securities should be held in this country. We examined this question in detail, and made recommendations in regard to it. We need not here enter at length into these, but we would like to say that, in our opinion, the best method of

popularising Government securities, which was the object the Government had in view, is to give the public a choice in which they can hold their investments. We accordingly suggested that there should be four descriptions of notes, namely:—

- Government promissory notes payable to bearer (with nominative clause); with printed interest cages, as on the present notes; the interest to be payable on presentation of the actual note;
- Government promissory notes payable to order; with printed interest cages as on the present note; interest to be payable on presentation of the actual note; but endorsements to be regulated by a provision similar to section 60 of the Bills of Exchange Act of 1882 or section 85 of the Indian Negotiable Instruments Act XXV of 1881;
- Bearer bonds, with interest coupons attached;
- Interest stock certificates.

You desired us in June last to express our views upon a proposed, which the Government of India had advanced, for the discontinuance of the registration, by currency offices, of notes reported as lost or stolen. We thought that it would be a mistake to discontinue the system whereby lost or stolen notes are "stopped" in the Currency Office, and we replied to your reference in this sense. Cases are on record where the prompt stoppage of notes has saved the holders the value; and we think that the maintenance of the "stopped" list is a necessary precaution. We notice that you accepted our view of the matter, but that the Government of India have since decided to abolish the system.

The question of the location of the Office of Head Commissioner of the Office of the Paper Currency was referred to us by you in the early part of the year. We were strongly in favour of the maintenance of the existing arrangement whereby the Commissioner is located in Calcutta. We quoted facts and figures in support of this view, which is strongly supported, and which we are glad to see has prevailed.

In reply to your request for a definition of what is "legal tender" in India we referred you to sections 11, 12, 13, 14 and 15 of the Indian Coinage Act III of 1906, and to section 15 of the Indian Paper Currency Act II of 1910.

We are, Gentlemen,

Your obedient servants,
H. S. JOINSTON, *Chairman*.
L. G. DUNBAR
E. H. ELLIS
GUY SHORROCK, } *Members*.
A. A. VLASTO,

Price of Silver in America, London and Calcutta; Demand Exchange in Calcutta; Monthly Council Drafts on India; and Gold held in European Banks.

Quotations nearest to 1st and 15th of each month.	Price of Silver per oz. in America.	Price of Silver per oz. in London.	Price of 17½ B. Bar Silver per 100 taubas in Calcutta including Import duty.	On Demand rates of Exchange in Calcutta on London.	Monthly amount of Secretary of State's Draft on India.	Amount of Gold in the European Banks.
	Cents.	d.	Rs. As. P.	s. d.	Rs.	£
January ...	53½	25½	74 10 0	1 4½	4,92,10,000	477,971,288
" ...	54½	25	73 14 0	1 4½		486,315,221
February...	52½	24½	71 9 0	1 4½	4,09,00,000	491,613,972
" ...	51½	23½	70 2 0	1 4½ to ½		495,614,710
March ...	52½	24½	71 12 0	1 4½	4,42,00,000	495,159,758
" ...	53½	24½	71 9 0	1 4½		498,512,134
April ...	52½	24½	71 14 0	1 4½	4,20,20,000	497,672,310
" ...	53½	24½	71 11 0	1 4½		490,847,502
May ...	53½	24½	72 5 0	1 4½	3,64,00,000	496,894,762
" ...	53½	24½	72 2 0	1 4½		496,716,050
June ...	53½	24½	72 0 0	1 4	3,15,70,000	500,546,084
" ...	53½	24½	72 0 0	1 4 to ½		498,823,224
July ...	52½	24½	71 8 0	1 4½	2,11,00,000	508,015,811
" ...	52½	24½	71 5 0	1 4½		499,683,820
August ...	52½	24½	70 9 0	1 4½	2,50,00,000	499,963,647
" ...	52	24	70 7 0	1 4½		501,414,515
September...	52½	24½	71 2 0	1 4½ to ½	2,31,00,000	508,039,454
" ...	52½	24½	71 2 0	1 4½		503,277,325
October ...	52½	24½	71 11 0	1 4½ to ½	2,30,30,000	489,851,904
" ...	52½	24½	70 15 0	1 4½		486,705,178
November...	54½	25½	72 12 0	1 4½ to ½	2,34,20,000	487,005,084
" ...	56½	25½	74 4 0	1 4½		489,835,749
December...	55½	25½	74 2 0	1 4½	1,80,80,000	488,172,910
" ...	55	25½	74 0 0	1 4½		490,004,231

Price of Silver in America, London and Calcutta; Demand Exchange in Calcutta; Monthly Council Drafts on India; and Gold held in European Banks.

Quotations nearest to 1st and 15th of each month.	Price of Silver per oz. in America.	Price of Silver per oz. in London.	Price of 174 R. Bar Silver per 100 rupees in Calcutta including Import duty.	On Demand rates of Exchange in Calcutta on London.	Monthly amount of Secretary of State's Drafts on India.	Amount of Gold in the European Banks.
1912.	Cents.	d.	Rs. As. P.	s. d.	Rs.	£
January ...	54½	25½	72 15 0	1 4½	6,75,00,000	483,740,521
" ...	55½	25½	74 12 0	1 4½ to ½		400,350,400
February ...	58½	26½	76 14 0	1 4½ to ½	6,47,40,000	406,192,700
" ...	60	27½	79 9 0	1 4½		408,981,777
March ...	58½	27	78 3 0	1 4½	3,65,90,000	504,107,600
" ...	58½	26½	78 0 0	1 4½		502,834,110
April ...	58½	26½	81 4 0	1 4½	2,63,85,000	407,907,700
" ...	58½	27	78 9 0	1 4½		503,129,800
May ...	61½	28½	81 6 0	1 4½	2,84,70,000	506,237,848
" ...	60½	27½	81 0 0	1 4½		507,006,310
June ...	61	28½	80 11 0	1 4½	2,13,30,000	509,572,310
" ...	61½	28½	80 11 0	1 4½		511,736,320
July ...	61½	28½	80 10 0	1 4½	2,24,70,000	510,102,430
" ...	60½	27½	80 13 0	1 4½		514,905,660
August ...	60½	27½	79 10 0	1 4½	2,51,20,000	517,128,000
" ...	61½	28½	81 10 0	1 4½		617,369,810
September ...	63½	29½	82 4 0	1 4½ to ½	2,12,00,000	620,640,300
" ...	63	29½	83 3 0	1 4½		621,571,910
October ...	63½	29½	84 4 0	1 4½	3,53,10,000	613,039,550
" ...	63½	29½	83 14 0	1 4½		612,647,200
November ...	62½	29	83 2 0	1 4½	3,29,70,000	613,647,660
" ...	62½	29	82 0 0	1 4½		511,507,530
December ...	63½	29½	83 11 0	1 4½	4,77,70,000	509,280,630
" ...	64½	22½	82 8 0	1 4½		503,882,010

REPORT: ELECTRICITY SUB-COMMITTEE.

(147)

BENGAL CHAMBER OF COMMERCE,

ROYAL EXCHANGE BUILDING,

Calcutta, 31st January 1913.

REPORT: ELECTRICITY SUB-COMMITTEE.

To

THE PRESIDENT AND COMMITTEE,
BENGAL CHAMBER OF COMMERCE.

GENTLEMEN,

No references have been made to us during the year.

We are, GENTLEMEN,

Your obedient servants,

F. RAWSON, C.M.G., (*Chairman*),
C. C. T. EASTGATE, A.M.E.E. } *Members.*
W. HODGKINSON,
W. E. A. MORBY.

TWENTY-NINTH ANNUAL REPORT
OF THE
LICENSED MEASURERS' DEPARTMENT
OF THE
BENGAL CHAMBER OF COMMERCE.
1st JULY 1911 to 30th JUNE 1912.

BENGAL CHAMBER OF COMMERCE,

ROYAL EXCHANGE BUILDING,

Calcutta, 30th September 1912.

No. 1765-1912.

L. EDWARDS, Esq.,

Chairman.

P. H. BROWNE, Esq.,

T. CURTIS HAYWARD, Esq.,

N. DAMIANO, Esq.,

H. C. EDMONDSON, Esq.,

W. R. SMITH, Esq.,

A. WEATHERHEAD, Esq.,

*Committee, Licensed Measurers'
Department.*

GENTLEMEN,

I am directed by the Committee of the Chamber to acknowledge the receipt of the twenty-ninth Annual Report of the Licensed Measurers' Department, being that for the year 1911-12.

2. It is a matter of satisfaction to the Committee that the business of the Department continues to expand. The growth during the past year has been marked, and there seems to be no reason to apprehend anything in the nature of a permanent setback. They notice that, notwithstanding trade fluctuations, the number of packages weighed has risen from 40,55,419 in 1902-03 to 100,26,069 packages in 1911-12. That is to say, there has been an increase approximating to 150 per cent. in ten years. The development of the measurement side of the work has not been quite so rapid, or perhaps so consistent. From 47,24,965 packages, measured in 1902-03, the total has risen to 65,54,861 in 1911-12. But there have been fluctuations, and last year's total was exceeded by about 20,000 packages in 1908-09. Nevertheless, there has been an increase of fully 38 per cent. in the ten years.

3. These figures not only make it clear that the Department is developing, but they also prove that the volume of business is now very large. And a reference to the accounts which are included in the report shows that the income may soon be close upon Rs. 4 lakhs annually. The expenditure is at the same time rising rapidly, and, with the improved scale of pay that you have introduced, it may be expected to be distinctly heavier within the next few years.

4. When remarking upon the finances for the year 1910-11 the Committee stated that, at the end of the year, they would further consider the question of the rebates which are allowed to the constituents of the Department. They have accordingly again discussed this question, but they do not propose to make to you any specific suggestion in regard to it. They have, however, instructed me to say that the Department is, in their opinion, being worked upon a very narrow financial margin; and that any measures that you may be able to take in order to improve the position in this respect would meet with their approval. Now that the business of the Department has become so large it is a policy of doubtful wisdom to adjust revenue and expenditure so closely that even in a most favourable year the surplus is not more than Rs. 10,000. With so close an adjustment a heavy loss might be caused by temporary adverse trade conditions.

5. The Committee are glad to note that the Provident Fund is in such a strong financial position; and that the officers' Club, the affairs of which you supervise, is proving itself to be a useful institution.

I am,

GENTLEMEN,

Yours faithfully,

H. M. HAYWOOD,

Secretary.

BENGAL CHAMBER OF COMMERCE,

LICENSED MEASURERS' DEPARTMENT,

ROYAL EXCHANGE BUILDING,

Calcutta, 15th August 1912.

To

THE PRESIDENT AND COMMITTEE,

BENGAL CHAMBER OF COMMERCE.

GENTLEMEN,

We have the honour to submit our report on the working of the Department for the year which ended on the 30th June 1912. We have at the same time to request you to be good enough to appoint a new Committee to manage the Department during the current year.

At our first meeting, which was held on the 15th November 1911, we unanimously re-elected Mr. A. C. Election of Chairman. Patterson as our Chairman. Mr. Patterson

held office until his departure for England in May, when you appointed Mr. L. Edwards to succeed him.

There have been three changes in the Committee during the year. Mr. N. Damiano (Messrs. Ralli Changes in Committee. Brothers) succeeded Mr. N. Zalichi in January; Mr. W. Ross Smith (Messrs. Bird & Co.) succeeded Mr. R. M. Gurney in June; and Mr. T. Curtis Hayward (Messrs. George Henderson & Co.) took the seat vacated by Mr. Patterson.

Including the Superintendent, Deputy Superintendent, and Assistant Superintendent, the staff, on the Establishment. 30th June 1912, consisted of 125 officers,

as compared with 115 on the corresponding date of the previous year. Mr. Jas. Knox, the Superintendent, returned from leave in October, and has since been in charge of the Department. We have again to record our appreciation of his efficient management of the Department, the business of which is extending under his direction. During his absence Mr. Lugg, the Deputy Superintendent, successfully officiated as Superintendent, and Mr. W. S. Harvey made a capable Deputy Superintendent.

In the last report our predecessors mentioned that they were exercising a most careful check upon expenditure. They appointed a Sub-Committee (Mr. A. C. Patterson, Mr. L. Edwards and Mr. B. C. Edmondson) to examine the whole question of expenditure, and to report. The Sub-Committee made a thorough investigation into the whole system of working the Department, and they came to the unanimous conclusion that a reduction of expenditure was not feasible. On the contrary they expressed the opinion that the system of inspection was weak, and that it should be improved. This recommendation led up to an examination of the whole question of the establishment. Four years ago the then Committee introduced an improved scale of pay for the officers; but they did not consider it to be advisable at that time to interfere with the grades into which the service was divided. Subsequent experience made it clear, however, that a modification of the system was needed. A very serious block in promotion was inevitable; and we considered how this might be avoided, and at the same time an improved system of inspection introduced. After a prolonged examination of the question we decided:—

- (a) To abolish the inspectorships, and eventually to make other arrangements for the work of inspection;
- (b) Similarly to abolish the grades in the service;
- (c) To class all officers as measurers;
- (d) To make the initial salary Rs. 80/- monthly, rising by annual increments of Rs. 5 to Rs. 100, and thence by annual increments of Rs. 15 to Rs. 500; and
- (e) To permit every officer in the service to rise, contingent on satisfactory conduct, by this scale to the maximum pay of Rs. 500/-.

With the object of strengthening the system of inspection, we decided to enlarge the supervising staff by the engagement of a second Assistant Superintendent. For this post we selected Mr. P. W. Williams, who was formerly in the employ of the Apeare Line as Chief Officer and Acting Commander.

We fully realise that these new arrangements—which came into force as from the 1st July 1912—will add largely to our expenditure.

But we feel convinced that they are necessary in the interests of the Department; and, as the work is rapidly growing in volume, we do not think that the additional expenditure is a cause for anxiety. We referred to the question of the measurement rebate in our last report. You adopted our recommendation that this rebate should be reduced from 33½ per cent. to 25 per cent.; and the reduction came into operation on and from the 1st October 1911. We do not suggest that there should be a further change at present, but we will watch the position very carefully in view of the heavier expenditure that we are now incurring.

The audited revenue and profit and loss accounts, and the balance-sheet, are as usual appended to the report. The income is the highest ever received in any one year. The comparative figures are:—

1910-11	...	Rs. 2,06,292	5	9
1911-12	...	„ 3,68,414	2	11
Increase	...	Rs. 72,121	7	2

To the total indicated measurements contributed Rs. 2,13,046-3-2, as against Rs. 1,71,873-5-1 in 1910-11. Weighments realised Rs. 1,41,363-9-3, as compared with Rs. 1,13,369-11-3.

Mill fees amounted to Rs. 4,941, as against Rs. 3,719-8-0 in 1910-11; and the Sunday fees aggregated Rs. 5,701 as compared with Rs. 2,385.

The expenditure for each of the years 1910-11 and 1911-12 was as follows:—

1910-11	...	Rs. 3,20,017	1	8
1911-12	...	„ 3,55,984	4	7
Increase	...	Rs. 35,967	2	11

The Revenue Account shows a profit of Rs. 12,429-14-4, as compared with a loss of Rs. 23,724-5-11 in the preceding year. A sum of Rs. 2,455-7-3 is, however, carried to the debit of profit and loss account, and the net profit is therefore Rs. 9,974-7-1.

We have instituted a system whereby a detailed estimate of the expenditure for the year is prepared in advance. This estimate is submitted to us monthly, together with the actuals to the end of the preceding month. We are thus enabled to exercise effective control from month to month.

The following is a statement of the invested funds standing to the credit of the Department on the 30th June 1912, namely:—

General Account.

3½% Government Securities	...	Rs. 1,20,300 par value.
5 % Calcutta Municipal Debentures	...	" 6,000 "
4 % Do. do. do.	...	" 45,000 "

Provident Fund, with which is incorporated the Retiring Bonus Fund.

3½% Government Securities	...	Rs. 28,900 par value.
5 % Calcutta Municipal Debentures	...	" 5,000 "
4 % Do. do. do.	...	" 69,500 "
10 Bank of Bengal Shares	...	" 5,000 "
4 % Bombay Improvement Trust Loan	...	" 7,000 "
4 % Bombay Municipal Debentures	...	" 10,000 "
4½% Rangoon Municipal Debentures	...	" 18,000 "
4½% Rangoon Port Trust Debentures	...	" 10,000 "
4 % Do. do. do.	...	" 20,000 "
4 % Calcutta Port Trust Debentures	...	" 24,000 "
4½% Do. do. do.	...	" 1,500 "

Compassionate Fund.

3½% Government Securities	...	Rs. 3,000 par value.
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In the following statements we particularise the business of the work of the Department during the past year as compared with the year 1910-11.

The first statement gives the number of packages measured during the year, and also the number measured during the preceding year. There is, it will be observed, a net increase of 7,12,867 packages as

compared with a net decrease of 5,01,279 packages during 1910-11. The increase was chiefly in jute and sundries:—

Goods.	From 1st July 1910 to 30th June 1911.	From 1st July 1911 to 30th June 1912.	Increase.	Decrease.
Jute Cuttings, Rejections and Thread-waste. <i>Pkgs.</i>	32,18,752	40,57,112	8,38,360	.....
Hemp	17,250	10,564	.....	6,686
Cotton	69,842	45,001	.....	24,841
Tobacco	9,823	5,873	.....	3,950
Shellac	1,37,681	1,27,848	.....	9,833
Hides	2,328	3,173	845	.....
Gummiacs	14,79,792	12,99,611	.....	1,80,181
Indigo	1,511	902	.....	609
Tea	4,57,337	4,57,692	1,355	.....
Sundries	4,48,678	5,47,085	98,407	.....
TOTAL PACKAGES	58,41,994	65,54,861	9,38,967	2,20,100
NET INCREASE	.....	.....	7,12,867	.....

The next statement gives details of weighment, and shows that there has been a net increase of 21,72,241 packages against a net increase of 7,45,518 packages in 1910-11, and a net increase of 12,80,745 packages in 1909-10. The increase has been principally in jute and rice:—

Goods.	From 1st July 1910 to 30th June 1911.	From 1st July 1911 to 30th June 1912.	Increase.	Decrease.
Jute and Cuttings. <i>Pkgs.</i>	25,24,322	31,64,434	6,40,112	.....
Cotton	13,825	13,420	.....	397
Gummiacs	10,82,024	9,31,379	.....	1,50,645
Rice	23,72,145	35,11,496	11,39,351	.....
Seeds	.....	.....	.....	.....
Sundries	18,32,439	23,63,442	5,31,003	.....
Tea	11,710	34,622	22,912	.....
Hides	7,362	7,267	.....	10,095
TOTAL	78,53,828	1,00,26,069	22,35,378	1,61,137
NET INCREASE	.....	.....	21,72,241	.....
Metals	3,465 5	2,166 17	.....	1,298 8
Coal	417 15	.....	.....	417 15
TOTAL	3,883 0	2,166 17	.....	1,716 8

The third statement shows the average measurements of jute bales, as taken at thirty-one press-houses near Calcutta during the year. For comparative purposes, similar figures are given for twenty previous years.

SEASON.	Total bales measured.	Average measurement.		Largest average of a Press.		Smallest average of a Press.	
		Ft. In.		Ft. In.		Ft. In.	
		Ft.	In.	Ft.	In.	Ft.	In.
1891-1892	16,98,447	51	3 85	52	1 10	50	0 10
1892-1893	25,93,787	51	5 14	53	0 22	50	2 11
1893-1894	21,37,395	51	8 07	53	8 25	50	4 80
1894-1895	31,02,444	51	5 39	53	0 76	51	1 22
1895-1896	29,61,274	51	6 79	52	9 14	51	0 07
1896-1897	27,02,923	51	11 00	53	10 28	51	1 91
1897-1898	36,61,830	51	8 41	53	5 76	50	11 00
1898-1899	23,13,888	51	9 00	53	0 50	51	3 90
1899-1900	21,64,189	52	0 15	52	9 65	51	3 90
1900-1901	28,56,857	52	0 37	52	7 00	51	7 05
1901-1902	37,67,298	51	10 50	52	4 88	51	6 99
1902-1903	26,93,366	51	10 03	52	1 40	51	3 50
1903-1904	30,24,156	51	9 52	52	2 10	51	6 12
1904-1905	29,44,076	51	11 36	52	8 25	51	4 31
1905-1906	35,69,599	51	11 99	53	2 78	51	1 22
1906-1907	37,04,672	52	9 48	55	3 15	51	0 33
1907-1908	35,43,698	52	3 00	54	1 98	51	2 40
1908-1909	38,95,076	52	8 29	55	1 77	51	1 32
1909-1910	31,54,254	52	11 36	54	10 34	51	4 09
1910-1911	31,78,400	53	2 21	55	2 16	51	8 74
1911-1912	39,32,756	52	10 27	54	9 05	51	8 94

The fourth statement shows the progress of the work of the Measurement and Weighment Department since the year 1884-85:—

YEARS.	MEASUREMENT.			WEIGHTMENT.		
	Packages.	Increase.	Decrease.	Packages.	Increase.	Decrease.
1884-1885	19,42,596	...	...	...	...	...
1885-1886	20,85,174	1,42,578	...	...	...	...
1886-1887	24,56,504	3,71,420	...	...	...	...
1887-1888	26,79,372	2,22,778	...	...	...	...
1888-1889	30,68,759	3,89,387	...	11,61,774	...	...
1889-1890	32,17,004	1,48,245	...	15,44,189	3,82,415	...
1890-1891	35,87,967	3,70,963	...	18,96,604	3,52,415	...
1891-1892	23,35,126	...	12,52,841	12,82,663	...	6,13,941
1892-1893	34,30,735	10,95,609	...	19,39,413	6,56,750	...
1893-1894	30,78,978	...	3,51,757	20,34,150	94,737	...
1894-1895	41,46,385	10,67,407	...	26,21,393	5,87,243	...
1895-1896	41,58,348	11,963	...	26,71,795	50,402	...
1896-1897	41,74,785	16,437	...	27,38,939	67,144	...
1897-1898	52,42,139	10,67,354	...	39,00,563	11,61,624	...
1898-1899	38,74,563	...	13,67,576	33,92,881	...	5,07,682
1899-1900	38,77,837	3,274	...	33,19,927	...	72,954
1900-1901	48,02,018	9,24,181	...	38,09,147	5,49,220	...
1901-1902	55,43,199	7,41,181	...	43,57,594	4,88,447	...
1902-1903	47,24,965	...	8,18,234	40,55,419	...	3,02,175
1903-1904	51,95,824	4,70,859	...	42,65,271	2,09,852	...
1904-1905	50,85,223	...	1,10,601	48,78,623	6,13,362	...
1905-1906	57,52,886	6,67,663	...	56,11,836	7,33,208	...
1906-1907	63,52,936	6,00,050	...	58,12,623	2,00,787	...
1907-1908	61,53,230	...	1,99,706	55,27,288	14,665	...
1908-1909	65,84,449	4,31,219	...	58,79,565	52,277	...
1909-1910	63,43,273	...	2,41,176	71,10,310	12,30,745	...
1910-1911	58,41,994	...	5,01,279	75,53,828	7,43,518	...
1911-1912	65,54,861	7,12,867	...	1,00,26,000	21,72,241	...

The fifth statement gives the number of officers on the staff in each year since 1883 when the Department was established, and in detail the number on the 30th June 1912:—

Year.	Strength.	Year.	Strength.
1883	13	1898-1899	57
1884	19	1899-1900	59
1885	31	1900-1901	58
1886	27	1901-1902	69
1887	25	1902-1903	70
1888	30	1903-1904	74
1889	38	1904-1905	80
1890	37	1905-1906	88
1891	36	1906-1907	88
1892	37	1907-1908	91
1893	40	1908-1909	89
1893-1894	49	1909-1910	90
1894-1895	47	1910-1911	109
1895-1896	54	1911-1912	115
1896-1897	50	1912-1913	125
1897-1898	53		

The staff of the Department on the 30th June 1912 consisted of:—

- 1 Superintendent.
- 1 Deputy Superintendent.
- 1 Assistant do.
- 4 Inspectors.
- 64 Measurers (4 grades).
- 45 Apprentices.
- 4 Sealwrights.
- 3 Telephone operators.
- 2 Store-keepers.

Total 125

We have again to tender our thanks to Dr. J. E. Panioty, the Medical Officer, for the painstaking manner in which he discharges his duties, which have been performed to our complete satisfaction.

On the 30th June 1912 the assets of the Provident Fund aggregated Rs. 2,35,670-6-11 as compared with Rs. 1,99,937-9-3 on the 30th June 1911. The financial position of the Fund is thus quite satisfactory. The Chairman and Mr. P. H. Browne are the present Trustees.

The Compassionate Fund has been as usual largely resorted to by the officers during the year. Loans are permitted from it at the rate of 5 per cent. per annum repayable by instalments of Rs. 10 monthly.

The Measurers' Club continues to do well, but unfortunately the year closed with a debit balance of Rs. 792-15-2. Dr. J. E. Panioty, the medical officer, has again devoted much time and attention to the business of the Club.

We are,

GENTLEMEN

Your most obedient servants,

L. EDWARDS, *Chairman*.
P. H. BROWNE,
N. DAMIANO,
H. C. EDMONDSON,
T. CURTIS HAYWARD,
WM. R. SMITH,
A. WEATHERHEAD.

Members.

APPENDICES.

Licensed Measurers' Department.

Staff.

30TH JUNE 1912.

- 1 Superintendent.
- 1 Deputy Superintendent.
- 1 Assistant Superintendent.
- 4 Inspectors.
- 64 Measurers.
- 45 Apprentices.
- 4 Sealewrights.
- 2 Storekeepers.
- 3 Telephone Operators.

125

Superintendent.

JAS. KNOX,

Master Mariner.

Deputy Superintendent.

A. H. LUGG,

Master Mariner.

Assistant Superintendent.

W. S. HARVEY,

Master Mariner.

Personal Assistant to Superintendent.

A. C. D'SANTOS.

Inspectors.

M. A. MANUK.	J. E. ALLISON.
J. S. HODGES.	C. W. STUART.

Measurers, 1st Grade.

E. POWELL.	A. M. DIAS.
A. H. DOVER.	D. R. WILSONE.
G. A. MONNIE.	E. W. PALMER.
J. P. MARTIN.	A. SWARIS.
D. J. QUASTIN.	P. J. DOVER.
C. L. AGACY.	A. EWING.

Measurers, 2nd Grade.

C. E. MAYER.	D. M. WINN.
A. JOHNSON.	C. GRIFFITHS.
C. S. MONNIE.	A. O. SNEEL.
H. P. PALMER.	S. C. STEWART.
E. O. SWARIS.	C. S. DISSENT.
H. HICKMAN.	C. W. LAW.
E. J. AGACY.	C. ANSTED.

Measurers, 3rd Grade.

G. AINSLEE.	C. E. WHITE.
W. J. GRIFFITHS.	R. C. JOSEPH.
B. REBEIRO.	W. H. SHELVERTON.
L. C. LIMOND.	G. L. HOWATSON.
A. H. MATHEWS.	C. K. HEBERLET.
J. H. STEWART.	H. GRIFFITHS.
J. W. REBELLO.	R. S. H. KIERNANDER.

F. M. SHORT.

Measurers, 3th Grade.

R. A. FRANCIS.	C. A. DUNDEE.
F. H. GREY.	W. H. MUNRO.
S. J. D'MOIRAH.	R. A. WAUGH.
R. C. CHRISTIAN.	E. H. LAWRENCE.
H. E. REID.	E. C. M. MONTAGUE.
G. L. STOUTT.	B. O. GLENDAY.
T. M. BLAKE.	I. S. PHILLIPS.
J. D'SILVA.	F. S. FIELD.
W. E. WISE.	H. C. J. D'SILVA.
D. S. MUNRO.	T. O. MAYER.
A. J. D. MANUK.	F. CORLEIO.

Senior Apprentices.

G. F. LEICESTER.	E. M. GINIVAN.
G. P. H. LEMONDIS.	C. HYRAPET.
W. PRITCHARD.	P. J. CARVEY.
R. E. HENWETSON.	L. C. BARLOW.
A. D. PITCHER.	G. V. GEORGE.
W. O. MACDONALD.	P. W. KEEXAN.
U. E. D'CRUZ.	S. J. LEFEUVRE.
C. A. WINTER.	R. DEEHLHOLTS.
T. MARTYR.	S. C. EDGE.
H. PRITCHARD.	P. PORTADO.
T. THORPE.	A. E. MACDONALD.
A. S. GREGORY.	F. G. PAUL.

W. G. P. WRIGHT.

Junior Apprentices.

J. R. VERONA.	G. G. GIBBS.
F. SWITZER.	J. A. D'SOUZA.
W. H. WALTERS.	E. S. BURROUGH.
W. G. BENTLEY.	F. E. HARRINGTON.
P. H. FALLOX.	D. PRITCHARD.
D. L. RYDQVIST.	W. E. TABUNI.
V. F. GRIFFITHS.	W. WATSON.
O. C. JACOB.	M. G. PRITCHARD.
T. C. LOCKE.	F. A. CHAPMAN.
R. B. RUSSELL.	G. H. BOOLEY.

Workshop, Kidderpore Docks.

G. D. BOYD	...	...	<i>Scalewright.</i>
W. BENSLEY	...	...	<i>Assistant Scalewright.</i>
A. H. JAMES	...	...	<i>2nd Assistant Scalewright.</i>
N. E. MANUEL	...	...	<i>Apprentice Scalewright.</i>
E. M. YOUNG	...	...	<i>Storekeeper.</i>
C. A. THOMAS	...	...	<i>Assistant Storekeeper.</i>

Telephone Operators.

M. K. DIAS	...	...	<i>Head Office.</i>
G. B. DAVIS	...	...	<i>Cossipore.</i>
Q. C. INGLIS	...	...	<i>Kidderpore Docks.</i>

Cash Department and Bill Branch.

CHUNDY CHUNDER DHUR.	RADHAKUGAL DHUR.
GORGOOL NATH DASS.	DHONKESHWAR BANERJEE.
DEBENDRA NATH CHATTERJEE.	PROBODH MOHUN CHATTERJEE.
GONESH CHUNDER DHUR.	TULSI CHURN CHATTERJEE.
ANUKUL CHUNDER BISWAS.	ROMANI MOHUN CHATTERJEE.
PARESH NATH CHATTERJEE.	JOGESWAR KOONDGOO.
KIRRON CHUNDER BOSE.	SURENDRA NATH DHUR.

Calculators.

NILMONY GHOSAL.	HEN CHUNDER GHOSAL.
LOKIT MOHAN MOOKERJEE.	SARADAPROSAD ROY.
RADHA ROMAN SEN.	CHUNDY DASS MOOKERJEE.
KUNJO BEHARY GHOSAL.	

Checkers.

NOLINEKANTA MOOKERJEE.	DURGIA NATH DUTT.
ASWINI KUMAR CHATTERJEE.	PROMOTHA NATH MOOKERJEE.

Record-Keepers.

SURESH CHANDRA GHOSE.	DASO RUTHI GUPTA.
JAGESHNA KUMAR CHATTERJEE.	PANI BHUSAN MOOKERJEE.
	HARI NARAYAN BANERJEE.

Despatchers.

NISHU RAM HALDER.	KRISHNA MOHUN MOOKERJEE.
	JOGESWAR BISWAS.

Office Store-Keepers.

RAJENDRA LALL BANERJEE.	CHARU CHUNDER BANERJEE.
	BANUDEB BANERJEE.

Typists.

BATA KRISHNA MOOKERJEE.	HARISADHON CHATTERJEE.
(Steno-typist).	

Dock Office.

ARABINDA KSHIYA HARI.
ARABINDA CHUNDER DEY.

Scale-Room.

2 Carpenters.	2 Cleaners.
3 Viewmen.	1 Electrician Mistry.

1 Duffry.	12 Oarsmen.
4 Janadars.	67 Peons.
31 Drawers.	5 Bearers.
1 Pincher.	7 Sweepers (including goonly).
5 Coachmen.	2 Bhistees.
3 Syces.	4 Coolies.
2 Manjees.	1 Khalasi.

Launch "Seallow."

1 Engine-Driver.	1 Laser.
1 Assistant Engine-Driver.	1 Khalasi.
1 Seung.	

LICENSED MEASURERS' DEPARTMENT.

Inventory of Weighing and Measuring Apparatus and Transport.

GAUGING INSTRUMENTS:—

- 1 Complete set of gauging instruments—Board of Trade pattern, comprising:—

- 1 Head rod.
1 Bung rod.
1 Long callipers.
2 Head callipers and a copy of Keene's Handbook of gauging.

Verified and certified and stamped by Standard Department, London.

- 1 Best Syke's standard Hydrometer with lens, from thermometer No. 1072 complete in case with books of tables to 100 and table of corrections.

Verified and certified by Superintendent, Kew Observatory.

MEASURING IMPLEMENTS:—

- In Head Office.* { 1 Standard ebony callipers.
1 Mahogany sliding callipers.
1 6 feet steel standard rod.
8 Teakwood callipers with brass index 8 ft. to 9 ft.
1 " " " " " " for casks with 3 ft. jaws—5 ft.
6 " " " " " " 6 ft. for gunnies.
82 " " " " " " 5 ft. for Jute, cotton, etc.

- 12 Teakwood callipers with brass index 3 ft. to 4 ft. for casks.
5 " " " " " " 3½ ft. claw end for casks.

- 1 20 ft. Teakwood folding rod.
1 5 ft. " " rod with brass slide.
3 2 ft. Wooden rules.
1 100 ft. Steel Chesterman's tape.
5 Wooden chain and rope gauges with brass slide.
2 Steel standard wire gauges.
6 50 ft. Steel-wove Chesterman's tapes.

CUBIC MEASURES:—

- 1 of 1 c.ft. Brass.
1 of 10 c.ft. Iron.
1 of 250 c.ft. Teakwood, mounted on removable wheels.

LIQUID MEASURES:—

- 1 Set brass standard liquid measures from 1 gallon to ½ gill.

WEIGHTS:—

- 1 Set brass standard Avoirdupois from 1 cwt. down to ¼ oz.
1 Set brass standard Indian from 1 maund to ¼ chittack. } Made and tested by Calcutta Mint.
142 Iron of 56 lbs. each.
4 Sets Iron from 28 lbs. down to ¼ lb.
1 Iron of 1 maund.
7 Iron of 20 seers.
6 " " 10 "
2 " " 5 "
1 Set Iron from 2½ seers down to 2 chittacks.

SCALE AND WEIGHING MACHINES.

