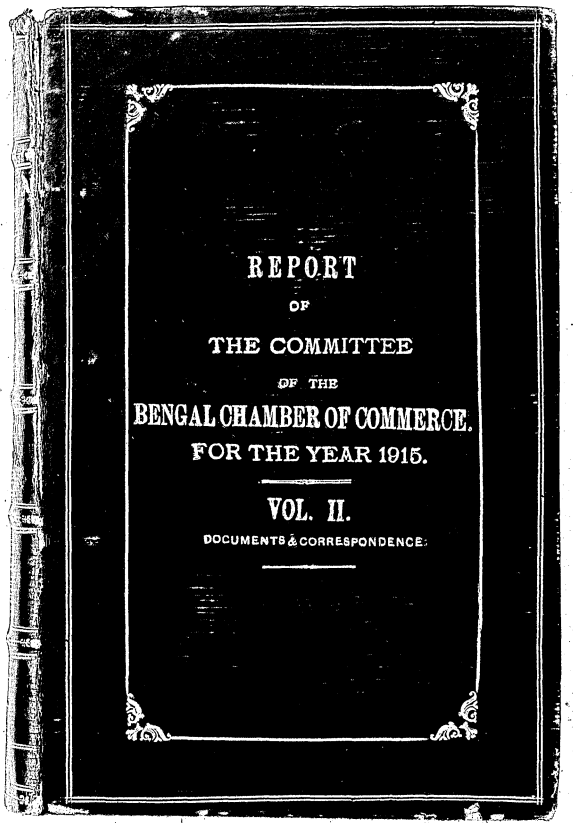
REPORT
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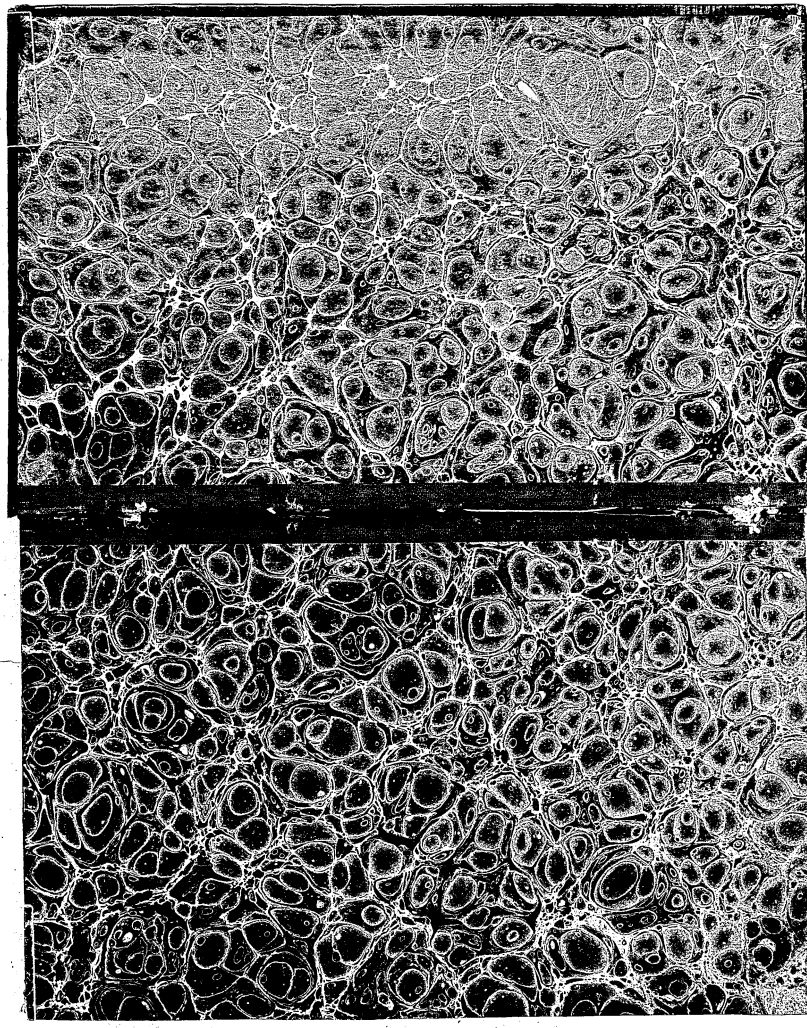
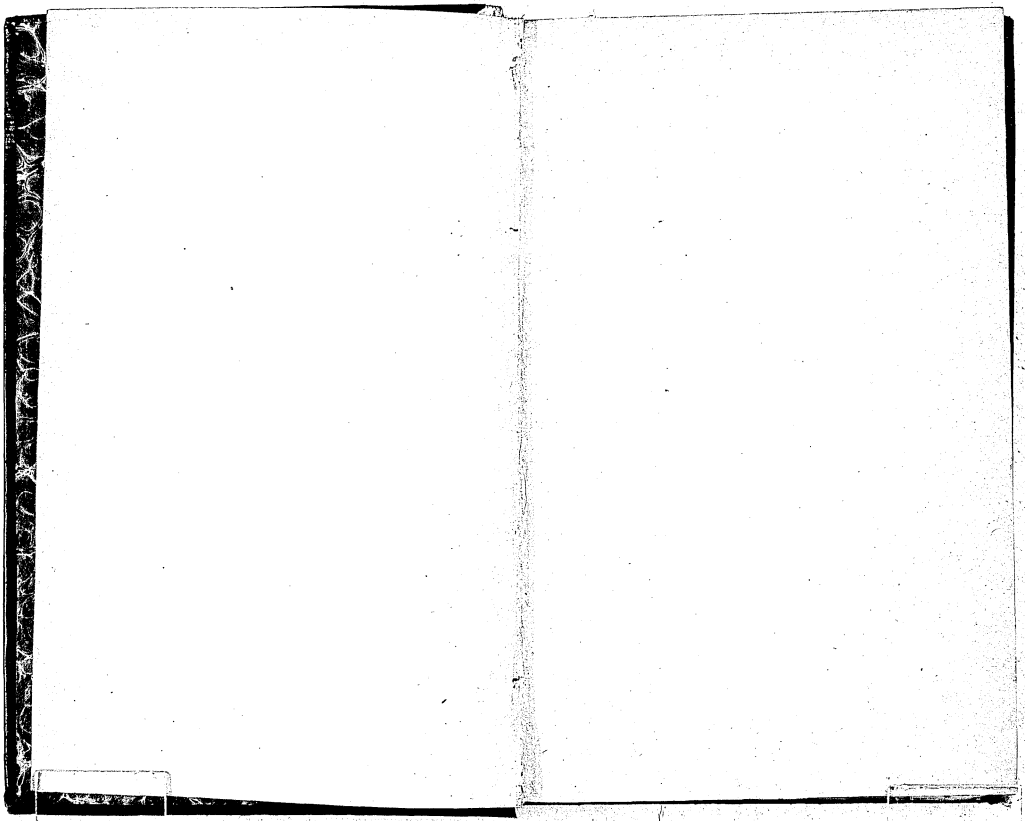
OF THE
BENGAL CHAMBER OF COMMERCE.
FOR THE YEAR 1915.
VOL. II.
DOCUMENTS & CORRESPONDENCE.





REPORT

OF

THE COMMITTEE

OF THE

BENGAL CHAMBER OF COMMERCE

FOR THE YEAR 1915.

Vol. II.

Documents & Correspondence.

Calcutta:
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Bengal Chamber of Commerce.

REPORT

DETAILED CORRESPONDENCE.

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GENERAL.

THE TRIENNIAL CONGRESSES OF CHAMBERS OF COMMERCE OF THE EMPIRE.

From British Imperial Council of Commerce to Chamber.

No. H. M.-F. L. F.—LONDON, *28th October* 1915.

I write to inform you that at a recent meeting the Executive Committee of the Council had before it the report of a Sub-Committee appointed to consider the desirability of increasing, under the powers conferred by the rules, the voting power and representation of certain Indian Chambers at the Empire Congress, and as a result the Committee decided to recommend the Council to grant the following increases:—

Bengal Chamber of Commerce		6	representatives and votes.	
Bombay	,,	,,	6	,, ,,
Upper India	,,	,,	6	,, ,,
Burma	,,	,,	5	,, ,,
Colombo	,,	,,	5	,, ,,
Madras	,,	,,	5	,, ,,
Karachi	,,	,,	5	,, ,,

I shall, of course, notify you when the matter has been submitted to the full Council.

I take this opportunity of mentioning that the London Chamber of Commerce has recently appointed a strong Committee, on which India is represented, for the purpose of considering and taking action in regard to the question of the payment of double income tax within the Empire, and that the British Imperial Council of Commerce is represented on this Committee, and will actively co-operate with it in pressing the matter forward by every possible means.

From Chamber to British Imperial Council of Commerce.

No. 2409—1915.—CALCUTTA, *29th November* 1915.

I am directed to acknowledge the receipt of your letter, dated 28th October, with reference to the voting power and representation of the Indian Chambers at the Empire Congresses.

2. The Committee of this Chamber have observed, with much satisfaction, that your Executive Committee have decided to recommend that the voting power and representation of the

Indian Chambers should be increased to the extent suggested by Sir Alex McRobert and Mr. C. C. McLeod in May last. They trust that the Council will be able to see its way to accept this recommendation.

3. The Committee of the Chamber are also indebted to you for the information with regard to the action taken in the matter of the payment of double income tax within the Empire.

THE WAR.

CONTROL OF ENEMY SUBJECTS AND ENEMY ENTERPRISES.

From Chamber to Government of Bengal (FINANCIAL DEPARTMENT).

No. 417 —1915.—CALCUTTA, 17*th February* 1915.

I am directed to address you regarding the action which has been taken by the Government of India under the provisions of the Hostile Foreigners (Trading) Order.

2. In remarking on the administration of this Order the Committee of the Chamber realise that they are without the information concerning individual firms and companies which is in the possession of the Government. It may be therefore that they have drawn erroneous conclusions from the incomplete particulars before them. But they feel nevertheless that they ought to point out to His Excellency the Governor in Council that the commercial public are inclining to the view that, so far as regards Calcutta, the Order is less effective than it ought to be.

3. In the matter of liquidation for example it is doubted in Calcutta if some of the enemy firms who have been ordered to liquidate are making much progress in that direction. The procedure is that a liquidator has been appointed, but this liquidator is, in some cases at any rate, a member of the firm which is to be wound up, and it is hardly to be expected that in the circumstances the liquidation will be speedily effected. On the contrary there is a growing feeling that attempts are being made to prolong the liquidation proceedings, in the hope that the war will come to an end in the meantime.

4. There is a somewhat similar apprehension in the mind of the commercial community as regards those German and Austrian firms from which the enemy element has been eliminated. The Committee are without information as to the extent to which this elimination has been made effective, and as to how the Trading Order bears on such cases. But they fear that the elimination, where it has taken place, is temporary only; and that the enemy partners are merely awaiting the end of the war to resume their connection with their respective businesses. I am to ask if the Committee may be favoured with the views of Government as to whether it is not possible to make the Order more effective in such cases. It might be feasible to require satisfactory evidence that the alien partners have been *bonâ fide* put out of such firms; and to arrange for their interests and monies to be placed in the hands of liquidators appointed by the Government.

5. I am also to observe that a few instances have been brought to notice where the Order is represented as operating harshly on a British firm or company. The Committee do not lay great stress on these, as they take the view that the stringent administration of the Order is not merely advisable but imperative. Moreover they are, as I have already stated, without the information necessary to enable them to express an opinion on individual cases. They content themselves therefore with bringing the point to the notice of Government.

6. In conclusion I am to express a hope that the foregoing matters will be considered by His Excellency's Government, and that such action as may be feasible will be taken.

From Government of Bengal (FINANCIAL DEPARTMENT) to Chamber.

No. 1469-Com.—CALCUTTA, 22*nd April* 1915.

I am directed to refer to your letter, No. 417—1915 dated Febenary 17th 1915, regarding the working of the Hostile Foreigners (Trading) Order in which you bring to the notice of this Government that the commercial public are inclining to the view that so far as regards Calcutta the Order is less effective than it ought to be.

2. In reply I am to observe that the Hostile Foreigners (Trading) Order was passed on the 14th November 1914 and allowed one month for the submission of applications for licenses, and the licenses were usually granted at the beginning of December. In this matter it has been the policy of Government to avoid any appearance of confiscation, and although it has been decided that it is not in the public interest that the particular firms to whom licenses to liquidate have been granted should continue to do business, it was desired to cause the minimum of dislocation and to mitigate, as far as possible, the loss that was inevitable in closing the businesses. From this point of view it was already advantageous to allow members of the firms or their nominees to conduct the operation under the supervision of the Controller of Hostile Firms. There was never any intention to force complete liquidation: the object in view was to liquidate sufficient assets to pay the liabilities of the firms in India, and at the same time to give the firms an opportunity of disposing of their perishable stock or stocks that were likely to deteriorate in quantity or value, and to realise debts due to them. This process has now been completed in most cases, and steps are being taken to withdraw in these cases the licenses granted, it being left open to Government to grant special licenses hereafter for particular purposes should this be necessary. The effect of this withdrawal will be to prevent the firms from trading or disposing of their remaining stock until the end of the war.

3. With reference to the doubts expressed in para: 4 of your letter, as to the elimination of the enemy element from certain firms,

I am to observe that there appears to be some misapprehension. Before the Hostile Foreigners (Trading) Order was passed, Government, acting on legal advice, recognised as British those mixed firms which had eliminated the enemy element. But the situation was entirely changed by the passing of that order. All the firms which at the break of war had a German or an Austrian element were brought within the purview of that Order and have been dealt with under it. The question of eliminating the enemy element no longer arises. A firm is allowed either to continue business under control or to liquidate, but the individual interests of the members of the firms, provided that they are not enemies within the definition given in para: 3 of the King's Proclamation, dated September 9th 1914, do not concern Government.

4. In conclusion, I am to express the hope that the explanation given above of the policy and action of Government may remove from the minds of the commercial public the doubts which you have brought to the notice of Government, and will satisfy the Chamber that Government is equally anxious with them to dispose expeditiously of the question of hostile trading in Calcutta.

From Chamber to Government of Bengal (FINANCIAL DEPARTMENT).

No. 1368—1915.—CALCUTTA, 24*th June* 1915.

I am directed to refer to the correspondence, ending with your letter No. 1469-Com., dated 22nd April 1915, on the subject of the administration of the Hostile Foreigners (Trading) Order.

2. You stated, with regard to the firms licensed to liquidate under the Order, that in most cases the process of liquidation had been completed: and that in these cases steps were being taken to withdraw the licenses granted. The effect of the withdrawal would be that the firms would be prevented from trading, or disposing of their remaining stocks, until the end of the war. Two months have now elapsed since your letter was written, but the Committee have not yet seen any public announcement as to whether the action which you foreshadowed has been yet taken. They have accordingly instructed me to ask for information as to the present position. The names of the firms in question are quoted in the margin; and the Committee would be glad if, in replying, you would specify those whose licenses to liquidate have been withdrawn. It would also be an advantage if you would indicate the position as regards the liquidation of each of the other firms in the list.

Smith, Sanders & Co. Hadenfeldt & Co.; Watow Guttmann & Co.; R. Jager & Co.; F. Ad. Assmann & Co.; Orenstein and Arthur Koppel; Jos. Rosenfeld; Alois Schweiger; The Austrian Export and Import Co., Ld.; Meyer Soetbeer & Co.; Schroder Smith & Co., Ld.; F. Schonert & Co.; Deutsch-Asiatische Bank; R. Greuber & Co.; R. Ditmar Brunner Bros., Ld.

3. The stringent measures which have been lately adopted in the United Kingdom, with the object of securing more effective

control over enemy subjects, have naturally attracted attention in Calcutta. The question whether sufficient control is being exercised in this province, and throughout the country, has arisen; and the general opinion undoubtedly is that too great laxity has been, and is being, shown. It is publicly stated that many Germans and Austrians are at liberty; that a number of men who are beyond military age have not been repatriated; that the arrangements at the internment camps are slack; and that immediately on the termination of the war all German and Austrian firms will resume business, and that the eliminated partners will return to them.

4. With regard to the first and second of these four points, I am to enquire if any action is contemplated by the Government of Bengal. It seems to the Committee of the Chamber that, as the number of German and Austrian subjects who were living in this province at the beginning of the war cannot have been large, a list of their names might be published. Against each name information might be given as to the present whereabouts of the particular person, and as to whether he, or she, is at large, or is under Police supervision, or is interned. The list should, the Committee think, include all Germans and Austrians whether naturalised or not. If such a list is not already in existence, and if its preparation would take considerable time, perhaps the Government may be able to forward at once a list of those Germans and Austrians who were or are resident in Bengal, and who have not been interned. The question of the repatriation of enemy subjects who are beyond military age is presumably one for decision by the Government of India. I am however to ask if the Government of Bengal can afford any indication as to whether any steps in regard to it have been decided upon, or are in contemplation.

5. It also appears to the Committee that it would be advantageous if assurances could be given as to the arrangements at the internment camps. But they recognise of course that this too is a question for the Government of India. The further most important question of the position of German and Austrian firms and subjects after the war is one that demands most serious consideration. At the moment the Committee content themselves with pointing out that, in Calcutta, there is an exceedingly strong feeling that the Government should take measures now to prevent, or at least severely to restrict, the re-establishment of enemy firms. Opinion is also very clearly in favour of restrictions being placed on the future entry into India of German and Austrian subjects.

From Government of Bengal (FINANCIAL DEPARTMENT) to Chamber.

No. 2744-Com.—CALCUTTA, 22*nd July* 1915.

I am directed to refer to your letter No. 1368—1915, dated the 24th June 1915, on the subject of the working of the Hostile Foreigners (Trading) Order, 1914. You make an enquiry as to the present position of certain firms to whom licenses had been granted to liquidate under the Hostile Foreigners (Trading) Order. You also desire information in regard to certain questions relating to the control over enemy subjects.

(1) R. Jager & Co.; (2) Alois Schweiger; (3) Schissler Smidt & Co.; (4) E. Grueber & Co.; (5) R. Dittmar Brunner Brothers; (6) Jos. Rosenfeld; (7) Barkefeldt & Co.; (8) The Deutsch Asiatische Bank; (9) Smidt Sanders & Co.; (10) Assmann & Co.; (11) Orenstein & Arthur Koppel; (12) F. Schwert; (13) Holzmueller & Schmidt.

2. In reply I am to say that the licenses for liquidation granted to the firms named in the margin have all been revoked. The question of the grant of special licenses to these firms for the collection of debts or other special purposes is now under consideration. The licenses of the three firms noted in the margin have not yet been withdrawn as owing to certain initial difficulties the liquidation has not yet been completed. Messrs. Wntow Guttmann & Co., have been granted a license to carry on business under supervision.

(1) Meyer Soetbeer & Co.; (2) Austrian Export and Import Company; (3) A. Janowitzer.

3. The question of the publication of a list of German and Austrian subjects, who were residing in this Presidency at the beginning of the war and the supply of information regarding their present whereabouts is now under the consideration of the Political Department of the Government. As to the repatriation of Germans and Austrians, and the arrangements at the internment camps, I am to say that these questions are dealt with by the Government of India and no information on these points is in the possession of this Government. The question of the position of Austrian and German firms after the war is also one for the Government of India. This Government have, however, noted for consideration the remarks of the Chamber on this subject.

From Government of Bengal (FINANCIAL DEPARTMENT) to Chamber.

No. 2974-Com.—CALCUTTA, 3*rd August* 1915.

I am directed to invite a reference to my letter No. 2744-Com., dated the 22nd July 1915, on the subject of the working of the Hostile Foreigners (Trading) Order, in which you were informed that the question of the grant of special licenses for certain purposes to thirteen firms whose licenses for liquidation had been revoked was under the consideration of Government. I am now to inform you that special licenses have been granted to each of these firms to enable them to take measures for the storage of their stocks and to pay allowances to interned members and employees of the company and other dependents. The firms are now allowed to carry on business only to this extent. A copy of the license is forwarded for the information of your Chamber.

2. I am to add that steps are being taken to expedite the liquidation proceedings of Messrs. Meyer, Soetbeer & Co., the

Austrian Export and Import Co., and A. Janowitzer, with a view to the revocation of their licenses at a very early date.

Under the provisions of clause 4 of the Hostile Foreigners Trading Order, the Governor-General in Council is pleased hereby to grant this license to..... .... to carry on their business in British India to the extent and in the manner specified below, viz.:—

(1) With the sanction of the Controller of Hostile Firms appointed by the Government of Bengal to pay subsistence allowances from time to time to interned members / officers and employees of the company and their dependents.

(2) To warehouse, insure and preserve all goods and chattels and to pay the necessary rents, premiums, salaries wages and the like.

This license is granted, subject to the following conditions:—

(1) That the powers specified above shall be exercised by .... or by some other person approved by the Government of Bengal under the supervision of the said Controller, who shall be supplied with all the information he may require and shall have access to all books and papers in possession of the company, its members, managers, or assistants, and shall be authorised, to inspect the banking accounts of the company, its members / officers or managers.

(2) That all moneys in the opinion of the said Controller not immediately required for the purposes aforesaid shall forthwith, and as from time to time received, be deposited in the Bank of Bengal to the order of the Government of Bengal.

This license * has effect as from the 1st July 1915.

By order &c.,
C. E. LOW,
Secy. to the Govt. of India.

Dated this 2nd day of August 1915.

Extract of clause 5 (2) of the Hostile Foreigners (Trading) Order.

"The Governor-General in Council may at any time revoke any license granted under sub-clause (1), or alter or add to the conditions, restrictions or supervision imposed thereunder".

---

*1. C. Buhrer (Messrs. Holzmuller & Schmidt).
2. Babu Rajendra Kumar Ray Chaudhuri (F. Schonert & Co.) } 1st June.
3. P. C. Mansif (Jas. Rosenfeld).

NOTIFICATION.

No. 2902-Com.—The 6th September 1915.—In exercise of the powers conferred by clause 6, sub-clauses (2) and (3) of the Hostile Foreigners (Trading) Order, published in the Notification of the Government of India, Department of Commerce and Industry, No. 897-W., dated the 14th November 1914, the Governor in Council is pleased :—

(1) to declare that the licenses, granted under the said Order to the firms mentioned in the schedule hereto annexed, have been cancelled by the Government of India ;

(2) to direct that the said firms shall deposit all the assets of their trade or business in British India with the Controller of Hostile Firms, Bengal.

SCHEDULE.

1.	Messrs. Smidt Sanders & Co.	5.	Messrs. Orenstein & Arthur Koppel.
2.	,, Hadenfeldt & Co.	6.	Jas. Rosenfeld.
3.	,, R. Jager & Co.	7.	Messrs. F. Schonert & Co.
4.	,, F. Ad. Assmann & Co.	8.	,, E. Gruebler & Co., Ld.
		9.	Messrs. Holzmuller & Schmidt.

J. DONALD,
Offg. Secy. to the Govt. of Bengal.

From Government of Bengal (POLITICAL DEPARTMENT) to Chamber.

No. 13996-P.—CALCUTTA, *7th December* 1915.

I am directed to refer to your letter No. 1368, dated the 24th June 1915, and the reply from the Financial Department of this Government No. 2744-Com., dated the 22nd July 1915, regarding the control of enemy subjects. The question has formed the subject of protracted correspondence during the last few months between the Government of India and this Government, but a final decision has now been reached and final action has been taken in all the cases, and I am to explain the present position for the information of the Chamber of Commerce.

2. Two hundred and thirteen German and Austrian subjects from Bengal, who are of military age, have been made over to the military authorities as prisoners of war and interned in Ahmednagar. Eight Germans and Austro-Hungarians, who had exceeded the reservist age or were entitled to special privileges as members of the Consular service or otherwise, were permitted to leave India on the s. s. "Loredano" which left Calcutta on the 4th October 1914 for Venice. Eight men, thirty two women, eleven boys and four girls of German or Austrian nationality were repatriated in the s. s. "Golconda" which left Calcutta on the 19th November last, while one person, an ordained clergyman, has been permitted to leave for America.

Fifteen males of hostile nationality remain under the civil control of the Bengal Government. Nine of them, all Germans, have been interned at Katapahar, Darjeeling, or at Berhampore; while the remaining six, (five Germans and one Austrian) are under the supervision of the civil authorities within the city of Calcutta. These six men are over sixty years of age and have lived in India for more than thirty years. It was considered undesirable for medical and other reasons to intern them.

3. Fifty-five German and Austrian female subjects remain under civil control in Bengal. Sixteen of these are interned at Katapahar and one has been served with orders to proceed there. Twenty-five are Roman Catholic Sisters, belonging to the Irish Order of Loretto or to the Belgian Order of the Daughters of the Cross. They have been permitted to remain under supervision at various religious institutions in the province, on condition that they abstain from all work of an educational character. Of the remaining thirteen women, nine are British by birth, while one is of Greek and another of Roumanian origin. One Austrian woman has been permitted to remain with her brother-in-law who is a British subject, while one German is residing with her stepfather who is the subject of a neutral state.

4. The persons who are interned in the detention camps are subject to strict control and are not allowed to leave the camps except under a pass issued by the officer in charge. Careful arrangements suitable to each case have been made for the supervision of those individuals who have been permitted to remain at

liberty. A list of the six male aliens who are under supervision in Calcutta is attached.

List of Germans and Austrians under surveillance in Calcutta.
(MALES).

Serial No.	Name.	Nationality.
1	Canitz, H.	German.
2	Gasch, Heinrich August	,,
3	Haverk, F.	Austrian.
4	Pfeiffer, R.	German.
5	Thieme, G.	,,
6	Wilhelms, F.	,,

TRADING WITH THE ENEMY.

No. 1903-1906-S. W.—SIMLA, 26*th February* 1915.

From—The Under-Secretary to the Government of India, Department of Commerce and Industry,

To—The Chief Secretary to the Government of Bengal.

I am directed to enclose a copy of a Royal Proclamation dated the 7th January 1915 for the information of His Excellency the Governor in Council, and to request that the Government of India may be favoured with the views of the Government of Bengal as to the desirability of extending the effect of the Proclamation to British India.

2. As the meaning of the Proclamation is not altogether clear, it is considered advisable to explain in some detail the view which the Government of India take of the effect which the application of the Proclamation will have on persons resident, carrying on business, or being in British India. It should be mentioned that the language of the Proclamation, if extended to British India, would require modification to the extent that for the words "United Kingdom," *only where they first occur* in the text, should be substituted "British India." The effect would thus be that transactions of the kind specified in paragraph 1 of the Proclamation, if entered into after the date of the extension, by persons, firms, or companies, resident, carrying on business, or being in British India, would, subject to the proviso to the paragraph, be transactions with an enemy, in all cases, save where the branch was situated in the United Kingdom.

Put briefly, the effect would be to prevent persons in British India doing banking business with enemy firms or doing any business with enemy banks in (*e.g.*,) British India, France, Java, or the United States of America, if such firms or banks had headquarters in hostile territory. The difference in meaning between the terms "enemy firms" and "hostile firms" will no doubt receive attention. The importance of preventing transactions of this kind is apparent from the fact that at present Germany can obtain funds on bills collected through branches of her banks in neutral territories. With regard, however, to the case of enemy firms in British India, the prohibition of the Proclamation if applied to India, will override any license already granted to hostile firms, and it will be necessary to consider whether this is likely to cause any inconvenience in practice. This effect however can be avoided by utilising the power conferred by paragraph 3 of the Proclamation of October the 8th which is to be construed as one with this Proclamation and declaring that acts done or to be done in accordance with the terms of a license granted under the Hostile Foreigners (Trading) Order shall in case of branches in British India be exempted from the operation of the Proclamation as extended. It must be remembered that the contingency which the Proclamation is designed to prevent is already guarded against to a considerable and perhaps

adequate extent. This consideration will no doubt be borne in mind by the Government of Bengal in expressing their views on the question now referred to them.

3. I am to request that the opinion of the Bengal Chamber of Commerce may be obtained and communicated to the Government of India, and that a reply may be sent to this letter at a very early date.

BY THE KING.

A Proclamation relating to trading with the enemy.

GEORGE R. I.

Whereas by Our Proclamation dated the 9th day of September, 1914, called the Trading with the Enemy Proclamation, No. 2, certain prohibitions as therein more specifically set forth were imposed upon all persons therein referred to:

And whereas by Our Proclamation dated the 8th day of October, 1914, the Trading with the Enemy Proclamation, No. 2, was amended as therein more specifically set forth:

And whereas by Our Proclamation dated the 5th day of November, 1914, it was declared that the aforesaid Proclamations, amongst others, should apply to the state of war existing between Us and the Sultan of Turkey:

And whereas it is desirable to extend the scope of the prohibitions contained in the aforesaid Proclamations in the manner hereinafter appearing:

Now, therefore, we have thought fit, by and with the advice of Our Privy Council, to issue this Our Royal Proclamation, declaring, and it is hereby declared, as follows:—

1. Notwithstanding any thing contained in paragraph 6 of the Trading with the Enemy Proclamation, No. 2, transactions hereafter entered into by persons firms or companies resident carrying on business or being in the United Kingdom:—

(*a*) in respect of banking business with a branch situated outside the United Kingdom of an enemy person firm or company, or

(*b*) in respect of any description of business with a branch situated outside the United Kingdom of an enemy bank,

shall be considered as transactions with an enemy.

Provided that the acceptance payment or other dealing with any negotiable instrument which was drawn before the date of this Proclamation shall not, if otherwise lawful, be deemed to be a transaction hereafter entered into within the meaning of this paragraph.

2. The power to grant licenses on Our behalf vested by paragraph 8 of the Trading with the enemy Proclamation, No. 2, in a Secretary of State, or the Board of Trade, may also be exercised by the Lords Commissioners of Our Treasury.

3. If the Governor in Council of any British possession shall issue a Proclamation extending the provisions of this Proclamation to transactions by persons firms or companies resident carrying on business or being in that possession such first mentioned Proclamation shall have effect as if it were part of this Proclamation.

4. This Proclamation shall be read as one with the Trading with the Enemy Proclamation, No. 2 and with our Proclamation dated the 8th day of October amending the same.

Given at Our Court at Buckingham Palace, this Seventh day of January, in the year of our Lord one thousand nine hundred and fifteen, and in the Fifth year of Our Reign.

GOD SAVE THE KING.

From Government of Bengal (FINANCIAL DEPARTMENT) to Chamber.

No. 827-Com.—CALCUTTA, 10*th March* 1915.

I am directed to forward the foregoing copy of a letter from the Government of India, Department of Commerce and Industry, No. 1903—1906-S.-W., dated the 26th February 1915, regarding the desirability of extending to British India the effect of the Royal Proclamation dated the 7th January 1915, on the subject of trading with the enemy, and to request that this Government may be favoured at a very early date with the views of your Chamber on the subject.

From Chamber to Government of Bengal (FINANCIAL DEPARTMENT).

No. 826—1915.—CALCUTTA, 8*th April* 1915.