BEAM SCALES:—

- | | |
|--|---------------|
| 1 Inspector's balance with
trays on folding tripod
to weigh up to 14 lbs. | } In one box. |
| 1 Inspector's balance on
pillar with trays to
weigh up to 4 lbs. | |
| 1 Test scale with trays on
tripod to weigh up to
28 lbs. | } In box. |
| 1 5½ ft. Beam for testing weights up to 112 lbs.
1 of 1 ton capacity.
1 with trays of 1,000 lbs. capacity.
2 with trays of 600 lbs. capacity.
2 with trays of 200 lbs. capacity. | |

COUNTERPOISE SCALES:—

- | | |
|---------------------------------------|--------------------------|
| 4 of 7 cwt. or 10 maunds
capacity. | } For Jute, Cotton, etc. |
| 42 of 450 lbs. capacity. | |
| 1 of 280 lbs. capacity. | } For Coal. |
| 8 of 20 cwt. capacity. | |
| 3 of 10 cwt. capacity. | |
| 1 Thomsons 5 cwt. | |

PLATFORM WEIGHING MACHINES:—

- 2 Portable to weigh 4,000 lbs. or 55 maunds.
(One with tilt).

- 5 Portable to weigh 2,000 lbs. or 27 maunds.

- In Head Office.* 1 Personal to weigh up to 32 stone with
measuring rod.

CRANE WEIGHING MACHINES:—

- 1 of 5 ton capacity.
5 of 2 ton "
56 of 20 cwt. "
9 of 10 cwt. "

DIFFERENTIAL LIFTS:—

- 1 of 5 ton.
1 of 2 ton.
2 of 1 ton.

COAL TUBS:—

- 8 of 10 cwt. capacity.
1 of 8 cwt. "
7 of 5 cwt. "

IRON CRADLES:—

- 2 for Jute.
5 for Pig Iron.
2 for Bar Iron.
2 for Plate Iron.
6 for Bags.

WOODEN TRAYS, OR PLATFORMS:—

- 3 of 4' x 4'.
5 of 4' x 2'—6" with suspending chains.

FRAMES AND STANDARDS:—

- 7 of Teakwood 8' to 10' for coal, hides, gunnies.
45 of " 6' for jute, cotton, etc.
7 of Iron 7½' high for metal weightings.
16 of Iron 6' high for metal, jute, etc.
3 Iron standards for Beam Scales.
2 Wooden tripods 14' long iron capped and
shod for coal weightings.

SLINGS:—

- 38 of Rope and chain for weighing gunnies.
2 of Chain for weighing hides.

HOOKS:—

- 25 for Gummies.
51 for Jute, cotton, etc.
6 for Clusks.
8 to clamp to deck beams for suspending weighing
machines on.

TRANSPORT IN STABLES OUTSIDE DOCK GATE:—

- 3 Four-wheeled horse carts to carry 6 cwt. each.
- 1 Two-wheeled buffalo cart to carry 30 cwt.
- 1 Two-wheeled hand cart to carry 3 cwt.
- 3 Horses.
- 2 Buffaloes.

JAS. KNOX,
Superintendent,

LICENSED MEASURERS' DEPARTMENT.

D. BOYD,
Scaleswright.

Comparative Statement of Goods Measured from 1st July 1894 to 30th June 1912.

[illegible]

Monthly Statement of Goods Measured—Season 1911-1912.

Month.	Arrivals, Colleges, Refugees and other W.S.S.C.	Hemp, Tobacco,	Cotton, Shells,	Rifles, Guns,	Indig.	Tea	Snuff,	Total.
July 1911	...	1,285	805	6,538	7,088	169	1,07,861	51,490
August	29,482	480	2,228	5,001	3,888	...	33,052	2,261,126
September	3,03,923	415	350	2,720	3,735	185	1,17,280	53,917
October	6,32,734	...	890	1,131	18,792	63	1,34,582	7,75,759
November	6,28,156	515	570	1,241	14,224	64	1,12,534	8,88,947
December	5,38,265	323	150	447	10,065	157	88,448	50,045
January 1912	4,48,950	2,215	...	1,114	11,853	374	83,211	50,045
February	3,41,262	1,057	290	3,166	12,683	612	1,03,921	38,712
March	2,51,062	1,841	150	5,088	11,653	312	1,21,777	46,400
April	1,28,678	1,316	...	4,724	8,180	212	92,478	53,537
May	1,68,400	...	225	5,322	12,240	220	1,10,738	47,484
June	54,920	...	...	7,816	13,110	328	77,161	28,597
Total.	40,57,112	10,561	5,873	45,001	1,27,518	3,178	12,03,611	3,01,003
	...	...	...	...	...	...	5,927	2,80,184
	...	...	...	...	...	...	380,937	27,465
	...	...	...	...	...	...	5,47,685	65,240

Comparative Statement of Goods Weighed from 1st July 1890 to 30th June 1912.

Goods.	From 1st July 1900 to 30th June 1901.	From 1st July 1901 to 30th June 1902.	From 1st July 1902 to 30th June 1903.	From 1st July 1903 to 30th June 1904.	From 1st July 1904 to 30th June 1905.	From 1st July 1905 to 30th June 1906.	From 1st July 1906 to 30th June 1907.	From 1st July 1907 to 30th June 1908.	From 1st July 1908 to 30th June 1909.	From 1st July 1909 to 30th June 1910.	From 1st July 1910 to 30th June 1911.	From 1st July 1911 to 30th June 1912.
Jute, Cuttings, &c.	15,18,695	28,14,276	22,14,269	19,13,022	25,26,224	28,18,274	31,31,045	25,25,692	31,66,569	29,90,937	25,14,292	24,24,124
Cottons	100	67	531	1,653	1,201	10,420	12,531	12,531	10,66,569	11,529	10,92,631	11,429
Gumies	1,26,201	1,31,315	2,38,639	6,80,048	6,00,001	5,20,002	9,42,566	9,42,566	5,20,002	11,52,938	10,92,631	9,31,279
Rice	5,62,397	1,36,069	2,42,622	2,18,422	2,41,622	2,41,622	2,41,622	2,41,622	2,41,622	2,41,622	2,41,622	2,41,622
Seeds	...	...	...	...	...	...	...	...	...	...	...	...
Stalks	8,09,271	11,20,899	11,20,899	11,20,899	11,20,899	11,20,899	11,20,899	11,20,899	11,20,899	11,20,899	11,20,899	11,20,899
Sum	...	...	...	...	...	...	...	...	...	...	...	...
India	...	...	...	...	...	...	...	...	...	...	...	...
Total	31,10,027	38,93,117	42,72,291	46,23,109	42,65,271	48,78,633	50,11,039	50,11,039	50,11,039	50,11,039	50,11,039	50,11,039
Total	31,10,027	38,93,117	42,72,291	46,23,109	42,65,271	48,78,633	50,11,039	50,11,039	50,11,039	50,11,039	50,11,039	50,11,039

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Monthly Statement of Goods Weighed—Season, 1911-1912.

MONTHS.	Jute, Cuttings.	Cotton	Gummi.	Rice.	Tea.	Stalks.	Total.	Marx.	Coal.	Total.
July	46,672	2,022	85,175	1,71,819	7,319	635	1,74,572	1,94,402	257	12
August	2,30,092	1,257	93,144	2,22,774	4,768	627	1,82,901	7,65,803	219	13
September	4,02,607	317	1,00,198	3,63,031	1,335	689	2,97,173	10,18,362	118	2
October	4,69,741	299	1,01,028	2,10,063	3,142	725	1,82,083	5,68,492	134	2
November	4,69,397	305	85,337	2,27,296	2,406	472	2,16,989	9,53,092	67	9
December	3,69,364	317	66,399	2,10,062	382	461	1,90,104	8,67,339	263	8
January	3,30,144	411	55,674	3,32,469	664	420	1,71,624	8,95,806	184	14
February	2,80,781	1,181	72,728	3,41,146	3,125	1,127	1,68,336	9,08,891	188	5
March	2,67,431	2,011	69,375	4,38,013	289	1,949	2,14,771	9,33,183	117	6
April	1,10,267	1,297	33,286	3,37,108	...	310	1,18,430	6,82,287	323	18
May	...	...	85,443	3,62,880	691	371	2,21,078	8,31,330	142	10
June	77,683	1,647	62,609	2,30,447	8,141	411	2,81,260	6,61,900	189	18
Total.	31,64,431	13,329	9,31,370	33,11,400	24,622	7,397	23,03,442	1,00,26,095	2,103	17

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STATEMENT showing the Total and Average Measurements for the Season 1900-1901 to 1911-1912.

PRESS HOUSE.	SEASON 1900-1901.		SEASON 1901-02.		SEASON 1902-03.		SEASON 1903-04.		YR.	SEASON 1904-05.		SEASON 1905-07.		SEASON 1907-08.		SEASON 1908-09.		SEASON 1909-10.		SEASON 1910-11.		SEASON 1911-12.	
	Quantity.	Average.	Quantity.	Average.	Quantity.	Average.	Quantity.	Average.		Quantity.	Average.	Quantity.	Average.	Quantity.	Average.	Quantity.	Average.	Quantity.	Average.	Quantity.	Average.	Quantity.	Average.
Ashecroft	60,652	32,915	61,369	31,103	47,191	31,020	36,146	26,481	395	122,588	53,931	1,21,220	53,346	1,05,473	52,948	8,233	52,477	12,888	53,541	60,720	51,470	61,051	52,100
Atlas	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Bell	86,151	34,930	1,06,140	31,107	92,660	31,350	1,11,151	31,903	1,11,151	31,903	1,11,151	31,903	1,11,151	31,903	1,11,151	31,903	1,11,151	31,903	1,11,151	31,903	1,11,151	31,903	1,11,151
Calcutta	1,11,734	31,930	2,05,210	31,815	97,768	31,503	2,51,181	31,903	1,11,151	31,903	1,11,151	31,903	1,11,151	31,903	1,11,151	31,903	1,11,151	31,903	1,11,151	31,903	1,11,151	31,903	1,11,151
Compendium	1,25,850	32,290	1,81,353	32,118	1,11,822	31,822	1,00,030	31,903	1,11,151	31,903	1,11,151	31,903	1,11,151	31,903	1,11,151	31,903	1,11,151	31,903	1,11,151	31,903	1,11,151	31,903	1,11,151
Coral	87,181	31,120	78,157	31,828	60,478	31,603	67,312	31,903	1,11,151	31,903	1,11,151	31,903	1,11,151	31,903	1,11,151	31,903	1,11,151	31,903	1,11,151	31,903	1,11,151	31,903	1,11,151
Control	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Cutpurse	38,151	32,915	82,308	31,873	1,12,001	31,737	60,390	2918	110	1,31,130	51,882	93,547	51,4057	1,24,823	51,1000	1,16,410	51,1192	1,01,802	52,403	71,178	51,000	1,00,872	52,003
Dicks Duntosh	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Express of India	1,12,291	31,900	1,11,161	31,903	1,01,035	31,903	1,07,128	31,903	1,11,151	31,903	1,11,151	31,903	1,11,151	31,903	1,11,151	31,903	1,11,151	31,903	1,11,151	31,903	1,11,151	31,903	1,11,151
Ganges	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Gedabare	1,20,850	31,815	1,51,271	31,856	1,27,081	31,856	1,28,271	31,903	1,11,151	31,903	1,11,151	31,903	1,11,151	31,903	1,11,151	31,903	1,11,151	31,903	1,11,151	31,903	1,11,151	31,903	1,11,151
G. C. & Garden Reach	1,89,251	31,125	1,11,087	31,117	57,110	31,800	8,111	2119	1,00,711	31,903	1,11,151	31,903	1,11,151	31,903	1,11,151	31,903	1,11,151	31,903	1,11,151	31,903	1,11,151	31,903	1,11,151
Himal	1,80,100	32,915	1,01,582	32,183	1,28,800	31,703	2,55,300	31,903	1,11,151	31,903	1,11,151	31,903	1,11,151	31,903	1,11,151	31,903	1,11,151	31,903	1,11,151	31,903	1,11,151	31,903	1,11,151
Hoshyr	1,07,878	32,915	2,00,300	31,127	1,01,811	31,103	1,00,312	31,903	1,11,151	31,903	1,11,151	31,903	1,11,151	31,903	1,11,151	31,903	1,11,151	31,903	1,11,151	31,903	1,11,151	31,903	1,11,151
Hovrah	2,115	32,908	8,603	32,115	65,115	31,155	88,800	2219	1,00,711	31,903	1,11,151	31,903	1,11,151	31,903	1,11,151	31,903	1,11,151	31,903	1,11,151	31,903	1,11,151	31,903	1,11,151
Imperial	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
India	1,89,251	31,120	...	...	1,12,511	31,155	60,300	2119	1,00,711	31,903	1,11,151	31,903	1,11,151	31,903	1,11,151	31,903	1,11,151	31,903	1,11,151	31,903	1,11,151	31,903	1,11,151
Jheel	1,11,825	32,915	1,00,211	31,109	1,01,810	31,103	1,00,300	31,903	1,11,151	31,903	1,11,151	31,903	1,11,151	31,903	1,11,151	31,903	1,11,151	31,903	1,11,151	31,903	1,11,151	31,903	1,11,151
Kroon	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Lakshmi	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Newsprint	1,28,267	32,900	2,51,800	32,971	1,28,771	31,903	1,28,771	31,903	1,11,151	31,903	1,11,151	31,903	1,11,151	31,903	1,11,151	31,903	1,11,151	31,903	1,11,151	31,903	1,11,151	31,903	1,11,151
Orem	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Rail Buss.	2,51,901	32,915	6,01,231	31,711	6,21,008	31,731	6,11,181	31,671	2,01,101	31,903	1,11,151	31,903	1,11,151	31,903	1,11,151	31,903	1,11,151	31,903	1,11,151	31,903	1,11,151	31,903	1,11,151
Strait Bank	1,27,101	32,915	1,20,101	31,1008	61,000	31,1010	1,25,111	2,91,101	1,25,111	31,903	1,11,151	31,903	1,11,151	31,903	1,11,151	31,903	1,11,151	31,903	1,11,151	31,903	1,11,151	31,903	1,11,151
Suk	88,100	31,130	78,100	31,103	41,121	31,635	27,200	31,671	2,01,101	31,903	1,11,151	31,903	1,11,151	31,903	1,11,151	31,903	1,11,151	31,903	1,11,151	31,903	1,11,151	31,903	1,11,151
Sun	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Union	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Singapore	1,07,000	32,475	2,00,600	31,112	1,82,838	31,815	2,81,112	31,903	1,11,151	31,903	1,11,151	31,903	1,11,151	31,903	1,11,151	31,903	1,11,151	31,903	1,11,151	31,903	1,11,151	31,903	1,11,151
Vietnam	31,900	32,475	26,127	31,801	28,600	22,110	26,215	2918	1,00,711	31,903	1,11,151	31,903	1,11,151	31,903	1,11,151	31,903	1,11,151	31,903	1,11,151	31,903	1,11,151	31,903	1,11,151
Wey's	36,251	31,702	36,080	31,600	11,253	31,198	65,000	2918	1,00,711	31,903	1,11,151	31,903	1,11,151	31,903	1,11,151	31,903	1,11,151	31,903	1,11,151	31,903	1,11,151	31,903	1,11,151
TOTAL	28,56,657	32,915	35,18,353	31,107	30,26,368	31,738	3,021,136	31,903	1,11,151	31,903	1,11,151	31,903	1,11,151	31,903	1,11,151	31,903	1,11,151	31,903	1,11,151	31,903	1,11,151	31,903	1,11,151

JAS. KNOX,

Superintendent.

H. M. HAYWOOD,
Secretary.

1910-1911.

REVENUE ACCOUNT for 1911 to 30th June 1912.

1910-1911.

MEMO.
... Rs. 23,724-5-11
... " 12,429-14-4
JAS. KNOX,
Superintendent.

CALCUTTA, 30th June 1912.

SELOCK & LEWIS, } *Auditors.* H. M. HAYWOOD.
CHARTERED ACCOUNTANTS, } *Secretary.*

H. M. HAYWOOD

Dr.

1910-1911.

PROFIT AND LOSS ACCOUNT

CALCUTTA,
30th June 1912

JAS. KNOX,
Superintendent.

Cr.

1910-1911.

to 30th June 1912.

LOVELOCK & LEWES, } *Auditors.*
CHARTERED ACCOUNTANTS,

H. M. HAYWOOD,
Secretary.

BENGAL CHAMBER OF COMMERCE,

Figures for 1910-1911. Mr. *BALANCE SHEET as on*

R _s .	A.	P.		R _s .	A.	P.	LIABILITIES.	R _s .	A.	P.	R _s .	A.	P.
							PROFIT AND LOSS ACCOUNT.—						
2,32,419	1	0					Balance at credit ...	2,33,393	11	1			
...	...	...					Investment Reserve Account ...	3,712	8	0			
585	5	8					Workshop building repairing Account ...	1,125	6	8			
1,099	0	0					Cumby Churn Bhur's Security Account ...	1,099	0	0			
366	0	6					Hrengaman Boley's Security Account ...	366	0	6			
62	0	6					Early and Late Fee Account ...	298	0	0			
11,522	4	1					Deposit Amount Balance ...	15,498	13	6			
			2,37,718	13	5						2,55,228	7	3
TOTAL R _S .			2,37,718	13	5								

CAIUTTA.
30th June 1912.

JAS. KNOX,
Superintendent.

LICENSED MEASURERS' DEPARTMENT.
 5th June 1912

ASSETS.		Rs.	A. P.	Rs.	A. P.	Rs.	A. P.	Rs.	A. P.
Reserve Account —	...	...	...	...	...	...	...	...	...
per bet. Account	...	7,192 13	4	...	...	7,217	0	6	...
Reserves since made	...	2,719 13	3	...	...	1,244	0	6	...
— Depreciation at 15%	...	9,912 10	7	...	...	8,165	5	6	...
— Depreciation at 15%	...	1,486 14	5	8,252 12	2	1,202	5	3	7,192 13
Plant Account —	...	...	...	...	...	...	...	...	...
per bet. Account	...	7,067	7	3	...	7,325	0	6	...
Reserves since made	...	1,202 4	9	...	...	1,611	15	9	...
— Depreciation at 15%	...	8,570 12	6	...	...	8,343	7	10	...
— Depreciation at 15%	...	1,399	9	7,540 2	9	1,647	16	0	7,607 7
Building Account —	...	...	...	...	...	...	...	...	...
per bet. Account	...	27,032	5	10	...	25,761	2	7	...
Reserves since made	...	...	...	...	...	1,964	4	0	...
— Depreciation at 25%	...	27,032	5	10	...	27,725	5	1	...
— Depreciation at 25%	...	675	12	11	20,356	8	11	673	2
Account	...	0,250	0	0	...	10,000	0	0	27,032
— Depreciation at 7½%	...	6912	0	0	...	750	0	0	6,036
Building on Lease Measurement Scheme —	...	...	...	...	...	...	...	...	...
Not due but not billed for	...	...	...	7,448	0	6	...	...	4,636
— Done but not billed for	...	...	...	...	...	...	...	...	4,636
— Done but not billed for	...	...	...	3,417	1	0	...	...	2,663
of Investment —	...	...	...	...	...	...	...	...	...
City Bank	...	2,206	0	0	...	2,511	15	0	...
City Cash Bank	...	554	0	5	...	25	0	5	...
of Bengal	...	14,165	0	0	...	1383	5	3	...
Municipal Debentures at par	...	6,666	0	0	...	6,666	0	0	...
Interest on above	...	129	12	11	...	282	2	3	...
Municipal Debentures at par	...	45,000	0	0	...	45,000	0	0	...
Interest on above	...	544	19	0	...	544	19	0	...
Government Paper at par	...	1,10,000	0	0	...	1,10,000	0	0	...
Interest on above	...	1,343	9	3	...	800	0	4	...
Government Paper at par	...	1,600	0	0	...	1,600	0	0	...
Interest on above	...	300	0	0	...	300	0	0	...
Government Paper	...	300	0	0	...	300	0	0	...
Club Loan Account 4½%	...	2,369	0	0	1,93,484	10	0	1,89,630	2
TOTAL RS.	...	255,228	7	3	...	...	...	3,37,718	13

W. C. CROCK & LEWIS,
CHARTERED ACCOUNTANTS, } *Auditors.*

H. M. MAYWOOD,
Secretary.

BENGAL CHAMBER OF COMMERCE,

LICENSED MEASURERS' DEPARTMENT,

PROVIDENT FUND,

Calcutta, 6th August 1912.

THE TRUSTEES OF
THE PROVIDENT FUND.

DEAR SIRS,

We have the pleasure of enclosing herein the account of the Provident Fund for the year ending 30th June 1912.

Profit and Loss Account—

There is a surplus on this account of Rs. 11,269-9-11

made up as follows:—

Set up as follows:—				Rs.	As.	P.	Rs.	As.	P.
Interest on Securities	...	8,002	5	3					
Forfeited Contribution	...	1,605	5	2					
Forfeited interest on subscription Account	...	39	11	5					
Profit on Revaluation of Securities	...	2,182	15	0					
							11,850	4	10
Less—Salaries	...	450	0	0					
Sundry expenses...	...	110	10	11					
							560	10	11
							11,269	9	11

Profit on Revaluation of Securities

Rs. 2,182 15 0

This amount is made up as follows:—

				Value 30th June 1912.				Increase.		Decrease.	
		Rs.	As. P.	Rs.	As. P.	Rs.	As. P.	Rs.	As. P.	Rs.	As. P.
Securities as on 30th June 1911 and as at present:—											
Government Promissory Notes		3½ %	95	3	0	27,508	3	0	28,930	0	0
Calcutta Municipal Debentures		5 ½ %	101	0	0	5,200	0	0	5,000	0	0
Do.		4 ½ %	101	0	0	34,540	0	0	34,000	0	0
Calcutta Port Trust Debentures		4 ½ %	101	0	0	6,365	0	0	6,200	0	0
Do.		4½ %	103	0	0	1,345	0	0	1,300	0	0
Bahary Improvement Trust Debentures		4½ %	103	0	0	7,210	0	0	7,000	0	0
Calcutta Municipal Debentures		4½ %	100	12	0	10,075	0	0	10,000	0	0
Calcutta Port Trust Debentures		4½ %	98	8	0	10,700	0	0	10,000	0	0
Do.		4½ %	105	0	0	10,700	0	0	10,000	0	0
Bengal Municipal Debentures		4½ %	104	0	0	6,240	0	0	6,000	0	0
Do.		4½ %	103	0	0	5,065	0	0	5,000	0	0
Do.		4½ %	104	8	0	6,792	8	0	6,500	0	0
Bank of Bengal Shares of 500 each		...	1,672	8	0	16,725	0	0	5,000	0	0
						1,78,555	11	0	1,80,661	12	0
						1,78,555	11	0	1,80,661	12	0
Securities purchased during the year:—											
Calcutta Municipal Debentures		4½ %	101	14	0	13,753	2	0	13,500	0	0
Do.		4½ %	103	0	0	2,000	0	0	2,000	0	0
Calcutta Port Trust Debentures		4½ %	102	0	0	5,010	0	0	5,000	0	0
Do.		4½ %	102	8	0	7,175	0	0	7,000	0	0
Do.		4½ %	103	0	0	5,150	0	0	5,000	0	0
						2,12,903	13	0	1,98,900		
						2,12,903	13	0	2,14,486	12	0
									2,14,486	12	0
									2,182	15	0

The surplus of Rupees 11,269-9-11 has been divided *pro rata* between the employes contributing to the fund on the basis of the balances standing at their credit on 30th June 1912. The *ratas* divided yields Rupees 5-13-3-54 per cent. on the amount at credit of each employe.

					Rs.	As.	P.
Subscriptions for the year were	...	...	...	...	17,638	15	0
Subscriptions repaid during the year amount to	...	...	...	...	4,785	5	11

Yours faithfully,

LOVELOCK & LEWES,

Managers.

BENGAL CHAMBER OF COMMERCE.

PROVIDENT FUND

Figures for

1910-1911.

Dr.

PROFIT AND LOSS ACCOUNT

Rs.	A.	P.	1912	CHARGES.	Rs.	A.	P.	Rs.	A.	P.
450	0	0								
101	11	10	June 30	To Salaries ...	450	0	0			
				.. Sundry expenses ...	110	10	11			
								560	10	11
				.. Balance provisionally credited to suspense in proportion to the amount standing to his credit on the 26th June 1912 ...				11,209	9	11
TOTAL Rs. ...	11,330	10	8					11,330	10	8

Calcutta, 30th June 1912.

LOVELOCK & LEWES,
Managers.

LICENSED MEASURERS' DEPARTMENT.

ACCOUNT.

Figures for

1910-1911.

for the year ending 30th June 1912.

Cr.

[illegible]

L. EDWARDS, } Trustees.
P. H. BROWNE, }

1910-1911.

Fr.

BALANCE SHEET as

Note—The valuation of the above investments is taken from Bank of Bengal closing quotations of 29th June 1912.

Calcutta,
30th June 1917.

LOVELOCK & LEWES,
Managers.

on the 30th June 1912.

Cr. 1910-1911

ASSETS.		Rs.	As.	P.	Rs.	As.	P.	Rs.	As.	P.	Rs.	As.	P.
By 5 per cent. Calcutta Municipal Debentures	Rs. 5,000 @ Rs. 104	5,200	0	0	5,200	0	0						
Accrued interest on above	...	72	6	5	72	6	5						
4 per cent. Calcutta Municipal Debentures	Rs. 69,500 @ Rs. 102-8-0	71,237	8	0	71,237	8	0						
Accrued interest on above	...	633	4	11	633	4	11						
4 per cent. Calcutta Port Trust Debentures	Rs. 1,500 @ Rs. 103	1,545	0	0	1,545	0	0						
Accrued interest on above	...	19	4	2	19	4	2						
4 per cent. Calcutta Port Trust Debentures	Rs. 24,000 @ Rs. 102-8-0	24,600	0	0	24,600	0	0						
Accrued interest on above	...	204	4	4	204	4	4						
3 per cent. Government Paper Rs. 28,900 @ 95-12-0	...	27,671	12	0	27,671	12	0						
Accrued interest on above	...	316	5	7	316	5	7						
10 Shares of Bank of Bengal Rs. 5,000 @ Rs. 1,732-8-0	...	17,325	0	0	17,325	0	0						
Accrued interest on above	...	336	0	0	336	0	0						
4 per cent. Bombay Improvement Trust Loan Rs. 7,000 @ Rs. 103	...	7,210	0	0	7,210	0	0						
Accrued interest on above	...	135	5	5	135	5	5						
4 per cent. Bombay Municipal Debentures Rs. 10,000 @ Rs. 103	...	10,300	0	0	10,300	0	0						
Accrued interest on above	...	631	5	9	631	5	9						
4 per cent. Rangoon Municipal Debentures Rs. 5,000 @ Rs. 104 = Rs. 6,240	...	18,697	8	0	18,697	8	0						
Rs. 5,000 @ Rs. 103 = Rs. 5,665	...												
Rs. 5,300 @ Rs. 104-8-0 = Rs. 6,792-8-0	...												
Rs. 18,000	...												
Accrued interest on above	...	129	4	0	129	4	0						
4 per cent. Rangoon Port Trust Debentures Rs. 10,000 @ Rs. 102	...	10,300	0	0	10,300	0	0						
Accrued interest on above	...	91	5	0	91	5	0						
4 per cent. Rangoon Port Trust Debentures Rs. 20,000 @ Rs. 101	...	20,390	0	0	20,390	0	0						
Accrued interest on above	...	127	11	6	127	11	6						
Bank of Bengal	...	10,926	4	8	10,926	4	8						
		2,33,670	6	11				1,90,537	9	3			
TOTAL RS.	...	2,33,670	6	11				1,90,537	9	3			

L. EDWARDS,
P. H. BROWNE, } Trustees.

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**BENGAL CHAMBER OF COMMERCE,
COMPASSIONATE**

Figures for

1910-1911.

Dr.

PROFIT AND LOSS ACCOUNT

Rs.	As.	P.	Rs.	As.	P.	1912	Rs.	As.	P.	Rs.	As.	P.
2	1	0				June 30	To Sundry expenses	2	1	0		
							Party payments			2	1	0
			5,005	14	7		Balance			5,275	2	0
TOTAL Rs.			5,005	14	7					5,275	2	0

CALCUTTA, 30th June 1912.

JAS. KNOX.
Superintendent.

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LICENSED MEASURERS' DEPARTMENT.

FUND ACCOUNT.

Figures for

1910-1911.

Cr.

for the year ending 30th June 1912.

Rs.			As.			P.			Rs.			As.			P.		
July 1	By amount shown as per last statement	...	5,005	13	7				4,917	2	11						
	Amount of interest on Government Paper and Loan	...	185	6	2				178	17	8						
TOTAL Rs. ...			5,275	2	9				5,095	19	7						

JOYLOCK & LEVY,
CHARTERED ACCOUNTANTS.

} Auditors.

H. M. HAYWOOD,
Secretary.

BENGAL CHAMBER OF COMMERCE.

COMPASSIONATE

Figures for

1910—1911.

Dr.

BALANCE SHEET 03 03

Rs.	A.	P.	Rs.	A.	P.	LIABILITIES	Rs.	A.	P.	Rs.	A.	P.
			5,09,613	2		To Balance Credit				5,27,282	2	
TOTAL Rs. ...			5,09,613	2						5,27,282	2	

CALCUTTA,
20th June 1917.

JAS. KNOX,
Superintendent

LICENSED MEASURERS' DEPARTMENT.

FUND ACCOUNT.

the 30th June 1912.

Figures for

Cr. 1910-1911.

ASSETS.		Rs.	A. P.	Rs.	A. P.	Rs.	A. P.	Rs.	A. P.
By Bank of Bengal	...	426	0	1		1,520	0	7	
Loan Account	...	1,960	0	0		957	0	6	
27. Government papers	...	2,846	4	0		2,846	4	0	
Accrued interest on above	...	42	5	0		42	5	0	
					5,275	2	9		
									5,000
TOTAL. Rs.	...				5,275	2	9		

LOVELL & LEWIS, } *Auditors.*
CHARTERED ACCOUNTANTS,

H. M. HAYWOOD,
Secretary.

BENGAL CHAMBER OF COMMERCE,

LICENSED MEASURERS' DEPARTMENT.

Schedule of Charges for Weighment and Measurement of Goods.

(Revised with effect from 1st October 1911.)

NOTE.

1. The charges shown in the subjoined list are:—
 - (a) In the case of *Weightment* for 10 per cent. of any lot, subject to a rebate of 9 per cent., except for those commodities marked *self*.
 - (b) In the case of *Measurement* for 7 per cent. of any lot, subject to a rebate of 25 per cent.
2. The minimum charge for any order is Rs. 3, except in the case of iron weighments, where the minimum charge is Rs. 6.
3. If measurements be checked by actual weighment, the schedule rate will be charged on the actual quantity passed over the scale.
4. The following are certain special charges:—
 - (a) *Goods selected for arbitration* and sealed by the Officers of the Department, Rs. 10 per lot.
 - (b) *Piece-Goods* measured and weighed for arbitration or survey purposes, Rs. 10 net per case.
 - (c) *Sampling*, Rs. 10 per lot. If the sampling is done in connection with weighment, the minimum charge is Rs. 3.
 - (d) *Fate in drums*, Rs. 7-8 per one hundred drafts irrespective of whether the drums are weighed two, three, or five at a time.
 - (e) *Coal, Iron and similar minerals*, As. 4 per ton up to 100 tons; in excess of 100 tons, As. 3 per ton; in excess of 200 tons, As. 2 per ton.
 - (f) *Tallying*.—The schedule rates for the particular commodity, plus an addition of one-half such rate.
 - (g) *Weights*.—Testing and correcting weights, As. 4 each.

- (h) *Scales, testing and correcting*.—*Beam Scales*. Not exceeding 5 cwt., Rs. 1. Not exceeding 10 cwt., Rs. 2. Not exceeding 2 tons, Rs. 3.—*Platform Scales*. Not exceeding 5 cwt., Rs. 2. Not exceeding 10 cwt., Rs. 3. Not exceeding 1 ton, Rs. 5. Not exceeding 2 tons, Rs. 10. These charges cover testing and correcting only. The minimum charge for any single test will be Rs. 10.
5. If the weighment or measurement of percentages larger than those made in paragraph 1 (a) and (b) is required, special arrangements must be made with the Superintendent. Special arrangements must also be made for measuring coal, ballast and similar articles, for stock-taking, or other purposes.
6. In all cases labour must be supplied.
7. For each Officer in attendance at mills, press-houses or godowns, a minimum charge of Rs. 6 per day is levied.
8. The following distance charges are levied in addition to the schedule rates:—
 - (a) Outside the limits of the old Port, Rs. 10 per day, for each Officer.
 - (b) Diamond Harbour, or a place at an equal distance, Rs. 15 per day for each Officer.
 - (c) North of Chitpore bridge, East of Lower Circular Road, South of the Docks, or half a mile to the West of the Howrah bank of the river Hooghly, Rs. 10 per day for each Officer.
9. The following holiday fees are charged in addition to the schedule rates:—

Shipping.—Sunday, Rs. 5; Christmas day, Good Friday, New Year's day, and King Emperor's birthday, Rs. 10 for each Officer.

Press-houses.—Sunday, Christmas day, Good Friday, New Year's day, and King Emperor's birthday, Rs. 15 for one Officer, and Rs. 5 for each additional Officer.

ARTICLES.	Quantities.	Rates for weightment.			Rates for measurement.
		Ra.	As.	P.	
Aloes in bags ...	Per 100 bags ...	0	12	0	1/20 per ton of 50 cft.
Alum " " ...	" " " " ...	0	12	0	do.
Amended in bags ...	" " " " ...	0	12	0	do.
Arrowroot in cases ...	Per case ...	0	2	0	do.
Asafetida in boxes ...	" box ...	0	1	0	do.
Bark in bags ...	" 100 bags ...	0	12	0	do.
Beeswax in cases ...	" case ...	0	1	0	do.
Betelnut in bags ...	" 100 bags ...	0	12	0	do.
Bone meal in bags ...	" " " " ...	0	12	0	do.
Blood in bags (Dry) ...	" " " " ...	0	12	0	do.
Borax in cases ...	" case ...	0	1	0	do.
Brass in bags ...	" 100 bags ...	0	12	0	do.
Bristles in cases ...	" case ...	0	1	0	do.
Buzonias in chests ...	" chest ...	0	2	0	do.
Camphor in cases ...	" case ...	0	1	0	do.
Cardamoms in cases ...	" " " " ...	0	1	0	do.
Castor Oil in cases ...	" " " " ...	0	1	0	do.
Cayenne in bales ...	" 100 bales ...	1	8	0	do.
Carpets in " " ...	" " " " ...	1	8	0	do.
Chalk ...	" ton ...	0	4	0	do.
Chitties in bags ...	" 100 bags ...	0	12	0	do.
China roots in bags ...	" " " " ...	0	12	0	do.
Chiretta in bales ...	" 100 bales ...	1	0	0	do.
Cigars in cases ...	" case ...	0	1	0	do.
Cloves in bags ...	" 100 bags ...	0	12	0	do.
Cloves in cases ...	" case ...	0	1	0	do.
Copper ...	" ton ...	0	4	0	do.
Corns ...	" " " " ...	0	4	0	do.
Cocoanuts in bags ...	" 100 bags ...	0	12	0	do.
Cochineal in bags ...	" " " " ...	0	12	0	do.
Coffee in bags ...	" " " " ...	0	12	0	do.
Coffee in hogsheads ...	" hogshead ...	0	4	0	do.
Coral in cases ...	" case ...	0	1	0	do.
Cotton in bales ...	" 100 bales ...	1	0	0	1/10 per bale
Coir in bales ...	" " " " ...	1	0	0	1/20 per ton of 50 cft.
Coprus in bags ...	" 100 bags ...	0	12	0	do.
Cowries in bags ...	" " " " ...	0	1	0	do.
Cutch in cases ...	" 100 cases ...	1	0	0	do.
Cutch in bags ...	" 100 bags ...	0	12	0	do.
Corals in bales ...	" 100 bales ...	1	0	0	do.
Chussums in bales ...	" " " " ...	1	0	0	do.
Cosmos in bales ...	" " " " ...	1	0	0	do.
Cotton waste in bales ...	" " " " ...	1	0	0	1/10 per bale
Coir fibres in bales ...	" " " " ...	1	0	0	1/20 per ton of 50 cft.
Coke ...	" ton ...	0	6	0	do.
Cylinders ...	" " " " ...	0	4	0	do.
Dry dates in bags ...	" 100 bags ...	0	12	0	do.
Wet " " " " ...	" " " " ...	0	12	0	do.