I am directed to acknowledge the receipt of your letter, No. 827-Com., dated 10th March 1915 (and its enclosure), regarding the desirability of extending to British India the effect of the Royal Proclamation, dated 7th January 1915, on the subject of trading with the enemy.

2. In reply to your request for the views of the Chamber of Commerce, I am to say that the Committee, after consultation with the Exchange Banks Association, have come to the conclusion that it is undesirable and unnecessary to extend the proclamation to British India.

3. I am to state briefly the reasons which have led the Committee to this conclusion. They gather from the letter, dated 26th February 1915, from the Government of India, a copy of which you forward, that the meaning of the Proclamation is by no means clear to Government. They find also that in the city of London it has given rise to much misunderstanding, and that the Treasury have issued a notice explaining its terms. This notice is included among the enclosures to a letter, dated 29th January 1915, from the Head Office of the Chartered Bank of India, Australia and China to the Agent in Calcutta, a copy of which is annexed hereto.

4. Even with this explanation before them the Committee find it difficult to follow the precise intention of the Proclamation. The points raised by the Accepting Houses Committee in their letter dated 12th January to the Treasury—a copy of which is among the papers now forwarded—are not satisfactorily dealt with in the explanation. No definition of what is meant by the phrase "Banking business" is afforded; and no suggestion is made as to what the word "Branch" means. Presumably the intention is not to stop legitimate trade, but to prevent money reaching the enemy through neutral countries. If this be so it would be sufficient, the Committee think, so far as regards India, to prohibit the sending of money to enemy firms or persons resident in neutral countries by means of drafts, or telegraphic transfers, on such or other neutral countries. It would thus be permissible to send remittances to enemy firms in neutral countries by means of drafts on London; and this is, the Committee consider, both necessary and advisable in the interests of trade. Many firms in neutral countries, especially in the United States, have foreign names, and it would

be consequently impossible to say definitely, without enquiry, whether such firms are, or are not composed in whole, or in part, of enemy subjects. If the remittance of money to enemy firms in neutral countries were entirely prohibited, it would be necessary to institute enquiries regarding the status of such firms. This would mean considerable delay, and in many cases might give grave offence. If drafts on Great Britain are issued the Home Proclamation ought to be sufficient to prevent payment, should there be any suspicion of the drafts being collected for the benefit of the enemy. In point of fact, such cheques and drafts have been, the Committee believe, refused payment by the London Banks since August last.

5. In view of the foregoing objections, and of those specified in the accompanying papers, the Committee feel that they are justified in claiming that the extension of the Proclamation to India is undesirable. They further submit that it is unnecessary, because India is differently situated to Great Britain. In the first place alien enemies in this country are relatively few in number. In Great Britain, on the contrary, they are very numerous, and many of them are still permitted to trade. Here the staffs of most of the hostile firms have been interned, and the firms are themselves either being liquidated, or are trading under official supervision. As the Government of India point out "the contingency which the "Proclamation is designed to prevent is already guarded against to "a considerable and perhaps adequate extent." There can be, the Committee think, no doubt that this is the case. The Indian export trade is carried on under close supervision, and for neutral countries declarations of ultimate destination are demanded. Similarly the import trade is supervised, certificates of origin being now required for imports from neutral countries. Furthermore, a notification has been lately issued to the effect that vessels carrying contraband to all neutral countries are liable to detention if such contraband is consigned to order. The fact that the shipper may have furnished the authorities at the Indian port of origin with satisfactory evidence, on the prescribed form of declaration, of the destination of the goods, will not free them from liability to detention.

6. In specifying these restrictions the Committee do not wish it to be understood that the mercantile community take exception to them. But they would seem to safeguard the danger against which the Proclamation is, as I have indicated, presumably directed. This being the view taken by the Chamber, I am to urge that the Government of Bengal should represent to the Government of India that the Proclamation need not be put into operation in this country. Should, however, the Government of India be unable to accept this recommendation, then the Committee would suggest that the terms of clause 1 (*a*) should be amended in some such manner as they have suggested in their fourth paragraph above. There is of course no objection to clause 1 (*b*) of the Proclamation, for the Committee are convinced that no Exchange Bank in Calcutta would enter into business with an enemy Bank wherever situated.

No. 118.—LONDON, E.C., 29*th January* 1915.

From—The Secretary, Chartered Bank of India, Australia and China,

To—The Agent, Calcutta.

Trading with the Enemy Proclamation of 7th January 1915.

On the 22nd instant the Shanghai Manager wired as follows:—

"International Banking Corporation have been informed Proclamation forbidding acceptance United Kingdom bills drawn by enemy firms abroad. Telegraph regarding."

and on the 23rd instant we replied:—

"Re your telegram of—our answer is Yes Proclamation 7th January prohibits banking transactions with branches enemy firms. Apply to British Consulate a copy of proclamation and consult with your lawyers as to details of. Advise China Philippine Islands."

As this latest legislation seriously affects possible operations by our Branches in all neutral countries we also wired Batavia—

"Under Proclamation 7th January British Banks prohibited from doing Banking business branches enemy firms neutral countries. Apply Consulate for copy proclamation and consult your lawyers for details. Advise Bangkok by telegram."

and New York:—

"Under Proclamation 7th January British Banks prohibited from doing Banking business branches enemy firms neutral countries. Apply Consulate for copy proclamation."

Under cover of the mail which left here on the 8th instant a copy of this proclamation was included in our circular letter, and has no doubt received your attention.

Doubtless you will agree with us that it is a badly worded document, capable of more than one construction, and it has caused a deal of misunderstanding in the city. This is the reason that we have delayed wiring on the subject. We have been going into the question with our legal advisers, and they in their turn have consulted with the Committee on Trade with the Enemy, which absorbs considerable time.

We are however now in a position to furnish a copy of the questions put by us to our lawyers and of their replies thereto, which is enclosed herewith. We also send you copy of a letter dated 12th instant addressed to the Treasury on the subject of this proclamation by the "Accepting Houses Committee," which will interest you as covering certain of the points of controversy. No reply thereto has yet been received.

We think the enclosures make things as clear as at the moment it is possible to do, but there are two points that it occurs to us to mention.

One is whether our branches are entitled to take bills from an enemy firm in a neutral port, in liquidation of an existing overdraft; our lawyers are of opinion that they are not, but this

question will be dealt with by a later opportunity with those branches concerned. Fortunately outstandings coming within the scope of this are comparatively small.

The other point we wish to make clear is that if an enemy firm established at a neutral port has no connecting firm in "enemy country" that is, if the firm is on its own and is therefore without doubt its head office so to speak, they, our lawyers, are of opinion that our Branches are entitled to trade with such a firm as, in their opinion, is does not come within the scope of the proclamation.

We shall however keep you advised fully as to any further development, if necessary, by wire.

The reply to the letter from the Accepting Houses Committee for instance is important.

Copy of letter from Messrs. Gilbert Samuel & Co., London, E.C., Solicitors, to the Manager, Chartered Bank of India, Australia and China, dated London 22nd January 1915.

Referring further to your letter of the 19th instant we enclose herewith copies of the questions raised by you upon the proclamation relating to trading with the enemy of January 7th 1915 to which we have added our replies.

1. *Question.*—Whether a British Bank is entitled to discount or send for collection through one of the Bank's branches established in the country where the drawer carries on business, bills by a British firm or a firm of allied nationality or an enemy firm licensed to trade drawn upon a branch in a neutral country outside of Europe of an enemy firm for the price of goods sold.

Answer.—Yes.

2. *Question.*—Whether clause 1 (Section A) is intended to cover branches of firms of an enemy origin established in British possessions in the East and elsewhere or whether the license to trade which may be granted them by, say, the Indian Government in Bombay or Calcutta, exempts them from the operation of the Proclamation of 7th instant.

Answer.—The license to trade would exempt the branches of the firms referred to in the question from the operation of the Proclamation of the 7th instant provided of course that the conditions or restrictions of the license are observed. By the expression "firm of an enemy origin" in the question we assume is meant an enemy firm within the meaning of the Proclamation relating to trading with the enemy of the 9th September 1914, in which the term "enemy" is defined as "any person or body of persons of whatever nationality resident or carrying on business in the enemy country."

3. *Question*—

(*a*) Whether a British Bank is entitled to advise credits to its branches established at various points of the British Empire outside the United Kingdom on account of firm of British or allied nationality in favour of a firm of an enemy origin, assuming of course that the said firm has been granted a license to trade.

(*b*) If the receiving branch should find that the license to trade granted by the Local Authorities in favour of the firm of enemy origin is not of sufficient scope to allow that firm to avail of the credit, the same automatically lapses, but at the same time the action of the London Office of the said Bank in advising the credit will not be construed as contravening the Proclamation of the 7th instant.

Answer—

(*a*) Yes, subject to the conditions or restrictions of the license.

(*b*) We think that in such circumstances the London Office would be contravening the Proclamation of the 7th January 1915. Its proper course is to ascertain through its branch or otherwise before advising the credit the nature and scope of the license granted.

4. *Question.*—Whether the Branches of a British Bank situated in and carrying on business in a neutral country are entitled to discount or send for collection bills drawn in such neutral country (say Manila) by firms of an enemy origin against goods shipped to a neutral or British port.

Answer.—No. We think that the branches of the Bank are in no different position to that of the Head Office in England, and that the transactions referred to are prohibited by the Proclamation of the 7th January 1915 and that the Head Office would not be relieved of responsibility. In the "Times" of the 21st January 1915 appears a report of certain proceedings against Mr. John *J. F.* Draghorn, who was charged with trading with the enemy in the circumstances stated. In such proceedings the position of branches in neutral States of business houses with their Head Office in England was considered and the decision of the Judge, Mr. Justice Rowlatt, was in accordance with our answer to this question.

5. *Question.*—Lastly to sum up, whether a British Bank with branches extending far and wide may be permitted to interpret the proclamation of the 7th January 1915 as meaning literally as follows :—

> "You may carry on business as you have always done, as long as you undertake to see that the trading you finance is straightforward, and in no way benefits the enemy in Germany, Austria or Turkey, but as regards firms of enemy origin carrying on business in neutral ports, there is no reason why they should not buy and distribute British goods or ship to British ports goods that are required by British consumers."

Answer.—We think that the above summary is somewhat too general. In our view the meaning and intention, although perhaps not very clearly expressed, of the Proclamation in question is not to hamper or hinder the consignment of goods from the United Kingdom to branches of any firms with whom trade is authorised, and that with this object British Banks and their branches are permitted to finance such consignments and/or collect Bills representing the purchase price. On the other hand, it is not in our view the intention to facilitate the trade of branches of enemy firms by granting banking facilities by British Banks or their branches even in cases where shipments are to be made to the United Kingdom.

LONDON, 12*th January* 1915.

From—The Chairman of the Accepting Houses Committee,

To—The Secretary of the Treasury, Whitehall, S. W.

My Committee have had the proclamation of the 7th instant under their serious consideration. They would assume that it is the desire of His Majesty's Government to do nothing which shall unduly hamper or impede the smooth conduct of commercial business in the British Empire and that if the terms of the proclamation are capable of two constructions that construction should be adopted which shall best carry out this intention. It is with this view in mind that the Committee would beg your consideration of the following points which have occurred to them.

Under the proclamation of the 9th September, paragraph 6, it was permissible to conduct business with a branch of an enemy firm outside Europe. This permission has by the proclamation of the 7th instant been restricted. The scope and extent of the restrictions requires further definition.

(1) What is a "branch"

(*a*) Does it include a house of business in which there are some common partners with a firm in the enemy country whether carrying on business under the same name or not ?

(*b*) A Company formed under local law with the capital held (1) in part (2) in whole, by a firm or company established in enemy country?

(*c*) Is it permissible to transact banking business with a German firm in, for instance, South America which before the war opened a branch in Hamburg—but continued the head office abroad? It would have been permissible to do business with the South American firm before the proclamation of the 7th January 1915. Does it become a "branch" by reason of the opening of the Hamburg house and is the conduct of future business thus rendered prohibited?

(2) What is "banking business"?

For example a Bank in Stockholm opens, on behalf of a customer, a credit with a London accepting house in favour of a German firm of coffee exporters in Brazil, for the cost of 1,000 bags of coffee. This firm of coffee exporters is not a client of the London Accepting House, and has no account in its books, if the London Accepting House accepted the drafts of this coffee shipper for account of the Stockholm Bank, is that doing "banking business" with the coffee shipper? And is the local Bank (probably a branch of a London Bank) which buys the drafts doing "banking business" with the drawer? Is it intended to prohibit such transactions? Further is the South American branch of a London Bank included in the expression "persons firms of companies resident carrying on business or being in the United Kingdom"?

(3) By the proviso in paragraph (1) of the proclamation, the acceptance, payment or other dealing with any negotiable instrument drawer before the 7th January 1915, shall not, if otherwise lawful, be considered a contravention of the proclamation. But what is the position of a London accepting house which has issued a confirmed letter of credit in favour of a branch of an enemy person, firm, or Company? This letter of credit may not expire for some months to come, and it will contain an undertaking on the part of the accepting house to accept all drafts drawn under this credit, provided all the stipulations contained in the credit are complied with.

My Committee are strongly of opinion that if London accepting houses are to be prohibited from fulfilling their engagements under credits confirmed by them which have not yet expired, this will prejudice very materially the value of such confirmed credits in the eyes of the commercial world; and they submit that if it is the intention to prohibit the acceptance of drafts drawn under such confirmed credits subsequent to the 7th of January, a definite statement to this effect should be made by the Government, for the protection of the Accepting Houses and Banks. They would point out that, if this is done, it would be the first occasion on which confirmed credits issued by London Accepting Houses or Banks have been dishonoured.

Extract from H. O. Cir. No. 130 of 5th February 1915.

Trading with the Enemy Proclamation of 7th January 1915.—In continuance of our advice on this subject in our circular letter of last week we have now to confirm our telegram of 4th instant as follows:—

Shanghai.—"Referring our telegram 23rd January, Treasury notify, "Proclamation 7th January not intended to supersede Proclama- "tion of 9th September so as to interfere Branches British "Banks carrying on their legitimate business neutral countries, "Advise China, Philippines."

Batavia.—(Same as above) "Advise Bangkok by telegram."

New York.—(Same as above).

Although no official notice has yet appeared in the Gazette we take the following from the "Standard" of the 4th instant,—

"*Trading with the Enemy.*—We have on several occasions drawn attention to the necessity of defining more clearly the intentions of the Proclamation of January 7 with regard to trading with the enemy (banking transactions with branches of enemy firms, etc.) and we are glad to note that the Treasury has now provided the necessary explanation. It is in the following terms:—

"As some misunderstanding has arisen with regard to the Proclamation of January 7 relating to Trading with the Enemy it may be as well to explain that it was not intended, nor is it proposed, to interfere by this Proclamation with *bonâ fide* commercial transactions simply on the ground that they may involve some financial operation which technically comes within the meaning of the words "banking business," if that operation is merely incidental to the transaction, and does not affect the general character of the transaction as a commercial (distinguished from a banking) transaction.

"Nor was it intended, nor is it proposed, to interfere by this Proclamation with transactions of British Banks or their branches with firms which do not do banking business, or which in carrying out the special transaction are acting in the ordinary way of commerce and not in any way as bankers so long as these transactions are permissible independently of the Proclamation.

"Licenses will also be granted in proper cases to British Banking firms having branches in neutral countries not being neutral countries in Europe, enabling them to continue their banking business, notwithstanding that the business, by bringing them into contact at some point or another with branches of enemy banks, may technically be within the prohibition of the Proclamation."