ARTICLES.	Quantities.	Rates for weightment.			Rates for measurement.
		Ra.	As.	P.	
Dyestuff in cases ...	Per case ...	0	1	0	1/20 per ton of 50 cft.
Drugs in cases ...	" " " " ...	0	1	0	do.
Furniture ...	" ton ...	0	4	0	do.
Fuses ...	" " " " ...	0	4	0	do.
Fire-bricks ...	" " " " ...	0	4	0	do.
Figures ...	" case ...	0	2	0	do.
Fishing rod in bundles ...	" bundle ...	0	1	0	do.
Gun in bags ...	" 100 bags ...	0	12	0	do.
Guns in cases ...	" case ...	0	2	0	do.
Garlic and onions in bags or cases ...	" case ...	0	12	0	do.
Ginger in bags ...	" 100 bags ...	0	12	0	do.
Ghee in cases ...	" case ...	0	1	0	do.
Glass in boxes ...	" box ...	0	2	0	do.
Groundnuts in bags ...	" 100 bags ...	0	12	0	do.
Gunnies in bales ...	" 100 bales ...	1	8	0	do.
Gump in cases ...	" case ...	0	1	0	do.
Hemp in bales ...	" 100 bales ...	1	0	0	1/10 per bale
Hides in bales ...	" bale ...	0	1	0	1/10 nett.
Hides in cases ...	" case ...	0	1	0	1/10 nett.
Ilores, Woods and Tips in bags ...	" 100 bags ...	0	12	0	1/20 per ton of 50 cft.
India Rubber in bags ...	" bags ...	0	12	0	do.
India Rubber in cases ...	" case ...	0	1	0	do.
Indigo in chests ...	" chest ...	0	2	0	do.
Iron or other metal ...	" ton ...	0	4	0	do.
Jute in bales ...	" 100 bales ...	1	0	0	1/10 per bale
Jute in drums ...	" 100 drums ...	1	0	0	1/10 per drum
Kat wood in bags ...	" 100 bags ...	0	12	0	do.
Lace in cases ...	" case ...	0	1	0	1/20 per ton of 50 cft.
Lac in bags ...	" 100 bags ...	0	12	0	do.
Lard in cases ...	" case ...	0	1	0	do.
Lard in cases ...	" case ...	0	1	0	do.
Lined rags in bags ...	" 100 bags ...	0	12	0	do.
Machinery ...	" ton ...	0	8	0	do.
Mahars in bags ...	" 100 bags ...	0	12	0	do.
Mangrove ore ...	" 100 bags ...	0	12	0	do.
Myrsolans in bags ...	" 100 bags ...	0	12	0	do.
Molluscs in cases ...	" case ...	0	12	0	do.
Mother o' pearl in bags ...	" 100 bags ...	0	12	0	do.
Mother o' pearl in cases ...	" case ...	0	1	0	do.
Mats in bales ...	" 100 bales ...	0	1	0	do.
Miscellaneous goods ...	" package ...	0	1	0	do.
Mica in cases ...	" case ...	0	1	0	do.
Nails in kegs ...	" keg ...	0	12	0	do.
Nutmegs in bags ...	" 100 bags ...	0	12	0	do.
Nux Vomica in bags ...	" " " " ...	0	2	0	do.
Oils in cases ...	" case ...	0	2	0	do.

ARTICLES.	Quantities.	Rates for weighment.			Rates for measure- ment.
		Rs.	As.	P.	
Oils in cases ...	Per case ...	0	1	0	1/3/0 per ton of 50 cft.
Opium in chests ...	" chests ...	0	2	0	do.
Opium in tons ...	" ton ...	0	4	0	do.
Paper in bags ...	" 100 bags ...	0	12	0	do.
Paper stock in bales ...	" 100 bales ...	0	0	0	do.
Piece-goods in bales ...	" bale ...	1	2	0	do.
Paper in cases ...	" case ...	0	1	0	do.
Paint in drums ...	" drum ...	0	1	0	do.
Rags in bales ...	" 100 bales ...	1	0	0	do.
Rattans in bundles ...	" bundle ...	0	1	0	do.
Rope in coils ...	" coil ...	0	1	0	do.
Rosin in barrels ...	" barrel ...	0	2	0	do.
Rice, grain or seeds in bags ...	" 100 bags ...	0	12	0	do.
Rice dust in bags ...	" " " ...	0	12	0	do.
Red-wood ...	" ton ...	0	4	0	do.
Spirits in cases ...	" case ...	0	1	0	do.
Spirits in casks ...	" cask ...	0	2	0	do.
Safflower in bales ...	" 100 bales ...	1	0	0	do.
Sago in cases ...	" case ...	0	1	0	do.
Saltpetre ...	" ton ...	0	4	0	do.
Silk ...	" " ...	0	4	0	do.
Shells in bags ...	" 100 bags ...	0	12	0	do.
Silk in cases ...	" case ...	0	1	0	do.
Silicate of Soda in barrels ...	" barrel ...	0	2	0	do.
Silk in bales ...	" 100 bales ...	1	0	0	do.
Sugar in bags ...	" ton ...	0	4	0	do.
Sugar in baskets ...	" " ...	0	4	0	do.
Sulp Soda in bags ...	" 100 bags ...	0	12	0	do.
Skins in bales ...	" bale ...	0	1	0	1/1/- nett.
Straw plates in cases ...	" case ...	0	2	0	1/3/0 per ton of 50 cft.
Sulphate of Copper in casks ...	" cask ...	0	2	0	do.
Scandlings ...	" " ...	0	2	0	do.
Talc in cases ...	" case ...	0	1	0	1/2/6 per ton of 50 cft.
Tea in chests ...	" chest ...	0	0	3	do.
Tea waste in bags ...	" 100 bags ...	0	12	0	do.
Tinplates in boxes ...	" box ...	0	1	0	do.
Timber ...	" ton ...	0	4	0	do.
Tolaccos in bales ...	" 100 bales ...	1	0	0	1/1/- per bale
Turnerie in bags ...	" 100 bags ...	0	12	0	1/2/6 per ton of 50 cft.
Tannarin in barrels ...	" barrel ...	0	2	0	do.
Thread-waste in bales ...	" 100 bales ...	1	0	0	1/1/- per bale
Wool in bales ...	" " " ...	1	0	0	do.
Yarn in bales ...	" " " ...	1	0	0	1/2/6 per ton of 50 cft.

JAS. KNOX,

Superintendent.

CALCUTTA, 19th September 1889.

H. M. HAYWOOD,

Secretary.

BENGAL CHAMBER OF COMMERCE,

LICENSED MEASURES' DEPARTMENT.

At a Special General Meeting of the Chamber, held on the 4th October 1883 the following Resolution was adopted:—

"That Rule I under the Chamber's Tonnage Schedule be altered as follows, in accordance with the Resolution proposed and adopted by the mercantile community at their meeting on the 3rd July 1883, and in accordance with the notice issued by the Chamber of Commerce, on the 4th July 1883, under rule 23 of the Chamber's bye-laws:—

- 1.—That where freight is payable by measurement, measurement be by Sworn Measurers, to be placed under the direction of the Bengal Chamber of Commerce.
- 2.—That measurement be taken at place of shipment, i.e., exporting wharf, jetty or press-house where adjacent to place of shipment at measuring Superintendent's discretion, but only whilst the bales are actually being removed in course of shipment.
- 3.—That such measurement be final.
- 4.—That in cases of shut-out cargo or cargo transferred from one vessel to another, original measurements to hold good.
- 5.—That any cargo re-lauded be re-measured.
- 6.—That measurement be taken at the largest part of the bale, inside the lashing on the one side, and outside on the other.
- 7.—That the measurement of jute shipment without measurement shall be entirely at shipper's risk, and that measurement be a matter of special arrangement between the shippers and ship; further, that all expenses connected with the measurement thereof be payable by the shippers.
- 8.—That all cotton and other baled cargo arriving at the East Indian Railway Company's terminus at Howrah for shipment direct by boat be measured by the Sworn Measurers in the Railway Company's shed while being removed in actual course of shipment.
- 9.—That all baled cargo pressed at, or exported from, any of the Press-houses to which a Sworn Measurer may be attached be treated in the manner as jute, and as provided for in the second Resolution.
- 10.—That gunny bales packed at, or exported from, mills, within the limits of the port, be also measured as described in the second Resolution.
- 11.—That gunny bales or other cargo exported by boat direct from outside the limits of the port be measured by the Sworn Measurers on the

deck of the ship or alongside; but it shall be optional with outside mills and press-houses to make arrangements with the Managing Committee, on such terms as may be mutually agreed on for the attendance of Sworn Measurers at their ordinary shipping wharves for measurements in accordance with Rule 2.

- 12.—That all baled, cased, or other cargo not provided for in any of the foregoing Resolutions, and which at present is measured on this side under any of the tonnage schedules now in use in the Port, or which may require to be measured on this side, by a special arrangement made between shippers and ship, that all such cargo be measured on the Custom House Wharf (if for export by boat) or in the jetty sheds (if for shipment through the jetties) by the Sworn Measurers.

- 13.—That for the present the Sworn Measurers to be appointed to carry out this scheme be placed under the direction of a Representative Committee to be nominated by the Committee of the Chamber of Commerce.

- 14.—That the charge for measurement be defrayed by the ship.

H. W. L. WOOD,
Secretary.

1st January 1884.

Jute.
" Cuttings.
" Rejections.
" Thread Waste.
" Rope Ends.
Gunny Cuttings.
Cotton.
Hemp.
Safflower.
Tobacco Leaf and
all other goods
packed in bales
bound with rope
lashing.

Cotton.
Gunny Cloth.
" Bags.
Piece goods.
Twist and all other
goods packed in
bales bound with
hoops.

Indigo.
Shetac.
Button Lac.
Lacaye.
Tou.
Piece-goods and all
other goods pack-
ed in cases.

Hides.
Skins.

Fishing Rods.

SCHEDULE.

Not less than seven per cent. to be measured if the bales have been pressed in 400 lbs. press boxes; but where bales pressed in 500 lbs. press boxes are also included in the lot, the percentage must be taken proportionately. All crooked or badly-pressed bales shall be objected to for measurement, and the Measurer shall cause all such bales to be returned to the Press-house, having previously ripped open the lashings in such a way as to cause them to be re-pressed; but if Press-houses elect to have them shipped, a fair percentage of all such bales must be measured. Measurement to be taken at the largest part of the bale inside the lashing on the one side and outside on the other. In taking the length and breadth, the measurement of one bale shall be with ticket upwards and of another with the ticket downwards.

Not less than seven per cent. to be measured of each *assortment*, and the measurement must be taken of the surface and not over the hoop binding. In small lots up to 50, not less than five bales are to be measured.

Not less than five per cent. of each *assortment* to be measured.

Not less than five per cent. of each *assortment and size* to be measured.

Five to ten per cent. to be measured.

RULES AND REGULATIONS

OF THE

PROVIDENT FUND.

1. These Rules and Regulations shall take effect as from the 1st day of January 1899.

2. "Department" shall be and include the members of the Committee, for the time being, of the Licensed Measurers' Department of the Bengal Chamber of Commerce.

"Managers" shall be the persons or person in whom the management of the Fund shall, for the time being, be vested as hereinafter provided.

"Trustees" shall be and include the Trustees of the Fund, for the time being, appointed as hereinafter provided.

"Salary" comprises only the fixed monthly salary received by each employé from the Department, and does not include any bonus, commission, or other remuneration or profit whatever, uncertain in amount, or derived by any employé by any means outside his fixed ascertained salary.

3. The management of the Fund shall, subject to the general supervision and control of the Department, be vested in the members, for the time being, constituting the firm of Messrs. Lovelock and Lewes, Chartered Accountants, or such other person or persons as the Department may, from time to time, at its uncontrolled discretion appoint, and the necessary expenses of management, including the remuneration of the Managers (to be, from time to time, agreed on by the Managers and the Department), shall be borne by, and be a charge on, the Fund.

4. The Committee of the Licensed Measurers' Department shall appoint, annually, in the month of September, two Trustees of the Fund, both of whom shall be members of the Committee. In the event of a vacancy occurring in the course of any year, the Committee shall appoint one of their number to fill the vacancy for the remainder of such year.

5. Every employé of the Department in the service of the Department on 1st January 1899, and every employé who shall join the service of the Department on or after that date, shall submit to these Rules and Regulations, and every such employé shall sign an Agreement in the form annexed to these Rules and Regulations.

6. Subscriptions to the Fund shall be as follows:—

(1) In the case of employés whose salary does not exceed Rs. 100 monthly, a sum equal to 6 per cent. on the amount of the salary of each employé shall be deducted by the Department, monthly, from such salary before payment of the same.

(2) In the case of employés whose salary exceeds Rs. 100 monthly, a sum equal to 8½ per cent. on the amount of the salary of each employé shall be deducted by the Department, monthly, from such salary before payment of the same.

7. The Department shall in any manner it may think most convenient, from time to time, deduct from any sum payable by them to any employé, whether by way of salary, or otherwise, such sum as may be required to pay any subscription due from him to the Fund, and shall, from time to time, pay over to the managers all sums so deducted by them.

8. The subscriptions of any employé absent on leave or furlough shall, during the period of such absence, be assessed on the salary allowed during such absence, but any employé shall be at liberty, subject to the consent of the Department, to subscribe on the full amount of his salary, if desired, provided notice in writing of such desire shall have been given by him to the Department prior to the due date for payment of salary next after such employé shall have obtained leave or furlough.

9. Deleted, 28th July 1910.

10. For and in respect of each complete year ending with the 30th day of June, the Department shall contribute to the Fund a sum equal to the aggregate amount of the subscriptions of all the employés of the Department for such year, and shall pay the same to the credit of the Fund.

11. The Managers shall, from time to time, pay into the Bank of Bengal at Calcutta, or any other Bank at Calcutta sanctioned by the Department, to the credit of an account to be opened in the names of the Trustees, all moneys received by the Managers after payment thereof of the expenses of management. All money to the credit of such account shall be dealt with only in accordance with these Rules and Regulations, and all or any portion of such moneys shall be withdrawn from such account only by cheques bearing the signatures of the two Trustees in addition to the signature of the Secretary of the Department.

12. All moneys not immediately required for the purpose of the Fund shall be, from time to time, invested by the Trustees at their discretion in any of the following Securities, that is to say, any of the Rupee or Sterling Securities of the Government of India, or any Securities, the interest on which is or shall be guaranteed by the Government of India or in the Bonds, Debentures, or Securities of, or issued by, any Public, Municipal or Local Body or Authority in India, or in the fully paid-up Stock or Shares of any of the Presidency Banks in India, with power for the Trustees at their discretion, from time to time, to vary or transpose such investments into or for others of any nature hereinbefore authorised.

13. The Trustees shall, from time to time, upon the written requisition of the Managers, pay to them such sum or sums as may be required for the purposes of these Rules and Regulations, and shall, if necessary, raise the moneys required for same by a sale of the Securities held by the Trustees or of a sufficient part thereof, or by a loan of the Security of the same.

14. On the 30th day of June in each year, the Managers shall credit each employé with the equivalent of his subscription for the preceding year, as provided for under Rule 10, and thereafter, having ascertained the amount available for division among the members arising from the interest accrued on Securities, any sums forfeited to the Fund under these Rules and Regulations and all other moneys (if any) that should properly be brought into account, the Managers shall provisionally credit each employé in proportion to the amount standing to his credit on each 30th June in respect of his total subscriptions, with his share of the amount, so ascertained.

15. On or as soon as may be after the 30th day of June 1899, and the 30th day of June of every succeeding year, the Managers shall ascertain and fix the market-value, as on the said 30th June, of the total net Investments and Securities held by or belonging to the Fund, including interest up to the same day on any Securities, on which interest is usually calculated on sale or transfer thereof, and after deducting the payments made therefrom, and providing for debts and ascertained liabilities, paid or incurred respectively, agreeably with these Rules and Regulations, the Managers shall forthwith debit or credit, as the case may be, the account of each employé in the books of the Fund with a share of the difference between the value as appearing from the last preceding valuation recorded in the said books and the then market-value as so fixed and ascertained as aforesaid of the said Investments and Securities, including interest as aforesaid, in proportion to the amount at credit of each employé on the said 30th June.

16. A statement of account of each employé shall be made up to the 30th June of each year, and each employé shall be required to certify in writing upon such account that the amount therein shown, as standing to his credit, is correct.

17. Except, as is by these Rules and Regulations expressly provided, no member, or any person or persons on his behalf, in respect of his interest in the Fund, shall be entitled to claim any payment of money to him or them.

18. On the death of any employé, the Managers shall pay to his Executors or Administrators the amount standing to his credit in the books of the Fund on the 30th day of June preceding such death, and shall also pay to his Executors or Administrators, the amount in full of his paid-up subscriptions for the then current year.

19. On the voluntary resignation or retirement of any employé from the service of the Department, without the existence of any cause justifying his dismissal, the Managers shall pay to him the aggregate amount subscribed by him to the Fund and the amount (if any) standing to his credit for interest, and shall, in respect of the balance standing to his credit in the books of the Fund on the 30th day of June preceding such resignation or retirement, pay to him one-twentieth part of such balance for each completed year of service from the 1st January 1899.

20. In case of any employé becoming permanently incapacitated owing to injury sustained whilst in the service of the Department, or in case of resignation or retirement with the previous written sanction of the Department of any employé owing to illness, old age, or any other reason considered adequate by the Department and so certified in writing by them, the Managers shall (subject to the provisions of these Rules) pay to such incapacitated, resigning, or retiring employé the amount standing to his credit in the books of the Fund on the 30th day of June preceding such incapacity, resignation, or retirement, and also (subject as aforesaid) the full amount of his paid-up subscriptions for the then current year, together with such sums as are provided for under Rule 10.

21. If any employé shall be dismissed from the service of the Department, the Managers shall (subject to these Rules) pay to him the aggregate amount only subscribed by him to the Fund, without interest, and the balance, if any, of all moneys then standing to his credit in the books of the Fund shall (subject as aforesaid), upon such dismissal, be forfeited to the use of the Fund and shall be dealt with accordingly: Provided also that the Managers may at any time, with the consent of the Department, pay to any such dismissed member the amount to which he would have been entitled under Rule 10, if he had voluntarily retired from the service of the Department and had not been dismissed.

22. The Department shall have a first and paramount charge upon the amount, from time to time, standing to the credit of each employé and upon all other moneys of the Fund in or to which he may be interested or entitled for and in respect of all losses, damages, costs, and expenses, which the Department may at any time pay, sustain, or be put to, by reason of any act of embezzlement, or default of or by such employé and the amount, from time to time standing to the credit of each employé, and all such other moneys as aforesaid shall be deemed and treated as a deposit made by him with the Department as security for his fidelity and be dealt with accordingly; and in the event of any claim arising by the Department against any employé under this rule, the same shall be paid, so far as the Funds in which such employé shall be interested shall extend, by the Fund to the Department on the written requisition of the Committee of the Department, and such employé shall absolutely forfeit all right and interest thereto and therein.

23. In case any employé shall die leaving any money standing to his credit in the books of the Fund, such moneys shall be paid only to the Executor or Administrator of the deceased member, on the production, to the Managers, of Probate of the Will or of Letters of Administration to the estate of such employé.

24. In all cases wherein a certificate shall be required of the amount of the balance standing in the books of the Fund to the credit of a deceased member, for the purpose of obtaining, free of stamp duty, a grant of Probate or Letters of Administration, or any other purpose, such certificate shall be in the following form:—

No. _____	
BENGAL CHAMBER OF COMMERCE	
LICENSED MEASURERS' DEPARTMENT	
PROVIDENT FUND.	
<i>It is hereby certified that the balance standing in the book of</i>	
<i>the Provident Fund of the Licensed Measurers' Department,</i>	
<i>Bengal Chamber of Commerce, to the credit of</i> _____	
<i>of</i> _____ <i>numbered as above on the</i> _____	
<i>day of</i> _____ <i>was Rupees</i> _____	
<i>Dated this</i> _____ <i>day of</i> _____ <i>19</i> _____	
<i>Entered</i> _____	
<i>Examined</i> _____ <i>Managers</i>	

25. No employé shall be entitled to transfer or assign, whether by way of security or otherwise howsoever, his interest or any part thereof in the Fund, and no such transfer or assignment shall be valid, and the Managers, Trustees, or Department, shall not recognise or be bound by notice to them, respectively, of any such transfer or assignment, and all moneys standing in the books of the

Fund to the credit of the employé so transferring or assigning his interest as aforesaid, shall forthwith be forfeited as from the date of such transfer or assignment, to the use of the Fund, and be dealt with accordingly; and further, if any prohibitory order or attachment, or process of a Civil Court, be served upon the Trustees, or the Department, or the Managers, or any of them, or any person on their behalf, by which any moneys standing to the credit of any employé in the books of the Fund shall be attached, or be ordered to be paid into a Civil Court, or be ordered to be withheld from such employé, such moneys shall forthwith be forfeited to the use of the Fund, and be dealt with accordingly. And if any employé shall file his petition in insolvency or be adjudged bankrupt, or if he or his property, shall otherwise become amenable to any law relating to bankruptcy, or insolvency in India, Great Britain or elsewhere, or if he shall make any arrangement or composition with his creditors, his interest and every part thereof in the Fund shall thereupon cease and determine and all moneys then standing and which thereafter might stand to the credit of the employé in the books of the Fund shall forthwith be likewise forfeited to the use of the Fund and be dealt with accordingly. And if any employé shall become a lunatic or of unsound mind or his mental incapacity shall be proved to the satisfaction of the Department, then, unless and until a Committee to the estate of such lunatic shall be duly constituted, the Department shall be at liberty to withhold and retain any moneys so standing as aforesaid to the credit of such employé: Provided that the Department shall be at liberty, if the Department in their uncontrolled discretion shall so think fit, at any time thereafter, to give such moneys or any part thereof for the benefit of any such employé, or his wife, children or relation, and the Managers shall deal with such moneys accordingly on the written requisition of the Department.

26. It shall be lawful for the Department, from time to time and at any time hereafter, in writing under their hands, to alter, vary, modify, remake, rescind, or add to these Rules and Regulations, or any of them, but so that no such alteration, variation, modification, remaking, rescission, or addition shall affect the rights of any employé with respect to the Fund.

27. If any dispute shall, at any time, arise between the Managers or the Trustees, for the time being, of the Fund on the

one hand and any employé or any Executor, Administrator, or next-of-kin of any employé, or any person claiming as such next-of-kin, in any other capacity, on the other hand, regarding these Rules and Regulations and the interpretation thereof, or any matter arising thereon or connected therewith, then and in every such case the matter in dispute shall be referred in writing to two arbitrators, and such reference shall be deemed to be a submission to arbitration within the Indian Arbitration Act, 1899, or any statutory modification or re-enactment thereof, for the time being in force, the provisions thereof shall apply as far as applicable.

I hereby declare that I have read the foregoing Rules and Regulations of the Provident Fund of the Licensed Measurers' Department of the Bengal Chamber of Commerce, and that I agree to be bound by them.

Dated the day of 19

Name in full

Date of birth

Nature of appointment

Date of joining service

Salary per mensem, Rupees

Signature

Witness

REPORT:
ROYAL EXCHANGE.



ROYAL EXCHANGE.

REPORT OF THE COMMITTEE FOR THE YEAR ENDED
31ST DECEMBER 1912.

THE PRESIDENT AND COMMITTEE,
BENGAL CHAMBER OF COMMERCE.

GENTLEMEN,

In accordance with the provisions of rule 7 of the Rules of the Royal Exchange, we have now the honour to submit a report on its working for the year ending 31st December 1912.

2. During the year one firm and one individual member resigned, one firm and four individual members closed their business, one firm member became an individual member, one individual member died and three new firms and five individual members were elected. At the end of the year there were upon the Exchange Register 145 firms and 80 individual members. A list of the firms and individual subscribers on the 31st December 1912 is appended to this Report.

3. We submit a balance sheet and revenue account for the year ended 31st December 1912, which has been prepared, as usual, by Messrs. Lovelock and Lowe, Accountants of the Bengal Chamber of Commerce. The surplus of income over expenditure shown in the Revenue Account is Rs 4,343-14-9 against Rs 4,731-4-10 in the year 1911. In accordance with the provisions of rule 21 of the Rules of the Exchange, this amount has been transferred to the Bengal Chamber of Commerce as a contribution towards the

payment of the Debentures issued by the Chamber, and of the interest thereon.

We are, GENTLEMEN,
Your obedient servants,

A. M. MONTEATH, *President*,
E. H. BRAY, *Vice-President*,
H. S. JOHNSTON,
C. N. DOUETIL,
JOHN SINGLEAIR,
GUY SHORROCK,
E. H. ELLES,
G. R. DEAKIN,
E. A. GOWARD,

Members.

H. M. HAYWOOD,
Secretary.

CALCUTTA,
31st January 1913.

Opol Exchange, Calcutta.

BALANCE SHEET as at 31st December 1912.

LIABILITIES	Rs. As. P.		Rs. As. P.		ASSETS	Rs. As. P.		Rs. As. P.	
	Rs.	As. P.	Rs.	As. P.		Rs.	As. P.	Rs.	As. P.
SURETY CREDITORS—					OUTSTANDING—				
Bengal Chamber of Commerce	1,84	14 3			Subscriptions	...		...	35 0 0
for Monthly Rent, Taxes etc.,					CASH—				
for December 1912					At Bank of Bengal	...	5,179 11 6	...	
Establishment	...	108 4 9		1,293 3 0	In hand	...	297 6 3	...	
BENGAL CHAMBER OF COMMERCE—									5,477 1 9
Contribution Account	...	...		4,218 14 9					
Total Rs.	...	...		5,512 1 9	Total Rs.	...	...		5,512 1 9

Examined and found correct.

LOVELOCK & LEVES
Chartered Accountants,

Auditors.

A. M. MONTEATH,
President.

H. M. HAYWOOD,
Secretary.

Calcutta, 12th January 1913.

Royal Ex-

REVENUE ACCOUNT for the

EXPENDITURE.	Rs.	As.	P.	Rs.	As.	P.
To REST	8,100	0	0			
" MUNICIPAL RATES AND TAXES	2,000	13	0			
" CONTRIBUTION TO QUADRANTAL REPAIRS	1,250	0	0			
" MONTHLY CONTRIBUTION TO BENGAL CHAMBER OF COMMERCE				11,050	13	0
" ESTABLISHMENT				2,400	0	0
" RESTAURANT LICENSE				2,070	14	9
" BOOKS AND NEWSPAPERS	2,150	13	6	200	0	0
" STAMPS		28	2	9		
" PRINTING AND STATIONERY		218	1	0		
" TELEPHONE SUBSCRIPTION		200	0	0		
" PETTY CHARGES		921	1	3		
" GENERAL CHARGES		120	0	0		
				3,638	5	6
SURPLUS INCOME OVER EXPENDITURES: Paid to Bengal Chamber of Commerce Contribution Account (Rule 21, Royal Exchange)				1,313	14	9
TOTAL RS.				24,610	0	0

Examined and found correct.

CALCUTTA,
15th January 1915.

LOVELOCK & LEWIS,
Chartered Accountants, } Auditors.

change, Calcutta.

year ended 31st December 1912.

INCOME.	Rs.	A.	P.	Rs.	A.	P.
By ESTIMATED FEES				225	0	0
" SUBSCRIPTIONS				24,385	0	0
TOTAL RS.				24,610	0	0

A. M. MONTEATH,
President

H. M. HAYWOOD,
Secretary.

Royal Exchange.

COMMITTEE FOR THE YEAR 1912.

President :

THE HON'BLE MR. A. M. MONTEATH,
MESSRS. MACKINNON, MACKENZIE & CO.

Vice-President :

MR. E. H. BRAY,
MESSRS. GILLANDERS ARBUTHNOT & CO.

Members :

MR. G. B. DEARIN.
MESSRS. LANDALE & MORGAN.

MR. C. N. DOUETH.
MESSRS. R. STEEL & CO. LD.

MR. JOHN SINCLAIR.
MESSRS. SINCLAIR & ECK.

MR. GUY SHORROCK,
MESSRS. PLACE, SIDDOES & GOUGH.

MR. E. H. ELLES,
MESSRS. PIGOTT, CHAMPMAN & CO.

MR. H. S. JOHNSTON,
NATIONAL BANK OF INDIA, LTD.

MR. E. A. GOWARD,
MESSRS. WALKER GOWARD & CO.

LIST OF MEMBERS AS ON 31st DECEMBER 1912.

FIRMS.

Allen Brothers & Co., Ltd. (3)
Alliance Bank of India, Ltd. (3)
Anderson, Wright & Co., (3)
Apar & Co., (2)
Apar, T. S. & Co., (2)
Arpian Co., Ltd. (2)
Asiatic Petroleum Co., Ltd. (6)
Austrian Lloyd Steam Navigation Co., Ltd. (2)
Edner, Lawrie & Co., (3)
Bany & Co., (5)
Baker, Gray & Co., (3)
Begg, Dunlop & Co., (2)
Behrens, Sir Jacob, & Sons, (1)
Bengal Coal Co., Ltd. (2)
Bengal Nagpur Ry. Co., Ltd. (3)
Berthoud & Co., (2)
Bates, C. C. & Co., (2)
(*Tipperah, Chandpur*).
Binning, J. & Co., (2)
Bird & Co., (13)
Birkmyr Brothers, (4)
Blacker & Co., (7)
Bendley & Co., Ltd. The (3)
Bulter & Co., (2)
Burb Brothers, (1)
Burn & Co., Ltd. (3)
Burn, W. J. & Co., (1)
Cairwright, H. D. & Co., (5)
Chartered Bank of India, Australia & China, (3)
Chunder, S. C. & Co., (4)
Commercial Union Assurance Co., Ltd. (3)
Crosswell, W. S. & Co., (2)
Dunham, A. & Co., (2)
Delhi & London Bank, Ltd. (2)
Dunthorn Brothers, (2)
Dent, T. E. & Co., (2)
Ducat, W. F. & Co., (2)
Duff, Thomas, & Co., Ltd. (2)
Duffus, J. C. & Co., Ltd. (2)
Duncan Brothers & Co., (3)
Duncan, Sheriff & Co., (2)
East Indian Railway Co., (2)
Eastern Bank Ltd. (3)
Eastern Bengal State Railway, (3)
Empire, Ltd. The (3)
"Englishman" Ltd. The (3)
Ernsthausen Ltd. (3)
Figgis, A. W., & Co., (4)
Finlay, James, & Co., Ltd. (19)
George, Bartou & Co., (4)
Gillanders, Arbuthnot & Co., (17)
Gibstone, Wyllie & Co., (5)
Godfrey, C. T. & Co., (4)
Gow, James, & Co., (1)
Graham & Co., (18)
Grundage & Co., (3)
Graves, Cotton & Co., (2)
Grossmann & Co., Ltd. (2)
Guzdar, P. E. & Co., Ltd. (3)
Hadenfeldt & Co., (2)
Haldar, Smith & Co., (3)
Haworth, W. & Co., (5)
Holliger, F. W. & Co., (21)
Henderson, George, & Co., (13)
Heare, Miller & Co., (3)
James Park & Co., (2)
Jardine, Skinner & Co., (24)
Jessop & Co., Ltd. (2)
John, A. M. & Co., (3)
Kettlewell, Bullen & Co., (3)
Kilburn & Co., (2)
Killick Nixon & Co.'s Agency, (2)
King Brothers, (6)
Koch, Marcus & Co., (1)

FIRMS.—*contd.*

Landale & Clark, Ld., (8)
 Landale & Morgan, (5)
 Lipton, Ld., (2)
 Liverpool and London and Globe
 Insurance Co., Ld., (2)
 London and Lancashire Fire In-
 surance Co., (4)
 Lovelock & Leves, (3)
 Low, H. V. & Co., (2)
 Lyall, Marshall & Co., (3)
 Ludlow Manufacturing Associates
 (Boston), (3)
 Mackenzie, Lyall & Co., (1)
 Mackillochan, J. & Co., (2)
 Mackinnon, Mackenzie & Co., (5)
 Macneill & Co., (2)
 Main, A. & J. & Co., Ld., (2)
 Manasseh S. & Sons, (3)
 Martelli, W. G. & Co., (1)
 Martin & Co., (3)
 Massey & Co., (4)
 McCluskie, E. T. & Co., (3)
 McGregor & Hutton Ld., (2)
 McLeod & Co., (2)
 Meyer, E. & Co., Ld., (3)
 Millar, D. L. & Co., (4)
 Morin & Co., (14)
 Mytton, Wallace & Co., (2)
 National Bank of India, Ld., (3)
 New Zealand Insurance Co., Ld.,
 (2)
 Norman Brothers, (4)
 Nourse, James, Ld., (2)
 Pallachi, F. C. & Co., (3)
 P. & O. S. N. Co., (3)
 Perna & Hynal, (9)
 Petrenichino Brothers, (3)
 Pigott, Chapman & Co., (7)
 Place, Siddons & Gough, (4)
 Planters' Stores & Agency Co.,
 Ld., (1)
 Poppe, Delius & Co., (10)
 Port Commissioners, (4)
 Posner & Co., (2)
 Ralli Brothers, (14)
 Remington Typewriter Co., (3)
 Reynolds, R. A. B. & Co., (2)
 Royal Insurance Co., Ld., (2)
 Russo-Asiatic Bank, (3)
 Sarkies & Co., (1)
 Sassoon, David & Co., Ld., (2)
 Sassoon, E. D. & Co., (8)
 Scott, James & Sons, Ld., (3)
 Shaw, Wallace & Co., (33)
 Siemens Bros., Dynamo Works,
 Ld., (3)
 Shiu, R. & Co., (*Noraingnago*) (10)
 Sinclair & Eck, (4)
 Sinclair, Murray & Co., (13)
 Smith, Andrew & Co., (1)
 Smith, Ross & Co., (3)
 South British Insurance Co.,
 Ld., (2)
 Standard Oil Co. of New York, (3)
 Stanley, R. & Co., (2)
 Steel, R. & Co., Ld., (3)
 Stewart & Co., (3)
 Stuart Dott & Co., (2)
 Targott, W. H. & Co., (3)
 Thickens, T. M. & Co., (6)
 Thomas, J. & Co., (22)
 Turner Morrison & Co., (22)
 Walker, Goward & Co., (4)
 Walker, W. J. & Co., (2)
 Ward, G. & Co., (2)
 Watson, James & Co., (3)
 Williamson, Magor & Co., (2)
 Windram & Co., (1)
 Ziffo & Co., (3)

INDIVIDUALS.

Allen, J. H.
 Apara Alex. A., Jr.
 Amick, Ezra.
 Annabigo, C. C.
 Atkinson, W.
 Baxter, C. G.
 Bannard, Arthur
 Barchart, J.
 Caird, Geo.
 Cohen, Aaron A.
 Fellmann, H. B.
 Fraser, T. B.
 Gregory, G. O.
 Gregory, G. I. M.
 Gregory, M. S. (*Serajung*).
 Gubbay, A. R.
 Luke, James.
 Lutke, Norman R.
 Nalapat, T. S.
 Poggess, F.
 Quinn, M. R.
 Reed, J.
 Reid, R. J.
 Robertson, G. A.
 Ronald, A.
 Rastomjee, R. H. M.
 Saklat, J. R.
 Sassoon, A. N.
 Vertannes, P. O.
 Woodhouse, F.

ROYAL EXCHANGE.

RULES.

1. The Royal Exchange is intended for the use of members only, in accordance with the rules and regulations hereinafter set out.

2. The election of members shall be vested in the Committee, and the elections shall be by ballot or otherwise at the ordinary monthly meetings. The Committee may elect a limited number of honorary members.

3. The Royal Exchange shall be managed by a Committee of nine persons. The President and Vice-President of the Bengal Chamber of Commerce shall be *ex-officio* President and Vice-President of the Committee of the Royal Exchange. The members of the Royal Exchange shall elect seven members of the Committee, including—one merchant, one banker, one stock broker, one exchange broker, one produce broker and one freight broker. Failing such members offering themselves, others will be eligible.

4. The election of members of the Committee, under the preceding rule, shall take place in February of each year; and the new Committee shall come into office from the first March next ensuing after the election. The election shall be by ballot.

5. The Exchange shall be open to members from 10 A.M. to 5 P.M. except on Saturdays, when it shall be open from 10 A.M. to 2 P.M. The holidays to be observed by the Royal Exchange shall be the holidays declared by the Bengal Chamber of Commerce.

6. The Committee shall have power from time to time, besides electing members, to make bye-laws, fix the rates of entrance fee and subscription, and, generally, to conduct the business of the Royal Exchange, and of the Restaurant attached thereto, as an Association working in connection with the Bengal Chamber of Commerce.

7. The Committee shall submit, in February of each year, a report of the working of the Royal Exchange to the Committee of the Bengal Chamber of Commerce.

8. No person shall be allowed to attend the Exchange without having previously paid his entrance fee and subscription.

9. The subscription to the Royal Exchange shall be for the present:—

Rs. 10 per mensem for every firm or company admitting up to three representatives; and an extra charge of Rs. 2 per mensem for every additional representative. A payment of Rs. 25 per mensem by a firm or company shall secure the right of membership for the whole of their European staff, but the names of those

members of the staff, who are to exercise the privilege of attending the Exchange, must be sent in to the Master, who will furnish each one with a ticket, as under rule 10.

Rs. 5 per mensem for very individual not established under the style of a firm or company.

For nonfussil members, the subscription shall be as follows:—

Rs. 6 per mensem for every firm or company admitting up to three representatives; and an extra charge of Rs. 3 per mensem for every additional representative.

Rs. 3 per mensem for each individual not established in the nonfussil under the style of a firm or company.

The above subscriptions shall be collected monthly, as from the 1st of June 1893. No entrance fee will be charged to subscribers joining the Royal Exchange on its foundation.

10. Each subscriber, on payment of his subscription will be furnished with a ticket, which must be produced on demand. Any subscriber refusing to show his ticket, when so demanded, shall be liable to refusal of admission at the discretion of the Master.

11. Any person creating a disturbance in the Royal Exchange or wilfully interfering with the comfort of the subscribers, shall be liable to removal from the list of members.

12. Members may use the reading-room and lounge of the Exchange, but shall not remove any papers, books, maps or documents of any kind from the premises.

13. Members may have the use of Committee rooms set apart for the purpose of public meetings. Applications for the use of rooms will be dealt with according to priority.

14. Public companies and associations, not members of the Royal Exchange, may have the use of Committee rooms for the purposes of public meetings of shareholders or members upon payment of a fee to be determined by the Committee, and to be deposited at the time of making the application.

15. No assistant to a firm or company shall be eligible for election unless one of his principals is a member. A member elected as an Assistant to a Firm or Company, and who shall cease to be an assistant of such firm or company, shall thereby cease to be a member, but may be afterwards elected as an assistant, under the rule, or as a principal.

16. The name of any member who shall neglect, after written notice, to pay his subscription within two months after it is due, shall be posted in the room, and if the subscription shall remain unpaid for a further term of two weeks, shall cease to be a member.

Any individual member, who may be absent from Calcutta for more than three consecutive calendar months, shall be entitled

to claim exemption from payment of his subscription during such absence.

17. The Committee shall have power to call a General Meeting of the members of the Exchange at their discretion. They shall call a General Meeting upon receiving a requisition signed by fifteen members. At meetings called by requisition only the business mentioned in the requisition shall be transacted.

18. All proceedings of the Committee shall be subject to confirmation at the next ensuing General Meeting.

RESTAURANT.

19. Complaints in any way affecting the Restaurant shall be made to the Committee in writing.

VISITORS.

20. Strangers visiting Calcutta and non-residents of Calcutta may be introduced by any subscriber for ten consecutive days, and may, on payment of one-half the subscription, be elected temporary members for a period of not less than one month and not more than three months, and not oftener than once a year. Subscribers introducing strangers must enter the names of the persons introduced in a book provided for that purpose.

GENERAL.

21. After defraying the necessary expenses, any balance of the funds of the Royal Exchange shall be made over to the Bengal Chamber of Commerce as a contribution towards the payment of the debentures issued by the Chamber, and to the interest thereon.

22. The Secretary and the Assistant Secretary of the Bengal Chamber of Commerce shall be *ex-officio* Secretary and Assistant Secretary of the Royal Exchange.

23. The Assistant Secretary of the Bengal Chamber of Commerce shall be *ex-officio* Master of the Royal Exchange, and all complaints and suggestions shall, in the first instance, be made to him.

24. A list of newspapers supplied to rooms shall be exhibited in a conspicuous place in the reading-room, and the Committee may add others to the list, upon receiving a requisition from twenty-five members, showing that such additions would be desirable and useful.

25. No advertisement bills will be allowed to be posted in any of the rooms of the Exchange, or on the walls of the Exchange premises and no samples of goods shall be exhibited.

26. The rules, or any of them, may not be rescinded or altered, nor may new rules be made, unless by a resolution passed at a Special General Meeting, at which at least twenty-five members shall

be present, and such resolution must be passed by a majority consisting of at least two-thirds of the number of votes given. Resolutions passed under this rule shall come into force at once, and shall not need confirmation at any subsequent Special General Meeting.

By order,

H. M. HAYWOOD,

Secretary.

ROYAL EXCHANGE.

BY-LAWS.

1. Newspapers and books are not to be removed from the premises.
2. Any one found writing upon, or defacing, the walls or Notice Boards at the Exchange, or the books or newspapers in the reading-room, or otherwise injuring them, may be excluded for such time as the Committee may determine.
3. The Committee shall have power to close any part of the Royal Exchange, from time to time, on such occasions and for such time as they may deem necessary.
4. Any members having a suggestion to make as regards the papers kept in the Exchange, or for adding thereto, shall address the Committee through the Master.
5. Members may use the reading-room for the purpose of taking notes or memoranda, or consulting works of reference available to members.
6. The Committee will supply "Royal Exchange Memorandum forms," which are only to be used on the premises.
7. Tifins will be supplied in the Restaurant according to a notice approved by the Committee and to be signed by the Master.
8. Wines and spirits will also be supplied at rates to be approved by the Committee.
9. The Restaurant shall be open for such hours as may, from time to time, be approved by the Committee.
10. The lessee of the Restaurant may supply dinners to members, to be given on the top flat; the rates for those dinners, shall be a matter of arrangement between the lessee and the members concerned. When such dinners are given, the lessee shall pay to the Committee the sum of Rs. 4 for use of the rooms, cook-rooms, etc., on the top flat.
11. Disorderly conduct in the Restaurant, or excess of any kind, shall be reported by the lessee to the Committee, through the Master, and shall be dealt with as the Committee may determine.
12. The lessee of the Restaurant shall not employ any person, the disapproval of whose conduct shall have been communicated to him by the Committee.
13. A Smoking-room will be provided on the top flat.
14. The Committee appeal to members to abstain from giving servants of the Exchange, or of the Restaurant, any gratuities. The Committee lay stress upon this by-law.
15. The Brokers' room is entirely private, and admission thereto is at the pleasure and discretion of the members of the room.

16. A room, or rooms will be set aside, on the top floor, where members may make a change of dress.
17. By arrangement with the Master, a room on the top flat may be reserved for private meetings.
18. Mofussil members may have their correspondence addressed to the care of the Master, Royal Exchange.
19. A list of newspapers supplied to the Royal Exchange shall be exhibited in a conspicuous place in the Reading-room.

By order of the Committee,

H. M. HAYWOOD,

Secretary.

MEMORANDUM & ARTICLES OF ASSOCIATION

OF THE

BENCAL CHAMBER OF COMMERCE.

MEMORANDUM OF ASSOCIATION

OF

The Bengal Chamber of Commerce.

1. The name of the Association is THE BENGAL CHAMBER OF COMMERCE.
2. The Registered Office of the Association will be situate at No. 1, Clive Street, Calcutta; or at such other place in Calcutta as the Association may from time to time determine.
3. The objects for which the Association is established are—
 - (1)—To promote and protect the trade, commerce and manufacture of India, and in particular the trade, commerce and manufactures of Calcutta.
 - (2)—To watch over and protect the general commercial interests of India, or any part thereof, and the interests of persons engaged in trade, commerce or manufactures, in India, and in particular Calcutta.
 - (3)—To consider all questions connected with trade, commerce and manufactures.
 - (4)—To collect and circulate statistics and other information relating to trade, commerce and manufactures.
 - (5)—To promote or oppose legislative and other measures affecting trade, commerce and manufactures.
 - (6)—To adjust controversies between members of the Association.
 - (7)—To arbitrate in the settlement of disputes arising out of commercial transactions between parties willing or agreeing to abide by the judgment and decision of the Association.
 - (8)—To establish just and equitable principles in trade.
 - (9)—To form a code or codes of practice to simplify and facilitate transaction of business.
 - (10)—To maintain uniformity in rules, regulations, and usage of trade.
 - (11)—To communicate with Chambers of Commerce and other mercantile and public bodies throughout the world, and concert and promote measures for the protection

of trade, commerce and manufactures, and persons engaged therein.

- (12)—To provide, regulate and maintain a suitable building or room, or suitable building or rooms, for a Commercial Exchange in Calcutta.

- (13)—To provide rooms and other facilities for holding and conducting sales of property, brokerage or commercial transactions, meetings of creditors, companies or arbitrators and other like matters.

- (14)—To establish and conduct in or in connection with any building or room erected, provided, regulated or maintained by the Association for the purposes aforesaid, a restaurant for the use of the members of the Association and others resorting to such building or room for the negotiation or transaction of business.

- (15)—To acquire by purchase, taking on lease, or otherwise, lands and buildings, and all other property, movable and immovable, which the Association, for the purposes thereof, may from time to time think proper to acquire, and in particular to acquire by purchase the premises Nos. 1 and 2, Clive Street, Calcutta, for such Commercial Exchange as mentioned in sub-section (12), and certain property on the south side of New China Bazar Street, and to carry into effect the contract already entered into between the Hon'ble Mr. J. L. Mackay, C.L.E., on behalf of the Association and the Liquidator of the New Oriental Banking Corporation, Ltd., and others for the purchase of the said several premises for the price or sum of Rs 3,20,000.

- (16)—To sell, improve, manage, develop, exchange, lease or let, under-lease or sublet, mortgage, dispose of, turn to account or otherwise deal with all or any part of the property of the Association.

- (17)—To construct upon any premises acquired for the purposes of the Association any building or buildings for the purposes of the Association, and to alter, add to, or remove, any building upon such premises.

- (18)—To borrow or raise any moneys required for the purposes of the Association, upon such terms and in such manner as on such securities as may be determined, and in particular by the issue of debentures charged upon all or any of the property of the Association.

- (19)—To subscribe, to become a member of, and co-operate with, any other Association, whether incorporated or not, whose objects are altogether or in part similar to those of this Association, and to procure from, and

communicate to, any such Association, such information as may be likely to forward the objects of this Association.

- (20)—To do all such other things as may be conducive to the extension of trade, commerce or manufactures, or incidental to the attainment of the above objects or any of them.

4. The income and property of the Association whencesover derived shall be applied solely towards the promotion of the Association, as set forth in this Memorandum of Association, and no portion thereof shall be paid or transferred, directly or indirectly, by way of dividend or bonus or otherwise, howsoever by way of profit to the persons who at any time are, or have been, members of the Association, or to any of them, or to any person claiming through any of them: Provided that nothing herein contained shall prevent the payment in good faith of remuneration to any officers or servants of the Association, or to any member thereof, or other person in return for any services actually rendered to the Association, or the payment of interest on money borrowed from any member of the Association.

5. The fourth paragraph of this memorandum is a condition on which a license is granted by the local Government of Bengal to the Association, in pursuance of Section 26 of the Indian Companies Act, 1882.

6. If any member of the Association pays or receives any dividend, bonus, or other profit in contravention of the fourth paragraph of this Memorandum, his liability shall be unlimited.

7. Every member of the Association undertakes to contribute to the assets of the Association, in the event of the same being wound up during the time that he is a member, or within one year afterwards, for payment of the debts and liabilities of the Association contracted before the time at which he ceases to be a member, and to defray the charges and expenses of winding up the same and for the adjustment of the rights of the contributories amongst themselves, such amount as may be required not exceeding Rs. 50, or in case of his liability becoming unlimited, such other amount as may be required in pursuance of the last preceding paragraph of this Memorandum.

8. If, upon the winding up or dissolution of the Association, there remains, after the satisfaction of all its debts and liabilities, any property whatsoever, the same shall not be paid to, or distributed among, the members of the Association, but shall be given or transferred to some other institution or institutions, having objects similar to the objects of the Association, to be determined by the members of the Association at or before the time of dissolution, and in default thereof by such Judge of the High Court of Judicature at Port William in Bengal as may have or acquire jurisdiction in the matter.

We, the several persons whose names and addresses are subscribed, are desirous of being formed into an Association in pursuance of this Memorandum of Association.

No.	NAMES, ADDRESSES AND DESCRIPTION OF SUBSCRIBERS.
1	JAS. L. MACKAY, 16, STRAND ROAD, CALCUTTA. <i>Merchant.</i>
2	P. PLAYFAIR, 5, LYON'S RANGE, CALCUTTA. <i>Merchant.</i>
3	JOHN A. RALLI, 9, CLIVE ROW, CALCUTTA. <i>Merchant.</i>
4	J. A. TOOMEY, 8, COUNCIL HOUSE STREET, CALCUTTA, <i>Bank Manager.</i>
5	JAS. TURNER, 3, CLIVE GHAT STREET, CALCUTTA, <i>Merchant.</i>
6	R. GARDINER, LT-COL., R.E., EAST INDIAN RAILWAY HOUSE, CLIVE STREET, <i>Agent, E. I. Ry. Co.</i>
7	J. N. STUART, 103, CLIVE STREET, <i>Merchant.</i>
8	JAS. STEVENSON, 9, CLIVE STREET, <i>Merchant.</i>
9	N. H. T. BECKER, 23, CLIVE ROW, <i>Merchant.</i>

Dated the 20th day of June 1893.

Witness to the above
Signatures.

} ELPHINSTONE JACKSON,
*Attended Clerk to R. L. Upton,
Solicitor-Ordinary.*

ARTICLES OF ASSOCIATION

OF

The Bengal Chamber of Commerce.

1. In these Articles, unless there be something in the subject or context inconsistent therewith—

"THE CHAMBER" means the "Bengal Chamber of Commerce" incorporated under Section 26 of the Indian Companies Act, 1882.

"MEMBER" means a member of the Chamber.

"GENERAL MEETING" means a general meeting of the Chamber.

"THE PRESIDENT" means the President of the Chamber.

"THE VICE-PRESIDENT" means the Vice-President of the Chamber.

"THE COMMITTEE" means the Committee of the Chamber elected under these Articles.

"THE SECRETARY" means the Secretary to the Chamber.

2. For the purposes of registration the Chamber is declared to consist of 200 members.

3. The Committee may, when they think fit, register an increase of members.

4. The Chamber is established for the purpose expressed in the Memorandum of Association.

MEMBERS.

5. There shall be two classes of members—permanent and honorary.

6. Every individual, firm, joint-stock company or other corporation, respectively, who or which, immediately before the registration of the Chamber, was a member of the Bengal Chamber of Commerce as it existed unincorporated, shall *ipso facto* and without election be a member, permanent or honorary, as the case may be, of the Chamber.

7. Merchants, bankers, shipowners, representatives of commercial railway and insurance companies, brokers, persons and firms engaged in commerce, agriculture, mining or manufacture, and joint-stock companies or other corporations, formed for any purpose

or object connected with commerce, agriculture, mining or manufacture, and persons engaged in or connected with art, science or literature, may be elected as permanent members of the Chamber.

8. Any firm, joint-stock company or other corporation eligible for election as a permanent member may become a permanent member in their conventional or corporate name.

9. Subject to the provisions and restrictions contained in these articles, the right and privileges of membership may, in the case of a firm elected in their conventional name as a member, be exercised by any partner in such firm, or by any person authorised by power of attorney or letter of procuration, to sign the name of the firm or to sign such name per procuration, and may, in the case of a joint-stock company or other corporation elected a member in its corporate name, be exercised by any responsible officer of such company or corporation.

10. A candidate for election as a permanent member, whether an individual, a firm or a joint-stock company or other corporation, shall be proposed by one and seconded by another permanent member, and be elected provisionally by the Committee, and such election shall be subject to confirmation at the Annual General Meeting next ensuing such provisional election.

11. A firm shall not cease to be a member by reason only of a change in the constitution of the firm occasioned by the admission or retirement or death of a partner, provided the business of the firm is continued in the conventional name in which such firm was elected a member.

12. A firm, joint-stock company or other corporation shall cease to be a member upon any change being made in the conventional or corporate name of the firm, company or corporation.

13. Any permanent member may withdraw from the Chamber by giving two calendar months notice in writing to the Secretary of the intention of such member so to do, and upon the expiration of the notice such member shall cease to be a member.

14. The subscription to the funds of the Chamber, of permanent members residing or carrying on business in Calcutta, shall be Rs. 20 per mensem, and that of permanent members residing or carrying on business elsewhere than in Calcutta, shall be Rs. 32 per annum.

15. Honorary members shall not be required to subscribe to the Funds of the Chamber.

16. Any member whose subscription shall be three months in arrear, and who shall not pay such arrears within one month after written notice calling for such payment, shall cease to be a member, and the name of such defaulting member shall be removed by the Committee from the list of members.

17. If it shall appear to the Committee that any member has not conformed to these articles or to the by-laws or regulations of the

Chamber, or that any member has been guilty of any conduct likely to reflect detrimentally on the Chamber, the Committee shall be empowered to request such member to resign, and, if the member so requested shall not resign, within two weeks after such request, the Committee shall thereupon convene a Special General Meeting, and if at such meeting a majority of three-fourths of the members present, and voting, vote for the expulsion of the member so offending, such member shall thereupon cease to be a member.

18. A firm or joint-stock company or other corporation, who shall resign or be expelled under the last preceding article, shall be eligible for re-election after the expiry of one year from the date of resignation or expulsion, provided not less than three members in addition to the proposer and seconder, concur in the proposal for re-election.

19. An individual who shall resign or be expelled under Article 17 shall not be eligible for re-election.

20. Any member who shall by any means cease to be a member shall nevertheless remain liable for and shall pay to the Chamber all moneys which at the time of such member ceasing to be a member may be due from such member to the Chamber.

21. Officials and others indirectly connected with the trade, commerce or manufactures of Bengal or who may have rendered distinguished service to the interests represented by the Chamber, may be elected honorary members by the Committee upon the proposal of any permanent members, whether members of the Committee or not.

22. Strangers visiting the Presidency may be admitted by the Committee as honorary members for a period not exceeding two months, on the proposal of any permanent member, whether a member of the Committee or not.

23. Honorary members shall be entitled to receive the last published report of the Committee, and to attend and speak, but not to vote, at any General meeting held during their membership, and may, upon the invitation of the President, Vice-President or Chairman, as the case may be, attend under the like conditions any meeting of Committee or of any departmental Committee or Sub-Committee.

REGISTER OF MEMBERS.

24. A list or register of members shall be kept, in which shall be set forth the names and addresses of the members, permanent and honorary, for the time being, and in which all changes in membership from time to time taking place shall be recorded.

OFFICERS.

25. There shall be the following Officers of the Chamber, namely, a President, Vice-President, seven ordinary members of Committee, a Secretary, an Assistant Secretary, and an Auditor. The officers of the Chamber, with the exception of the Secretary, Assistant Secretary and Auditor, shall act without remuneration.

26. The Committee shall consist of nine members, namely, the President and Vice-President and seven ordinary members.

27. Until the Annual General Meeting in the year 1894, the following shall be the officers of the Chamber:—

President—The Honourable Mr. James L. Mackay, C.I.E.

Vice-President—The Honourable Sir Patrick Playfair.

Ordinary Members of the Committee—

1. John A. Raffi, Esq.
2. J. A. Toomey, Esq.
3. James Turner, Esq.
4. Lieutenant Colonel R. Gardiner, R.E.
5. J. N. Stuart, Esq.
6. James Stevenson, Esq.
7. N. H. T. Becker, Esq.

Secretary—S. E. J. Clarke, Esq.

Assistant Secretary—William Parsons, Esq.

Auditors—Messrs. Lovelock and Lewes.

28. The President, Vice-President and the ordinary members of the Committee shall retire at each Annual General Meeting. A retiring officer shall be eligible for re-election.

29. Any permanent member, any partner in or person holding a power-of-attorney or letter of procuration from a firm registered as a permanent member in their conventional name, and any person being a responsible officer of any joint-stock company or other corporation registered as a permanent member in its corporate name, shall be eligible for election as an officer of the Chamber.

30. During the tenure of office as President, Vice-President or as an ordinary member of Committee, by any partner in or person holding a power-of-attorney or letter of procuration from a firm registered as a permanent member in their conventional name, or during the tenure of office as a President, Vice-President or as an ordinary member of Committee by any person being a responsible officer of any joint-stock company or other corporation registered as a permanent member in its corporate name, no other partner or person representing the same firm, company or corporation, as the case may be, shall be eligible for election as a member of Committee.

31. If the President, Vice-President or any ordinary member of Committee shall be absent from Calcutta for a period of three consecutive months, the Committee shall declare his office vacant, and he shall thereupon cease to be an officer of the Chamber.

ELECTION AND APPOINTMENT OF OFFICERS.

32. At each Annual General Meeting the members shall fill up the places vacated by the retirement of the President, Vice-President and ordinary members of the Committee.

33. The retiring members of the Committee shall before their retirement from office, and before or contemporaneously with the issue of voting cards by the Secretary under the next succeeding articles, intimate to members of the Chamber the interest for which it may, in their opinion, be desirable that special representatives shall be elected as members of the Committee.

34. The election of the President, Vice-President and the ordinary members of the Committee shall be determined by a majority of the votes of members. Such votes shall be given by voting cards to be numbered and signed by the Secretary, and to be issued by him not less than 14 days before the date of the Annual General meeting. No voting cards shall be received or used unless so numbered and signed.

35. The voting cards shall be returned to the Secretary within seven days from the date on which the same shall be issued, and no voting cards shall be used unless returned within that time.

36. On the return of the voting cards to the Secretary, such cards shall be examined by two permanent members who shall be appointed by the Committee as scrutineers, and scrutineers so appointed shall report the result of their examination for confirmation at the Annual General Meeting.

37. If any vacancy shall occur in the office of President or Vice-President during the interval between two Annual General Meetings, the Committee shall, if the vacancy shall occur in any month other than the months of January or February in any year, and they may, if the vacancy shall occur in either January or February in any year, proceed to the election of a President or Vice-President, as the case may be, to fill the vacancy until the next ensuing Annual General Meeting. The election shall be given by a majority of the votes of members. The votes shall be given by voting cards numbered, signed, issued, returned and examined in manner prescribed for the election of a President or Vice-President at an Annual General Meeting. The result of the examination of the voting cards by the scrutineers shall be communicated to members by a letter signed and circulated by the Secretary.

31. Any vacancy in the Committee other than in the office of President or Vice-President occurring in the interval between two

Annual General Meetings shall be filled up by the Committee electing a member to supply the vacancy.

39. The Secretary and Assistant Secretary shall be appointed by the Committee at a remuneration, such appointment to be subject to confirmation at the next ensuing Annual General Meeting.

40. The Auditor shall from time to time, be appointed by the Committee at a remuneration to be fixed by the Committee.

PRESIDENT.

41. The President shall preside at all meetings of the Committee, at all general meetings and over all deputations. He shall preside at the Annual General Meetings, address the members on such subjects as he may deem proper to bring to their notice, but such address shall not be taken to represent the views of the Chamber or of the Committee unless such representation is expressly indicated.

42. The President shall also, at any time when he shall deem proper, communicate to the Chamber or to the Committee such matters, and shall make such suggestions as may, in his opinion, tend to promote the prosperity and welfare, and increase the usefulness of the Chamber, and shall perform such other duties as may be incident to the office of President.

VICE-PRESIDENT.

43. The Vice-President, in the absence of the President, shall have the powers and perform the duties of the President.

THE COMMITTEE.

44. The Committee shall meet at such times as they may deem advisable, and may make such regulations as they think proper as to the summoning and holding of meetings of the Committee, and for the transaction of business at such meetings, and the record of their proceedings shall be open to the inspection of members, subject to such regulations as the Committee may, from time to time, deem expedient.

45. The President, or, in his absence, the Vice-President, shall be *ex-officio* Chairman of the Committee. In the absence of both President and Vice-President, the Committee shall elect their own Chairman.

46. Five members of the Committee shall form a *quorum* for the transaction of business.

47. All proceedings of the Committee shall be subject to the control of the Chamber in Annual General Meeting.

48. A yearly report of the Proceedings of the Committee shall be prepared, printed and circulated for the information of the members of the Chamber, at least three days previous to the Annual

General Meeting. Such report shall be submitted to the Annual General Meeting for confirmation, and shall be confirmed or otherwise dealt with or disposed of as the Meeting shall determine.

49. The management of the business and funds of the Chamber shall be vested in the Committee who, in addition to the powers by these articles expressly conferred upon them, may exercise all such powers and do all such acts and things as may be exercised or done by the Chamber, and are not hereby or by law expressly directed or required to be exercised or done by the Chamber in General Meeting.

50. Without prejudice to the general powers conferred by Article 49 hereof, the Committee shall have power:—

- (a) To carry out on the part of the Chamber the contract for the purchase of the premises, including Nos. 1 and 2, Clive Street, Calcutta, referred to in section 3, sub-section 15, of the Memorandum of Association and in relation thereto to raise the sum of Rs. 2,60,000 on 5 per cent. mortgage debentures charged on the said property Nos. 1 and 2, Clive Street, and to complete and issue such debentures.
- (b) To appoint any departmental Committees or Sub-Committees of the members of the Committee, or of the members of the Chamber, and such Departmental Committees or Sub-Committees may be permanent or temporary or for special purposes as the Committee may determine.
- (c) To delegate, subject to such conditions as they think fit, any of their powers to Departmental Committees, or Sub-Committees, and to make, vary and repeal by-laws or rules for the regulation of the proceedings of Departmental Committees or Sub-Committees.
- (d) To make, vary and repeal by-laws or rules for the regulation of the business of the Chamber, of the officers or servants, or of the members of the Chamber or of any department or section of the Chamber.
- (e) To enter into arrangements upon such terms and subject to such conditions as the Committee may deem desirable, for working in connection with any Association organised for the protection or better development of any branch of trade, commerce or manufacture in Bengal, or with like objects that may apply to be allowed to work in connection with the Chamber, provided the objects for which such Association is or shall be formed are not inconsistent with the objects of the Chamber, as defined in its Memorandum of Association.

- (f) To make such by-laws as the Committee may consider expedient for the regulation of the joint working of the business of any Association connected with the Chamber, or for the purpose of defining the terms and conditions of the joint working of the business of such Association, or as may, from time to time, be agreed upon between such Association and the Committee.

SECRETARY.

51. The Secretary shall devote himself entirely to the business and affairs of the Chamber except in cases where he has received the special permission of the Committee. He shall have charge of all correspondence, and shall keep an account of the funds of the Chamber and of funds connected with or in any way controlled by the Chamber. He shall keep accurate minutes of all meetings of the Chamber and of the Committee of the Departmental Committees and Sub-Committees, and of all Associations connected with the Chamber. He shall have the care of the rooms, furniture, library, pictures, and of all documents belonging to the Chamber. He shall give notice of all meetings of the Chamber, of the Committee of the Departmental Committees and Sub-Committees of the Chamber, and of all Associations working in connection with the Chamber. He shall duly notify members of their election, shall countersign all cheques signed by the President or any Chairman of an Association, Fund or Committee, shall collect all dues from members of the Chamber or from any Committee or any Association, working in connection with the Chamber. He shall prepare the annual report of the Chamber under the guidance of the Committee, and the reports of all Committees, and of all Associations connected with the Chamber, and generally shall perform all such duties as are incident to his office.

ASSISTANT SECRETARY.

52. The Assistant Secretary, in the absence of the Secretary, shall perform all or any of the duties of the Secretary, and all such of the duties of the Secretary as may be assigned to him, from time to time by the Secretary with the sanction of the Committee.

AUDITORS.

53. The Auditor shall audit the accounts of the Chamber of Departments of the Chamber, Associations connected with the Chamber, and of all funds connected with or controlled by the Chamber.

GENERAL MEETINGS.

54. The first General Meeting shall be held at such time, not being more than six months after the incorporation of the Chamber and at such place as the Committee may determine.

55. Subsequent General Meetings shall be held in the month of February, in every year, at such place as the Committee may consider convenient for the despatch of business at which a report of the proceedings of the Committee and the yearly accounts shall be submitted for confirmation. Such meetings shall be called Annual General Meetings.

56. The Committee may, whenever they think fit, and they shall upon a requisition made in writing by any five members, convene a Special General Meeting.

57. Any requisition made by the members shall express the object of the Special General Meeting proposed to be called, and shall be left with the Secretary.

58. Upon the receipt of such requisition, the Committee shall forthwith proceed to convene a Special General Meeting, and such meeting shall be held within 15 days from the date of the receipt of such requisition unless it be convened to consider, revise or amend (a) any by-law or by-laws relating to Arbitrations, (b) any by-law or by-laws or rules relating to the Measurement Department of the Chamber, (c) the Chamber's Schedule of Commission Charges, (d) the Chamber's Tonnage Schedule for the Port of Calcutta, (e) the Chamber's form of Bill of Lading, or (f) the regulations of the Chamber as contained in these Articles of Association.

59. One month's notice at the least, specifying the place, the day and hour of meeting, and the nature of the special business, shall be given of any Special General Meeting convened to consider, revise or amend the by-laws or rules relating to Arbitrations or to the Measurement Department or to revise or amend the Chamber's Schedule of Commission Charges, or the Chamber's Tonnage Schedule for the Port of Calcutta.

60. Six months' notice at the least, specifying the place, the day and hour of meeting and the nature of the special business, shall be given of any Special General Meeting convened to consider, revise, amend or deal with the Chamber's form of Bill of Lading.

61. At Special General Meetings only the business of which notice has been given, or such questions as naturally arise thereon, shall be discussed.

62. Resolutions passed at any Special General Meeting convened for the purpose of considering, revising or amending the by-laws or rules relating to Arbitrations or to the Measurement Department, the Chamber's Schedule of Commission Charges, or the Chamber's Tonnage Schedule for the Port of Calcutta or for the

purpose of considering, revising, amending, or dealing with the Chamber's form of Bill of Lading, shall not take effect unless and until such resolutions shall be confirmed at a subsequent Special General Meeting held as regards resolutions passed to revise or amend the by-laws or rules relating to Arbitrations or to the Measurement Department, the Chamber's Schedule of Commission Charges, or the Chamber's Tonnage Schedule for the Port of Calcutta, at an interval of not less than one month from the date at which such resolution was first passed, and as regards resolutions passed to revise, amend or deal with the Chamber's form of Bill of Lading at an interval of not less than three months from the date at which such resolution was first passed.

63. Subject to the provisions of the Indian Companies Act, 1882, as to the power to alter regulations by special resolution, three months' notice at the least, specifying the place, the day and the hour of meeting and the nature of special business, shall be given of any Special General Meeting convened to revise, alter or amend the regulations of the Chamber as contained in these Articles of Association.

64. Except as herein, and in the Indian Companies Act, 1882, provided, resolutions passed at any Special General Meeting shall take effect and come into operation on the dates on which they shall be passed, unless the time from which they shall take effect and come into operation be otherwise expressly stated in such resolution.

65. The non-receipt of a notice convening any General Meeting, by any member shall not invalidate the proceedings at any such meeting.

66. Any number of members present and entitled to vote at an Annual General Meeting shall constitute a *quorum*, but at any Special General Meeting twelve members shall constitute a *quorum*. No business shall be transacted at any Special General Meeting unless a *quorum* of members is present at the commencement of such business.

67. If within half an hour from the time appointed for a Special General Meeting a *quorum* of members is not present, the meeting, if convened upon the requisition of members, shall be dissolved. In any other case the meeting shall stand adjourned to the same day in the following week, at the same time and place; and if meeting shall be adjourned *sine die*.