This it appears to us, read in conjunction with the Proclamation of 9th September 1914, clears the air as far as we are concerned, and the only point to which it seems necessary to draw your attention is that relative to transctions with branches of Enemy Banks, which are prohibited, unless under special license for which we may mention we have not deemed it necessary to apply.

For China where this question crops up most frequently we beg to remind Agencies and Branches interested of the notification of the British Consul General, Shanghai, of 20th October last (of which we attach a copy), and as this notification is based on a ruling of the Secretary of State for Foreign Affairs, it was, no doubt, transmitted to all British Consuls.

Circular to—
CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA, HONGKONG AND SHANGHAI BANKING CORPORATION.

The following ruling has been laid down by His Majesty's Principal Secretary of State for Foreign Affairs.

Trading with the Enemy Proclamation No. 2 of September 9th.

British Banking firms resident in a Treaty Port in China do not infringe the terms of the Kings' Proclamation in negotiating bills drawn by resident German firms, such firms being also the consignors of the cargo covered, provided that (1) the purchaser and acceptor of the bill and the consignee of the cargo are of allied or neutral nationality or resident in a neutral country, and (2) that the destination of the cargo is an allied or neutral country.

No. 2280-Com.

GOVERNMENT OF BENGAL.

FINANCIAL DEPARTMENT.

Commerce Branch.

Calcutta, the 29th June 1915.

Copy of the under noted letter is forwarded to the Secretary, Bengal Chamber of Commerce, for information, with reference to his letter No. 826—1915, dated 8th April 1915.

By order,

E. N. BLANDY,

Under-Secy. to the Govt. of Bengal.

No. 8844-8847-W.—SIMLA, 14*th June* 1915.

From—The Under-Secretary to the Government of India, Department of Commerce and Industry,

To—The Chief Secretary to the Government of Bengal.

With reference to the correspondence ending with your letter No. 12-T/Com., dated the 15th May 1915, I am directed to state, for the information of His Excellency the Governor in Council, that the Government of India have decided not to extend to British India the provisions of the Royal Proclamation, dated the 7th January 1915, imposing prohibitions against banking business with enemy firms.

CUSTODIAN OF ENEMY PROPERTY.

From Director-General of Commercial Intelligence to Chamber.

No. 2502.—CALCUTTA, 23*rd June* 1915.

Under the Trading with the Enemy Act in force in the United Kingdom there exists a "Custodian" of enemy property appointed by the Board of Trade, whose functions are to hold any money paid to, and any property vested in, him until the termination of the war. The question has been raised as to whether steps should be taken to provide a similar agency in India, *i. e.*, an arrangement enabling persons who wish to do so to make to some authority constituted by Government payments which are due to enemies. I have the honour to enquire if you would be good enough to let me know the opinion of your Committee on the necessity or desirability of such an arrangement. I understand that British Banks and firms in India hold considerable sums of money on enemy account, *e. g.*, amounts collected on account of bills sent by banks in enemy countries before the outbreak of war. There are presumably also considerable sums lying with British banks and firms in India representing dividends due to enemy shareholders in Indian Companies. The question is mainly one of convenience to the firms themselves, and I should be much obliged if you would inform me whether in the opinion of your Committee firms are really inconvenienced by holding sums of money on enemy account and would like provision to be made for enabling them to hand such amounts to a Government authority for custody.

From Chamber to Director-General of Commercial Intelligence.

No. 1428—1915.—CALCUTTA, 1*st July* 1915.

I am directed to acknowledge the receipt of your letter, No. 2502, dated 23rd June 1915, in which you ask for the opinion of the Chamber with reference to a proposal for the creation in India of an office analogous to that of "Custodian of enemy property" in the United Kingdom.

2. The Committee of the Chamber understand that it is the duty of the Custodian in the United Kingdom to hold, until the end of the war, any money that may be paid to him, and any property that may be vested in him, for and on behalf of enemy subjects. So far as Calcutta is concerned there are not, they believe, any large sums of money being held by British firms, or persons, for enemies resident in enemy countries. And as regards hostile firms established here it is presumed that their monies and properties are in the hands of, or are subject to the supervision

of, the Controller appointed under the Hostile Foreigners (Trading) Order. At the same time it is understood that the Managing Agents of Calcutta Companies do in some cases hold money in the shape of dividend-warrants for enemy shareholders. And in such cases it might probably be a convenience to the Companies to be able to make over the warrants to the Custodian.

3. To this extent therefore, and possibly in other instances also, the Custodian might be of service to the commercial community; but there does not seem to be any pressing need for such an appointment. On the other hand no objection would be taken to it by merchants, unless the Government contemplated vesting the Custodian with powers of compulsion. Any attempt to compel companies and firms holding enemy monies to make such over to the Custodian would be, the Committee believe, resented.

TRADE RESTRICTIONS: THE EXPORT OF WHEAT.

Extract from the "Gazette of India," Extraordinary, dated Delhi, Thursday, 25th March 1915.

GOVERNMENT OF INDIA.

DEPARTMENT OF COMMERCE AND INDUSTRY.

NOTIFICATIONS.

Delhi, the 25th March 1915.

No. 3195-W.—In exercise of the powers conferred by section 19 of the Sea Customs Act, 1878 (VIII of 1878), as amended by Act XII of 1914, the Governor General in Council is pleased to prohibit on and from the 1st April, 1915, up to and including the 31st of March, 1916, the taking by sea of wheat out of British India.

Provided that nothing in this notification shall apply to wheat shipped by or on behalf of the Crown.

No. 3196-W.—In exercise of the powers conferred by section 19 of the Sea Customs Act, 1878 (VIII of 1878), as amended by Act XII of 1914, the Governor General in Council is pleased to direct that on and from the 1st April, 1915, up to and including the 31st of March, 1916, no wheat flour shall be taken out of British India unless a permit in this behalf signed by the Chief Customs-Officer is produced to the Customs-Collector at the port of export in respect of such wheat flour and such wheat flour is shipped in accordance with the terms of such permit.

GOVERNMENT OF INDIA.

DEPARTMENT OF COMMERCE AND INDUSTRY.

PRESS COMMUNIQUÉ.

Delhi, the 25th March 1915.

A Notification has issued to-day in pursuance of the policy recently announced by the Government of India in regard to wheat exports after 31st March. A separate notification has also issued in regard to flour. No exports of wheat will be permitted from April 1st next to March 31st, 1916, except by or on behalf of the Crown. Government will buy for export through leading wheat exporting

firms in this country. A price will shortly be announced at which Government will begin to purchase for April shipment, under arrangements nearing completion. This initial price will be relatively high, in comparison with the prices which will be offered later. The price will be lowered for May shipments and Government reserve the right in their discretion to lower the initial price even before the 30th April, should this seem advisable.

Still further reduction will be announced for June shipments. It is intended by this means to effect a steady reduction of prices to a figure which will take due account both of the necessities of the consumer and of the reasonable expectations of the cultivator. Any difference between Indian and world prices less the remuneration of the agent firms and other necessary expenses will accrue to Government as profit, and arrangements will, it is hoped, be made by which this will be earmarked for special purposes.

The interests of Indian consumers in Eastern countries have been duly considered, and care will be taken that the necessary supplies of wheat are made available for them. Flour is dealt with on a different footing. The exports being relatively insignificant as compared with those of wheat it has not been thought necessary to bring it within the scheme above outlined by which export will only take place on behalf of Government.

In order to prevent excessive exportation, exports will be restricted for the same period, *viz.*, from April 1st next to March 31st, 1916, to an amount approximately equal to the quantity exported during the year 1913-14. This amount is being allotted among the various milling interests concerned.

From Chamber to all Members.

Circular No. 265—1915.—CALCUTTA, *7th June* 1915.

Regulation of the Export of Wheat from India.

MEMO :—The subjoined press communiqué, dated Simla, 24th May 1915, issued by the Government of India, Department of Commerce and Industry, is published for the information of members.

GOVERNMENT OF INDIA.

DEPARTMENT OF COMMERCE AND INDUSTRY.

Simla, the 24th May 1915.

PRESS COMMUNIQUÉ

The Government of India are now in a position to make a fuller statement in regard to the principal features of the scheme

which has been adopted and is now in operation for the regulation of the export of wheat from India.

Wheat for export on Government account is being purchased by the firms appointed to act as agents in this behalf. The general principle governing the relationship between the Government and the firms is that it is a relationship of agency. The firms are required to disclose their actual outgoings (including establishment charges) in India subject to the confidential examination of their books if required and are reimbursed these sums by Government, the whole of the profit of the firms being derived from direct commission. The commission has been fixed at *3d* per quarter (approximately half-an-anna per maund) for buying and *3d* per quarter for selling *plus* one-eighth per cent. commission as guarantors of buyers in the United Kingdom. Ordinarily the same firms who purchase in India will sell through their London houses the wheat purchased by them on behalf of the Government of India and for this service the London house will receive the commission of *3d* per quarter for selling referred to above, the firms' Home establishment charges being included in this commission.

The operations of the firms in India, as has already been announced, have been placed under the control of the Wheat Commissioner, Mr. M. M. S. Gubbay, I.C.S., whose headquarters are at Karachi. Assistant Wheat Commissioners have also been appointed to assist him and to act as his representatives in other centres.

A Committee designated "The Indian Wheat Committee" has been appointed in London to supervise the operations in the United Kingdom; it is constituted as follows:—

Lord Lucas, President of the Board of Agriculture and Fisheries, *Chairman.*

Mr. R. H. Rew, Board of Agriculture and Fisheries.

Mr. A. S. Gaye, Board of Agriculture and Fisheries.

Mr. Francis C. Drake, India Office.

Mr. J. M. Keynes, Treasury.

Mr. E. G. Saltmarsh, The Baltic.

Mr. H. D. Vigor, *Secretary.*

The Committee engages freight and supervises the sale of wheat. For engagement of freight the services, as agent, of Mr. Percy Glanville of Messrs. Nelson Donkin and Company have been secured. The allocation among purchasing firms of freight engaged by the Indian Wheat Committee is made in London subject to settlement in India, by a local Committee at each port, of some details which can only be dealt with there. The local Committee consists of representatives of the purchasing firms and the Wheat Commissioner or his representative will, when possible, preside over the meetings. On April 22nd a statement was issued by His Majesty's Government to the press explaining the scheme for the regulation by Government of the export of

Indian wheat and giving information as to the agency by which it is being carried on. A further statement was promised regarding the method by which funds for purchases in India would be supplied to Agent firms. On this matter discussion has been necessary between the Secretary of State for India, the Government of India and the Treasury who (as guarantors of the Indian revenues against not loss) are interested in financial arrangements. Various schemes were put forward with the object of securing that the drawing and negotiation of bills, which takes place in normal years when the wheat trade between India and the United Kingdom is conducted on private account, should not be interrupted or diminished. If the object of these schemes could have been attained without cost to the tax-payer there would have been no hesitation about adopting one or other of them and thereby avoiding interference with the usual course of financial business. But examination showed that any scheme would have involved expenditure (of which the ultimate incidence would have been on public revenues) for interest and other charges incidental to the making and negotiation of bills of exchange while it was not necessary to have recourse to outside funds, since it is estimated that the balances of the Government of India and Secretary of State for India will suffice to provide for the outlay on the purchase of wheat. The Secretary of State has therefore decided, as a result of the discussion mentioned above, that the Government of India shall place funds from their own resources at the disposal of Agent firms. This arrangement has the advantage of simplicity since transactions between England and India in connection with purchases to be made and paid for in India will be avoided.

Special arrangements will be made in respect of any sums provided by Agent firms for the purchase of wheat on Government account before the publication of the above decision. The firms will have the option of taking repayment either in India or (at the rate of one shilling and four pence the rupee) in England. In the latter case payment will be made at the date on which a demand bill would reach England.

From Chamber to all Members.

Circular No. 384—1915.—CALCUTTA, 20*th July* 1915.

Indian Wheat Committee.

MEMO.—The subjoined Press Communiqué issued by the Government of India, Department of Commerce and Industry, is circulated for the information of members in continuation of circular No. 265—1915, dated 7th June 1915.

GOVERNMENT OF INDIA.

DEPARTMENT OF COMMERCE AND INDUSTRY.

Simla, the 17th July 1915.

PRESS COMMUNIQUÉ.

The President of the Board of Agriculture and Fisheries has reappointed, as follows, the Indian Wheat Committee which sits in London to supervise the arrangements in the United Kingdom for the shipment of wheat from India on Government account:—

The Right Honourable F. D. ACLAND, M.P. (Parliamentary Secretary to the Board of Agriculture and Fisheries), (*Chairman*).
MR. R. H. REW, C.B. (Board of Agriculture and Fisheries), (*Deputy Chairman*).
MR. J. M. KEYNES (His Majesty's Treasury).
SIR GEORGE SALTMARSH (The Baltic).
SIR LIONEL ABRAHAMS, K.C.B. (India Office).
MR. T. H. MIDDLETON, C.B. (Board of Agriculture and Fisheries).
MR. J. A. HUBBACK (India Office).
MR. H. D. VIGOR (Board of Agriculture and Fisheries), (*Secretary*).

TRADE RESTRICTIONS: EXPORTS—THE LEATHER TRADE.

From Director of Agriculture, Bihar and Orissa to Chamber.

No. $\frac{1361}{\text{II.A.8 of 15}}$—RANCHI, *13th July* 1915.

I have the honour to forward copy of letter No. 2508-1915, dated 10th June 1915, from the Director, Imperial Institute, London, with regard to the disposal of Indian hides in the British markets, for such action as the Chamber may consider desirable with a view to stimulate the trade in Indian hides with Great Britain. I suggest that the information required in the penultimate paragraph of Mr. Dunstan's letter can best be collected as regards Calcutta—the exporting centre for Eastern India—by the Chamber of Commerce.

Copy of letter from the Director, Imperial Institute, London, to the Director of Agriculture, Bihar and Orissa, dated London, 10th June 1915.

With reference to your letter No. 1453/IIa/8 of 15, dated the 13th March, I enclose as requested a set of copies of statements prepared by the Technical Information Bureau of the Imperial Institute on (1) New Markets of British Colonial and Indian Copra, (2) New market for British Indian and Colonial Ground Nuts and their products, (3) Wattle (or Mimosa) Bark for Tanning, (4) The sources and uses of Molybdenum ores, and (5) Ceylon Plumbago.

With regard to Indian hides, action has already been taken by the Imperial Institute at the request of the Director of Industries, Madras, with the view of assisting the disposal of these products in the United Kingdom.

Enquiries have been made as to the possibility of finding a market here for the large quantities of Indian hides which have hitherto been exported to Germany and Austria, and as to whether sun-dried hides such as are usually exported from many parts of India would be readily saleable in the United Kingdom, or whether some improved method of preparation should be employed.

An important firm of hide merchants in Hull state that they can find a market in that district for buffalo hides and will be pleased to be put into touch with shippers. For cow hides and kips they do not think that a market could be found in their district, as tanners who formerly used Indian kips are now using other hides. The firm adds that the method of sundrying hides is quite satisfactory.

A London firm of hide merchants state that English tanners have for some time had in view the possibility of increasing the production of chrome leather from Indian hides but since the commencement of the war, the leathers required by the Government are not such as can be manufactured from these Indian hides. The bulk of the present trade is in leather for Government requirements, and the question of using Indian hides must therefore remain in abeyance. They do not consider that any improvement is necessary in the method of preparation, as this is quite satisfactorily effected.