68. The Chairman may, with the consent of the meeting, adjourn any meeting from time to time and from place to place, but the business left unfinished at any adjourned meeting other than the meeting took place.

69. Every question submitted to a General Meeting shall be decided by a majority of members present and voting at such meeting.

VOTES OF MEMBERS.

70. Every permanent member shall have one vote.

71. Any number of representatives of a firm registered as a member in their conventional name, or any joint-stock company or other corporation registered as a member in its corporate name may attend any General Meeting, but only one of such representatives shall be entitled to vote.

NOTICES.

72. A notice may be served upon any member either personally or by sending it through the post in a prepaid letter, addressed to such member at such member's registered address.

73. Any notice sent by post shall be deemed to have been served at the time when the letter containing the same would be delivered in the ordinary course of the post.

SEAL.

74. The Committee shall forthwith provide a common seal for the Chamber. The seal shall be deposited with the Secretary and shall never be affixed to any document except in the presence of the President or Vice-President, and in pursuance of a Resolution of the Committee or of the Chamber in General Meeting.

75. Deeds, bonds, and other contracts under seal made on behalf of the Chamber, sealed with the common seal of the Chamber, and signed by the President or Vice-President and countersigned by the Secretary or the person acting as Secretary shall be deemed to be duly executed.

No. NAMES, ADDRESSES AND DESCRIPTION OF SUBSCRIBERS.

1	JAS. L. MACKAY, 16, STRAND ROAD, CALCUTTA, Merchant.
2	P. PLAYFAIR, 5, LYON'S RANGE, CALCUTTA, Merchant.
3	JOHN A. RALLI, 9, OLIVE ROW, CALCUTTA, Merchant.

No.	NAMES, ADDRESSES AND DESCRIPTION OF SUBSCRIBERS.
4	J. A. TOOMEY, 3, COUNCIL HOUSE STREET, CALCUTTA, <i>Bank Manager.</i>
5	JAS. TURNER, 3, CLIVE GHAT STREET, CALCUTTA, <i>Merchant.</i>
6	R. GARDINER, LT.-COL., R.E., EAST INDIAN RAILWAY HOUSE, CLIVE STREET, <i>Agent, E. I. Ry. Co.</i>
7	J. N. STUART, 103, CLIVE STREET, <i>Merchant.</i>
8	JAS. STEVENSON, 9, CLIVE STREET, <i>Merchant.</i>
9	N. H. T. BECKER, 2/3, CLIVE ROW, <i>Merchant.</i>

Dated this 20th day of June 1893.

*Witness to all the above
Signatures.*

ELPHINSTONE JACKSON,

*Articled Clerk to R. L. Upton,
Solicitor, Calcutta.*

BENGAL CHAMBER OF COMMERCE.

TRIBUNAL OF ARBITRATION.

RULES.

Interpretation.

1. The marginal notes hereto shall not affect the construction hereof, and in these Rules the following words have the following meanings :—

- (1) "CHAMBER" means the Bengal Chamber of Commerce.
- (2) "MEMBERS" means the members for the time being of the Chamber.
- (3) "TRIBUNAL" means the Tribunal of Arbitration hereby constituted.
- (4) "REFERENCES" means any submission or agreement to refer differences or disputes to the Tribunal.
- (5) "PARTY" shall include an individual, a firm or a company.
- (6) "COURT" means the Arbitrator or Arbitrators appointed for determining a particular dispute, or the Umpire where an Umpire has been appointed and is acting in the arbitration.

Objects and Constitution of Tribunal.

II. The object of the Tribunal is the determination, settlement and adjustment of disputes and differences relating to trade, business, manufactures, and to customs of trade, between parties, all or any of whom reside or carry on business personally or by agent or otherwise in Calcutta, or elsewhere in India or Burmah, by whomsoever such dispute or difference arises and differences be submitted.

III. (1) The Tribunal shall consist of and be constituted by such members or assistants to members as may, from time to time, annually or otherwise be selected by the Registrar as hereinafter mentioned and be willing to serve on the Tribunal.

- (2) The Registrar shall from time to time, annually or otherwise as he shall consider necessary, select and make a list of such

members and or assistants to members as may be willing to serve to constitute the Tribunal for the time being, and shall circulate to all members a printed copy of such list, and may, if he thinks fit, supply a copy of the said list to persons other than members applying for the same.

(3) The Registrar may at any time, if he thinks proper so to do, add to the said list the names of other persons qualified as aforesaid, and it shall not be necessary in such case to print or to circulate any list of the added names, but a list of the members of the Tribunal complete for the time being shall be kept by the Registrar, and shall always be open to inspection by members on application and, at the discretion of the Registrar, also by persons other than members.

Registrar.

IV. The Secretary, or Acting Secretary, for the time being of the Chamber, shall be and he is hereby appointed to be and to act as the Registrar of the Tribunal and his duty as such shall ordinarily consist of or include the following:—

He shall, by himself or his subordinates, receive submissions, references, or applications to the Tribunal and receive payment of fees and costs; constitute the Court; receive all applications made to the Court by the parties, and communicate to them the orders and directions of the Court; keep a register of submissions, references and applications to the Tribunal and of awards, and such other books and memoranda, and make such returns as the Chamber or the Tribunal shall from time to time require, and generally carry out the directions of the Court, and take such steps as may be necessary to assist the Court in the execution of its functions.

Constitution of Court.

Appointment
of
Arbitrators.

V. (1) In every case where a dispute has arisen either in relation to a contract which provides for a decision thereof by the Chamber or the Tribunal, or in relation to a contract which does not so provide, but the parties to which have by a special agreement signed by them referred the particular dispute for settlement by the arbitration of the Chamber or of the Tribunal, an application for arbitration may be addressed by either party to the Registrar, which application, in the case of disputes relating to piece goods, shall be in such form as the Committee of the Chamber may from time to time prescribe.

(2) On receipt of such application, the Registrar shall constitute a Court for the adjudication of the dispute by appointing and nominating in writing two Arbitrators, selected by him from the Tribunal constituted as aforesaid; or if the parties so desire, one Arbitrator only, or three Arbitrators.

(3) The consent to act of the Arbitrator or the Arbitrators shall be obtained by the Registrar, and the arbitration shall forthwith proceed in accordance with these rules.

(4) In the event of the Arbitrators disagreeing, the Registrar shall appoint and nominate an Umpire to be selected from the List aforesaid, and whose consent to act shall be obtained by the Registrar to constitute the Court for the adjudication of the said dispute, and such Umpire shall then proceed with the arbitration in accordance with these rules.

Arbitrators
to have
practical
knowledge.

VI. In making any appointment and nomination as aforesaid the Registrar shall select, as far as possible, persons of a person having a practical knowledge of the subject-matter of the contract or contracts in question, and the Registrar shall not appoint any person who for any reason within his knowledge would not be a proper person to act as Arbitrator or Umpire in the particular matter; but no award shall be invalid nor shall any objection be taken thereto by any party, on the ground that any person so nominated and appointed did not possess such practical knowledge, or was not in fact a proper person to act as Arbitrator or Umpire, but whose fitness was unknown to the Registrar.

Names of
Arbitrators.

VII. The names or name of the persons or person constituting the Court shall not ordinarily be disclosed to the parties nor shall the parties be entitled to such information as of right. In the event of any of the parties applying on special grounds (to be specified in writing to the Registrar) for the disclosure of the said names or name to the Registrar, the disclosure shall be made or not shall rest in the absolute discretion of the Registrar. The non-disclosure of the said names or name shall not in any case affect the validity of the arbitration proceedings, or of any award therein, nor afford ground of objection to the filing of the award.

Arbitrator
failing to act.

VIII. If any Arbitrator or Umpire decline or fail to act, or if he die, or become incapable of acting, the Registrar may substitute and appoint a new Arbitrator or Umpire in manner aforesaid, and the Court so reconstituted shall proceed with the arbitration with liberty to act on the record of the proceedings as then existing and on the evidence, if any, then taken in the arbitration, or to commence the arbitration *de novo*.

Conduct of Arbitrations.

IX. The parties shall within such time as may be directed by the Court, prepare and submit to the Registrar a written statement of their respective cases.

Statement
to be filed
within
specified
time.

X. The Court may at its discretion enlarge the time for submission of a written statement, but it shall not be bound to receive or to consider any written statement of either party tendered after the expiration of the original or subsequently extended time as the case may be.

Enlargement
of time for
submission
of statement.

Communica-
tion to be
made through
the Registrar.

Obligations
of the parties.

Hearing.

Appearance
of parties.

Evidence.

Absence of
parties.

Arbitrators
empowered to
consult Com-
mittees and
Solicitors or
Counsel.

XI. All applications which the parties desire to make to the Court, and all notices to be given to the parties before or during the course of the arbitration, or otherwise in relation thereto, shall be made through the Registrar who shall communicate the orders and directions of the Court thereon to the parties.

XII. The said parties, respectively, shall do all acts necessary to enable the Court to make a just award, and shall not willfully do or cause or allow to be done any act to delay or to prevent the Court from making an award, and if either party shall do or cause or allow to be done any such act, that party shall pay to the other such costs as the Court shall deem reasonable.

XIII. Unless oral evidence beyond mere proof of documents of which the *hætu*m is not disputed is taken, it shall not be necessary to have a formal hearing of a reference before the Court, but in all cases the Court shall have power to appoint a time and place for the hearing of references when it considers a hearing to be necessary.

XIV. No party to a reference shall, without express permission of the Court, be entitled to appear by Counsel, Attorney or other Advocate or adviser before the Court, but the Court at its discretion may, through the Registrar, require the parties, with or without witnesses, to attend before it or before any Committee or Sub-Committee of the Chamber to be examined on or without oath or solemn affirmation.

XV. The parties to the reference, and all persons claiming through them, respectively, shall, subject to the provision of any law for the time being in force, submit to be examined by the Court on oath or affirmation in relation to the matters in dispute, and, subject as aforesaid,

produce before the Court all books, deeds, papers, accounts, writings and documents within their possession or power, respectively, which may be required or called for by the Court;

comply with the requirements of the Court as to the production and selection of samples;

and generally do all other things, which during the proceedings on the reference, the Court may require.

XVI. The Court may proceed with the reference notwithstanding any failure to file a written statement within due time and may also proceed with the reference in the absence of any or both of the parties who under these Rules is entitled to appear and being desirous of appearing before the Court shall, after due notice, refuse or neglect to attend.

XVII. The Court may at its own instance at any time or times before making a final award, and at the expense of the parties consult, refer to, and act on and adopt the advice, recommendations or suggestions of any Committee or Sub-Committee of the Chamber

having or exercising special jurisdiction or powers relating to the particular industry, commodity, produce or branch of trade concerned in the reference or of any experts whether members or not. The Court may also, at the like expense of the parties, consult and adopt the advice of Solicitors or Counsel upon any question of law, evidence, practice, or procedure arising in the course of the reference.

Awards.

XVIII. In cases where the Court shall consist of more than two Arbitrators the decision of the majority shall be taken as the decision of the Court.

XIX. The Court shall make its award in writing within thirty days after entering on the reference or on or before any later day to which the Court, by any writing signed by them, may from time to time, enlarge the time for making the award.

XX. The Umpire shall make his award within thirty days after his entering upon the reference or on or before any later day to which he, by any writing signed by him, may from time to time enlarge the time for making his award.

XXI. If the Court have allowed the time or extended time to expire without making any award, and without having signified to the Registrar that they cannot agree, the Registrar shall constitute in manner aforesaid another Court which shall proceed with the arbitration and shall be at liberty to act upon the record of the proceedings as then existing and on the evidence, if any, then taken in the arbitration or to commence the arbitration *de novo*.

XXII. The Court may, by its award, order and determine what it shall think fit to be done by either of the said parties respecting the matters referred.

XXIII. The decision or award of every Court shall be signed by the Court and by the Registrar. When completed, a copy of the award shall be sent by the Registrar to each of the parties, but the name or names of the member or members of the Court shall not ordinarily be disclosed on such copy and such non-disclosure shall not affect the validity of the award nor afford any ground of objection to the same being filed.

XXIV. The parties shall in all things abide by and obey the award, which shall be binding on the parties and their respective representatives notwithstanding the death of any party before or after the making of the award, and so that such death shall not operate as a revocation of the submission.

XXV. Subject to the operation of section 14 of the Indian Arbitration Act, 1899, no objection shall be taken or be entertained

Decision
of majority.

Time for
making award
by Arbitra-
tors.

Time for
making award
by Umpire.

Extension
of time.

Extent of
Award.

Signatures to
and issue of
Awards.

Award bind-
ing on all
parties.

Setting aside
of Awards.

to any application to file an award, nor shall any award be set aside or varied or attempted to be set aside or varied by reason or on account of any informality, omission, delay or error in the proceedings or of any neglect, omission, delay, mistake or error by the Court in or about the same or in relation thereto.

Further Award.

XXVI. Whenever an award directs that a certain act or thing shall be done by one party to the reference, *e.g.*, delivering or taking (with or without allowance) delivery of goods and such party fails to comply with the award, the party in whose favour the award is made may make a fresh application for a further award determining the amount of damages or compensation payable by reason of such failure, and the Registrar, on receipt of such application, shall proceed to constitute a new Court, which may or may not consist of the same or of one or more of the members constituting the Court who made the first award, and the new Court shall proceed under these rules to arbitrate on the said application and the award thereon may be filed separately or together with the original award.

Fees.

XXVII. (1) The said parties shall pay as and when demanded by the Registrar all fees, charges and expenses incident to the reference and the award thereon according to the scale prescribed, for the time being, by the Committee of the Chamber, and all further fees, charges and expenses falling under rule XVII.

(2) Any party making such payment may recover the whole or any part of the sum so paid from any other party ultimately held by the Court to be liable to pay the same.

(3) Unless the Court shall otherwise direct, no rebate or refund shall be claimed or made in respect of fees, charges or expenses when once incurred, or paid.

XXVIII. The cost of the reference and award including fees payable, according to the scale aforesaid, to the Court shall be in the discretion of the Court, who may direct to and by whom and in what manner and in what proportion such costs or any part thereof shall be borne and paid, and may tax and settle the amount of costs to be so paid or any part thereof, and may award costs to be paid as between solicitor and client.

Immunity of Arbitrators.

XXIX. Neither of the parties shall bring or prosecute any suit or proceeding whatever against the Court, or any member thereof, for or in respect of the matters in dispute or any of them or of the arbitration nor any such suit or proceeding (save for the enforcement of the award) against the other party.

Notices.

XXX. All notices required by these rules to be given, shall be in writing and shall be sufficiently given if left at the last known place of abode or business of the party to whom the notice is addressed, or if sent by post prepaid addressed to him by name at such place of abode or business, and not returned through the post undelivered, before signature of the award by the Court and shall, if sent by post, be deemed to have been given at the time at which the letter would in the ordinary course be delivered. In the case of a contract entered into by an agent in Calcutta on behalf of a person having no place of business there, the place of abode or business of the agent shall be deemed that of the party. Every determination and award of the Court shall be deemed and taken for all purposes to be the determination and award of the Tribunal or the Chamber, as the case may be.

(106A)

BENGAL CHAMBER OF COMMERCE.

TRIBUNAL OF ARBITRATION.

Resolution of the Committee of the Bengal Chamber of Commerce adopted at a Meeting held on the 6th March 1912.

Resolved—

(1) That henceforth, and until further notice, application in disputes relating to piece-goods referred to in rule V (1) of the rules of the Tribunal of Arbitration adopted and confirmed at Special General Meetings of the Bengal Chamber of Commerce held on the 12th January and 27th February 1912, respectively, shall be in the following hereby prescribed form:—

Calcutta,.....19 .

To

THE REGISTRAR,

TRIBUNAL OF ARBITRATION.

DEAR SIR,

PIECE-GOODS ARBITRATIONS.

Under rule V (1) of the rules of the above Tribunal, we, the undersigned, hereby apply for the appointment of.....Arbitrator and the issue of an Award for cancellation of the contract or allowance or such other relief as the Arbitrators may think fit to award upon the undermentioned complaint or upon investigation of all facts arising out of the contract. We give particulars of the dispute below.

We hand you Rs.....on account of fees, the original contract and the sale sample.

Yours faithfully,

.....(Sellers).

.....(Buyers).

(Buyer's address).....

Contract No.....dated.....

Goods covered by Contract.....

Basis of Sale.....

* Here state whether one or two Arbitrators are required.

(107A)

Shipments:—

Mark.	Nos.	Quantity.	Steamer.	Mark.	Nos.	Quantity.	Steamer.

Packages available for inspection.....

Buyers' complaints.....

Sellers' remarks.....

(2) That until further notice the scale of fees referred to in rule XXVII (1) of the rules aforesaid is hereby prescribed to be as follows:—

Piece-Goods Arbitrations:

Arbitrators and Umpires—

For contracts involving only one quality of cloth.

For quality, dimensions, etc. ... Rs. 46-0

For midlew 16-0

For quality, dimensions, etc., and midlew .. 32-0

For contracts involving ranges of cloth.

For quality, dimensions, etc., for first quality 16-0

For quality, dimensions, etc., for each additional quality 4-0

For midlew 16-0

For quality, dimensions, etc., and midlew, for 1st quality 32-0

For quality, dimensions, etc., for each additional quality 4-0

For other piece-goods arbitrations, fees according to the merits of the case ..

Institution fee to be prepaid in every case .. 16-0

Jute Arbitrations:

Arbitrators and Umpires—

Rs. 80-0 each.

For wages of sorters ... Rs. 1 to .. 1-8 "

Expenses connected with selection and carriage of samples 20-0

Institution fee to be prepaid in every case .. 32-0

General Arbitrations:**Arbitrators and Umpires—**

For gunnies	...	Rs. 80-0 each
For all other classes of goods	...	" 32-0 "

For other arbitrations and those involving consideration of documents only, fees according to the merits of each case.

Institution fee to be prepaid in every case " 32-0

When neither of the parties to an arbitration is a permanent member of the Chamber, residing and carrying on business in Calcutta, double fees will be payable; and if and so often as one Arbitrator only shall be appointed or shall act as sole Arbitrator, he shall be entitled to a double set of fees, namely, the fees chargeable hereunder by two Arbitrators.

Stamp fees:

To be paid in all cases	...	Rs. 5-0
For certified copies of awards	...	" 1-0

Additional fees:

Additional fees within the discretion of the Court, but not exceeding the fee prescribed by the scale for the particular reference, shall be payable in cases where goods are examined at premises other than those of the Chamber in respect of every attendance at such other premises.

(3) That the aforesaid prescribed scale of fees shall be deemed to take effect as on and from the 28th February 1912.

(4) That a copy of this resolution be published for the information of all members of the Chamber.

By order of the Committee,

H. M. HAYWOOD,

Secretary.

BENGAL CHAMBER OF COMMERCE.**TRIBUNAL OF ARBITRATION—RULE III (2).**

List of members and/or assistants to members, who are willing to serve to constitute the Tribunal of Arbitration, in connection with disputes relating to price-goods, for the year 1913-14.

NAMES.	FIRMS.
APOSTOLIDES, MR. J.	Messrs. A. Agelasto & Co.
ARTHUR, MR. C. G.	" Ewing & Co., Ltd.
BADDELEY, MR. T. V.	" Allen Brothers & Co., Ltd.
BAIRD, MR. M. P.	" Gillanders, Arbuthnot & Co.
BAGLEY, MR. R.	" Gladstone, Wyllie & Co.
BELLAMY, MR. F.	" Jules Karpelos & Co.
BELL, MR. H. F.	" Kahn & Kahn.
BEHRER, MR. C.	" Meyer, Seelheer & Co.
CLARK, MR. W. M.	" Anderson, Wright & Co.
COCKRELL, MR. C. F.	" Allen Brothers & Co., Ltd.
COLLIER, MR. R. E.	" Barlow & Co.
COLTHARD, MR. J. R.	" Mackenzie, Lyall & Co.
CROPPER, MR. P.	" Hoare, Miller & Co.
CRAWFORD, MR. P.	" Shaw, Wallace & Co.
CHONOPULO, MR. J. A.	" Ralli Brothers.
DAVISON, MR. W. H.	" Graham & Co.
DANER, MR. H.	" Kahn & Kahn.
DOXEY, MR. F.	" Barlow & Co.
EVANS, MR. A. G.	" Kahn & Kahn.
HAMISON, MR. A.	" Struthers & Co., Ltd.
BROTHERSALL, MR. W. V.	" Steiners & Co., Ltd.
HOBBS, MR. H. P.	" Grundage & Co.
HOUGHTON, MR. H. G.	" Graham & Co.
HOLT, MR. E.	" Allen Brothers & Co., Ltd.
JENSEN, MR. W.	" The Holland-Bombay Trading Co., Ltd.
JOHNSTON, MR. F. S.	" Struthers & Co., Ltd.
KAY, MR. T. A.	" Birkmyrs Brothers.
KER, MR. R.	" Birkmyrs Brothers.
KEHL, MR. F.	" Allen Brothers & Co., Ltd.
KLEMIS, MR. E. A.	" Worman & Co.
KRAMER, MR. O. H.	" Alois Schweiger & Co., Ltd.
LEAX, MR. R.	" Sir Jacob Behrens & Sons.
LEHRAUX, MR. I.	" Ralli Brothers.
MCCONNELL, MR. W.	" Jas. Finlay & Co., Ltd.
MELDRUM, MR. D.	" Killick, Nixon & Co.
MICHELACHI, MR. A. S.	" Ralli Brothers.

NAMES.	FIRMS.
MILLS, MR. O. ...	Messrs. Hoare, Miller & Co.
MOIR, MR. A. J. ...	" Grandage & Co.
MOORE, MR. S. ...	" E. D. Sassoon & Co.
PETTIT, MR. F. W. ...	" Killiek, Nixon & Co.
SEDDOK, MR. D. K. ...	" Greaves, Cotton & Co.
SMITH, MR. M. H. ...	" Kottlowell, Bullen & Co.
SMITH, MR. W. PARKER ...	" The Bombay Co., Ltd.
STEPHEN, MR. S. P. ...	" Shaw, Wallace & Co.
TAYLOR, MR. JAMES ...	" Ashworth, Taylor & Co.
THOMASIDES, MR. P. J. ...	" Petrocuchino Brothers.
TUEFFERMAN, MR. F. ...	" Schrieker, Smidt & Co.
ZALUCH, MR. E. D. ...	" Ralli Brothers.
ZERFFI, MR. G. H. E. ...	" Greaves, Cotton & Co.

BENGAL CHAMBER OF COMMERCE.

TRIBUNAL OF ARBITRATION—RULE III (2).

List of members and assistants to members, who are willing to serve to constitute the Tribunal of Arbitration, in connection with disputes relating to Jute, Jute Cuttings and Manufactured goods, for the year 1913-14.

NAMES.	FIRMS.
ABBOTT, MR. E. G. (<i>G. & J.</i>) ...	Messrs. Macnail & Co.
ALAN, MR. GEO. L. (<i>G. J. & C.</i>) ...	" Jas. Scott & Sons, Ltd.
ANNAN, MR. JAS. (<i>G. J. & C.</i>) ...	" Jas. Scott & Sons, Ltd.
ALEXANDER, MR. C. (<i>G.</i>) ...	" Geo. Henderson & Co.
ASER, MR. O. (<i>J. & C.</i>) ...	" J. C. Duffus & Co., Ltd.
BARTON, MR. J. F. (<i>G.</i>) ...	" Hoare, Miller & Co.
BARTHOLOMEW, MR. C. F. P. (<i>J.</i>) ...	" Landale & Morgan.
BATTY, MR. A. D. G. S. (<i>G.</i>) ...	" Hoare, Miller & Co.
BARNET, MR. J. A. (<i>G.</i>) ...	" Ralli Brothers.
BAXES, MR. H. K. (<i>J. & C.</i>) ...	" J. Thomas & Co.
BEADEL, MR. C. F. (<i>J. & C.</i>) ...	" Becker Gray & Co.
BENNING, MR. F. J. (<i>J.</i>) ...	" J. Thomas & Co.
BLACKBURN, MR. H. P. (<i>G.</i>) ...	" E. D. Sassoon & Co.
BRACKENRIDGE, MR. D. H. (<i>J. & C.</i>) ...	" J. C. Duffus & Co., Ltd.
BROWN, MR. R. C. (<i>G.</i>) ...	" Landale & Clark, Ltd.
BROOKS, MR. W. M. (<i>G.</i>) ...	" Landale & Morgan.
BRADY, MR. F. G. H. (<i>G. J. & C.</i>) ...	" Jas. Scott & Sons, Ltd.
BREYTON, MR. A. DE. (<i>J. & C.</i>) ...	" Lyall, Marshall & Co.
BREMNER, MR. ALEX. (<i>G.</i>) ...	" Shaw, Wallace & Co.
CARTWRIGHT, MR. H. D. (<i>J.</i>) ...	" H. D. Cartwright & Co.
CHANCELLOR, MR. H. ST. V. (<i>G.</i>) ...	" Becker, Gray & Co.
CHILL, MR. R. H. (<i>J. & C.</i>) ...	" Bird & Co.
COHEN, MR. E. R. (<i>G.</i>) ...	" E. Meyer & Co., Ltd.
CRAWFORD, MR. A. (<i>G.</i>) ...	" Bishnmyro Brothers.
CRUDEN, MR. D. A. C. (<i>G. & J.</i>) ...	" Gillanders, Arbutnot & Co.
CHARLES, MR. F. R. S. (<i>J. & C.</i>) ...	" Geo. Henderson & Co.

G. = For Gunnies only.

J. = For Jute only.

C. = For Cuttings only.

J. & C. = For Jute & Cuttings.

G. & J. = For Gunnies & Jute.

G. J. & C. = For Gunnies, Jute & Cuttings.

NAMES.	FIRMS.
CHICHTON, MR. J. B. (<i>J. & C.</i>) ...	Messrs. Sinclair, Murray & Co.
DEAKIN, MR. G. R. (<i>J.</i>) ...	" Landale & Morgan,
DEMETRIAD, MR. S. C. (<i>G.</i>) ...	" Ralli Brothers.
DOUETH, MR. C. N. (<i>J. & C.</i>) ...	" Bird & Co.
DUMMIE, MR. T. H. K. (<i>G.</i>) ...	" J. Thomas & Co.
DUNCAN, MR. R. (<i>G. J. & C.</i>) ...	" Andrew Yule & Co.
ERNSTHAUSEN, MR. A. C. VON. (<i>G.</i>) ...	" Ernsthausen, Ltd.
FERGUSON, MR. JAS. D. (<i>J. & C.</i>) ...	" J. C. Duffus & Co., Ltd.
FERGUSON, MR. W. A. ...	" Poppe, Delius & Co.
FLIMING, MR. A. (<i>G. J. & C.</i>) ...	" Mackinnon, Mackenzie & Co.
FORD, MR. J. (<i>G.</i>) ...	" J. Thomas & Co.
GALL, MR. R. L. B. (<i>J.</i>) ...	" Landale & Clark, Ltd.
GEORGIAD, MR. G. A. (<i>J.</i>) ...	" J. Thomas & Co.
GARTH, MR. A. D. (<i>G.</i>) ...	" H. D. Cartwright & Co.
GIANNACOPULO, MR. C. A. (<i>G.</i>) ...	" Gladstone, Wyllie & Co.
GERSEY, MR. R. M. (<i>G.</i>) ...	" Bird & Co.
GROSSMANN, MR. JAS. (<i>G.</i>) ...	" Grossmann & Co., Ltd.
HALLE, MR. C. (<i>G.</i>) ...	" Hadenfeldt & Co.
HALL, MR. D. K. (<i>G. J. & C.</i>) ...	" F. W. Heilgers & Co.
HANNAH, MR. G. S. (<i>J. & C.</i>) ...	" W. Haworth & Co.
HARVEY, MR. INGLIS (<i>J. & C.</i>) ...	" Becker, Gray & Co.
HOW, MR. D. P. (<i>J.</i>) ...	" Landale & Clark, Ltd.
HORDEN, MR. C. H. (<i>G.</i>) ...	" E. D. Sassoon & Co.
HUGHES, MR. GEO. F. (<i>J. & C.</i>) ...	" Poppe, Delius & Co.
HUTCHISON, MR. R. W. ...	" Birkenyre Brothers.
HYND, MR. GEO. (<i>G.</i>) ...	" Pernian & Hynd.
KELLOCK, MR. C. DE M., (not on questions of quality) (<i>G.</i>) ...	" Gillanders, Arlthnot & Co.
KOCH, MR. MARCUS. (<i>J.</i>) ...	" Marcus Koch & Co.
KYD, MR. F. P. (<i>G. & J.</i>) ...	" Begg, Dunlop & Co.
LANFORD-JAMES, MR. R. (<i>G.</i>) ...	" Jns. Finlay & Co., Ltd.
LANDALE, MR. H. R. (<i>J. & C.</i>) ...	" Geo. Henderson & Co.
LAIRD, MR. W. K. (<i>G. J. & C.</i>) ...	" Mackinnon, Mackenzie & Co.
LEE, MR. S. C. B. (<i>J.</i>) ...	" H. D. Cartwright & Co.
MARSHALL, MR. E. H. (<i>J.</i>) ...	" Lyall, Marshall & Co.
MATTHEW, MR. A. W. (<i>J.</i>) ...	" Landale & Clark, Ltd.
MARTIN, MR. F. R. (<i>G.</i>) ...	" Bird & Co.
MARTIN, MR. J. (<i>G. & J.</i>) ...	" Sinclair, Murray & Co.

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NAMES.	FIRMS.
MAX, MR. ALEX. (<i>J. & C.</i>) ...	Messrs. Sinclair, Murray & Co.
MEVILLE, MR. W. D. (<i>G. & J.</i>) ...	" Macneill & Co.
MERRY, MR. G. B. (<i>J. & C.</i>) ...	" W. Haworth & Co.
MORGAN, MR. G. (<i>J.</i>) ...	" H. D. Cartwright & Co.
MORRISON, MR. M. (<i>J.</i>) ...	" W. Haworth & Co.
MURRAY, MR. A. R. (<i>G. J. & C.</i>) ...	" Thos. Duff & Co., Ltd.
MURR, MR. R. H. (<i>J.</i>) ...	" Geo. Henderson & Co.
MCDOWELL, MR. N. L. (<i>J.</i>) ...	" Sinclair, Murray & Co.
MCKENZIE, MR. D. P. (<i>G. & J.</i>) ...	" Duncan Brothers & Co.
NICOLL, MR. ALEXANDER. (<i>J.</i>) ...	" R. Sim & Co., Ltd., (Namin-gunge).
ONE, MR. JAMES D. (<i>G. & J.</i>) ...	" Thos. Duff & Co., Ltd.
PEY, MR. H. M. (<i>G. J. & C.</i>) ...	" Bird & Co.
ROBERTSON, MR. B. (<i>J. & C.</i>) ...	" M. David & Co., (Namin-gunge).
ROBERTSON, MR. JAS. (<i>G. J. & C.</i>) ...	" Thos. Duff & Co., Ltd.
ROBERTSON, MR. GEO. (<i>G.</i>) ...	" Bird & Co.
ROBERTSON, MR. J. BELL. (<i>G. J. & C.</i>) ...	" J. Thomas & Co.
REITHVEN, MR. JOHN (<i>J. & C.</i>) ...	" Ernsthausen, Ltd.
SCHULER, MR. H. R. (<i>J.</i>) ...	" Ernsthausen, Ltd.
SEIDER, MR. A. H. (<i>J. & C.</i>) ...	" F. W. Heilgers & Co.
SEMPSON, MR. J. W. A. (<i>G. J. & C.</i>) ...	" W. Haworth & Co.
SINGLETON, MR. S. H. (<i>J.</i>) ...	" Landale & Morgan.
SMALLWOOD, MR. E. (<i>J.</i>) ...	" W. Haworth & Co.
SMALLWOOD, MR. C. L. (<i>J.</i>) ...	" Andrew Smith & Co.
SOUTH, MR. ANDREW (<i>J. & C.</i>) ...	" Landale & Clark, Ltd.
SUTCLIFF, MR. W. J. (<i>J.</i>) ...	" R. Sim & Co., Ltd., (Namin-gunge).
STEIN, MR. GEO. K. (<i>J.</i>) ...	" Jns. Finlay & Co., Ltd.
STEWART, MR. J. C. (<i>G. J. & C.</i>) ...	" Sinclair Murray & Co.
SETTLE, MR. P. E. (<i>J. & C.</i>) ...	" W. Haworth & Co.
TABERT, MR. GEO. (<i>J.</i>) ...	" Geo. Henderson & Co.
TIGHE, MR. R. S. (<i>G.</i>) ...	" J. Thomas & Co.
TISH, MR. ALFRED. (<i>J. & C.</i>) ...	" Begg, Dunlop & Co.
TISH, MR. C. W. (<i>G. & J.</i>) ...	" Begg, Dunlop & Co.
TENDALL, MR. W. W. (<i>G. & J.</i>) ...	" Begg, Dunlop & Co.
TYNDALL, MR. J. W. (<i>G. & J.</i>) ...	" Kettlewell, Bullen & Co.
TYRRE, MR. D. A. (<i>G. J. & C.</i>) ...	"

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G. & J. = For Gunnies & Jute.
G. J. & C. = For Gunnies, Jute & Cuttings.

NAMES.	FIRMS.
WALKER, Mr. C. O. (G.) ...	Messrs. Anderson, Wright & Co.
WALKER, Mr. W. J. (J. & C.) ...	" W. J. Walker & Co.
WALKER, Mr. G. W. (H.) ...	" H. D. Cartwright & Co.
WATSON, Mr. E. A. (G. J. & C.) ...	" McLeod & Co.
WILD, Mr. C. A. (J. & C.) ...	" Anderson, Wright & Co.
WILSON, Mr. R. B. (G. J. & C.) ...	" Birkmyre Bros.
WILSON, Mr. A. D. (G.) ...	" Geo. Henderson & Co.
WILL, Mr. R. R. (J. & C.) ...	" Geo. Henderson & Co.
WYLIE, Mr. D. A. (G. J. & C.) ...	" McLeod & Co.
YOUNG, Mr. STEPHEN (H.) ...	" Duncan, Brothers & Co.
ZIMMERMANN, Mr. E. (H. J. & C.) ...	" Anderson, Wright & Co.

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TRIBUNAL OF ARBITRATION.

ARBITRATORS FOR MISCELLANEOUS GOODS, 1912-13.

ANCHORS & CHAINS.

Adams, Mr. A. G. ...	Messrs. Turner, Morrison & Co.
Anderson, Mr. A. ...	" Burn & Co., Ltd.
Greener, Mr. W. J. ...	" Bird & Co.
King, Mr. M. M. ...	" John King & Co., Ltd.
Kramer, Mr. O. H. (Chains only) ...	" Alois Schweiger & Co., Ltd.
Maxwell, Mr. C. W. ...	" Bird & Co.
Pike, Mr. A. ...	" Barlow & Co.
Tyler, Mr. S. M. ...	" G. Atherton & Co.
Walton, Mr. E. ...	" Barlow & Co.
Walsh, Mr. Theo. N. ...	" Martin & Co.

ANILINE DYES.

Hayward, Mr. E. (F.I.C., F.C.S.) ...	Messrs. D. Wallie & Co.
Hobbs, Mr. H. F. ...	" Grandage & Co.
Jensen, Mr. W. ...	" The Holland-Bomlay Trading Co., Ltd.
Lincé, Mr. J. ...	" Hadenfeldt & Co.
Schulten, Dr. C. ...	" Dr. C. Schulten.
Tyler, Mr. S. M. ...	" Messrs. G. Atherton & Co.
Verhorst, Mr. A. A. ...	" The Holland-Bomlay Trading Co., Ltd.

BOLTS & NUTS.

Adams, Mr. A. G. ...	Messrs. Turner, Morrison & Co.
Anderson, Mr. A. ...	" Burn & Co., Ltd.
Bulle, Mr. L. ...	" Schröder, Smidt & Co.
Greener, Mr. W. J. ...	" Bird & Co.
King, Mr. M. M. ...	" John King & Co., Ltd.
Kramer, Mr. O. H. ...	" Alois Schweiger & Co., Ltd.
Maxwell, Mr. C. W. ...	" Bird & Co.
Pike, Mr. A. ...	" Barlow & Co.
Tyler, Mr. S. M. ...	" G. Atherton & Co.
Walton, Mr. E. ...	" Martin & Co.
Walsh, Mr. Theo. N. ...	" Martin & Co.

BONE MEAL.

Ambler, Mr. T. ...	Messrs. J. Mackillieau & Co.
Pell, Mr. Cecil ...	" Graham & Co.

BOOTS & SHOES.

Elias, Mr. D. ...	Messrs. Worman & Co.
Kaven, Mr. Max ...	" Alois Schweiger & Co., Ltd.
Kramer, Mr. O. H. ...	" Barlow & Co.
Pike, Mr. A. ...	" G. Atherton & Co.
Tyler, Mr. S. M. ...	" Stewart, Mackenzie & Co.
Wolfe, Mr. R. Ernest ...	" Stewart, Mackenzie & Co.

BRASS.

Anderson, Mr. A.	...	Messrs. Burn & Co., Ltd.
Bull, Mr. H. S.	...	" The Bombay Co., Ltd.
Bulle, Mr. L.	...	" Schröder, Smidt & Co.
Greener, Mr. W. J.	...	" Bird & Co.
Hayward, Mr. E. (F.I.C., F.C.S.)	...	" D. Wadlie & Co.
King, Mr. M. M.	...	" John King & Co., Ltd.
Maxwell, Mr. C. W.	...	" Bird & Co.
Pike, Mr. A.	...	" Barlow & Co.
Schulten, Dr. C.	...	Dr. C. Schulten.
Walsh, Mr. Theo. N.	...	Messrs. Martin & Co.
Walton, Mr. E.	...	" G. Atherton & Co.

BUILDING & DECORATING MATERIALS.

Brown, Mr. W. H.	...	Messrs. Martin & Co.
King, Mr. M. M.	...	" John King & Co., Ltd.

CEMENT.

Bulle, Mr. L.	...	Messrs. Schröder, Smidt & Co.
Hayward, Mr. E. (F.I.C., F.C.S.)	...	" D. Wadlie & Co.
Lineé, Mr. J.	...	" Hadenfeldt & Co.
Moir, Mr. A. J.	...	" Graudage & Co.
Pike, Mr. A.	...	" Barlow & Co.
Schulten, Dr. C.	...	Dr. C. Schulten.
Walsh, Mr. Theo. N.	...	Messrs. Martin & Co.

CHALK.

Hayward, Mr. E. (F.I.C., F.C.S.)	...	Messrs. D. Wadlie & Co.
Lineé, Mr. J.	...	" Hadenfeldt & Co.
Pike, Mr. A.	...	" Barlow & Co.
Schulten, Dr. C.	...	Dr. C. Schulten.
Walsh, Mr. Theo. N.	...	Messrs. Martin & Co.
Wright, Mr. A. C.	...	" Turner, Morrison & Co.

CHEMICALS.

Bulle, Mr. L.	...	Messrs. Schröder, Smidt & Co.
Hayward, Mr. E. (F.I.C., F.C.S.)	...	" D. Wadlie & Co.
Lineé, Mr. J.	...	" Hadenfeldt & Co.
Schulten, Dr. C.	...	Dr. C. Schulten.
Tyrer, Mr. S. M.	...	Messrs. G. Atherton & Co.
Wolfe, Mr. R. Ernest	...	" Stewart, Mackenzie & Co.
Wright, Mr. A. C.	...	" Turner, Morrison & Co.

CHINA GLAY.

Greener, Mr. W. J.	...	Messrs. Bird & Co.
Hayward, Mr. E. (F.I.C., F.C.S.)	...	" D. Wadlie & Co.
Lineé, Mr. J.	...	" Hadenfeldt & Co.
Schulten, Dr. C.	...	Dr. C. Schulten.
Walsh, Mr. Theo. N.	...	Messrs. Martin & Co.

COAL.

Greener, Mr. W. J.	...	Messrs. Bird & Co.
Hayward, Mr. E. (F.I.C., F.C.S.)	...	" D. Wadlie & Co.
Jennaway, Mr. J. H.	...	" Martin & Co.
Lindsay, Mr. B. R. C.	...	" Turner, Morrison & Co.
Maxwell, Mr. C. W.	...	" Bird & Co.
Robertson, Mr. G. G.	...	" Anderson, Wright & Co.
Schulten, Dr. C.	...	Dr. C. Schulten.
Thomson, Mr. H. T.	...	Messrs. Kilburn & Co.
White, Mr. B. A.	...	" Bird & Co.
Wood, Mr. W. J.	...	" Shaw, Wallace & Co.

COAL TAR.

Hayward, Mr. E. (F.I.C., F.C.S.)	...	Messrs. D. Wadlie & Co.
Hobbs, Mr. H. F.	...	" Graudage & Co.
Lineé, Mr. J.	...	" Hadenfeldt & Co.
Pike, Mr. A.	...	" Barlow & Co.
Schulten, Dr. C.	...	Dr. C. Schulten.
Walsh, Mr. Theo. N.	...	Messrs. Martin & Co.
Wright, Mr. A. C.	...	" Turner, Morrison & Co.

COKE.

Greener, Mr. W. J.	...	Messrs. Shaw, Wallace & Co.
Hayward, Mr. E. (F.I.C., F.C.S.)	...	" Bird & Co.
Jennaway, Mr. J. H.	...	" D. Wadlie & Co.
Lindsay, Mr. B. R. C.	...	" Martin & Co.
Maxwell, Mr. C. W.	...	" Turner, Morrison & Co.
Robertson, Mr. G. G.	...	" Bird & Co.
Schulten, Dr. C.	...	" Anderson, Wright & Co.
Thomson, Mr. H. T.	...	Dr. C. Schulten.
White, Mr. B. A.	...	Messrs. Kilburn & Co.
	...	" Bird & Co.

CONDENSED MILK.

Elias, Mr. D.	...	Messrs. Worman & Co.
Hayward, Mr. E. (F.I.C., F.C.S.)	...	" D. Wadlie & Co.
Kramer, Mr. O. H.	...	" Alois Schweiger & Co.
Schulten, Dr. C.	...	Dr. C. Schulten.
Tyrer, Mr. S. M.	...	Messrs. G. Atherton & Co.

COPPER.

Anderson, Mr. A.	...	Messrs. Burn & Co., Ltd.
Bull, Mr. H. S.	...	" The Bombay Co., Ltd.
Bulle, Mr. L.	...	" Schröder, Smidt & Co.
Greener, Mr. W. J.	...	" Bird & Co.
Hayward, Mr. E. (F.I.C., F.C.S.)	...	" D. Wadlie & Co.
King, Mr. M. M.	...	" John King & Co., Ltd.
Maxwell, Mr. C. W.	...	" Bird & Co.
Pike, Mr. A.	...	" Barlow & Co.
Schulten, Dr. C.	...	Dr. C. Schulten.
Walsh, Mr. Theo. N.	...	Messrs. Martin & Co.
Walton, Mr. E.	...	" G. Atherton & Co.

CORRUGATED IRON.

Adams, Mr. A. G.	...	Messrs. Turner, Morrison & Co.
Anderson, Mr. A.	...	" Burn & Co., Ltd.
Bull, Mr. H. S.	...	" The Bombay Co., Ltd.
Bulle, Mr. L.	...	" Schröder, Smidt & Co.
Greener, Mr. W. J.	...	" Bird & Co.
King, Mr. M. M.	...	" John King & Co., Ltd.
Moir, Mr. A. J.	...	" Grandage & Co.
Maxwell, Mr. C. W.	...	" Bird & Co.
Pike, Mr. A.	...	" Barlow & Co.
Simpson, Mr. H. J.	...	" Shaw, Wallace & Co.
Tyrer, Mr. S. M.	...	" G. Atherton & Co.
Walsh, Mr. Theo. N.	...	" Martin & Co.
Walton, Mr. E.	...	" G. Atherton & Co.

COTTON.

Beaman, Mr. C. E. H.	...	Messrs. Shaw, Wallace & Co.
Brodie, Mr. W. G.	...	" Andrew Yule & Co.
Kramer, Mr. O. H.	...	" Alois Schweiger & Co., Ltd.
Schuler, Mr. H. R.	...	" Ernsthausen Ltd.

CUTLERY.

Adams, Mr. A. G.	...	Messrs. Turner, Morrison & Co.
Bulle, Mr. L.	...	" Schröder, Smidt & Co.
Elias, Mr. D.	...	" Worman & Co.
Jensen, Mr. W.	...	" The Holland-Bombay Trading Co., Ltd.
King, Mr. M. M.	...	" John King & Co., Ltd.
Kramer, Mr. O. H.	...	" Alois Schweiger & Co., Ltd.
Pike, Mr. A.	...	" Barlow & Co.
Tyrer, Mr. S. M.	...	" G. Atherton & Co.
Verhorst, Mr. A. A.	...	" The Holland-Bombay Trading Co., Ltd.
Walsh, Mr. Theo. N.	...	" Martin & Co.
Walton, Mr. E.	...	" G. Atherton & Co.

DRUGS & MEDICINE.

Tyrer, Mr. S. M.	...	Messrs. G. Atherton & Co.
Wolfe, Mr. R. Ernest	...	" Stewart, Mackenzie & Co.

EARTHENWARE.

Elias, Mr. D.	...	Messrs. Worman & Co.
Kramer, Mr. O. H.	...	" Alois Schweiger & Co., Ltd.
Michel, Mr. Karl	...	" R. Dittmar, Brunner Bros., Ltd.
Moir, Mr. A. J.	...	" Grandage & Co.
Pike, Mr. A.	...	" Barlow & Co.
Tyrer, Mr. S. M.	...	" G. Atherton & Co.

ELECTRICAL FITTINGS & SUPPLIES.

Bout, Mr. W.	...	Messrs. Martin & Co.
Eastgate, Mr. C. C. T.	...	" Octavius Steel & Co.
Ham, Mr. D. J.	...	" Pyne, Hughman & Co.
Hughman, Mr. E. M.	...	" Jas. Luke & Sons.
Lake, Mr. Norman H.	...	" R. Dittmar, Brunner Bros., Ltd.
Michel, Mr. Karl	...	" Kilburn & Co.
Morley, Mr. W. E. A.	...	" Pyne, Hughman & Co.
Pyne, Mr. C. A. B.	...	" Speyer & Co., Ltd.
Speyer, Mr. H. R. (A.M.S.E.E.)	...	" Speyer & Co., Ltd.

FIRE BRICKS.

Crawford, Mr. Geo.	...	Messrs. Burn & Co., Ltd.
Greener, Mr. W. J.	...	" Bird & Co.
Hayward, Mr. E. (F.I.C., F.C.S.)	...	" D. Waldie & Co.
King, Mr. M. M.	...	" John King & Co., Ltd.
Lineé, Mr. J.	...	" Hadenfeldt & Co.
Maxwell, Mr. C. W.	...	" Bird & Co.
Schulten, Dr. C.	...	" Dr. C. Schulten.
Walsh, Mr. Theo. N.	...	" Messrs. Martin & Co.

FIRE CLAY.

Crawford, Mr. Geo.	...	Messrs. Burn & Co., Ltd.
Greener, Mr. W. J.	...	" Bird & Co.
Hayward, Mr. E. (F.I.C., F.C.S.)	...	" D. Waldie & Co.
King, Mr. M. M.	...	" John King & Co., Ltd.
Lineé, Mr. J.	...	" Hadenfeldt & Co.
Maxwell, Mr. C. W.	...	" Bird & Co.
Schulten, Dr. C.	...	" Dr. C. Schulten.
Walsh, Mr. Theo. N.	...	" Messrs. Martin & Co.

GERMAN SILVER.

Hayward, Mr. E. (F.I.C., F.C.S.)	...	Messrs. D. Waldie & Co.
Kramer, Mr. O. H.	...	" Alois Schweiger & Co., Ltd.
Pike, Mr. A.	...	" Barlow & Co.
Schulten, Dr. C.	...	" Dr. C. Schulten.
Walsh, Mr. Theo. N.	...	" Messrs. Martin & Co.
Walton, Mr. E.	...	" G. Atherton & Co.

GLASS.

Kramer, Mr. O. H.	...	Messrs. Alois Schweiger & Co., Ltd.
Lineé, Mr. J.	...	" Hadenfeldt & Co.
Michel, Mr. Karl	...	" R. Dittmar, Brunner Bros., Ltd.
Moir, Mr. A. J.	...	" Grandage & Co.
Pike, Mr. A.	...	" Barlow & Co.
Tyrer, Mr. S. M.	...	" G. Atherton & Co.

GLASS BANGLES AND BEADS.

Ballarín, Mr. F.	...	Messrs. Jules Karpeles & Co.
Elias, Mr. D.	...	" Worman & Co.
Hobbs, Mr. H. F.	...	" Grandage & Co.
Jessen, Mr. W.	...	" The Holland-Bomlay Trading Co., Ltd.
Kramer, Mr. O. H.	...	" Alois Schweiger & Co., Ltd.
Michel, Mr. Karl	...	" R. Ditmar, Brunner Bros., Ltd.
Pike, Mr. A.	...	" Barlow & Co.
Rasch, Mr. G. O.	...	" Moll Schutte & Co.
Tyrer, Mr. S. M.	...	" G. Atherton & Co.
Verhorst, Mr. A. A.	...	" The Holland-Bomlay Trading Co., Ltd.

HARDWARE.

Adams, Mr. A. G.	...	Messrs. Turner, Morrison & Co.
Bulle, Mr. L.	...	" Schröder, Smidt & Co.
Greener, Mr. W. J.	...	" Bird & Co.
King, Mr. M. M.	...	" John King & Co., Ltd.
Kramer, Mr. O. H.	...	" Alois Schweiger & Co., Ltd.
Maxwell, Mr. C. W.	...	" Bird & Co.
Michel, Mr. Karl	...	" R. Ditmar, Brunner Bros., Ltd.
Pike, Mr. A.	...	" Barlow & Co.
Tyrer, Mr. S. M.	...	" G. Atherton & Co.
Verhorst, Mr. A. A.	...	" The Holland-Bomlay Trading Co., Ltd.
Walton, Mr. E.	...	" G. Atherton & Co.
Walsh, Mr. Theo. N.	...	" Martin & Co.
Wolfe, Mr. R. Ernest	...	" Stewart, Mackenzie & Co.

IRON.

Anderson, Mr. A.	...	Messrs. Barn & Co., Ltd.
Bulle, Mr. L.	...	" Schröder, Smidt & Co.
Greener, Mr. W. J.	...	" Bird & Co.
Hayward, Mr. E. (F.I.C., F.C.S.)	...	" D. Wadlie & Co.
King, Mr. Geo. A.	...	" John King & Co., Ltd.
Maxwell, Mr. C. W.	...	" Bird & Co.
Pike, Mr. A.	...	" Barlow & Co.
Rasch, Mr. G. O.	...	" Moll Schutte & Co.
Schulten, Dr. C.	...	" Dr. C. Schulten.
Walsh, Mr. Theo. N.	...	" Messrs. Martin & Co.
Walton, Mr. E.	...	" G. Atherton & Co.

IRON ORE.

Hayward, Mr. E. (F.I.C., F.C.S.)	...	Messrs. D. Wadlie & Co.
Schulten, Dr. C.	...	" Dr. C. Schulten.

LAC (SHELL, STICK AND BUTTON.)

Bretton, Mr. L. De	...	Messrs. Becker Gray & Co.
Dowson, Mr. Malcom	...	" J. Thomas & Co.
Hayward, Mr. E. (F.I.C., F.C.S.)	...	" D. Wadlie & Co.
Schuler, Mr. H. R.	...	" Ernsthausen Ltd.
Stoll, Mr. A. (Shell & Button)	...	" Moll Schutte & Co.
Stollman, Mr. G.	...	" Schröder, Smidt & Co.
Schulten, Dr. C.	...	" Dr. C. Schulten.
Whiteaway, Mr. S. G. A.	...	" Messrs. Turner, Morrison & Co.

LEAD.

Anderson, Mr. A.	...	Messrs. Barn & Co., Ltd.
Hayward, Mr. E. (F.I.C., F.C.S.)	...	" D. Wadlie & Co.
King, Mr. M. M.	...	" John King & Co., Ltd.
Pike, Mr. A.	...	" Barlow & Co.
Schulten, Dr. C.	...	" Dr. C. Schulten.
Walsh, Mr. Theo. N.	...	" Messrs. Martin & Co.
Walton, Mr. E.	...	" G. Atherton & Co.

LEATHER AND LEATHER GOODS.

Kramer, Mr. O. H.	...	Messrs. Alois Schweiger & Co., Ltd.
Pike, Mr. A.	...	" Barlow & Co.
Tyrer, Mr. S. M.	...	" G. Atherton & Co.

MACHINERY.

Adams, Mr. A. G.	...	Messrs. Turner, Morrison & Co.
Cowdrey, Mr. E. C. (Printing Machinery)	...	" John Dickinson & Co., Ltd.
Greener, Mr. W. J.	...	" Bird & Co.
King, Mr. Geo. A.	...	" John King & Co., Ltd.
Longworth, Mr. A. E.	...	" Barn & Co., Ltd.
Maxwell, Mr. C. W.	...	" Bird & Co.
Simpson, Mr. H. J.	...	" Shaw, Wallace & Co.
Speyer, Mr. H. R. (A.M.S.E.E.)	...	" Speyer & Co.
Warren, Mr. R. H. (Printing Machinery)	...	" John Dickinson & Co., Ltd.
Whiteman, Mr. C. H.	...	" Martin & Co.

MATCHES.

Bulle, Mr. L.	...	Messrs. Schröder, Smidt & Co.
Hayward, Mr. E. (F.I.C., F.C.S.)	...	" D. Wadlie & Co.
Grandage & Co.	...	" Grandage & Co.
Hobbs, Mr. H. F.	...	" Alois Schweiger & Co., Ltd.
Kramer, Mr. O. H.	...	" Hadenfeldt & Co.
Linch, Mr. J.	...	" Moll Schutte & Co.
Rasch, Mr. G. O.	...	" Dr. C. Schulten.
Schulten, Dr. C.	...	" Messrs. G. Atherton & Co.
Tyrer, Mr. S. M.	...	" The Holland-Bomlay Trading Co., Ltd.
Verhorst, Mr. A. A.	...	" Stewart, Mackenzie & Co.
Wolfe, Mr. R. Ernest	...	" "

MANGANESE ORE.

Hayward, Mr. E. (F.L.C., F.C.S.) Messrs. D. Waldie & Co.
Schulten, Dr. C. Dr. C. Schulten.

MICA.

Greener, Mr. W. J. Messrs. Bird & Co.
Maxwell, Mr. C. W. }

NAILS.

Adams, Mr. A. G. Messrs. Turner, Morrison & Co.
Anderson, Mr. A. " Burn & Co., Ltd.
Bulle, Mr. L. " Schneider, Smidt & Co.
Greener, Mr. W. J. " Bird & Co.
Hobbs, Mr. H. F. " Grandage & Co.
King, Mr. M. M. " John King & Co., Ltd.
Kramer, Mr. O. H. " Alois Schweiger & Co., Ltd.
Maxwell, Mr. C. W. " Bird & Co.
Pike, Mr. A. " Barlow & Co.
Tyner, Mr. S. M. " G. Atherton & Co.
Verhorst, Mr. A. A. " The Holland-Bomlay Trading Co., Ltd.
Walsh, Mr. Theo. N. " Martin & Co.
Walton, Mr. E. " G. Atherton & Co.

NEEDLES.

Adams, Mr. A. G. Messrs. Turner, Morrison & Co.
Bulle, Mr. L. " Schneider, Smidt & Co.
Elias, Mr. D. " Worman & Co.
King, Mr. M. M. " John King & Co., Ltd.
Kramer, Mr. O. H. " Alois Schweiger & Co., Ltd.
Pike, Mr. A. " Barlow & Co.
Tyner, Mr. S. M. " G. Atherton & Co.
Verhorst, Mr. A. A. " The Holland-Bomlay Trading Co., Ltd.
Walsh, Mr. Theo. N. " Martin & Co.
Walton, Mr. E. " G. Atherton & Co.

OIL.

Bulle, Mr. L., (White only) Messrs. Schneider, Smidt & Co.
Hayward, Mr. E. (F.L.C., F.C.S.) " D. Waldie & Co.
Harlow, Mr. E. W. " Gillanders, Arbutnot & Co.
Kramer, Mr. O. H. " Alois Schweiger & Co., Ltd.
Morrison, Mr. A. B. " Shaw, Wallace & Co.
Schulten, Dr. C. " Dr. C. Schulten.
Westchout, Mr. A. B. Messrs. Anderson, Wright & Co.
Wright, Mr. A. C. " Turner, Morrison & Co.

OILMAN STORES.

Hobbs, Mr. H. F. Messrs. Grandage & Co.
Luce, Mr. J. " Hadenfeldt & Co.
Rat, Mr. A. J. " Grandage & Co.
Schulten, Dr. C. " Dr. C. Schulten.
Tyner, Mr. S. M. Messrs. G. Atherton & Co.
Wolfe, Mr. R. Ernest " Stewart, Mackenzie & Co.

PAINTS.

Hayward, Mr. E. (F.L.C., F.C.S.) Messrs. D. Waldie & Co.
Luce, Mr. J. " Hadenfeldt & Co.
Schulten, Dr. C. " Dr. C. Schulten.
Simpson, Mr. H. J. Messrs. Shaw, Wallace & Co.
Tyner, Mr. S. M. " G. Atherton & Co.
Walsh, Mr. Theo. N. " Martin & Co.
Wright, Mr. A. C. " Turner, Morrison & Co.

PAPER.

Cowdrey, Mr. E. C. Messrs. John Dickinson & Co., Ltd.
Kehl, Mr. F. " Allen Bros. & Co., Ltd.
Kramer, Mr. O. H. " Alois Schweiger & Co., Ltd.
Luce, Mr. J. " Hadenfeldt & Co., Ltd.
Rash, Mr. G. O. " Moll Schutte & Co.
Schulten, Dr. C. " Dr. C. Schulten.
Tyner, Mr. S. M. Messrs. G. Atherton & Co.
Verhorst, Mr. A. A. " The Holland-Bomlay Trading Co., Ltd.
Warren, Mr. R. H. " John Dickinson & Co., Ltd.

PERFUMES AND ESSENCES.

Hayward, Mr. E. (F.L.C., F.C.S.) Messrs. D. Waldie & Co.
Kramer, Mr. O. H. " Alois Schweiger & Co., Ltd.
Luce, Mr. J. " Hadenfeldt & Co.
Tyner, Mr. S. M. " G. Atherton & Co.
Wolfe, Mr. R. Ernest " Stewart, Mackenzie & Co.

PITCH.

Hayward, Mr. E. (F.L.C., F.C.S.) Messrs. D. Waldie & Co.
Luce, Mr. J. " Hadenfeldt & Co.
Pike, Mr. A. " Barlow & Co.
Schulten, Dr. C. " Dr. C. Schulten.
Walsh, Mr. Theo. N. Messrs. Martin & Co.
Wright, Mr. A. C. " Turner, Morrison & Co.

QUICK SILVER.

Greener, Mr. W. J. Messrs. Bird & Co.
Hayward, Mr. E. (F.L.C., F.C.S.) " D. Waldie & Co.
Maxwell, Mr. C. W. " Bird & Co.
Pike, Mr. A. " Barlow & Co.
Schulten, Dr. C. " Dr. C. Schulten.
Walsh, Mr. Theo. N. Messrs. Martin & Co.
Walton, Mr. E. " G. Atherton & Co.

RED AND WHITE LEAD.

Hayward, Mr. E. (F.I.C., F.C.S.)	...	Messrs. D. Waddie & Co.
Lineé, Mr. J.	...	" Hadenfeldt & Co.
Schulten, Dr. C.	...	" Dr. C. Schulten.
Tyler, Mr. S. M.	...	Messrs. G. Atherton & Co.
Walsh, Mr. Theo. N.	...	" Martin & Co.
Wright, Mr. A. C.	...	" Turner, Morrison & Co.

ROPES (WIRE).

Adams, Mr. A. G.	...	Messrs. Turner, Morrison & Co.
Anderson, Mr. A.	...	" Burn & Co., Ltd.
Greener, Mr. W. J.	...	" Bird & Co.
King, Mr. M. M.	...	" John King & Co., Ltd.
Kramer, Mr. O. H.	...	" Alois Schweiger & Co., Ltd.
Maxwell, Mr. C. W.	...	" Bird & Co.
Simpson, Mr. H. J.	...	" Shaw, Wallace & Co.
Tyler, Mr. S. M.	...	" G. Atherton & Co.
Walsh, Mr. Theo. N.	...	" Martin & Co.
Walton, Mr. E.	...	" G. Atherton & Co.

ROPES (HEMP).

Kramer, Mr. O. H.	...	Messrs. Alois Schweiger & Co., Ltd.
Daneil, Mr. C. N.	...	" Bird & Co.
Jamer, Mr. P. A.	...	" Menzill & Co.

ROSIN.

Hayward, Mr. E. (F.I.C., F.C.S.)	Messrs.	D. Waddie & Co.
Hobbs, Mr. H. F.	...	" Granlage & Co.
Lineé, Mr. J.	...	" Hadenfeldt & Co.
Pike, Mr. A.	...	" Barlow & Co.
Schulten, Dr. C.	...	" Dr. C. Schulten.
Walsh, Mr. Theo. N.	...	Messrs. Martin & Co.
Wright, Mr. A. C.	...	" Turner, Morrison & Co.

SADDLERY AND SADDLERS' IRON MONGERY.

Pike, Mr. A.	...	Messrs. Barlow & Co.
Tyler, Mr. S. M.	...	" G. Atherton & Co.

SCHOOL SLATES.

Hobbs, Mr. H. F.	...	Messrs. Granlage & Co.
Lineé, Mr. J.	...	" Hadenfeldt & Co.
Moir, Mr. A. J.	...	" Granlage & Co.
Tyler, S. M.	...	" G. Atherton & Co.

SCREWS.

Adams, Mr. A. G.	...	Messrs. Turner, Morrison & Co.
Anderson, Mr. A.	...	" Burn & Co., Ltd.
Bulle, Mr. L.	...	" Schröder, Smidt & Co.
Greener, Mr. W. J.	...	" Bird & Co.
King, Mr. M. M.	...	" John King & Co., Ltd.
Kramer, Mr. O. H.	...	" Alois Schweiger & Co., Ltd.
Maxwell, Mr. C. W.	...	" Bird & Co.
Pike, Mr. A.	...	" Barlow & Co.

SCREWS—*contd.*

Tyler, Mr. S. M.	...	Messrs. G. Atherton & Co.
Telhorst, Mr. A. A.	...	" The Holland-Bombay Trading Co., Ltd.
Walsh, Mr. Theo. N.	...	" Martin & Co.
Walton, Mr. E.	...	" G. Atherton & Co.

SPELTER.

Anderson, Mr. A.	...	Messrs. Burn & Co., Ltd.
Bulle, Mr. H. S.	...	" The Bombay Co., Ltd.
Hayward, Mr. E. (F.I.C., F.C.S.)	...	" D. Waddie & Co.
King, Mr. M. M.	...	" John King & Co., Ltd.
Pike, Mr. A.	...	" Barlow & Co.
Schulten, Dr. C.	...	" Dr. C. Schulten.
Walsh, Mr. Theo. N.	...	Messrs. Martin & Co.
Walton, Mr. E.	...	" G. Atherton & Co.

STEEL.

Anderson, Mr. A.	...	Messrs. Burn & Co., Ltd.
Bulle, Mr. L.	...	" Schröder, Smidt & Co.
Greener, Mr. W. J.	...	" Bird & Co.
Hayward, Mr. E. (F.I.C., F.C.S.)	...	" D. Waddie & Co.
King, Mr. Geo.	...	" John King & Co., Ltd.
Maxwell, Mr. C. W.	...	" Bird & Co.
Pike, Mr. A.	...	" Barlow & Co.
Rasch, Mr. G. O.	...	" Moll Schutte & Co.
Schulten, Dr. C.	...	" Dr. C. Schulten.
Walsh, Mr. Theo. N.	...	Messrs. Martin & Co.
Walton, Mr. E.	...	" G. Atherton & Co.

STRUCTURAL AND IRON WORK.

Adams, Mr. A. G.	...	Messrs. Turner, Morrison & Co.
Dols, Mr. A. W.	...	" Burn & Co., Ltd.
Greener, Mr. W. J.	...	" Bird & Co.
King, Mr. Geo. A.	...	" John King & Co., Ltd.
Maxwell, Mr. C. W.	...	" Bird & Co.
Simpson, Mr. H. J.	...	" Shaw, Wallace & Co.
Whiteman, Mr. C. H.	...	" Martin & Co.

SALT.

Hayward, Mr. E. (F.I.C., F.C.S.)	Messrs.	D. Waddie & Co.
Lys, Mr. G. D.	...	" Graham & Co.
Dr. C. Schulten	...	" Dr. C. Schulten.

SUGAR.

Duggan, Mr. A.	...	Messrs. Shaw, Wallace & Co.
Hayward, Mr. E. (F.I.C., F.C.S.)	...	" D. Waddie & Co.
Lys, Mr. G. D.	...	" Graham & Co.
Oxbourne, Mr. L. C.	...	" David Sassoon & Co., Ltd.
Rasch, Mr. G. O.	...	" Moll Schutte & Co.
Schulten, Dr. C.	...	" Dr. C. Schulten.
Westerhout, Mr. A. B.	...	Messrs. Anderson Wright & Co.

TEA CHESTS.

Davenport, Mr. I. M.	...	Messrs. Davenport & Co.
Fraser, Mr. W. M.	...	" Shaw, Wallace & Co.
Magnus, Mr. T. A.	...	" Davenport & Co.
Wolfe, Mr. R. Ernest	...	" Stewart, Mackenzie & Co.

TEA LEAD.

Hayward, Mr. E. (F.L.C., F.C.S.)	...	Messrs. D. Waldie & Co.
Pike, Mr. A.	...	" Barlow & Co.
Schulten, Dr. C.	...	" Dr. C. Schulten.
Walsh, Mr. Theo. N.	...	Messrs. Martin & Co.
Walton, Mr. E.	...	" G. Atherton & Co.

TIN.

Adams, Mr. A. G.	...	Messrs. Turner, Morrison & Co.
Anderson, Mr. A.	...	" Burn & Co., Ltd.
Bulle, Mr. L.	...	" Schröder, Smidt & Co.
King, Mr. M. M.	...	" John King & Co., Ltd.
Kramer, Mr. O. H.	...	" Alois Schweiger & Co., Ltd.
Pike, Mr. A.	...	" Barlow & Co.
Schulten, Dr. C.	...	" Dr. C. Schulten.
Tyrer, Mr. S. M.	...	Messrs. G. Atherton & Co.
Walsh, Mr. Theo. N.	...	" Martin & Co.
Walton, Mr. E.	...	" G. Atherton & Co.

TIN PLATES.

Adams, Mr. A. G.	...	Messrs. Turner, Morrison & Co.
Anderson, Mr. A.	...	" Burn & Co., Ltd.
Bulle, Mr. L.	...	" Schröder, Smidt & Co.
Greener, Mr. W. J.	...	" Bird & Co.
King, Mr. M. M.	...	" John King & Co., Ltd.
Kramer, Mr. O. H.	...	" Alois Schweiger & Co., Ltd.
Linco, Mr. J.	...	" Hadenfeldt & Co.
Maxwell, Mr. C. W.	...	" Bird & Co.
Pike, Mr. A.	...	" Barlow & Co.
Tyrer, Mr. S. M.	...	" G. Atherton & Co.
Walsh, Mr. Theo. N.	...	" Martin & Co.
Walton, Mr. E.	...	" G. Atherton & Co.

TOBACCO.

Balharin, Mr. F.	...	Messrs. Jules Karpeles & Co.
Johnson, Mr. A. G. L.	...	" The Imperial Tobacco Co.
Page, Mr. C. Percy	...	" of India, Ltd.
Stoll, Mr. A.	...	" Moll Schutte & Co.
Tyrer, Mr. S. M.	...	" G. Atherton & Co.
Westchout, Mr. A. B.	...	" Anderson Wright & Co.

TOYS.

Elias, Mr. D.	...	Messrs. Worman & Co.
Kramer, Mr. O. H.	...	" Alois Schweiger & Co., Ltd.
Tyrer, Mr. S. M.	...	" G. Atherton & Co.

TURPETINE.

Hayward, Mr. E. (F.L.C., F.C.S.)	...	Messrs. D. Waldie & Co.
Linco, Mr. J.	...	" Hadenfeldt & Co.
Moir, Mr. A. J.	...	" Grandage & Co.
Schulten, Dr. C.	...	" Dr. C. Schulten.
Tyrer, Mr. S. M.	...	Messrs. G. Atherton & Co.
Walsh, Mr. Theo. N.	...	" Martin & Co.
Wright, Mr. A. C.	...	" Turner, Morrison & Co.

TWINE.

Kramer, Mr. O. H.	...	Messrs. Alois Schweiger & Co., Ltd.
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VARNISHES.

Hayward, Mr. E. (F.L.C., F.C.S.)	...	Messrs. D. Waldie & Co.
Linco, Mr. J.	...	" Hadenfeldt & Co.
Moir, Mr. A. J.	...	" Grandage & Co.
Schulten, Dr. C.	...	" Dr. C. Schulten.
Tyrer, Mr. S. M.	...	Messrs. G. Atherton & Co.
Walsh, Mr. Theo. N.	...	" Martin & Co.
Wright, Mr. A. C.	...	" Turner, Morrison & Co.