Although the statements quoted above are to the effect that sun-dried hides are satisfactory in United Kingdom markets, attention may be directed to the conclusions arrived at by a Commission of the International Association of Leather Trade Chemists appointed to investigate existing methods of curing hides. This Commission reported that sun and air drying are the most convenient methods in countries where difficulties occur in connection with transport and the supply of salt, but they are the worst from the tanners and the hygienic points of view. It is stated in the Report of the Commission that the procedure for the preservation of hides "varies in different countries and localities. It may take the form of spreading the fresh hide, flesh side up, on the ground, to be dried by the sun, or the hide may be stretched out in a frame or on a board and exposed to the sun or under a shade, or it may be hung up by the flanks, or placed flesh side or hair side out over poles to dry in the sun-drying." Sometimes a form of cure may precede the drying. The results obtained vary according to the method used. The Commission states that "during sun-drying the outer surface of the hide becomes hard and dry while the interior remains soft; the case-hardened outer surface prevents the evaporation of the interior moisture, with the result that heat is developed which softens the tissue, and causes what is known as 'blistering,' a fault which is not detected until the hide is wetted back in the tannery. Insects, too, cause considerable damage to both sides of the dried hide, in some instances eating away patches. The larva of the small beetle, *Dermestes vulpinus* is generally credited with causing this trouble. Sun-drying masks most of the flesh defects, and this is especially the case when a plaster cure is employed." With reference to Indian hides, the Commission states that "the Indian curer and merchant are both generally opposed to any alteration in the methods of cure, being of opinion that drying, followed by a dressing with arsenic, is the ideal cure. In one district in particular in India the local butchers commonly leave a large amount of flesh adhering to the hide. The drying of such hides is difficult, and in order to enable the drying to proceed rapidly, the hides are slashed with a knife across the flesh to open it out. In this practice, the hide substances is often cut as well, causing irretrievable damage, which cannot be detected until the hide is fleshed in the tannery."

The Commission decided that the most satisfactory mode of curing is that known as the "wetsalted" method. In some countries where salt is dear, the distance of land transit great and the means of transport primitive the Commission recognised that it is only practicable to dry the hides without salting them. A description of the best method of effecting this, together with an account of the "wet-salting" process, is given in the "Bulletin of the Imperial Institute Volume XII (1914), No. 1 pp. 107—110.

The results of the enquiries so far made by the Imperial Institute indicate that a much larger market for Indian hides could probably be created in the United Kingdom if trustworthy information regarding them were circulated among British tanners. I suggest that it will be useful from this point of view if you will prepare a statement, describing the kinds of hides available, the methods of preparation employed, and giving statistics of production and export, and send it to the Imperial Institute for publication. The article could then be circulated to British tanners, with an offer of the names and addresses of merchants who can supply Indian hides. I should be much obliged if you would furnish me with a list of such merchants, with their addresses in India and also of their agents or correspondents in the United Kingdom. This plan has already been followed by Imperial Institute in the cases of a number of other products and has given good results.

With regard to the other products you mention I am communicating with the Calcutta Chamber of Commerce as you suggest.

From Chamber to all Members.

Circular No. 398—1915.—CALCUTTA, *3rd August* 1915.

Disposal of Indian hides in British markets.

I am directed to submit to the members of the Chamber the foregoing papers on this subject. I am to invite the particular attention of those members who are interested in the hide trade to the last paragraph but one of the letter from the Director of the Imperial Institute. And I am to say that the Committee will be glad to be favoured with the particulars which are asked for by Dr. Wyndham Dunstan, and which he enumerates under the following heads :—

(*a*) The various kinds of Indian hides available ;
(*b*) The methods of preparation employed ;
(*c*) Statistics of production and export ; and
(*d*) The names and addresses of merchants who can supply Indian hides.

From Messrs. Ernsthausen, Ld. to Chamber.

CALCUTTA, *3rd August* 1915.

We beg to acknowledge receipt of circular No. 398—1915 *re* disposal of Indian hides in British markets.

Since the beginning of the war it has been our chief aim to succeed in reviving the tanning industry of Indian hides in Great Britain, and in order to obtain a quick result we consigned to London over 100,000 hides worth about £40,000 comprising a selection of all hides India exports, hoping that by bringing the raw stuff right under the eye of interested parties, they might be induced to make at least a trial.

From Messrs. Cohn Brothers and Fuchs and others to Chamber.

CALCUTTA, 12*th August* 1915.

Disposal of Indian hides in British markets.

We, the undersigned Calcutta Shippers of hides and skins, having considered your circular letter No. 398—1915 of 3rd instant, beg to submit the following in reply to Dr. Wyndham Dunstan's headings *a* to *d*.

We must preface our remarks by stating that Indian hides are known to, and have been and are being used by tanners in the United Kingdom for well over half a century, but that what was once a very large and lucrative trade has undergone a change owing in the first instance to the growth of the tanning industry by improved scientific methods in Germany and Austria, and secondly by the inauguration some thirty years ago of the Indian tanning industry, which supplies the United Kingdom with what is known as half tanned hides to be curried and finished at home.

Reverting to the questions (*a*) to (*d*).—

(*a*) The Indian hides available are:—
- Cow hides—termed also Kips.
- Cow calf skins.
- Buffalo hides—termed also Buffs.
- Buffalo calf skins—termed also Kattais.
- Goat skins.
- Sheep skins.

(*b*) The methods of preparation employed are in the case of:—

Cow hides and calf Buffalo hids and calf		Drysalted & Airdried. Drysalted are cured with Khari salt and known as Drysalted Daccas & Meherpores. Airdried are immersed in a mild solution of Arsenic and then known as Poisoned or Arsenics.
Goat skins	...	Drysalted and Wetsalted.
Sheepskins	...	Drysalted.

Goat skins and sheep skins are all from animals which have been slaughtered, whereas cow hides and buffalo hides are obtained from animals which have

(1) been slaughtered—termed Killed
(1) died a natural death—termed Mamoolics.

The United Provinces and a part of the Punjab supply in the main the former class, the latter forming the collections over the rest of India, the chief districts of supply, as far as the export from Calcutta is concerned being Eastern Bengal with Assam, Cachar and Sylhet, then Bihar and Orissa, and the Central Provinces.

(*c*) Statistics of exports we beg to subjoin on a separate sheet for the past 5 years.

Those of production, we are unable to give, we think the best way to obtain these figures would be from a return of the sundry despatches to Calcutta, Bombay, Madras and Karachi from the various Railway stations in India.

(*d*) Is answered by the signatures to this letter as far as Calcutta is concerned. The Chambers of Commerce of Bombay, Karachi and Madras will be able to supply you with the names of their respective hide and skin shipping firms.

	Hides.				Goat Skins.			
	U. K.	Continent.	American.	Total.	U. K.	Continent.	American.	Total.
1910	98,778	77,21,067	21,172	78,41,017	1,11,125	5,01,092	2,91,250	9,03,467
1911	1,57,131	81,59,231	1,94,240	84,80,602	1,09,160	6,79,162	1,89,053	9,77,375
1912	29,983	78,42,638	8,01,223	86,73,844	1,86,974	8,74,966	7,42,240	18,04,180
1913	17,509	69,84,917	2,01,960	72,04,386	1,15,439	11,21,781	5,47,108	17,84,328
1914	1,51,211	56,76,395	3,43,690	61,71,296	1,12,660	4,03,869	6,44,582	13,61,111
1915	3,10,598	19,43,441	7,05,038	29,59,077	1,23,803	54,450	1,89,944	3,68,251
6 m/s.								

	Goat Skins.			
	U. K.	Continent.	American.	Total.
1910	2,70,725	14,05,281	30,241	26,05,247
1911	17,25,557	1,07,24,1291	1,65,843	2,00,15,629
1912	20,53,405	95,71,124	1,16,40,441	
1913	17,10,288	74,60,591	74,98,917	
1914	13,23,736	74,01,520	87,22,717	
1915	...	43,24,666	47,20,954	

From Chamber to Director of Agriculture, Bihar and Orissa.

No. 1863—1915.—CALCUTTA, 31*st August* 1915.

I am directed to acknowledge the receipt of your letter, No. 4361-11-A-S., of 15 dated 13th July 1915, with which you forwarded a copy of a letter, dated 10th June, from the Director of the Imperial Institute, on the subject of the disposal of Indian hides in the British market.

2. In reply I am directed to hand you, for your information, a copy of my circular, No. 308, dated 3rd August 1915, to the members of the Chamber, and of my letter, No. 1864, dated 31st August, to the Director of the Imperial Institute.

From Chamber to Director of the Imperial Institute, London.

No. 1864—1915.—CALCUTTA, 31*st August* 1915.

The Director of Agriculture, Bihar and Orissa, has forwarded to this Chamber a copy of your letter, dated 10th June 1915, on the subject of the disposal of Indian hides in the United Kingdom.

2. The Director suggested that the information required in the last paragraph but one of your letter could be best collected, as regards Calcutta, by the Chamber. Acting upon this suggestion the Committee consulted the members of the Chamber, inviting those interested in the hide trade to assist them in replying to your enquiries. These enquiries they set out under the following heads:—

(*a*) The various kinds of Indian hides available;
(*b*) The methods of preparation employed;
(*c*) Statistics of production and export; and
(*d*) The names and addresses of merchants who can supply Indian hides.

3. In response the Committee have received the two letters noted in the margin, copies of which they instruct me to append hereto. They trust that the particulars contained in these letters may be of assistance to you; and should there be any other other information that they can obtain for you they will be glad if you will kindly communicate with them.

(1) Letter dated 12th August from Messrs. Cohn Brothers & Fuchs and eight other firms of hide shippers; and

(2) Letter dated 3rd August 1915 from Messrs. Ernsthausen, Ltd.

4. I am also to add that Messrs. Grindage & Co. of Calcutta, and of 4 Finsbury Square, London, have asked that their name may be included in the list of hide merchants.

TRADE RESTRICTIONS: PROHIBITION OF EXPORTATION OF SALTPETRE.

From Chamber to Government of India (Department of Commerce and Industry).

No. 1339—1915.—Calcutta, *19th June* 1915

The Committee of the Chamber have had their attention drawn to the embargo that has been placed upon the exportation of saltpetre to ports other than those of the United Kingdom.

2. Recognising the great importance of this commodity for military purposes, the Committee have so far hesitated to offer any suggestions with reference to the prohibition. But, as your Department doubtless know, quantities of crude saltpetre are regularly exported from India to Ceylon for fertilising purposes. The embargo has put an end to this trade for the time being, and has prevented exporters from fulfilling contracts already entered into.

3. It has been pointed out to the Committee that the quality in question is unsuitable, because of its high refraction—25% to 30%,— for the manufacture of ammunition, and is practically unsaleable on the London market. And attempts which have been made in Calcutta to refine it are reported to have been so far unsuccessful. The present position is therefore that the quantities which exporters have on hand cannot be shipped for either military, or fertilising purposes.

4. It is not of course the intention of Government that the embargo should operate in this way against traders who are carrying on a legitimate business with a British possession. And the Committee of the Chamber beg therefore to call attention to the facts, and to ask that such action may be taken as will permit of the exportation to Ceylon of the quantities of this high refraction saltpetre only which are necessary to fulfil existing contracts. They understand that the need for this concession is also being pressed by importers in Ceylon, and that the Ceylon Chamber of Commerce have asked the Government of the Island to approach the Government of India on the subject.

From Government of India (Department of Commerce and Industry) to Chamber.

No. 10412.—Simla, *1st July* 1915.

I am directed to invite a reference to the letter, No. 1339, dated the 19th instant, in which you represent the views of the Committee of your Chamber regarding the embargo upon the exportation of saltpetre elsewhere than to the United Kingdom.

2. The Government of India have already received requests, not only from exporting firms in Calcutta, but also from the Governments of Ceylon and Mauritius, that the prohibition may be modified

so far as to allow the export of manurial saltpetre to the Colonies. They regret that it should have been found necessary to impose the restriction with its resulting disability to the trade; but they feel sure that they have only to point out to your Chamber that the measure has been taken in view of grave national interests to secure their hearty co-operation in the matter. The Government of India permitted consignments already on ship board, at the time when it was decided to enforce more rigidly the prohibition on the export of saltpetre, to proceed to their destinations; and they regret that, for reasons which it is impossible to give at present, no further relaxation of the prohibition is feasible.

3. I am to point out, however, that, from advice recently received from His Majesty's Secretary of State, there is a demand for high refraction saltpetre in the United Kingdom, and that, on the 16th instant, the Collector of Customs at Calcutta was instructed to permit the export of these grades as well as of low refraction saltpetre to the United Kingdom. This information may assist exporters to obtain an outlet for the stocks in their possession. If again these stocks are of a grade lower than the grade actually in demand in the United Kingdom, it is possible that increased facilities for refinement in Calcutta may before long be available. Any enquiries which your Chamber desire to make on the subject should be addressed to the Bengal Government.

TRADE RESTRICTIONS: PROPOSED REGISTER OF FORWARD CONTRACTS.

From Government of Bengal (FINANCIAL DEPARTMENT) to Chamber.

No. 5967-Com.—CALCUTTA, 15*th December* 1914.

I am directed to invite attention to the following proposal, viz., that in cases of commodities, such for instance as raw and manufactured jute, of which the export to neutral countries has been restricted or may in future be restricted, with a view to prevent supplies passing through neutral countries to the enemy, business would be greatly facilitated if a register were opened at each Custom House of forward contracts for shipment. In the event of a limitation being imposed on the total exports of any such commodity to a neutral country so as to secure that they should not appreciably exceed the usual annual average export of that commodity to that particular country, and if the total quantity which it was desired to ship at the time should exceed the amount, shipments would have priority according to priority of registration. This procedure would also enable a merchant about to enter into a contract for forward shipment to ascertain whether the proposed shipment would be likely to fall within the average annual export test, whereas if the calculation is made of actual shipments, contracts made several months before may fail when the time comes for shipment, on account of the average annual export having, by then, been considerably exceeded. In fact it is proposed that, if a test of average annual export is applied, it should be based on contracts for export as exhibited in the register instead of on actual shipments. It is therefore considered that a system of this kind would be of no small advantage to merchants who are making forward contracts for exports to neutral countries.

2. I am accordingly to ask for the views of your Chamber on this proposal. It should, however, be distinctly understood that the mere fact of the adoption of the proposal should, in no way, be held to commit Government to allowing exports of any particular commodity to a neutral country up to the full annual average. Nor should registration be held in any way to convey an undertaking that shipment will be allowed. It is not possible to give any guarantee that prohibitions of exports will be based merely on this test, but in so far as the annual average export is an important indication of genuine trade with neutral countries, Government are of opinion that the calculations for arriving at this average may with greater convenience to the commercial community be based on the amounts shown in these registered contracts rather than on the report of actual shipments.

From Chamber to Government of Bengal (FINANCIAL DEPARTMENT).

No. 263—1915.—CALCUTTA, 30*th January* 1915.

I am directed to acknowledge the receipt of your letter, No. 5967-Com., dated 15th December 1914, with reference to the following proposal, namely, that in the case of commodities such as raw and manufactured jute, of which the export to neutral countries has been, or may be in future, restricted a register should be opened, at each Custom House, of forward contracts for shipment.

2. The Committee of the Chamber have examined this proposal, and have consulted the various Associations specially interested in the export trade with regard to it. They think that possibly it might have advantages, but on the whole they question if it is practicable. It would be extremely difficult to work, and so far as commodities such as raw and manufactured jute are concerned, it does not appear to be necessary. In the case of raw jute for example there is at present very little forward business, and the total off-take to neutral countries is small.

3. The Committee of the Chamber are therefore unable to support the proposal, and they recommend that action should not be taken.

TRADE RESTRICTIONS: CUSTOMS (WAR POWERS) ACT, 1915: SECTION 4—EXPORT TO ALLIED AND NEUTRAL COUNTRIES UNDER LICENSE.

From Director-General of Commercial Intelligence to Chamber.