WHITING.

Hayward, Mr. E. (F.L.C., F.C.S.)	...	Messrs. D. Waldie & Co.
Linco, Mr. J.	...	" Hadenfeldt & Co.
Pike, Mr. A.	...	" Barlow & Co.
Schulten, Dr. C.	...	" Dr. C. Schulten.
Walsh, Mr. Theo. N.	...	Messrs. Martin & Co.
Wright, Mr. A. C.	...	" Turner, Morrison & Co.

YELLOW METAL.

Anderson, Mr. A.	...	Messrs. Burn & Co., Ltd.
Bull, Mr. H. S.	...	" The Bombay Co., Ltd.
Bulle, Mr. L.	...	" Schröder, Smidt & Co.
Greener, Mr. W. J.	...	" Bird & Co.
Hayward, Mr. E. (F.L.C., F.C.S.)	...	" D. Waldie & Co.
King, Mr. M. M.	...	" John King & Co., Ltd.
Maxwell, Mr. C. W.	...	" Bird & Co.
Pike, Mr. A.	...	" Barlow & Co.
Schulten, Dr. C.	...	" Dr. C. Schulten.
Walsh, Mr. Theo. N.	...	Messrs. Martin & Co.
Walton, Mr. E.	...	" G. Atherton & Co.

ZINC.

Anderson, Mr. A.	...	Messrs. Burn & Co., Ltd.
Greener, Mr. W. J.	...	" Bird & Co.
Hayward, Mr. E. (F.I.C., F.C.S.)	...	" D. Waldie & Co.
King, Mr. M. M.	...	" John King & Co., Ltd.
Maxwell, Mr. C. W.	...	" Bird & Co.
Pike, Mr. A.	...	" Barlow & Co.
Schulten, Dr. C.	...	Dr. C. Schulten.
Walsh, Mr. Theo. N.	...	Messrs. Martin & Co.
Walton, Mr. E.	...	" Atherton & Co.

BENGAL CHAMBER OF COMMERCE.

RULES AND REGULATIONS

OF

THE PROVIDENT FUND.

Adopted at the Annual General Meeting of the Chamber held on Wednesday, the 27th February 1907.

1. These Rules and Regulations shall take effect as from the 1st day of January 1907.

2. "Chamber" means the Bengal Chamber of Commerce incorporated under Section 26 of the Indian Companies Act, 1882.

"Committee" means the members of the Committee for the time being of the Bengal Chamber of Commerce.

"Managers" means the persons or person in whom the management of the Fund shall, for the time being, be vested as hereinafter provided.

"Trustee" means the Trustees of the Fund, for the time being appointed as hereinafter provided.

"Salary" means only the fixed monthly salary received by each employé from the Chamber, and does not include any acting, officiating or personal allowances, bonus, commission, or other remuneration or profit whatever, uncertain in amount, or derived by any employé by any means outside his ascertained salary.

3. The management of the Fund shall, subject to the general supervision and control of the Committee, be vested in the members, for the time being, constituting the firm of Messrs. Lovelock and Lewis, Chartered Accountants, or such other person or persons as the Committee may from time to time, at its uncontrolled discretion, appoint, and the necessary expenses of management, including the remuneration of the Managers (to be from time to time agreed on by the Managers and the Committee), shall be borne by and be a charge on the Fund.

4. The Committee shall appoint, annually, in the month of March, two Trustees of the Fund, both of whom shall be members of the Committee. In the event of a vacancy occurring in the course of any year, the Committee shall appoint one of their number to fill the vacancy for the remainder of such year.

5. Every employé of the Chamber in the service of the Chamber on 1st January 1907, and every employé who shall join the service of the Chamber on or after that date, shall submit to these

6. The subscription to the Fund shall be a sum equal to 5 per cent. on the amount of the salary of each employé, which subscription shall be deducted by the Committee monthly from such salary before payment of same and such subscription shall be placed to the credit of each employé with the Provident Fund.

7. The Committee shall in any manner it may think most convenient, from time to time, deduct from any sum payable by them to any employé, whether by way of salary or otherwise, such sum as may be required to pay any subscription due from him to the Fund, and shall, from time to time, deal with the sums so deducted in the manner prescribed in Rule 10.

8. The subscription of any employé absent on leave or furlough shall, during the period of such absence, be assessed on the salary allowed during such absence, but any employé shall be at liberty, subject to the consent of the Committee, to subscribe on the full amount of his salary, if desired, provided notice in writing of such desire shall have been given by him to the Committee prior to the due date for payment of salary next after such employé shall have obtained leave or furlough.

9. For and in respect of such complete year ending with the 31st day of December, the Chamber shall contribute to the Fund a sum equal to the aggregate amount of the subscriptions of all the employees of the Chamber for such year, and shall pay the same to the credit of the Fund, but the Chamber may at any time cease and withdraw contributions in respect of any employee whose interest in the Chamber is not reserved, assigned, attached or otherwise dealt with or affected in any manner, and shall be entitled to the moneys standing to the credit of such employee represented by, or referable to, contributions by the Chamber and the interest thereon shall on demand be refunded by the Trustees to the Chamber.

10. The Committee shall, from time to time, pay into the Bank of Bengal at Calcutta, or any other Bank at Calcutta sanctioned by the Committee, direct under advice of the Managers, to the credit of an account to be opened in the names of the Trustees, all moneys received by them after payment thereout of the expenses of management. All moneys to the credit of such account shall be dealt with only in accordance with these Rules and Regulations, and all or any portion of such moneys shall be withdrawn from such account only by cheques bearing the signatures of the two Trustees in addition to the signature of the Secretary of the Chamber.

11. All moneys not immediately required for the purpose of the Fund shall be, from time to time, invested by the Trustees in the name of the Bank of Bengal (who shall hold same in safe custody on behalf of the Trustees) at their discretion in any of the following Securities, that is to say—any of the Rupee or Sterling Securities

12. The Trustees shall, from time to time, upon the written requisition of the Managers, pay to them such sum or sums as may be required for the purposes of these Rules and Regulations, and shall if necessary, raise the moneys required for same by a sale of the Securities held by the Trustees, or of a sufficient part thereof, or by loan on the security of the same.

13. On the 31st day of December in each year, the Managers shall credit each employé with the equivalent of his subscription for the preceding year, as provided for under Rule 9, and thereafter having ascertained the amount available for division among the members arising from the interest accrued on Securities, any sums forfeited to the Fund under these Rules and Regulations, and all other monies (if any) that should properly be brought into account, less the necessary expenses of management as provided by Rule 3, the Managers shall provisionally credit each employé, in proportion to the amount standing to his credit on each 31st December in respect of his total subscriptions, with his share of the amount so ascertained.

14. On or as soon as may be after the 31st day of December 1907, and the 31st day of December of every succeeding year, the Managers, subject to the approval to the Trustees, shall ascertain and fix the market-value, as on the said 31st December, of the investments of the Fund, and shall distribute the same to the Fund, net Investments and Securities held by the Fund, in proportion to the amount of the said Securities, and after deducting the payments made therefrom, and providing for the discharge of the liabilities of the Fund, and for the discharge of the said liabilities, paid or incurred, respectively, in accordance with these Rules and Regulations, the Managers shall forthwith debit the said Investments, in the account of each employé in the credit, as the case may be, of the said employé, the value of the said Investments, as ascertained, and the balance of the said Investments, as ascertained, as appearing from the last preceding valuation recorded as aforesaid, and the then market value as so ascertained, retained as aforesaid, and the then market value as so ascertained, including interest as on the said Investments, and the interest on the said Investments, as ascertained, in proportion to the amount at credit of each employé on the said 31st December.

15. A statement of account of each employé shall be made up to the 31st December of each year, and each employé shall be

required to certify in writing upon such account that the amount therein shown, as standing to his credit, is correct.

16. Except as is by these Rules and Regulations expressly provided, no member or any person or persons on his behalf in respect of his interest in the Fund, shall be entitled to claim any payment of money to him or them.

17. On the death of any employé, the Managers shall pay to his Executors or Administrators, the amount standing to his credit in the books of the Fund on the 31st day of December preceding such death, and shall also pay to his Executors or Administrators; the amount in full of his paid-up subscription for the then current year.

18. On the voluntary resignation or retirement of any employé from the service of the Chamber without the existence of any cause justifying his dismissal, the Managers shall pay to him the aggregate amount subscribed by him to the fund and the amount (if any) standing to his credit for interest, and shall in respect of the balance standing to his credit in the books of the Fund on the 31st day of December preceding such resignation or retirement, pay to him one-twentieth part of such balance for each completed year of service from the 1st January 1907.

19. In case of any employé becoming permanently incapacitated owing to injury sustained whilst in the service of the Chamber, or in case of the resignation or retirement with the previous written sanction of the Committee of any employé owing to illness, old age, or any other reason considered adequate by the Committee and so certified in writing by them, the Managers shall (subject to the provisions of these Rules) pay to such incapacitated, resigning or retiring employé, the amount standing to his credit in the books of the Fund on the 31st day of December preceding such incapacity, resignation or retirement, and also (subject as aforesaid) the full amount of his paid-up subscriptions for the then current year, together with such sums as are provided for under Rules 9 and 13.

20. If any employé shall be dismissed from the service of the Chamber, the Managers shall (subject to these Rules) pay to him the aggregate amount only subscribed by him to the Fund, without interest, and the balance, if any, of all moneys then standing to his credit in the books of the Fund shall (subject as aforesaid) upon such dismissal be forfeited to the use of the Fund, and shall be dealt with accordingly: provided also that the Managers may at any time, with the consent of the Committee, pay to any such dismissed member the amount to which he would have been entitled under Rule 18, if he had voluntarily retired from the service of the Chamber and had not been dismissed.

21. The Chamber shall have a first and paramount charge upon the amount, from time to time, standing to the credit of each employé, and upon all other moneys of the Fund in or to which he

may be interested or entitled, for and in respect of all losses, damages, costs, and expenses, which the Chamber may at any time pay, sustain or be put to, by reason of any act of embezzlement, or default of or by such employé, and the amount from time to time standing to the credit of each employé and all such other moneys as aforesaid, shall be deemed and treated as a deposit made by him with the Chamber as security for his fidelity and be dealt with accordingly, and in the event of any claim arising by the Chamber against any employé under this Rule, the same shall be paid, so far as the fund in which such employé shall be interested shall extend, by the fund to the Chamber on the written requisition of the Committee, and such employé shall absolutely forfeit all right and interest thereto and therein.

22. In case any employé shall die leaving any moneys standing to his credit in the books of the Fund, such moneys shall be paid only to the Executor, or Administrator, of the deceased member on the production to the Managers of Probate of the Will or of Letters of Administration to the Estate of such employé.

23. In all cases wherein a certificate shall be required of the amount of the balance standing in the books of the Fund to the credit of a deceased member, for the purpose of obtaining free of stamp duty a grant of Probate of Letters of Administration, or any other purpose, such certificate shall be in the following form:—

No. ...

BENGAL CHAMBER OF COMMERCE PROVIDENT FUND.

It is hereby certified that the balance standing in the books of the Provident Fund of the Bengal Chamber of Commerce, to the credit of

of *numbered as above on the*

day of *1907* *dated this*

day of *19* *Entered*

..... *Reexamined*

Managers.

24. No employé shall be entitled to draw money from the Fund, against his interest in it, or to transfer or assign, whether by way of security or otherwise howsoever, his interest or any part thereof in the Fund, and no such transfer or assignment shall be valid, and the Managers, Trustees, or Committee shall not recognize or be

bound by notice to them, respectively, of any such transfer or assignment, and all moneys standing in the books of the Fund to the credit of the employes so transferring or assigning his interest as aforesaid, shall forthwith be forfeited as from the date of such transfer or assignment to the use of the Fund, and be dealt with accordingly, and further, if any prohibitory order or attachment or process of a Civil Court, be served upon the Trustees, or the Committee or the Managers, or any of them, or any person on their behalf, by which any moneys standing to the credit of any employe in the books of the Fund shall be attached, or be ordered to be paid into a Civil Court, or be ordered to be withheld from such employe, such moneys shall forthwith be forfeited to the use of the Fund, and be dealt with accordingly: provided that the Committee shall be at liberty, if the Committee in their uncontrolled discretion shall so think fit at any time thereafter, to give such moneys or any part thereof for the benefit of such employe, or his wife, children, or relations, and the Managers shall deal with such moneys accordingly on the written requisition of the Committee.

25. The Chamber undertakes to hold every Trustee indemnified against all proceedings, costs and expenses, occasioned by any claim in connection with the Fund, not arising from his negligence or fraud.

26. It shall be lawful for the Committee, from time to time, and at any time hereafter, in writing under their hands, to alter, vary, modify, re-make, rescind, or add to these Rules and Regulations, or any of them, but so that no such alteration, variation, modification, re-making, rescission, or addition shall affect the rights of any employe, with respect to the Fund.

27. If any dispute shall at any time arise between the Managers or the Trustees for the time being of the Fund on the one hand, and any employe or any Executor, Administrator, or next-of-kin of any employe, or any person claiming as such next-of-kin or in any other capacity, on the other hand regarding these Rules and Regulations and the interpretation thereof, or any matter arising there or connected therewith, then and in every such case the matter in dispute shall be referred in writing, to two Arbitrators, and such reference shall be deemed to be a submission to arbitration within the Indian Arbitration Act, 1899, or any statutory modification or re-enactment thereof, for the time being in force, the provision whereof shall apply as far as applicable.

I hereby declare that I have read the foregoing Rules and Regulations of the Provident Fund of the Bengal Chamber of Commerce, and that I agree to be bound by them.

Dated the _____ day of _____ 19 _____

Name in full _____

Date of birth _____

Name of appointment _____

Date of joining service _____

Salary per mensem, Rupees _____

Signature _____

Witness _____

CHAMBER RULINGS.

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Answer.—In the absence of a stipulation as to time within which the reply should be due, A is bound.

(13th April 1880).

13.

An Agent should return to his constituents any discounts allowed on insurance.

(25th May 1880).

14.

No Sunday work is allowed on board of salt vessels unless for the vessel's safety.

(8th August 1881).

15.

A submitted a Charter-Party which provided *inter alia* that unobjectionable light ^{and} measurement goods in customary packages may be shipped as the balance of the Charterer's cargo.

A intended to ship 1,000 to 2,000 bags of turmeric, but the Agents for the steamer objected.

Held.—The word "unobjectionable" was vague and invited dispute, but usage appeared to sanction the shipment under such a Charter-Party as that referred to, of a reasonable amount of turmeric and, looking to the size of the steamer, 1,000 to 2,000 bags would not be unreasonable.

(30th December 1881).

16.

Notice of readiness to discharge before entry of a vessel at the Custom House is not a proper notice.

If a vessel enters at a custom house before noon on, say, 1st of a month, lay-days commence 24 hours after such notice. If she enters at 1 p.m., then lay-days commence on the morning of the 3rd.

(14th February 1882).

17.

"Running days" means every day without exception or exclusion.

"Working days" exclude Sundays, Christmas day, Good Friday and public Gazetted Holidays on which the Custom House and Bank of Bengal are closed.

After a vessel comes on demurrage, all days count, that is, the lay-days become "running."

(8th February 1882).

[NOTE.—Holidays are now declared in December of each year by the Chamber, as under Shipping Orders and Charter-Parties according to the custom of the Port.]

18.

The working hours of the Port are from 8 A.M. to 5 P.M.; before 8 A.M. and after 5 P.M. counts overtime.

(5th September 1882).

19.

It is not the practice in this Port for steamers or vessels loaded with full cargoes of rice to be provided with through ventilation or with extra ventilation of any kind.

(25th January 1883).

20.

The President and Secretary of the Chamber cannot certify that a vessel has been loaded strictly in accordance with the custom of the Port of Calcutta. That can only be certified to by the Agents themselves and the stevedores who loaded the vessel.

(25th January 1883).

21.

A Captain is bound to measure alongside, unless such measurement has been specially stipulated for, and then the ton is to be taken at 54 cubic feet per ton of 5 bales.

(8th March 1883).

22.

Ballast when it pays freight becomes cargo. If Charterers have contracted for the whole ship, the Captain cannot take cargo of any description without their consent.

(24th July 1883).

23.

With reference to the Resolution of the 29th November 1883, it was ruled in the case of gunnies that any excess weight over 2,240 lbs. to the ton of 50 cubic feet should be paid for extra, unless the provision of average weight is stipulated for in the Charter-Party.

(2nd October 1885).

24.

Though Bills of Lading are granted by Agents, there is no custom of the Port making the possession of such documents proof of a time-shipment. A time-shipment can only be satisfied when the goods are actually on board. The possession of a Bill of Lading constitutes the delivery of the goods in shipment as between the consignee of the goods and the ship, but not between the Seller and the Buyer at home, unless the Contract bears the condition "Bill of Lading final."

(24th February 1886).

(10th March 1886)

26

Page 163, Report, 1886-1887

"That the term of Bill of Lading, Calcutta to United Kingdom, agreed on in London on 11th April 1881 by a Committee of shipowners and merchants, and a copy of which is lodged with the Secretary of the Bengal Chamber of Commerce, be adopted for all ports whether in the United Kingdom or otherwise." At the suggestion of Mr. W. H. McKewan, the following words were added to the resolution: "as from 1st January 1887."

This Resolution came for confirmation before another Special General Meeting held on 27th November 1886, and was confirmed on the motion of the Vice-President, Mr. W. Bleeck, seconded by Mr. George Yule.

(26th May 1886).

27.

Page 147, Report, 1886-1887.

New rules of business.—The limits of the Port of Calcutta having been extended by a Notification of the Government of Bengal, dated 24th June 1886, which came into force on the 10th July 1886 so as to include within these limits the new petroleum depot at Budge-Budge, it has become necessary to frame a rule of business which shall meet the special circumstances which have made this extension of the Port necessary.

The following rule, which has met with almost unanimous support, is recommended by the Committee of the Bengal Chamber of Commerce for general adoption:—

"Unless specified in the Charter-Party or Shipping Order, steamers or sailing vessels cannot demand of the consignee to take delivery of, or fill up, cargo, except within the limits of the Port, as set forth in the Notification of the 18th August 1879 of the Government of Bengal."

Page 147, Report 1886-1887.

Hospital Port Dues.—The following Notification reached the Committee early in September last :—

DARJEELING, 9th September 1886.

Notification.—In supersession of the Notification, dated the 12th September 1881, published in the *Caldcutta Gazette*, the 14th September 1881, page 850, the Lieutenant-Governor, under the provisions of section 59, Act XII of 1875 (the Indian Ports Act), directs that the rate per ton of Hospital Port Dues levied on ships entering the Port of Calcutta shall be reduced from one anna to nine pices.

2. The Notification will take effect from the 1st October 1886.

(9th September 1886).

29

The trade allowance on saltpetre is usually—

If 5% saltpetre, 4 annas for every per cent, up to 7%

2	"	"	"	"	"	over 7%
						up to 9%

If 10 ¹¹	"	Lanna	"	"	"	(up to 8% up to 12½ over 12½)
---------------------	---	-------	---	---	---	-------------------------------

(up to 15%
(24th September 1886).

30

So long as a ship is ready to take in the stipulated quality of cargo continuously, she is in position to give notice of being ready for outward cargo, no matter if she has still a portion of her inward cargo on board.

31.

In the case of vessel discharging railway material, the rate of discharge was regulated by the terms of the Charter-Party, and where this was not the case, the only rule was, that the vessel should discharge as fast as she was able.

(17th December 1886).

There is no rule of the Port which prevents vessels from discharging in the stream when there is no room at the Petroleum Wharf.

(31st December 1886).

33

The difficulties of defining "objectionable" and "unobjectionable" light freight being very great it was thought best to leave the question open, and for all disputed articles to be the subject of special arrangements.

(19th July 1887).

(144A)

34.

The Port Commissioners' rule for Budge-Budge is—a discharge of 8,000 cases of oil a day to entitle a vessel to remain at the jetties: a vessel failing to comply with this rule, might, if required, be compelled to leave the wharf.

(24th January 1889).

35.

Where there is a "Sole Agent," he is entitled to commission on sales.

(20th March 1889).

36.

Cotton seed is not mentioned in the Chamber's Tonnage Schedule, but a fair basis would be about 16 cwt. to the ton.

(16th September 1889).

37.

Unless a contract provides otherwise, a survey on goods must be held at the place of destination of the goods.

(16th September 1889).

38.

The Indian mauld only is used by the Customs authorities for salt weighments. It weighs 82½ lbs.

39.

There is no custom of the Port to guide settlements on account of goods delivered short out of "bad ordered" packages landed from ships or steamers: but if the Bill of Lading does not contain the clause "market price less charges saved," such claims are usually settled on the basis of the invoice value for goods actually missing. It is understood that legally the settlement should be effected on the basis of the market-value of missing goods on arrival of the ship or steamer, less freight when the same is payable at destination, or if already paid including the freight.

(5th August 1890).

40.

Without any absolute custom prevailing it is accepted, when a certain number of lay-days are allowed for the discharge of cargoes, that such lay-days are computed on the Bill of Lading quantity or on the inward manifest.

(6th September 1890).

(145A)

41.

If under an ordinary Charter-Party with working days as lay-days, the weather is so inclement as to prevent the Charterer from loading off and sending his cargo alongside a Chartered Steamer or Vessel, that is a risk he has to run when chartering.

On the other hand, however, if cargo is alongside a Chartered Steamer or Vessel, and the weather is too inclement, in the Captain's opinion, to take it in that day, and he does not take it in, then the Charterer is entitled not to count that day as a lay-day under the Charter-Party.

(18th October 1890).

42.

In answer to the question as to what minimum quantity of cargo, according to the custom of the Port, should be taken in daily by a vessel of 1,420 tons chartered to have 30 days for loading, it was replied that there was no custom of the Port fixing the minimum quantity of cargo, but the opinion was expressed 75 tons daily for the first two, and the same quantity for the last two days, and 125 tons daily for the remainder of the working days, would be a reasonable quantity to be taken as a fair minimum for a ship of that size.

(12th January 1891).

43.

Minimum Intake of Cargo.—The following is a recommendation, made by the Committee of the Chamber of Commerce, as to what constitutes a fair and reasonable minimum of cargo to be daily taken in by a sailing vessel loading in this Port:—

Size of Vessel.	Jute Cargo.	Bag Cargo.
Tons.	Tons.	Tons.
1,000 to 1,500	150	200
1,500 to 2,000	200	300
Over 2,000	250	350

Half the above quantities to be taken in on the two first and two last days of loading.

(29th May 1891).

43A.

When the cargo consists of gummies in usual bales, the Committee of the Chamber of Commerce recommend the following as constituting a fair and reasonable minimum to the daily taken in by a sailing vessel loading in this Port :—

Size of Vessel.	Gummies in usual bales.
Tons.	Tons.
1,000 to 1,500	150
1,500 to 2,000	200
Over 2,000	250

Half the above quantities to be taken in on the two first and two last days of loading. (31st January 1896).

44.

Notice to receive Cargo.—The notice a Shipper is to receive from a Ship's Agent for cargo to be put alongside, and of the quantity to be placed alongside, in one day, is a matter for arrangement between the Shippers and the Ship's Agents.

(10th June 1891).

45.

Demurrage.—Demurrage appears to be always a matter of arrangement of bargain between the parties, and is not a matter which can be settled by a ruling; but if in any case the parties concerned cannot come to a settlement, the Chamber can arbitrate under the General Arbitration Rules.

(23rd June 1891).

46.

**Shipments at Diamond Harbour.*—In cases where, for mutual convenience, arrangements are made to put cargo on board vessels at Diamond Harbour or between Calcutta and Diamond Harbour, shipments so made shall be deemed to be, and shall be accepted, as Calcutta Shipment.

(12th November 1891).

[NOTE.—This rule is not believed to be binding on the other side without express arrangement to that effect.]

47.

Charters.—The following case was submitted by the Karachi Chamber of Commerce :—

"A steamer arrives under Charter, and the following clause is in the Charter-Party.—Lay-days are not to commence unless at Charterers' option before the 15th January 1892; and Charterers are to have the right to cancel the Charter should the vessel not be clear and ready to load in a seaworthy condition on or before the 15th February.

"The Steamer, we will say, arrived at 5 P. M. on the 15th February in a seaworthy condition with her holds all clear. At 5 P. M. the offices are all shut, and the Captain cannot get his notice in till the morning of the 16th February, although his steamer was all clear and ready to take in cargo seven hours before the 15th day of February expired. Can Charterers cancel the Charter?"

The reply sent was that the custom of the Port of Calcutta would uphold the cancelling of the Charter under the circumstances set out.

(8th January 1892).

48.

Value of Jute marks.—In a suit (No. 270 of 1892), tried by Mr. Justice Trevelyan on 18th January 1893, for damages on account of the non-acceptance of 1,000 bales Jute a question of the value of the Jute mark was raised—on this point the Judge said :—

"It was suggested on behalf of the plaintiffs that, if the bales "were marked (mark given) and contained Jute cuttings of any class, they would be sufficient to "satisfy the contract.

This would be true if the expression—"Jute cuttings marked (mark given)" has no meaning in the market. If, on the other hand, it has any such meaning, then the plaintiffs must, under the terms of section 113 of the Indian Contract Act, be taken as guaranteeing that the goods supplied were what is commercially known by that description.

Section 113 of the Indian Contract Act, IX of 1872, is as under.

"113.—When goods are sold as being of a certain denomination, there is an implied warranty that they are such "goods as are commercially known by that denomination, "although the buyer may have bought by sample, or "after inspection of the bulk."

Explanation.—But if the contract specifically states that the goods, though sold as of a certain denomination, are not warranted to be of that denomination, there is no implied warranty.

The Committee understand, as the invariable custom of the jute trade, that a certain mark carries with it, unless specially contracted for otherwise, a certain guarantee of quality with a reasonable divergence ruled by crop and period of delivery.

(14th April 1893).

49.

General liability of Brokers.—A reference having been made by the Indian Jute Manufacturers' Association "on the general question of the liability of brokers," the Committee replied—"In their opinion a broker is liable to his principals for consequences if he does not deliver identical contracts."

(3rd February 1893).

50.

Delays in loading Chartered vessels owing to accidents or to fire.—It was represented to the Committee that there was an "apparent necessity existing for a common understanding between Shippers and Ship Agents as to respective liability in cases where the loading of Chartered vessels is so seriously delayed by accident or fire as to render completion of loading within chartered lay-days impossible."

The Committee, however, held that every such case should be clearly stated and dealt with upon its merits.

(22nd February 1892).

51.

Advances on account of ship's disbursements.—In the absence of a stipulation as to the usance at which the advance was to be calculated, the Committee decided that in the case of steamers, 3 months' and in the case of sailing vessels, 6 months' sight, documentary rate of exchange would be a fair usance.

(1st April 1892).

52.

London Rulings—Firm Offers.—In the following case:—

A wires his London Agent B:—"A. B. C. mark we can buy "1,000 B's. at £10—D. E. F. mark we offer you firm "1,000 B's. at £81."

The Committee considered A was bound to pay on the offer made "firm."

(6th April 1893).

53.

Cash for the ordinary disbursement of a vessel.—On the following clause, extracted from a Charter-Party of a sailing vessel:—

"Cash for the ordinary disbursements of the vessel at the port of loading, if required by master, to be advanced at "current rate of exchange on account of freight by the "Charterer's Agent there, who shall not be responsible "for its application not exceeding £—, free of "interest, but, subject to cost of insurance and 2½

"per cent. commission, same to be deducted from the "balance of freight on settlement."

The Committee ruled:—

"In the absence of a stipulation as to the usance at which the advance was to be calculated, in the case of "steamers, 3 months', and in the case of sailing vessels, "6 months' sight, documentary rate of exchange would "be a fair usance."

(2nd May 1893).

54.

General average and Commission.—On a reference made to them, the Committee ruled:—

"A 2½ per cent. commission in the Chamber's Commission "Schedule is not meant to be absolute and without regard "to the work done. A general average case might "become necessary without a vessel's cargo being touched "in Calcutta. It would be hardly fair or reasonable "under such or similar circumstances, that Agents should "receive an all-round 2½ per cent. commission on the "value of the vessel's cargo."

(15th November 1893).

55.

Charter-Party and Shipping Holidays.—The working of import cargo on holidays, declared by the Chamber to be holidays under Charter-Parties and Shipping Orders, is governed by the rule applicable to Shipping Orders and Charter-Parties, and hence consignees are not bound to take delivery on such holidays as are notified to be holidays under Charter-Parties and Shipping Orders.

(2nd November 1887).

56.

Working days for Ships and Steamers during inclement weather.—"During inclement weather, the Committee of the Bengal Chamber of Commerce, in consultation with the Port Officer, will decide as to what may or may not be considered a working day."

(19th March 1901).

57.

Sundays and Charter-Party Holidays in relation to Mercantile Contracts.—Goods falling due for delivery on 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.

(25th June 1902).

58.

Indian Jute Mills' Association Contract Shipment Clauses.—In the event of shipment of goods sold under T.A.S. Contracts being deferred until the last day stipulated in the Contract, 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.

(1st October 1902).

(1) Under Coal Charters a Steamer's lay-days commence at 6 A.M. on the working day next following the day, before 12 noon of which notice of readiness to load has been given. But notice cannot be given until the vessel is (a) entered at the Custom House, and (b) until she is within the limits of the Port as defined in the Notification of 18th August 1870 of the Government of Bengal. (*See note at foot*)*.

- (2) In the case of a steamer not being loaded in time to leave her berth to sail by the morning tide of the day on which the loading is completed, half a day shall be counted, provided that loading is completed by mid-day. Should work be carried on after mid-day, a whole day shall be counted.

60.

Rate of Exchange for Payment of Ocean Freights.—Ocean Freight payable in Calcutta, whether on inward or outward Bills of Lading, shall be calculated at the rate of exchange for demand drafts given in the Calcutta Price Current and Money Market Report, published every Thursday by the Bengal Chamber of Commerce, the rate to be in force from the day after each mail day to the following mail day inclusive.

(21st December 1906).

* Limits of the Port of Calcutta as per Notification of 18th August 1879 of the Government of the Bengal :—

On the North.—A line drawn from the boundary pillar at the Cossipore Gun Foundry Ghât to a point on the opposite side at Ghongery.

On the South.—A line drawn from a point called Paikpara on the north to a creek called Nardukhal on the south.

So much of Tolly's Nullah as lies to the west of a line drawn across the Nullah 25 feet to the west of Hastings Bridge.

The Limits of the Port include to the east and west so much of the River Hooghly and the shores thereof as are within 50 yards of high-water mark, spring tides.

2nd November 1906.

No.

Calcutta..... 18

To

THE COMMANDING OFFICER OF THE

Ship

SIR,

Please receive on board the undernoted goods from

Messrs. _____

and grant a clean receipt for the same.

N. B.--This Cargo is only shipped on the special understanding that the Chief Officer will sign for all counter or quality marks and numbers, and the Bales of Packages are not to be taken on board except on these terms, and also when a sircar is in attendance to check the tally.

In case of any dispute the shippers request prompt information in writing from one of the Officers of the ship.

[illegible]

Calcutta, 18

N. B.—The Chief Officer is requested not to take in any packages unless he is prepared to sign for all the qualifying marks and numbers.

Marks and numbers.	Number of Packages.	Description of goods.

Discharged.....

Returned.....

Remarks _____

Chief officer,

Ship.....

Moorings.....

That the Resolutions adopted, 31st May 1876, respecting conversion into Indian currency of sterling freight and commission thereon be hereby rescinded, and that the following Resolution be substituted in their stead with immediate effect, *viz* :—

1. "That, in the absence of any stipulation to the contrary, sterling freight payable in Calcutta, including differences of freight, adjusted in Calcutta, and all commission on sterling freight made payable at Calcutta or there brought into account, shall be paid into the current account, the purchase of Bank Bills on London on demand, which shall have been current on the mail day next preceding the day when the amount to be dealt with shall be ascertained.
2. "That, in the absence of anything to the contrary expressed, the "That" current rate of exchange" shall be held to mean the rate current for Bank Bills on London payable on demand.
3. "That, for the purposes of charging commission or adjusting differences, freight expressed in dollars (American) shall be converted into sterling at a uniform rate of fifty pence per dollar."

H. W. I. WOOD,

Secretary,

CONFERENCE BILL OF LADING.

Extract from Proceedings of a Special General Meeting of the Bengal Chamber of Commerce, held on 26th May 1886.

The Chairman said he would move the following Resolution:—

"That the form of Bill of Lading—Calcutta to United Kingdom—agreed on in London on 11th April 1881 by a committee of shipowners and merchants, and copy of which is lodged with the Secretary of the Bengal Chamber of Commerce, be adopted for all ports, whether in the United Kingdom or otherwise."

"At the suggestion of Mr. W. H. McKewan, the following words were added to the Resolution: "as from 1st January 1887."

Mr. James Stevenson seconded the Resolution.

"It was then, as amended, put to the Meeting and carried."

This Resolution was on the motion of Mr. W. Bleeck, Vice-President, seconded by Mr. George Yule, confirmed at a Special General Meeting of the Chamber of Commerce, held on the 27th November 1886.

S. E. J. CLARKE,

Secretary.

CONFERENCE BILL OF LADING.

Printed from a signed copy of Bill of Lading, dated 11th April 1881, agreed on in London by a Committee of Shipowners and Merchants, and lodged with the Secretary, Bengal Chamber of Commerce.

SAILING SHIP BILL OF LADING—CALCUTTA TO UNITED KINGDOM.

Shipped in good order and condition, by whereof
on board the Ship is master for this present voyage
lying in the Port of and bound for
being marked and numbered as per margin, and
to be delivered in the like good order and condition at the above-
said Port of

(The Act of God; the Queen's enemies; loss or damage from fire on board, in bulk or craft or on shore; any act, neglect or default whatsoever of Pilots, Master or crew in the navigation of the Ship in the ordinary course of the voyage and all and every the dangers and accidents of the seas and rivers, and of navigation of whatsoever nature or kind excepted).

unto
or to his or their Assigns. Freight to be paid for the said goods at the rate of without discount, but otherwise subject to the customary mode of payment. Average as accustomed. In the event of claim for short delivery, price to be the market price of the day at Port of discharge on the day of the Ship's reporting at the Custom House, less charge and brokerage.

Weight, contents, and value unknown.

In witness whereof the Master or Agent of the said Ship has signed Bill of Lading, exclusive of the Master's copy, all of this tenor and date, one of which being accomplished, the others to stand void.

Dated at Calcutta,

SCHEDULE OF COMMISSION CHARGES.

Revised and adopted by a Special General Meeting of the Bengal Chamber of Commerce held on the 26th February 1892, with effect from that date.