No. 4547.—CALCUTTA, *1st December* 1915.

By Section 4 of the Customs (War Powers) Act, 1915, in force in the United Kingdom, it is obligatory, in the case of the export of prohibited goods under license, for all bills of lading and manifests relating to the goods to contain the name of the person or place or both, as the case may be, specified in the license granted in respect of such goods as the person or place to whom, or to which, export is permitted. It has been suggested, as an additional measure of control over the export of prohibited goods under license from India, that a similar provision should be adopted in this country. I have the honour to enquire if you will kindly let me know as early as possible, whether the Committee of your Chamber see any objection to the adoption of such a provision in India. I append a copy of Section 4 of the English Act for facility of reference.

SECTION 4 OF THE ENGLISH ACT.

4. Where a license to export any goods, being goods subject to any prohibition or restriction outwards, authorises the exportation thereof to a particular person or place or to a particular person at a particular place named in the license, the name of the person or place, or both, as the case may be, shall be inserted in all invoices, bills of lading, manifests and other documents relating to the goods, and if this requirement is not complied with as respects any document the person by whom or on whose behalf the document is made out shall, if he is the exporter of the goods, be deemed to have exported the goods without a license, and, if any other person, be liable to a penalty of one hundred pounds.

From Chamber to Director-General of Commercial Intelligence.

No. 2479.—1915.—CALCUTTA, *10th December* 1915.

I am directed to acknowledge the receipt of your letter, No. 4547, dated 1st December 1915, with reference to section 4 of the English Customs (War Powers) Act of 1915.

2. In reply to your enquiry, I am to say that the Committee of the Chamber do not think that there would be any objection to the adoption of a provision, similar to section 4, in respect of prohibited goods exported under license from India. But they consider that the information so obtained should be regarded by Government as being of a strictly confidential nature. Serious exception would be most certainly taken by merchants to its publication in any Customs returns, or other official papers.

TRADE RESTRICTIONS: IMPORTS—EXPORTATION FROM THE UNITED KINGDOM OF DYES AND DYE-STUFFS.

From Chamber to Government of Bengal (FINANCIAL DEPARTMENT).

No. 996—1915.—CALCUTTA, *26th April* 1915.

I am directed to refer to the correspondence, resting with your No. 5330-Com., dated 12th November 1914, on the subject of the prohibition of the export of dyes and dye-stuffs from the United Kingdom.

2. I am to invite the attention of His Excellency the Governor in Council to the accompanying correspondence which has been received from the Madras Chamber of Commerce. It will be seen that the Madras Chamber has protested against the arrangement, which has been made by His Majesty's Government, whereby the export of dye-stuffs to India is permitted only after the requirements of British manufacturers have been satisfied. Such an arrangement is, in the opinion of the Madras Chamber, inadequate in degree and objectionable in principle. The reasons upon which this opinion is based are defined in the representation which the Chamber has made to the Madras Government, and a copy of which is among the papers.

3. The Committee of this Chamber have consulted the Calcutta Import Trade Association and the Indian Jute Mills' Association on the subject. Both these bodies are interested in the importation of dyes, and they are in agreement with the view expressed by the Madras Chamber. They consider it to be inequitable that any distinction should be drawn between British consumers of dye-stuffs at home, and British consumers in India, or any other part of the Empire. For, as the Madras Chamber rightly points out, the burdens and restrictions imposed by the war ought to be shared equally by all parts of the Empire which have contributed to the common cause. The Committee of this Chamber endorse this view, and they recommend that the Government of Bengal should urge the Government of India to support the recommendation, made by the Secretary of State in his letter dated 24th September to the Board of Trade, namely, that the prohibition should be withdrawn so far as India is concerned.

From Madras Chamber to Chamber.

MADRAS, *2nd March* 1915.

I beg to enclose a copy of a letter which the Chamber has addressed to the Government of Madras with reference to the

export of dye-stuffs and colours to India, and to express the hope that your Chamber will see its way to support the protest.

MADRAS, *1st March* 1915.

From—The Chairman, Chamber of Commerce, Madras,

To—The Secretary, Government of Madras, Revenue Department.

The Chamber has had under its consideration G. O. No. 148, dated the 15th January 1915, recording the correspondence on the subject of the licensing of firms in England to export dye-stuffs and colours required by dyers in India, and begs to offer the following remarks thereon.

The Chamber submits that the relief granted by permitting the export of dye-stuffs from the United Kingdom to India when, but only when the requirements of British manufacturers have been met, is inadequate in degree and objectionable in principle. The relief is inadequate because in respect of several articles British home requirements will probably not be satisfied for some months, during which period dyers in India will be deprived of the necessities of their business.

But it is particularly against the vicious principles involved that the Chamber wishes to make a respectful but emphatic protest. The war imposes burdens and restrictions which ought to rest equally on all portions of the Empire which have made due contribution to the common cause, and measures which give protection by prior claim on industrial materials to one part of the Empire, even if it be the United Kingdom itself, at the cost of other parts are likely to be productive of political evil as well as economic hardship. That the condition laid down for the export of dye-stuffs offends in those ways seems to the Chamber obvious. Protective measures favouring one part of the Empire to the detriment of another have, in normal times, been condemned. When the import duty on British yarns and cloths coming into India was imposed, the protests of British manufacturers were heeded and the countervailing excise duty on Indian production was introduced. Whether or not, and to what extent, the excise duty serves its purpose the Chamber is not here concerned to discuss. The certain point is that it was avowedly based on the principle of equalising conditions as between manufacturers in the United Kingdom and in India. It appears to the Chamber incontestable that India is entitled to protest against preference to British dyers as against dyers in India and to expect similar success in an appeal to equity.

The Chamber would call attention again to the latter portion of the letter from the Secretary, Revenue and Statistics Department, India Office, dated the 24th September 1914, to the Board of Trade, to the general arguments of which no reply has yet been made by the Board of Trade. The Chamber has yet to learn,

therefore, on what grounds the prevention of unemployment in the British home dyeing industry by methods which create unemployment in the Indian dyeing industry can be justified at a time when equality of effort and of sacrifice is expected from all units of the Empire.

This Chamber trusts that the Madras Government will forward its protest to the Board of Trade through the Government of India with a strong recommendation that steps be taken immediately to ameliorate the present inequitable treatment accorded to dyers in India.

No. R. & S. 3684, dated the *24th September* 1914.

From—The Secretary, Revenue and Statistics Department, India Office, Whitehall, S. W.,

To—The Assistant Secretary, Commercial Department, Board of Trade.

I am directed by the Secretary of State for India in Council to forward a copy of three letters, as noted in the margin, on the subject of the prohibition of the export of "dyes and dye-stuffs obtained from coal tar," under the order of the Privy Council, dated the 8th September 1914, and to state that the question raised in these particular cases is a general one of much importance, as the annual import of coal tar dyes into India is large and necessary to the continuance of many industries, including both mill and village industries, in various parts of the country.

From Messrs. Peter Harrower & Co., dated the 18th September 1914.

From N. N. Wadia, Esq., (Bombay Dyeing and Manufacturing Company), dated the 22nd September 1914.

From Messrs. Binny & Co., London, dated the 23rd September 1914.

As the Board of Trade are aware, coloured cotton yarns and piece-goods are exported in large quantities from this country to India, where they come to a greater or less extent into competition with the products of local industries. There seems reason, therefore, to apprehend that a refusal to let Indian dyers stand on the same footing as United Kingdom dyers in respect of the purchase of dyes in this country—which is the principal remaining market now that the German market is closed—would be regarded as a protective measure designed to give British manufactures an advantage over Indian manufactures in Indian markets.

It may also be urged that if the object of the present restriction is to prevent the shutting down of mills and consequent unemployment in the United Kingdom, it should not be so applied as to promote those evils among British subjects in India.

Having regard to these aspects of the question Lord Crewe cannot but think that a strong case exists for withdrawing the prohibition of the export of dyes and dye-stuffs from the United Kingdom so far as India is concerned, and he hopes that this view may commend itself to the President of the Board of Trade.

A copy of a telegram dated the 18th September 1914, from the Government of Madras, bearing on this subject, is also enclosed. I am to enquire whether the Board of Trade can furnish any information as to the ability of the British Alizarine Company to meet indents from India and as to the possibility of obtaining supplies of dye-stuffs from Switzerland or France.

From Government of Bengal (Financial Department to Chamber.

No. 3201-Com.—Calcutta, 23*rd August* 1915.

I am directed to address you on the subject of auction sales held under orders of Prize Courts with particular reference to sales of dye-stuffs. It has been represented to Government that there is a possible danger in disposing of these goods by auction as owing to the shortage of dye-stuffs they may be bought up by speculators to hold for enhanced prices, and I am to request that Government may be favoured with the advice of the Chamber of Commerce on the questions:—

(1) Whether such danger is real in respect of either dye-stuffs or any other class of goods?

(2) To what extent the textile trade and indigenous industries are at present experiencing difficulty owing to the shortage of dye-stuffs?

(3) Whether such being the case the Chamber would recommend any scheme for allotting dyes under auction to the various interests concerned?

(4) Whether it would be possible for the consumers and the holders of stocks to come to any mutual agreement so that existing stocks could be supplied to the former for industrial uses at reasonable prices, or—

As the question is one of extreme urgency, I am to request that Government may be favoured with a reply at a very early date.

From Chamber to all Members.

Circular No. 444—1915. —Calcutta, 26*th August* 1915.

The importation and sale of dye-stuffs.

Memo:—The foregoing letter from the Government of Bengal with reference to the sale by auction, under orders of Prize Courts, of dye-stuffs, is published for the information and consideration of members. In the event of your being interested in the question, I am directed to ask you to favour the Committee of the Chamber with an expression of your opinion on the enquiries made in the letter.

From Messrs. Blackwood, Blackwood & Co. to Chamber.

Calcutta, 26*th August* 1915.

Circular No. 444—1915.

Owing to the stoppage of regular imports of dye-stuffs and the dearth of stock in this country, we are of opinion that the danger of Government sales by auction being converted into a field for exploitation by the mere speculator is a very real one, and we should certainly adopt the same view towards any other commodity standing in the same position as dye-stuffs—*i.e.*, a trade necessity of which Germany and Austria have hitherto held the monopoly.

Practical experience only enables us to speak of the trade in Silk piece-goods. The manufacture for export is a somewhat decadent industry and we are disposed to accept manufacturers' statements regarding the difficulties attendant on manufacture *cum grano salis*, but the complete stoppage of a certain branch of the trade in dyed goods we attribute solely to the inability to procure dye-stuffs unless at absolutely prohibitive rates.

The suggestion contained in question 4 has the true Arcadian touch, suggestive of the lion and the lamb lying down together. We fear it is some time before we can look for such a happy consumption, and in the meantime we should rather suggest that the Government being the monopolist it is up to them to so control their sales that the goods may pass into the hands of genuine consumers only, instead of being thrown at the heads of speculators.

From Messrs. Anderson Wright & Co. to Chamber.

Calcutta, 27*th August* 1915.

With reference to your Circular No. 444—1915, dated 26th instant regarding the importation and sale of dye-stuffs we have considered the matter and our opinion is as follows:—

1. There is a decided danger in disposing of these goods by auction. Owing to the shortage of dye-stuffs we fear they are being bought up by speculators to hold for enhanced prices.
2. The Jute Mill Industry is at present experiencing great difficulties in getting suitable supplies of dye-stuffs at anything like reasonable rates.
3. and 4. We do not think that it would be possible for consumers and holders of stocks to come to any mutual agreement regarding the prices to be realised for such stocks. With regard to the question of whether the Chamber should recommend any scheme for allotting dyes to the various interests concerned, we suggest that it might be of advantage if the Government were to take over the dye-stuffs at a reasonable rate and inform the Indian Jute Mills' Association as to the quantity available for the Jute Industry. After having ascertained the

quantities required by each mill, the Indian Jute Mills' Association might allot the dye-stuffs *pro rata* to the mills requiring same. In such case it would be necessary for the Indian Jute Mills' Association to inform the mills, when asking for their requirements, as to the price at which Government proposed to supply them.

It appears to us that the system of auction, open to speculators, is not only detrimental to the interests of British consumers but advantageous to the pockets of the original hostile owners, inasmuch as the price of dye-stuffs has become enormously enhanced since the goods were invoiced from Europe. The question of the price of dye-stuffs has undoubtedly become acute and bids fair to grow more so as time goes on.

From Messrs. Andrew Yule & Co. to Chamber.

CALCUTTA, 28*th August* 1915.

Your Circular No. 444—1915.

In reply to your enquiry regarding position of dye-stuffs in India we beg to say that since the declaration of war several speculators have been endeavouring to purchase all the dye-stuffs they could lay their hands on throughout India with the object of cornering these dyes and demanding their own prices.

Many of them have so far succeeded and are reaping a rich harvest, the unfortunate consumer having to pay very much higher rates, in some cases over 600% on the original values. The dealers I allude to are mostly in Bombay and have agencies in the principal presidency cities.

The recent auction of dyes by Government has greatly favoured these speculators by increasing their existing stocks and helping them to corner dyes. These dyes that have gone to the consumer have been purchased at higher rates due to speculators bidding against them. The result being that those consumers who had booked forward contracts at reasonable rates had to purchase these dyes to fulfil their contracts in most cases at a great loss to themselves.

The rates obtained at these auctions have been ridiculously high due to speculators raising the bids. The speculator not being able to sell at a much higher rate than that paid by him has resorted to adulteration. One cwt. of dye-stuff has been converted into two cwts. by the addition of arrowroot, salt, dextrine and various other adulterants. Dyes bought in crystal form have been ground down and then adulterated. The result is that one can hardly find a dye-stuff in the present market that is not adulterated. The ordinary consumer has been the victim and has been absolutely swindled.

Regarding dyes in Calcutta at the present time in the Government possession and which I believe are about to be auctioned, I think these dyes should be sold to dye houses working at the present time. The largest concern is undoubtedly ours and we are the only dye works dying Alizarine Red just now, besides the Alizarine in Government possession at present was undoubtedly

intended for us. We used this particular brand of Bayers, *viz.*, 11abb and purchased same through Bayer's contractor Golab Singh. Our books can prove this. So this should come to us.

Regarding the other dyes I think those institutions that show the largest outturn should get the major portion. We dye a very large quantity of yarn for the Government jails, so that if we run short they must suffer. We have treated all Government Institutions very fairly, charging them very low rates, so Government considering this should help us to continue ours as well as the jail industries also. I do not see how any arrangement can be made between customers and holders just now. Dyes have been bought at auctions at high rates and will be sold at higher rates and most probably adulterated also. Where is the benefit to the consumer? Holders won't consider the consumer.

We are of opinion that the ordinary dyeing trade and the public interests generally would best be served were the dye-stuffs held by Government distributed in the channels and to the firms to which they were originally intended and on whose account the importers stocked the goods.

From Chamber to Government of Bengal (FINANCIAL DEPARTMENT).

No. 1907—1915.—CALCUTTA, *6th September* 1915.

I am directed to acknowledge the receipt of your letter, No. 3201-Com., dated 23rd August 1915, on the subject of auction sales held under the orders of Prize Courts, with particular reference to sales of dye-stuffs.

2. The Committee submitted copies of your letter to the members of the Chamber with a request that those interested in the subject should communicate their views on the points that you enumerate. In response the marginally cited letters have been received, and I am to attach copies of them hereto for the information of Government.

1. Letter dated 29th August from Messrs. Blackwood Blackwood & Co.
2. Letter dated 27th August from Messrs. Anderson Wright & Co.
3. Letter dated 28th August from Messrs. Andrew Yule & Co.

3. I am to commend the opinions expressed in these letters to the careful attention of the Government, and I am to suggest that an attempt should be made to ensure that the users of dyes should be given an opportunity of acquiring the dye-stuffs in question at moderate prices. The Committee understand that the auctions to which you refer are to be held under the orders of the Alexandria Prize Court, and they are not clear therefore as to whether any control can be exercised over them by the Government of India. But they certainly think that it is desirable to prevent, if possible, the artificial raising of prices, to which the auctions lend themselves; and they trust that such action as may be open to Government with this end in view will be taken.

TRADE RESTRICTIONS: IMPORTS: PROHIBITION OF EXPORT FROM THE UNITED KINGDOM OF ZINC ASHES, ETC.

From Chamber to all Members.

Circular No. 181—1915.—CALCUTTA, 23*rd April* 1915.

Prohibition of the export of zinc, spelter, &c., from the United Kingdom.

I am directed to invite an expression of the opinion of the members of the Chamber upon the following telegram, which has been received from the Government of India in the Department of Commerce and Industry :—

"Following telegram received from Secretary of State for "India. Admiralty propose total prohibition of exporta- "tion of zinc ashes, spelter dross and hard spelter "from the United Kingdom as stocks are required for "manufacture of high grade spelter for cartridge cases. "Subject to concurrence of your Government I propose "to concur on the understanding that permits will be "given for exportation of quantities required by your "Government. Please telegraph reply quickly. Please "let me have your opinion by wire as soon as possible."

2. Your reply should reach this office not later than 27th April.

From Government of India (DEPARTMENT OF COMMERCE AND INDUSTRY) to Chamber.

Telegram, dated SIMLA, 23*rd April* 1915.

Please expedite reply to this Department's telegram number 4003 dash 4005W dated sixteenth April regarding proposed prohibition of export of zinc ashes, spelter dross and hard spelter from the United Kingdom.

From Chamber to Government of India (DEPARTMENT OF COMMERCE AND INDUSTRY).

No. 1032—1915.—CALCUTTA, 29*th April* 1915.

I have the honour to confirm the following telegram sent to you to-day :—

"In continuation my telegram, 24th April regarding proposed "prohibition of export of zinc ashes, spelter dross and "hard spelter from United Kingdom. Matter is of such "importance, Committee do not think they would be "justified in objecting, but from information received "from members of Chamber it is clear that certain "interests will be seriously affected. Suggestion has "been made that Government of India might import "stocks and supply requirements to legitimate customers "to whom materials are necessary. Committee recom- "mend this proposal for consideration and are writing by "to-night's mail more fully."

2. The Committee of the Chamber have come to the conclusion, after careful consideration, that the question is of such importance that the Chamber would not be justified in objecting to the proposals of the Right Hon'ble the Secretary of State. As explained in the above telegram, however, it is obvious, from the replies which have been received to the reference made to members of the Chamber, that the total prohibition of the exportation from the United Kingdom of the articles mentioned will very seriously affect certain interests. For the information of the Government of India, I am directed to forward copies of seven of the *letters received from members of the Chamber, in which an indication is given as to how the prohibition will affect interests here. It is suggested, in one of the letters, that if there be any doubt about obtaining supplies, the Government of India should import stocks and supply the requirements of legitimate consumers to whom the material is a necessity. The Committee commend this suggestion to the careful consideration of the Government of India, and they venture to express the hope that some arrangement on the lines proposed may be found possible. They recognise that there are difficulties in the way, but these could no doubt be got over.

From Government of Bengal (FINANCIAL DEPARTMENT) to Chamber.

No. 1754-Com.—CALCUTTA, 10*th May* 1915.

I am directed to inform you that the export of zinc ashes, spelter dross and hard spelter is about to be prohibited from the United Kingdom but that endeavours will be made to secure, as far as possible, import into India of quantities urgently required for commercial and industrial use. I am to request that you will be so good as to report, at your earliest convenience, for the information of Government the amounts likely to be so required during the next few months, and that Government may be informed as to the gravity and extent of loss which would ensue in each case if the supply were stopped, since really urgent requirements can alone be considered.

* Not printed.

From Government of India (Department of Commerce and Industry) to Chamber.

No. 5975-W.—Simla, *8th May* 1915.

I am directed to acknowledge receipt of your letter No. 1032-1915, dated the 29th April 1915 on the subject of the effect on the commercial community in Calcutta of the proposed prohibition of export of zinc ashes and spelter from the United Kingdom.

The Government of India have acquiesced in the proposed prohibition on the understanding that permits will be given for exportation of quantities urgently required in this country. The Director General of Commercial Intelligence has been instructed to endeavour to ascertain the urgent requirements of firms in India and on receipt of his report endeavour will be made to arrange for the exportation from the United Kingdom of such quantities as can be spared.

From Chamber to Government of Bengal (Financial Department).

No. 1211—1915.—Calcutta, 27*th May* 1915.

I am directed to acknowledge the receipt of your letter No. 1754-Com., dated 10th May 1915, with reference to the prohibition of the exportation from the United Kingdom of zinc ashes, spelter dross and hard spelter.

2. You state that endeavours will be made to secure, as far as possible, the import into India of the quantities urgently required for commercial and industrial use. And you request that you may be furnished with particulars of the quantities likely to be required in Calcutta during the next few months.

3. In reply I am to forward, for the information of Government, the attached copies of the marginally noted *letters which the Committee of the Chamber have received from members interested in the importation of the metals in question. From these communications it will be seen what the requirements of the members in question are.

1.—Letter dated 18th May from Messrs. Martin & Co.
2.—Letter dated 18th May from Messrs. Heatly & Cresham Ld.
3.—Letter dated 19th May from Messrs. Barry & Co., Secretaries and Agents, The Gourepore Co. Ld.
4.—Letter dated 19th May from Messrs. Mackinnon Mackenzie & Co., Managing Agents, B. I. S. N. Co., Ld.
5.—Letter dated 19th May from the Calcutta Port Commissioners.
6.—Letter dated 22nd May from Messrs. Birkmyre Brothers.

4. So far as the Committee can ascertain no members of the Chamber other than those whose names are given above are interested in the subject.

* Not printed.

From Chamber to Government of India (Department of Commerce and Industry).

No. 1212—1915.—Calcutta, 26*th May* 1915.

Adverting to your letter No. 5975-W., dated 8th May 1915, I am now directed to hand you herewith, for your information, the attached copies of the marginally noted correspondence with the Government of Bengal on the proposed prohibition of zinc ashes and spelter from the United Kingdom.

1.—No. 1754 Com., dated 10th May from the Government of Bengal, Financial Department, to the Bengal Chamber of Commerce.
2.—No. 1211-1915, dated 27th May from the Bengal Chamber of Commerce to the Government of Bengal, Financial Department (with enclosures).

From Government of Bengal (Financial Department) to Chamber.

No. 2399-Com.—Calcutta, *5th July* 1915.

I am directed to inform you that an intimation has been received by the Government of India in the Department of Commerce and Industry from His Majesty's Secretary of State for India that the proposed total prohibition of export from the United Kingdom applies to precisely the same articles as those specified under "zinc and zinc ore," (*viz.*, zinc ashes, spelter, spelter dross and zinc sheets) in the Royal Proclamation dated the 3rd February 1915, except that it does not extend to the export of zinc ore to British Protectorates and possessions. The Secretary of State has further intimated that the prohibition to export zinc does not include zinc compounds but that the exportation of Zinc sulphate outside British territory is already prohibited in the Royal Proclamation referred to above.

From Chamber to Government of India (Department of Commerce and Industry).

No. 1729—1915.—Calcutta, 17*th August* 1915.

I am directed to refer to your letter No. 5975-W., dated 8th May 1915, on the subject of the prohibition of the export of zinc ashes and spelter from the United Kingdom.

2. It was stated in the letter that an endeavour would be made to arrange for the exportation, from the United Kingdom, of such quantities of these metals as could be spared. Three months have passed since this statement was made, and local prices are now understood to be almost 100 per cent. above their normal level. This being the present position the Committee suggest, for the consideration of Government, that such immediate action as may be possible should be taken in order that the requirements of

users here may be met. In view of the urgency of the matter they have telegraphed to you to-day in the following terms:—

"Prohibition of export of zinc. Your No. 5975-W. dated "8th May 1915. Local prices of zinc are understood to "be now nearly hundred per cent. above normal and "Committee consequently urge that such action as may "be possible in terms of the last paragraph of your letter "should be taken if this has not been already done."

From Chamber to Government of India (Department of Commerce and Industry).

No. 2121—1915.—Calcutta, 6*th October* 1915.

Prohibition of the export of zinc ashes and spelter from the United Kingdom.

With reference to your letter No. 5975—W dated 8th May 1915, and this office letter No. 1729 dated 17th August 1915, on the above subject, I have the honour to enquire when this Chamber may be informed what action has been taken to meet the requirements of users of these metals.

From Government of Bengal (Financial Department) to Chamber.

No. 306-T/Com.—Darjeeling, 12*th October* 1915.

With reference to the correspondence ending with your letter No. 1211—1915, dated the 27th May 1915, regarding the prohibition of export from the United Kingdom of zinc, zinc ashes, spelter, spelter dross and zinc sheets, I am directed to state that the Government of India have requested His Majesty's Secretary of State to grant permits for the export of these articles to meet the urgent demands of Port Trusts, Municipalities, and other semi-public bodies in the public interests, and also to provide for the requirements of general industries when the quantities required are small, and large industries will be seriously hampered without a supply of zinc, or when the industries themselves are of public importance, provided that such demands are supported by certificates from the Government of India. In view of the paramount claim of the Home Government at the present juncture to the available supplies of zinc, it is essential that these industrial requirements should be reduced to the lowest possible limits consistent with the absolute necessity of public and industrial interests. I am therefore to request that you will be so good as to again examine, in the light of these principles, and submit a revised estimate of the requirements of the members of the Chamber who are interested. I am further to request that the members of your Chamber may be informed that all applications for licenses to export should be submitted to the Government of India through this Government.

From Government of India (Department of Commerce and Industry) to Chamber.

No. 16008.—Simla. 18*th October* 1915.

With reference to your letter No. 2121, dated the 6th October 1915, on the subject of the prohibition on the export from the United Kingdom of zinc, zinc ashes, spelter, spelter-dross and zinc sheets, I am directed to say that the Government of Bengal have been asked again to consider the requirements of general industries in consultation with the Commercial bodies concerned, and the Local Government will no doubt address your Chamber shortly on the subject, if they have not already done so.

From Chamber to Government of Bengal (Financial Department).

No. 2478—1915.—Calcutta, 10*th December* 1915.

I am directed to refer to your letter, No. 306-T/Com. dated 12th October 1915, on the subject of the prohibition of the export from the United Kingdom of zinc, zinc-ashes, spelter, spelter-dross, and zinc-sheets.

2. The Committee of the Chamber have noted, from this communication, that the Government of India have requested His Majesty's Secretary of State to grant permits for the export of these commodities to meet the urgent demands of Port Trusts, Municipalities, and other semi-public bodies, and to provide to a small extent for the requirements of general industries when such would be hampered without a supply.

(1) Messrs. Barry & Co., Secretaries & Agents, The Goureepore Co., Ld. Letter dated 25th October;
(2) Messrs. Mackinnon Mackenzie & Co., Managing Agents, B. I. S. N. Co., Ld. Letter dated 26th October;
(3) Messrs. Birkmyre Brothers, Letter dated 29th October;
(4) Messrs. Heatly & Gresham Ld., Managing Agents, Indian Galvanising Co., Ld. Letter dated 28th October; and
(5) Calcutta Port Commissioners. Letter dated 30th November.

3. In reply to your enquiry for a revised estimate of the requirements of the members of this Chamber, I am to say that the Committee have again approached those interested. Copies of the replies* which they have received are attached hereto for the information of Government. From these it will be observed what the minimum requirements of the members in question are.

* Not printed.

TRADE RESTRICTIONS: CARRIAGE OF CONTRABAND.

PRESS COMMUNIQUÉ.

DELHI, *3rd March* 1915.

It is notified that vessels carrying contraband cargo to neutral countries consigned "to order" are liable to detention, even though the shipper may have furnished the authorities at the Indian Port of Origin with satisfactory evidence of the destination of the goods in the shape of the prescribed declaration of ultimate destination. Shippers should therefore avoid having their Bills of Lading drawn "to order."

From Bombay Chamber to Chamber.

No. 806—1915.—BOMBAY, *22nd April* 1915.

I am directed to send herewith for your information a copy of a letter which my Committee have addressed to the Government of India on the subject of contraband shipments consigned to neutral countries on Bills of Lading "to order," and to express the hope that your Committee may be able to see their way to supporting this Chamber's representation.

No. 804—1915.—BOMBAY, *22nd April* 1915.

From—The Chairman, Bombay Chamber of Commerce,

To—The Secretary to the Government of India, Department of Commerce and Industry.

I have the honour to address you under instructions from my Committee on the subject of contraband shipments consigned to neutral countries on bills of lading "to order."

2. I am to point out that, as Government are no doubt well aware, in cases where Bills of Lading are not made out "to order," the documents are not negotiable and consequently some shippers are unable to get their consignments financed. On the other hand my Committee understand, that if Bills of Lading continue to be made out "to order" there is great risk of the steamers carrying the contraband goods being held up, not only by the British, but also by the French Navy.

3. In these circumstances, my Committee would suggest that the Government of India arrange that steamers carrying contraband to neutral countries be not interfered with provided that the Captain's copy of the Bill of Lading pertaining to the contraband goods has attached to it a certificate, signed by the Collector of Customs of the port of shipment, showing the name of the consignee and stating that permission has been accorded for the shipment to proceed.

4. My Committee would further suggest that it be made compulsory for shippers of contraband goods to obtain these certificates, as otherwise not only will the shippers of contraband themselves suffer when the steamer is held up, but also all other shippers and the steamer itself.

5. In conclusion, I am to express the hope that the Government of India may favourably consider my Committee's proposal in this connection and that, in the event of Government's approving the same, the proper authorities at home may be moved without delay to give the scheme effect.

From Chamber to Government of India (DEPARTMENT OF COMMERCE AND INDUSTRY.)

No. 1111—1915.—CALCUTTA, *12th May* 1915.

I am directed to address you with reference to your Department press communiqué, dated 3rd March 1915, on the subject of the shipment of contraband cargo to neutral countries.

2. The communiqué stated that vessels carrying contraband, consigned "to order" to neutral countries, are liable to detention, even though the shipper may have furnished the Indian authorities with satisfactory evidence as to destination. It also advised shippers to avoid having their bills of lading drawn "to order."

3. In your demi-official letter, dated 12th April, you mention that certain instructions which the Government of India had issued to Collectors of Customs were being withdrawn, as they had been issued in error. They were to the effect that the Collectors were not to accept bills of lading drawn "to order." But, as you rightly point out, the difficulty in the case will still remain even after the withdrawal of the instructions. For contraband shipments consigned to neutral countries, on bills of lading drawn to order, will still be held up by both the British and the French Navies. You enquire if, in the opinion of the Chamber, a certificate endorsed on the bill of lading, by the Customs authorities in India, would be likely to meet the case.