1. On the sale, purchase, or shipment of Bullion, Gold Dust, or Coin ... 1 per cent.
2. On the purchase (when in funds) or sale of Raw Silk, Silk Piece-goods, Opium, Pearls, Precious Stones or Jewellery ... 2½ "
3. On Purchasing ditto when funds are provided by the Agents ... 5 "
4. On the sale or purchase of all other goods, the Commission in all cases to be charged upon the gross amount of sales, and in regard to purchases upon both cost and charges ... 5 "
5. On returns of consignments if made in produce ... 2½ "
6. On returns of consignments if in Bills, Bullions or Treasure ... 1 "
7. On accepting Bills against consignments ... 1 "
8. On the sale or purchase of ships, factories, houses, lands, and all property of like description ... 2½ "
9. On goods and treasure consigned, and all other property of any description referred to agency for sale, whether advanced upon or otherwise, which shall afterwards be withdrawn; and on goods consigned for conditional delivery to others and so delivered on invoice amount of 2½ per cent. ... ½ cent.
10. On making advances or procuring loans of money for commercial purchases, when the aggregate commission does not exceed 1 per cent. ... 2½ per cent.
11. On ordering or receiving and delivering goods or superintending the fulfilment of contracts, or on the shipment of goods, where in other commission is derived ... 2½ "
12. On guaranteeing Bills, Bonds or other engagements and on becoming security for administration of Estates, or to Government for the disbursement of public money ... 2½ "
13. On *debetors*, or guaranteeing the due realisation of sales ... 2½ "
14. On the management of Estates or Administrations ... 2½ "
15. On chartering ships or engaging tonnage for constituents for vessels to proceed to ports for loading ... 2½ "
16. On advertising as the Agents for Owners or Commanders of ships for cabin passengers, on the amount of passage money, whether the same shall pass through the Agents' hands or not ... 2½ "
17. On procuring freight for a ship by Shipping Order or Charter, or on procuring employment for a ship on monthly hire or charter, as Agents for Owners, Captains, or Charterers of vessel, upon the gross amount of freight, brokerage inclusive ... 5 "
18. On engaging Asiatic Emigrants for a ship to the Mauritius, the West Indies or elsewhere, upon the gross amount of earnings ... 5 "
19. On engaging troops for a ship to Great Britain or elsewhere, on the gross amount of passage money for rank and file ... 2½ "
20. On rendering inward freight, inward troop, emigrant, or cabin passage money ... 2½ "

21. On landing and re-shipping goods from any vessel in distress, or on landing and selling by auction damaged goods from any such vessel, and acting as Agent for the Master on behalf of all concerned on the declared value of all such goods as may be re-shipped, and on the net proceeds of all such goods as may be publicly sold ... 2½ to 5 per cent.
- If Opium, Indigo, Raw Silk or Piece-goods ... 1½ to 2½ "
- If Treasure, Precious Stones or Jewellery ... ½ to 1 "
22. On effecting Insurance, whether on lives or property ... 2½ "
23. On settling Insurances claims, losses and averages of all classes, and on procuring return of premium ... 2½ "
24. On drawing, purchasing, selling or negotiating Bills of Exchange ... 1 "
25. On debts or other claims when a process at law or arbitration is incurred in claiming them ... 2½ "
- Or if recovered by such means ... 5 "
26. On Bills of Exchange returned dishonoured ... 1 "
27. On collecting house-rent ... 2½ "
28. On ships' disbursements ... 2½ "
29. On realising Battery Bonds or negotiating any loan on *ex-pensatim* ... 2½ "
30. On granting Letters of Credit ... 1 "
31. On sale of purchase of Government Securities and Bank or other Joint Stock Shares and on every exchange or transfer, not by purchase, from one class to another ... ½ "
32. On delivering up Government Securities and Bank or other Joint Stock Shares, on the market value ... ½ "
33. On all amounts debited and credited within the year (less the balance brought forward) upon which no commission amounting to 5 per cent, has been charged ... ½ "

Brokersage when paid is to be separately charged.

S. E. J. CLARKE,
Secretary

**Tonnage Schedule and Measurement Rules for the
Port of Calcutta.**

ARTICLES.	Cwt. per ton Nett.	Cubic feet per ton.
Alons, in bags and boxes	20	...
Alum, in ..	20	...
Antiseal, in bags	8	...
Arrowroot, in cases	...	50
Arsenic, in bags or cases	20	...
Asafetida, in bags and boxes	20	...
Apparel, in boxes	8	50
Bark, in bags	...	...
Beech Wax	20 gross,	...
Barilla	20	...
Beta-nut	20	...
Books	...	50
Borax	...	...
Bron	14	...
Brimstone	20	...
Bullion	at per cent.	...
Cack-lac, in bags	16	...
Camphor, in cases	...	50
Candlenone, in rubins	8	...
.. in boxes	...	50
Cassia, in boxes	...	50
.. in bags	12	...
Cast or seed	15	...
Chilies, (dry), in bags	8	...
China Root, in bags	11	...
.. in boxes	...	50
Chiretta, in bales	16	50
Churnah	14	...
Cigars	50	...
Cloves, in bags	8	...
Cloves, in boxes	...	50
Cocks	20	...
Cochinal	...	50
Coffee, in bags	18	...
.. in casks	16	...
Coal rough	20	...
Coal, loose and uncrewed	12	...
.. in dhula	10	...
Copra, or Coconut kernel	14	...
Coriander seed	12	...
Cotton, in bales	...	50
.. Actual measure-	ment at	...
Cowries	20	...
Cumin seed	8	...
.. Black	8	...
Cutch, in bags	18	...
.. in cases	...	50
.. not exceeding	20 cwt. gross.	...
Dates, wet	20	...
Doll dry	16	...
Elephant's Teeth, in bulk	20	...
Furniture	...	50
Garlic and Onions	12	...
Ginger	16	...

ARTICLES.	Cwt. per ton Nett.	Cubic feet per ton.
Gaua	20	...
Gams, in cases	...	50
Gunny Bags and Gunny Cloth	...	50
Gujah	...	not exceeding
Hemp	5 bales not exceed-	2,240 lbs. gross.
Hides, Buffalo or Cow, cured	ing.	50
Hides, Horn Shavings and Hips	14 gross.	...
Horus, Cow, Buffalo or Deer	20	...
India-rubber in bags	16	...
.. in cases	...	50
Indigo	...	50
Iron	20	...
Jute	5 bales not exceed-	52
.. Cuttings	ing.	52
.. 5 bales not exceed-	ing.	...
Lac Dye	...	...
Lard	20 gross.	...
Limecel	20	...
Mace	20	50
Machinery	...	...
Metals	20	...
Mathic Seed	18	...
Myrcoballans	16	...
Molasses	2 punchcoos or	4 hbls.
Mother-o-pearl, in bags	...	...
.. in chests	20	...
Mowah Flowers	20	...
.. Seed	20	...
Munjeet	20	50
Mustard or Rape Seed	20	...
Niger Seed	20	50
Nutmegs in cases or casks	16	...
Nux Vomica	16	...
Oats	16	50
Oil, in cases	...	...
.. casks	dhids.	...
.. Seed Cake	20	per chest, ...
Opium	16	...
Paddy	16	...
Palmatine, in bags	16	...
Pean	20	...
Pepper, Long	12	...
.. Black	14	...
Planks and Deals	20	50
Puppy Seed	20	...
Putolook	10	...
Rags	10	50
Raw Silk, in bales	10	...
Reins, for thungae	20	...
Red Wood	20	...
Rhea	5 bales not exceed-	52
.. ing.	...	...
Rice	20	80
Rape in cuts	16	...
Rope Lines and Twines, in bundles	2 punchcoos or	4 hbls.
Rum in casks	...	...

ARTICLES.		Cwt. per ton Nett.	Cubic feet per ton.
Safflower .....	..	5 balenett exceed-	
Sage, in cases .....	..	bag.	52
Salt Ammoniac in bags .....	..	..	50
" " in boxes .....	..	..	..
Salt petre .....	..	20 gross	..
Salt .....	..	20	..
Sapan Wood, for dyeing .....	..	20	..
Scending Wax, in cases .....	..	..	50
Seed-lard, in casks .....	..	..	50
" " in bags .....	..	16	..
Senna .....	..	..	50
Shells, rough, in bags .....	..	20	39
Shellac in cases .....	..	..	..
" " in bags .....	..	16	..
Silk, Cluarn .....	..	..	50
" Wate .....	..	..	50
Piecegoods .....	..	14 gross	50
Skins .....	..	..	..
Soap, common in cases .....	..	15	50
" " in bags .....	..	..	..
" " in bar .....	..	20	..
Stick-lard, in cases .....	..	16	50
" " in bags .....	..	..	..
Sugar .....	..	20	..
Tallow, in cases or casks .....	..	20 gross	..
Tale .....	..	20	..
Tannin-die in cases or casks .....	..	20 gross	50
Tapioca .....	..	..	..
Tea .....	..	..	50
Tarred boards .....	..	20	..
Timber, round .....	..	20	40
" square .....	..	..	..
Tinned .....	..	..	50
Tobacco, in bales .....	..	5 bales not ex-	52
	..	ceeding	..
Tortoise Shells, in chests .....	..	..	..
Turmeric .....	..	16	..
Wheat .....	..	24	..
Wood .....	..	..	50

Jute, Jute Cuttings, Hemp, Cotton, Saflower and other articles similarly packed are screwed in bales varying from 300 to 400 lbs.

Goods in casks or cases to be calculated at gross weight when paying freight by weight.

At a Special General Meeting of the Chamber, held on the 29th November 1883, it was resolved—

That for Gunny Bags and Gunny Cloth, the ton shall be 50 cubic feet, not exceeding 2,240 lbs. "gross."

That the term "*Dead Weight*" shall be understood to mean the following articles "*only*" Sugar, Saltpetre, Rice, Wheat, Gram, Dholl, Peas and all Metals.

Chambers of Commerce Tonnage Schedule for Ships and Steamers at Ports in India.

[illegible]

* Demand lower for air conditioner on not less than 5 months (of \$9 lbs.) in a bag of 451 x 25 inches

* Pressed brim to be understood as in illustration.
† Rates apply to sailing tonnage only.

Note—The Scale for grades differing from the standards to be settled by private arrangement between shippers and receiver. Any dispute between them to be referred to, and decided by, the Committee of the Chamber.

Chambers of Commerce Tonnage Schedule for Ships and Steamers at Ports in India—(contd.)

† The formula for the calculation of the cubical contents of cylindrical packages is the square of the diameter multiplied into the length and 1/3d deducted from the product.

Chambers of Commerce Tonnage Schedule for Ships and Steamers at Ports in India—(contd.)

[illegible]

*Rates apply to sailing tonnage only.

Chambers of Commerce Tonnage Schedule for Ships and Steamers at Ports in India—(contd.)

[illegible]

* Rates apply to sailing tonnage only.
† All vessels' option.

NOTES.

COLOMBO.

D signifies *not* delivered
S " " shipped.

BOMBAY.

The tonnage scale for steamers shall be on the basis of 40 cubic feet, but in no case to exceed 20 cwt. dead weight to the ton.

Freight, Inwards.

Payable in Bombay.

That the conversion into Indian currency of sterling freight inward to Bombay, payable in Bombay, shall, unless otherwise stipulated, be made at the rate for Bank Bills on London payable on demand; and that the rate ruling at the close of a Mail shall be the rate applicable to such purpose during the subsequent week.

Freight, Outwards.

Payable in Bombay.

That freight outward from Bombay, stated in sterling, payable in Bombay (in the absence of any stipulation in the Shipping Order or Charter-Party to the contrary), shall be converted in Indian currency at the rate for Bank Bills on London payable on demand; and that the rate ruling at the close of a Mail shall be the rate applicable for Bills of Lading presented during the subsequent week; on difference of freight, 4½ per cent. as customary in the case of Sailing Ships, and 2½ for Steamers being allowed as discount to cover cost of insurance and interest, until the due date of the freight.

Shut-out Cargo.

That in case when shipping orders have been issued without any special stipulation in respect of shut-out cargo, the shipper, provided he has fulfilled the terms of his shipping order, shall have the right to demand a fresh shipping order in the first going vessel for the same port from the agent of the vessel that has failed to take care in his cargo, and shall also be entitled to recover any losses and additional expenses which the agent declines or omits to grant this, the being shut-out cargo. The agent shall have the power to engage the necessary tonnage, and to claim on the said agent for any difference in freight, or other expense to which he may have been put.

* Rates apply to sailing tonnage only.

KARACHI.

The Karachi Tonnage Scale for steamers shall be on the basis of 40 cubic feet to the ton, but in no case to exceed 20 cwt. dead weight, except in the case of salt.

The standard ton at Karachi for measurement of goods shall be taken at 50 cubic feet for ships.

The freight on oil to be paid on the full gauge of the cask, ascertained at the port of discharge.

When freight is payable on weight, the same is to be on the net weight delivered.

When cotton is shipped at a rate per bale, in the absence of special agreement, if the average measurement exceeds 13 feet per bale, the ship shall be entitled to proportionate extra freight, but in no case shall a ship be compelled to take bales larger than 14 feet.

Freight, Inwards.**Payable in Karachi.**

The conversion into Indian currency of sterling freight inward to Karachi, payable in Karachi, shall, unless otherwise stipulated, be made at the rate for Bank Bills on London payable on demand; and the rate ruling at the close of a Mail shall be the rate applicable to such purpose during the subsequent week.

Freight, Outwards.**Payable in Karachi.**

Resolution passed at a General Meeting of the Chamber on 14th March 1883.

That difference of freight outward from Karachi, stated in sterling, payable in Karachi, in absence of any stipulation in the Shipping Order or Charter-Party to the contrary, shall be converted into Indian currency at the rate for Bank Bills on London payable on demand; and that the rate ruling at the close of Mail day shall be the rate applicable to such purpose during the subsequent week, $\frac{1}{2}$ per cent. as customary in the case of Sailing Ships, and $2\frac{1}{4}$ for steamers being allowed as discount to cover cost of insurance and interest, until the due date of the freight.

MADRAS AND COCONADA.

The articles mentioned in the margin are to be measured before Coir in Bales, Cotton, Gunny, Hemp, Jute, Mangost, shipment at the press, godown, or on the Sanna Leaf, Wood, Sarapa- bench, at the option of the shipper, and rilla. the measurement is to be entered on the face of the Bill of Lading. In measuring, the callipers are to take in the rope, or iron hoop, on the one side of the bale and leave it

out on the other. Half inches are to be given and taken alternately. Ten bales per cent. as a maximum are to be measured, moiety to be chosen by the shipper and moiety by the ship; and, in the event of any dispute arising, the bales are to be measured by a Surveyor to be appointed by the Chamber of Commerce. The Surveyor's decision to be final, and his fee to be five rupees, one-half to be borne by each party. All other goods to be measured at port of discharge.

When freight is payable on weight, it is on the net weight delivered.

Note.—*Gingelly Seed, Groundnut Kernels, Castor Seed, &c.*, from the Madras Coast, are taken at the above scale; but if for a Continental or Mediterranean Port, it is usual to stipulate for 20 cwt. to the ton.

COCHIN AND MALABAR COAST.

Coir Junk, horns, oil-breakers, hides (loose), and all packages not exceeding 56 lbs. gross may be taken as broken stowage at half freight.

All goods shipped by measurement to be measured before shipment, and the cubic contents entered on the face of the Bill of Lading. In measuring, the callipers are to take in the rope or iron on the one side of the bale and leave it out on the other, $\frac{1}{2}$ of an inch to be given and taken alternately; and that, in any case of dispute as to measurements the Master Attendant be requested to measure the disputed package, and that his decision shall be considered final. The party found to be in error shall pay a fee of Rs. 15.

SINGAPORE AND PENANG.

Dunnage and Broken Stowage in all cases 20 cwt. Freight payable on net weight delivered, or on measurement delivered.

MONEY, WEIGHTS AND MEASURES.

With their European or Indian equivalents.

CEYLON.

The weights and measures of Ceylon are the same as those of the United Kingdom. The money of the country is the rupee of British India with cents in place of annas and pie; thus Ceylon has a decimal coinage. By Ordinance No. 6 of 1903, gold was made a legal tender (at 15 rupees = £1).

CHINA.

MONEY.

The sole official coinage and the monetary unit of China has been hitherto the copper cash, of which about 1,220 = 1 *hankwan* tael, and about 35 = 1 penny. A coin recently issued in great numbers by the provincial mints is the 'hundredth of a dollar.' This coin, of which the issue to the end of 1906 is computed to have been 12,500,000,000 has been readily accepted, but lately at rates corresponding closely to the intrinsic value of the metal in it. The face value of the coin is about $\frac{1}{100}$ *d.*; the intrinsic worth about $\frac{1}{100}$ *d.* The use of silver bullion, or sycee as the medium of exchange, is not now much less common, but the circulation of the dollar is certainly extending. The *hankwan* (or customs) tael was equal in value in 1910 to 32 $\frac{1}{2}$ *d.*

The dollar (of the same weight and touch as the Mexican dollar) is now current in all the provinces, even in out-of-the-way districts. Notes for cash are also much in vogue.

In the Treaty of September 6th, 1902, China agreed with Great Britain, to take the necessary steps to provide a uniform national coinage which should be legal tender for all purposes throughout the Empire, and an Imperial Decree was issued in October 1908, commanding the introduction of a uniform tael currency, of which the unit must be a silver tael coin of .98 touch weighing 1 *Kuping* or Treasury scale tael or ounce. This decree was cancelled by a further decree of 25th May 1910, establishing the silver dollar (the *guan*) of .90 touch and weighing .72 Treasury-weight tael as the unit of currency. The touch and weight of the silver subsidiary coins (.50c., .25c., and 10c.) was also definitely specified, while provision was made for further subsidiary coins (.5c. nickel, 2c., 1c., $\frac{1}{2}$ c., and $\frac{1}{4}$ c. copper) of touch and weight to be laid down later. The minting of these silver coins has begun, but none are as yet in circulation. By the law of May 1910, the several mints have been brought under the Central Government, and are no longer practically

private ventures of local viceroys. All coins are now minted at the Imperial Mint in Tientsin and at branch Mints in Hankow, Chengtu and Mukden. The *Kuping* tael weighs 575.642639 grains, somewhat less than the *Hankwan* tael which weighs 584.47 grains. A decree for uniform weights and measures was issued October 9, 1907, whereby the *Kuping* or Treasury scale was made the standard weight.

WEIGHT.

10 <i>Sau</i>	...=1 <i>Hu</i>	
10 <i>Hu</i>	...=1 <i>Hao</i>	
10 <i>Hao</i>	...=1 <i>Li</i> (nominal cash)	
10 <i>Li</i>	...=1 <i>P'ia</i> (Cauldron)	
10 <i>P'ia</i>	...=1 <i>Chien</i> (Mace)	
10 <i>Chien</i>	...=1 <i>Liang</i> (Tael)=1 <i>oz.</i> avoirdupois by treaty.	
16 <i>Liang</i>	...=1 <i>Chin</i> (Catty)=1 $\frac{1}{16}$ lb.	
100 <i>Chin</i>	...=1 <i>Tan</i> (Picul)=133 $\frac{1}{4}$ lb.	

CAPACITY.

10 <i>Ka</i>	...=1 <i>Sheng</i>	
10 <i>Sheng</i>	...=1 <i>Tao</i> (holding from 6 $\frac{1}{2}$ to 10 <i>Kin</i> of rice and measuring from 1.13 to 1.63 gallon). Commodities, even liquids, such as oil, spirits, etc., are commonly bought and sold by weight.	

LENGTH.

10 <i>P'ia</i>	...=1 <i>T'ou</i> (inch).	
10 <i>T'ou</i>	...=1 <i>Ch'ih</i> (foot)=14.1 English inches by treaty.	
10 <i>Ch'ih</i>	...=1 <i>Chang</i> =2 fathoms.	
1 <i>Li</i>	...=approximately 3 cables.	

In the tariff settled by treaty between Great Britain and China, the *Ch'ih* of 14 $\frac{1}{16}$ English inches has been adopted as the legal standard. The standards of weight and length vary all over the Empire, the *Ch'ih*, for example, ranging from 9 to 16 English inches, and the *Chang* (=10 *Ch'ih*) in proportion; but at the Treaty Ports the use of the foreign treaty standard of *Ch'ih* and *Chang* is becoming common.

INDIA AND DEPENDENCIES.

The money, weight and measures of India and the British equivalents are as follows:—

MONEY.

The <i>Pie</i>	... ..	...= $\frac{1}{4}$ Farthing.
3 "	...=1 <i>Pice</i>	...=1 Farthing.
4 <i>Pice</i> , or 12 <i>Pies</i>	...=1 <i>Anna</i>	...=1 Penny.
16 <i>Annas</i>	...=1 <i>Rupye</i>	...=1 Shilling and 4 Pence.
15 <i>Ruppees</i>	...=1 <i>Sovereign</i>	...=£1.

The rupee weighs one tola (a tola = 180 grains), '916 fine.

The sum of 1,00,000 rupees is called a 'lac,' and of 1,00,00,000 a 'crore' of rupees.

WEIGHTS AND MEASURES.

The <i>Mauud</i> of Bengal of 40 <i>seers</i> ...	= 82½ lbs. avoirdupois.
" " Bombay ...	= 28 lbs. nearly.
" " Madras ...	= 25 lbs. "
" <i>Tola</i> ...	= 180 grs. "
" <i>Gaz</i> of Bengal ...	= 36 inches.

An Act to provide for the ultimate adoption of a uniform system of weights and measures of capacity throughout British India was passed by the Governor-General of India in Council in 1871. The Act orders: Art. 2.—'The primary standard of weight shall be called a *seer*, and shall be a weight of metal in the possession of the Government of India, equal, when weighed in a vacuum, to the weight known in France as the kilogramme, = 2205 lbs. avoirdupois.' Art. 3.—'The units of weights and measures of capacity shall be, for weights, the said *seer*; for measures of capacity, a measure containing one such *seer* of water at its maximum density, weighed in a vacuum.' 'Unless it be otherwise ordered, the subdivisions of all such weights and measures of capacity shall be expressed in decimal parts.' This Act, however, has never been brought into operation.

JAPAN.

The money, weights and measures in common use throughout Japan, and the British equivalents, are:—

The present monetary law came into force from October, 1897, by which gold standard was adopted. The unit of value is 0.75 grammes of pure gold, and is called the *yen* = 2s. 0½d., which, however, is not coined. The pieces coined are as follows:—Gold coins (20, 10, and 5 *yen* pieces), silver coins (50, 20, and 10 *sen* pieces), nickel coin (5 *sen* piece), and bronze coins (1 *sen* and 5 *rin* pieces). The *sen* is the hundredth part of a *yen*, and the *rin* is the tenth part of a *sen*. The gold coins are: 900 fine, and the silver coins: 800 fine. The gold coins formerly issued (20, 10, 5, 2, and 1 *yen* pieces) are used at double their face value. The One-*yen* silver coin formerly issued is withdrawn. The old silver 5-*sen* piece and copper 2, 1, ½ *sen* pieces, etc., are used as formerly.

WEIGHTS AND MEASURES.

The <i>Kin</i> ...	= 160 <i>Momme</i> ...	= 1323 lb. avoirdupois.
" <i>Kwan</i> ...	= 1,000 " ...	= 8.267 " "
" <i>Sun</i> ...	... ..	= 1.193 inches.

The <i>Shaku</i> (10 <i>Sun</i>) ...	... = 11.930 inches.
" <i>Ken</i> ...	= 6 <i>Shaku</i> ... = 5.965 feet.
" <i>Chō</i> ...	= 60 <i>Ken</i> ... = ⅓ mile, 5.4229 chains.
" <i>Ri</i> ...	= 36 <i>Chō</i> ... = 2.44 miles.
" <i>Ri</i> , sq. ...	... = 5.9552 sq. miles.
" <i>Chō</i> , land measure ...	... = 2.45 acres.
" <i>Koku</i> , liquid ...	... = 39.7033 gallons.
" " dry ...	... = 4.9629 bushels.
" <i>Tō</i> , liquid ...	... = 3.9703 gallons.
" " dry ...	... = 1.9851 peck.

Besides, the system of weights and measures based on the metric system is acknowledged as legal in the following ratios:—

<i>Metric</i> ...	... = 3.3 <i>Shaku</i> .
<i>Gram</i> ...	... = 0.26667 <i>Momme</i> (⅓ <i>Momme</i>).

MAURITIUS.

The standard coin of Mauritius is the Indian rupee, with its sub-divisions. All accounts are kept in rupees.

The metric system is in force.

NETHERLANDS (THE).

The money, weights and measures of the Netherlands and the British equivalents, are—

MONEY.

The standard coin is the 10-florin piece weighing 6.720 grammes, .900 fine, and thus containing 6.048 grammes of fine gold. The unit of the silver coinage is the gulden or florin, weighing 10 grammes, .945 fine and containing 9.45 grammes of fine silver.

Gold is legal tender, and the silver coins issued before 1875.

The principal coins are—

The *gulden*, *guilder* or *florin*, of 100 cents = 1s. 8d., or 12½ = £1.

The *rijksdaalder* = 2½ guilders.

The Gold-piece of 10 guilders.

½ guilder, ¼ guilder (*Kwartje*), ⅙ guilder (*dubbeltje*).

Cent coins are: of nickel, 5 cents; of bronze, 1 cent, ½ cent, and 2½ cents.

WEIGHTS AND MEASURES.

The metric system of weights and measures, and, with trifling changes, the metric denominations are adopted in the Netherlands.

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NETHERLANDS, INDIA.

MONEY, WEIGHTS AND MEASURES.

The <i>Amsterdamsch Pond</i> ...	= 1.09 lb. avoirdupois.
" <i>Pilal</i> ...	= 133½ "
" <i>Catty</i> ...	= 1½ "
" <i>Tjengkal</i> ...	= ¼ yards.

The only legal coins as well as the weights and measures of Dutch-India are those of the Netherlands.

PERSIA.

MONEY.

The monetary unit is the *kran*, a silver coin, formerly weighing 28 *nakhods* (88 grains), then reduced to 26 *nakhods* (77 grains,) now weighing only 24 *nakhods* (71 grains) or somewhat less. The proportion of pure silver was before the new coinage (commenced 1877) 92 to 95 per cent, it was then fixed at 90, but occasionally coins with only 80½ have been turned out from the mint. In 1874 a *kran* had the value of a franc, 25 being equal to 1*l*. The value of a *kran* is at present (January 1912) about 4½*d*, a 1*l*. bill on London being worth 56 *krans*.

The coins in circulation with their values calculated at exchange 1*l* = 50 *krans*, are:—

Copper:—	<i>Päl</i> ...	...	0.12 <i>d</i> .
	<i>Shähis</i> = 2 <i>Päl</i> ...	...	0.24 <i>d</i> .
	Two <i>Shähis</i> = 4 <i>Päl</i> ...	...	0.48 <i>d</i> .
	Four <i>Shähis</i> = 1 <i>Abdassi</i> ...	...	0.96 <i>d</i> .
Silver:—	Five <i>Shähis</i> = 10 <i>Päl</i> = ½ <i>Kran</i> ...	...	1.20 <i>d</i> .
	Ten <i>Shähis</i> = ½ <i>Kran</i> ...	...	2.40 <i>d</i> .
	One <i>Kran</i> = 20 <i>Shähis</i> ...	...	4.80 <i>d</i> .
	Two <i>Krans</i> ...	...	9.60 <i>d</i> .
	Five <i>Krans</i> ...	...	28.80 <i>d</i> .

In consequence of an excess of coinage by a former mint master, the copper money greatly depreciated in value since 1896, and was circulating at less than its price of copper, *viz.*, 80 to 83 copper *shähis* (weighing about ½ lb.) to one silver *kran* (4½*d*). The Government then decided to introduce a nickel coinage; instead, great quantities of five and ten centimes pieces, of same size and weight as these current in Belgium, and of the nominal value of ½*s* and 1*s* *kran*, were coined at Brussels and put into circulation in the autumn of 1900, the copper coinage being withdrawn, and of these nickel pieces nearly five million *krans* face value are now (January 1911) in circulation.

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Gold coins are:—¼ *Toman*, ½ *Toman*, 1 *Toman*, 2, 5 and 10 *Tomans*; but they are not in circulation as current money, because of their ever varying value in *Krans* (silver) and no coins of the higher values have been struck for some years. A *Toman* in silver is the equivalent of 10 *Krans* (now worth 3*s*. 4*d*.), but a gold *Toman* has a value of 22 *Krans* (*ts*. 4*d*.).

Accounts are reckoned in *dindrs*, an imaginary coin the ten-thousandth part of a *toman* of ten *krans*. A *kran* therefore = 1,000 *dindrs*; one *shahi* = 50 *dindrs*.

WEIGHTS AND MEASURES.

The unit of weight is the *misakl* (71 grains), sub-divided into 24 *nakhods* (2.96 grains) of 4 *gudum* (74 grain) each. Sixteen *misakls* make a *sir*, and 5 *sirs* make an *abdash*, also called *vakhkh berdakh*. Most articles are bought and sold by a weight called *batman* or *man*. The *mans* most frequently in use are:—

<i>Man-i-Tabriz</i> = 8 <i>Abdashis</i> ...	= 640 <i>Misakls</i> ...	= 6.49 lbs.
<i>Man-i-Noh Abdassis</i> 9 <i>Abdashis</i> = 720 "	"	= 7.30 "
<i>Man-i-Kohneh</i> (the old man) ...	= 1,000 "	= 10.14 "
<i>Man-i-Shah</i> = 2 <i>Tabriz Mans</i> ...	= 1,280 "	= 12.98 "
<i>Man-i-Roy</i> = 4 "	= 2,560 "	= 25.96 "
<i>Man-i-Bender Abdassi</i> ...	= 840 "	= 8.52 "
<i>Man-i-Hashemi</i> = 16 <i>mans</i> of ...	= 720 "	= 116.80 "

Corn, straw, coal, etc., are sold
by *Kharair* ... = 100 *Tabriz Mans* = 649.142 "

The unit of measure is the *zar* or *ges*; of this standard several are in use. The most common is the one of 40.95 inches; another, used in *Azerbaidjan*, equals 44.09 inches. A *farssakh* theoretically = 6,000 *zar* of 40.95 inches = 3.87 miles. Some calculate the *farssakh* at 6,000 *zar* of 44.09 inches = 4.17 miles.

The measure of surface is *jerd* = 1,000 to 1,066 square *zar* of 40.95 inches = 1,294 to 1,370 square yards.

RANGOON.

The measure of weight is the *viss* which equals 3.60 lb.* One-hundredth part of a *viss* is a *tical*.

The measure of capacity is the basket. This varies very much in different parts of the country, but in the Rangoon Municipal Bazaar the standard bushel basket is enforced. Elsewhere a basket is an indefinite and fluctuating measure.

* 3.65 lbs. up to 31st March 1910, and 1st April 1910, 3.60.

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BURMESE MEASURES OF WEIGHT.

2 <i>Pai</i> = 1 <i>Moo</i> .
2 <i>Moo</i> = 1 <i>Mat</i> .
4 <i>Mats</i> = 1 <i>Tical</i> .
100 <i>Ticals</i> = 1 <i>Viss</i> .
100 <i>Viss</i> ...	... = 360 lbs. from 1st April 1910.
	365 lbs. up to 31st March 1910.

MEASURES OF CAPACITY.

1 <i>Lauget</i> ...	... = 1 <i>Gill</i> .
9 <i>Laugets</i> ...	... = $\frac{1}{2}$ <i>Pint</i> .
9 <i>Lauget</i> ...	... = 1 <i>Pint</i> .
9 <i>Zalay</i> ...	... = 1 <i>Quart</i> .
9 <i>Byee</i> ...	... = 1 <i>Gallon</i> .
9 <i>Zayoot</i> ...	... = 1 <i>Puck</i> .
9 <i>Sot</i> ...	... = $\frac{1}{2}$ <i>Bushel</i> .
9 <i>Hkrai</i> ...	... = 1 <i>Bushel</i> .

SIAM.

The unit of the monetary system is the silver tical weighing 15 grains '900 fine. Its value (formerly varying with the price of silver) has, by the Gold Standard Act of 1908, been fixed at 1s. 6½d. or 13 ticals=£1, the gold value of the tical being equal to that of 55·8 centigrams of pure gold. There will be a 10 tical gold piece or *Dos* weighing 62 grains '900 fine and thus containing 55·8 grains of pure gold. In addition to the tical, the following coins are now actually in use—the *Satang*= $\frac{1}{4}$ tical; the 10 *Satang* piece= $\frac{1}{10}$ of a tical; the 5 *Satang* piece= $\frac{1}{20}$ of a tical; and the *satang*= $\frac{1}{100}$ of a tical. The *satang* is of silver '800 fine. The 10 *satang* and 5 *satang* pieces are of nickel, whilst the *Satang* is of bronze.

MEASURES OF WEIGHT.

1 <i>Tical</i> ...	... = 15 grains or approximately .53 oz.
4 <i>Ticals</i> ...	... = 1 <i>Tambong</i> (60 grains or 21 oz.)
20 <i>Tambongs</i> ...	... = 1 <i>Chang</i> (12 kilograms or 2 lbs. 10½ oz.)
50 <i>Chang</i> ...	... = 1 <i>Hap</i> (60 kilograms or slightly over 132½ lbs.)

MEASURES OF LENGTH.

1 <i>Niu</i> ...	... = .83 inches.
12 <i>Niu</i> ...	... = 1 <i>Krap</i> (10 inches).
2 <i>Keep</i> = 1 <i>Sok</i> (20 inches).
4 <i>Sok</i> = 1 <i>Wa</i> (80 inches).
20 <i>Wa</i> = 1 <i>Sen</i> (133 feet).
400 <i>Sen</i> = 1 <i>Yot</i> (10 miles, roughly).

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STRAITS SETTLEMENTS.

MONEY, WEIGHTS AND MEASURES.

The dollar, value 2s. 4d. is the standard coin of the Colony, and with the half-dollar and the British sovereign is legal tender for the payment of any amount. Subsidiary silver coins are 20, 10 and 5 cent pieces; copper coins are cents, half-cents, and quarter cents. On December 31st, 1910, Government currency notes to the value of £4,034,737 (34,583,460) were in circulation in the Colony and Federated Malay States.

The measure of length in use in the Settlements is the English yard, with its divisions and multiples, and land is measured by the English acre. The native terms are, however, still in use. Commercial weights are:—

1 <i>Kati</i> ...	= 16 <i>Tahil</i> ...	= 1½ lb. avoirdupois.
1 <i>Pikul</i> ...	= 100 <i>Kati</i> ...	= 133½ "
1 <i>Koyan</i> ...	= 40 <i>Pikul</i> ...	= 5,333½ "

The *Kati* of 1½ lbs. is known as the Chinese *Kati*. Another weight known as the Malay *Kati*, and still in partial use in Penang is equal to the weight of 24 Spanish dollars, or 9984 grains. This gives 142,628 lbs. as the weight of the pikul, and 5,705,143 lbs. as the weight of the koyan. The measures of capacity throughout the Colony are the gantang or gallon, and chepak or quart.