4. In reply I am to say that the difficulty about any proposal for the endorsement, or modification, of the bill of lading is that this document is not always carried by the steamer. If it could be assured that a copy of every bill of lading was on board, the endorsement of such a certificate as you propose might possibly be satisfactory. But even so the Committee prefer a suggestion which has been made by the Calcutta Exchange Banks Association. It is recognised, by both bankers and merchants, that a bill of lading which makes the goods covered by it deliverable to the ultimate consignee does not give the holder a clear title. Banks cannot

secure themselves by receiving such a document, and it may be assumed therefore that, unless the bills of lading are drawn to order, they will decline to open credits for any but firms of very high standing. To meet this point the Exchange Banks Association have suggested that bills of lading should be drawn:—"Shipped "by A. B. & Co. consigned to C. D. & Co..... "and to be delivered to..... .....*(here insert the "name of either the Calcutta Bank negotiating the relative bills of "exchange or the name of the bank or accepting house who opened "the necessary credit)*..... ....." The Exchange Banks Association have been advised by their solicitors that the holder of a bill of lading drawn in this way is protected.

5. But, as I have indicated, neither this nor any other modification of the bill of lading will be of any use if the document is not itself on the steamer. And it must be, the Committee think, accepted that it is impossible to ensure in all cases that the bills of lading will be on board. For to enforce such a requirement would frequently mean very serious delay to the steamer. All vessels now carry manifests certified by the Customs authorities; and these certified manifests should, the Committee suggest, be regarded by the authorities as the authentic record of the cargo. Copies of all the bills of lading signed before the departure of the steamer would be in the possession of the Captain, and would be attached to the certified manifests. Bills of Lading not signed before the departure of the steamer might be submitted, unsigned, to the Collector of Customs for comparison with his copies of the certified manifests. If they agreed with the latter they would be passed, and sent to the steamship company for signature. If any of them differed, those particular consignees would be unable to obtain their bills of lading until they had satisfied the Collector.

6. The essential feature of this proposal is of course that the detaining cruiser would accept the certified manifests as the record, relying on the authorities in India to ensure that the bills of lading were in conformity therewith. The Banks would be protected because the bills of lading would have been drawn in the manner suggested in paragraph 4 above; and the requirements of the Government, that bills of lading should not be drawn to order, would likewise have been satisfied. The whole question is one of considerable difficulty, but the Committee are inclined to think that possibly the foregoing recommendation may offer a solution; and they commend it to the favourable attention of the Government of India.

7. There is a further point which I am also to invite you to consider. It is as to the precise meaning attached, by the Government, to the expression "Bill of Lading drawn to order." I am to suggest that the phrase should be defined, but I am to add that, in the meantime, the Committee have presumed that it is used in the correspondence as meaning a bill of lading drawn "to order" without the name of the consignee. For, as a matter of fact, bills of lading are still being drawn to the order of the

buyer; and such bills of course become negotiable instruments if, and as soon as, the buyer endorses them in blank. Perhaps you will be good enough to intimate if bills of lading drawn in this way meet the requirements of the Government, or if it is expected that they should be so drawn as to make the goods deliverable to the buyer only, and not to his order. The latter would be very awkward, if not unworkable.

From Government of India (Department of Commerce and Industry) to Chamber.

Telegram, dated Simla, *14th May* 1915.

In connection with this Department's Press Communiqué of the third March 1915 notifying that vessels carrying contraband cargo to neutral countries consigned to order are liable to detention. Bombay Chamber of Commerce have suggested that the risk might be obviated by arranging for Captain's copy of bill of lading which would presumably be certified and have attached to it Customs certificate showing name of consignee and stating that permission has been accorded to shipment to proceed. Would be glad to have your views on these suggestions.

From Director-General of Commercial Intelligence to Chamber.

No. 1996.—Calcutta, *15th May* 1915.

I have the honour to say that I have received the following telegram dated 14th May from the Government of India, Department of Commerce and Industry:—"In connection with this Department's Press Communiqué of the third March 1915 notifying that vessels carrying contraband cargo to neutral countries consigned to order are liable to detention. Bombay Chamber of Commerce have suggested that risk might be obviated by arranging for Captain's copy of bill of lading which would presumably be certified and have attached to it Customs certificate showing name of consignee and stating that permission has been accorded to shipment to proceed. Bombay Chamber further suggest that it be made compulsory for shippers to obtain these certificates..... .....".

I should be much obliged if you would favour me with the views of the Bengal Chamber of Commerce as early as possible on these suggestions.

From Chamber to Director-General of Commercial Intelligence.

No. 1168—1915.—Calcutta, *19th May* 1915.

In reply to your letter No. 1996, dated 15th May, I am directed to inform you that the Committee of the Chamber have to-day

telegraphed as follows to the Government of India, Department of Commerce and Industry, on the subject of the carriage of contraband to neutral countries :—

"Contraband to neutral countries. Your telegram dated "14th May. Committee have considered proposal made "by Bombay Chamber in this connection. They think "however, that the suggestion set forth in their letter "of 12th May to your Department will afford a solution "of the difficulty more satisfactory to trade and more "complete from the point of view of Government. "They recommend therefore its adoption if possible."

2. A copy of the Committee's letter, dated 12th May 1915 to the Department is attached hereto for your information.

From Government of Bengal (Financial Department) to Chamber.

Endorsement No. 1912 Com.—Calcutta, 22*nd May* 1915.

A copy of the press communiqué by the Government of India, (Department of Commerce and Industry) dated 14th May 1915, forwarded to the Secretary to the Bengal Chamber of Commerce for information.

GOVERNMENT OF INDIA.

Department of Commerce and Industry.

Simla, the 14th May 1915.

Press Communiqué.

In the Press Communiqué issued by this Department on the 3rd March last, it was notified that vessels carrying contraband cargo to neutral countries consigned "to order" are liable to detention. Information has now been received from the Secretary of State that a similar risk is incurred in the case of goods other than contraband unless the bills of lading are made out to named consignees.

In conveying this warning to shippers, the Government of India recognise that inconvenience may be caused to the ordinary process of financing foreign trade by the requirement that bills of lading should be drawn to named consignees, and they are endeavouring, in consultation with Chambers of Commerce, to devise the best means of meeting the requirements of the Home authorities while at the same time interfering as little as possible with the course of trade.

GOVERNMENT OF INDIA.

Department of Commerce and Industry.

Simla, the 7th May 1915.

Press Communiqué.

With reference to the Press Communiqué of the 3rd March and 14th May, warning shippers of the risk of having their bills of lading drawn to order, information has now been received as to the meaning to be attached to the expression "to order." It is explained that the Contraband Committee would probably treat goods consigned "to order" to a neutral port having communication with an enemy country as *ipso facto* suspect, that goods so consigned to "A. B. or order," or to "A. B. or assigns," is more open to suspicion than if consigned simply to A. B.; but it is added that decisions in cases of this kind would be determined by the facts of each case as a whole.

From Collector of Customs to Chamber.

No. 4086.—Calcutta, 1*st July* 1915.

I have received instructions from the Government of India that the Home Authorities insist on Bills of Lading or certified copies being on board the ship. They have also rejected the form of Bill of Lading suggested by the Calcutta Exchange Banks. If the Bill of Lading is made out to a named consignee there is no difficulty, but if it is to a bank or financial house of high standing it must bear the note "Notify A. B." where A. B. is the consignee whose name appears on the declaration of destination.

2. These instructions only refer to articles consigned to neutral countries in Europe, which are on the contraband or conditional contraband lists contained in King's Proclamation, dated 23rd December 1914, and published as notification No. 7084-W., dated 23rd January 1915 of the *Gazette of India*, and subsequent modifications of these lists as shown in the margin.

No. 3734-W., dated 10th April 1915.
No. 9847-W., of 29th June 1915

3. It should be borne in mind that these lists are quite separate from the lists of articles of which the export is prohibited or restricted.

From Chamber to all Members.

Circular No. 341—1915.—Calcutta, 14*th July* 1915.

In the abstract of proceedings for the month of April last the Committee made the following remarks on the question of the carriage of contraband to neutral countries :—

On the 3rd March last the Government of India published an official communiqué to the effect that vessels carrying contraband "to order" to neutral countries would be liable to detention by British or French cruisers even though the shipper might have furnished the Indian authorities with satisfactory evidence as to destination. Shippers were consequently advised to avoid having their bills of lading drawn "to order." Subsequently the Government enquired if, in the opinion of the Chamber, a certificate endorsed on the bill of lading by the Customs authorities in India would be likely to meet the difficulty thus created.

The Committee pointed out in reply that any proposal for the endorsement, or modification, of the bill of lading is made difficult by the fact that all the bills of lading are not invariably carried by the steamer. If it could be assured that a copy of every bill of lading would be on board, the endorsement of such a certificate as that suggested might be satisfactory. But even so they preferred a suggestion which had been made by the Calcutta Exchange Banks Association. It

is recognised by both bankers and merchants that a bill of lading which makes the goods covered by it deliverable to the ultimate consignee does not give the holder a clear title. Banks cannot secure themselves by receiving such a document, and it may be assumed therefore that, unless the bills of lading are drawn to order, they will decline to open credits for any but firms of very high standing. To meet this point the Calcutta Exchange Banks Association had recommended that bills of lading should be drawn "shipped by A. B. & Co., consigned to C. D. & Co., "..and to be delivered to.....................*(here insert the "name of either the Calcutta Bank negotiating the relative bills of lading, or the name "of the Bank or accepting house who open the necessary credit)*............................."

Although they expressed a preference for this recommendation the Committee emphasised the fact that it would be of no use if the bill of lading were not on the steamer. And it must be accepted that it is impossible to ensure in all cases that the bills of lading will be on board. To enforce such a requirement would frequently mean that a vessel would be very seriously delayed. All steamers now carry manifests certified by the customs authorities: and these certified manifests should, the Committee suggested, be regarded by the authorities as the authentic record of the cargo. Copies of all the bills of lading signed before the departure of the steamer would be in the possession of the Captain, and would be attached to the certified manifests. Bills of lading not signed before the departure of the steamer might be submitted unsigned to the Collector of Customs for comparison with his copies of the certified manifests. If they agreed with the latter they would be passed and sent to the steamship company for signature. If any of them differed, those particular consignees would be unable to obtain their bills of lading until they had satisfied the Collector. The essential feature of this suggestion is that the detaining cruiser would accept the certified manifests as the record, relying on the authorities in India to ensure that the bills of lading were in conformity therewith. The Banks would be protected because the bills of lading would have been drawn in accordance with their recommendation; and the requirements of the Government, that bills of lading should not be drawn to order, would likewise have been satisfied.

2. The Collector of Customs, Calcutta, has now informed the Committee that His Majesty's Government insist on bills of lading, or certified copies, being on board the ship; and that they have rejected the form of bill of lading shown in the preceding paragraph. The Collector goes on to say that if the bill of lading is made out to a named consignee there will be no difficulty. But if it is to a Bank or financial house of high standing it must bear the note "Notify A. B.", where A. B. is the consignee whose name appears on the declaration of destination.

3. I am further to invite your particular attention to the fact that these instructions refer only to articles consigned to *neutral countries in Europe*, and included in the contraband or conditional contraband lists prescribed by His Majesty's Proclamation, dated 23rd December 1914, and subsequent additional lists. The names of these commodities are given below.

4. It will be observed from the foregoing that when the Committee addressed the Government on the subject they were under the impression that the communiqué of 3rd March 1915 applied to all neutral countries. For the Department of Commerce and Industry had informed them that such was the meaning of the communiqué. It now appears, however, that the orders are confined to neutral countries in Europe only, and this undoubtedly simplifies the matter. Indeed, the Committee do not anticipate that there will be any serious difficulty in arranging for the bills of lading to be always on board the steamer in the case of goods intended for these countries.

List of goods declared by His Majesty to be either (1) absolute contraband of war; or (2) conditional contraband of war:—

Absolute Contraband of War.

1. Arms of all kinds, including arms for sporting purposes, and their distinctive component parts.
2. Projectiles, charges and cartridges of all kinds, and their distinctive component parts.
3. Powder and explosive specially prepared for use in war.
4. Ingredients of explosive, *viz.*, nitric acid, sulphuric acid, glycerine, acetone calcium acetate, sulphur, potassium nitrate, the fractions of the distillation products of coal tar between benzol and cresol inclusive, aniline, methylaniline, dimethylaniline, ammonium perchlorate, sodium perchlorate, sodium chlorate, barium chlorate, ammonium nitrate, cyanamide, potassium cholorate, calcium nitrate, mercury.
5. Resinous products, camphor and turpentine (oil and spirit).
6. Gun mountings, limber boxes, limbers, military wagons, field forges, and their distinctive component parts.
7. Range-finders and their distinctive component parts.
8. Clothing and equipment of a distinctly military character.
9. Saddle, draught and pack animals suitable for use in war.
10. All kinds of harness of a distinctively military character.
11. Articles of camp equipment and their distinctive component parts.
12. Armour plates.
13. Ferro alloys, including ferro-tungsten, ferro-molybdenum, ferro-manganese, ferro-vanadium, ferro-chrome.
14. The following metals:—Tungsten, molybdenum, vanadium, nickel, selenium, cobalt, aehmatite, pig-iron, manganese.
15. The following ores:—Wolframite, scheelite, molybdenite, manganese ore, nickel ore, chrome ore, haematite iron ore, zinc ore, lead ore, bauxite.
16. Aluminium, alumina, and salts of aluminium.
17. Antimony, together with the sulphides and oxides of antimony.
18. Copper, unwrought and part wrought and copper wire.
19. Lead, pig, sheet, or pipe.
20. Barbed wire, and implements for fixing and cutting the same.
21. Warships, including boats and their distinctive component parts of such a nature that they can only be used on a vessel of war.
22. Submarine sound signalling apparatus.
23. Aeroplanes, airships, balloons, and aircraft of all kinds, and their component parts, together with accessories and articles recognisable as intended for use in connection with balloons and aircraft.
24. Motor vehicles of all kinds and their component parts.
25. Tyres for motor vehicles and for cycles, together with articles or materials especially adopted for use in the manufacture or repair of tyres.
26. Rubber (including raw, waste, and reclaimed rubber) and goods made wholly of rubber.
27. Iron pyrites.
28. Mineral oils and motor spirit, except lubricating oils.
29. Implements and apparatus designed exclusively for the manufacture of munitions of war, for the manufacture or repair of arms, or war material for use on land and sea.
30. Raw wool, wool tops and noils and woollen and worsted yarns.
31. Tin, Chloride of tin, tin ore.
32. Castor oil
33. Paraffin wax.
34. Copper iodide.
35. Lubricants.
36. Hides of cattle, buffaloes, and horses; skins of calves, pigs, sheep, goats and deer; leather, undressed or dressed, suitable for saddlery, harness, military boots or military clothing.
37. Ammonia and its salts whether simple or compound; ammonia liquor; urea aniline, and their compounds.
38. Toluol, and mixtures of toluol, whether derived from coal-tar, petroleum, or any other source.
39 Lathes and other machines or machine-tools capable of being employed in the manufacture of munitions of war.
40. Maps and plans of any place within the territory of any belligerent or within the area of military operations, on a scale of four miles to one inch or on

any larger scale, and productions on any scale by photography or otherwise of such maps or plans.

Conditional Contraband of War.

1. Food stuffs.
2. Forage and feeding stuffs for animals. {including oleaginous seeds, nuts and kernels; animal and vegetable oils and fats suitable for use in the manufacture of margarine; and cakes and meals made from oleaginous seeds, nuts and kernels.
3. Clothing, fabrics for clothing and boots and shoes suitable for use in war.
4. Gold and silver in coin or bullion; paper money.
5. Vehicles of all kinds, other than motor vehicles, available for use in war, and their component parts.
6. Vessels, craft, and boats of all kinds; floating docks, parts of docks, and their component parts.
7. Railway materials, both fixed and rolling stocks, and materials for telegraphs, wireless telegraphs, and telephones.
8. Fuel, other than mineral oils. Lubricants.
9. Powder and explosives not specially prepared for use in war.
10. Horse shoes and shoeing materials.
11. Harness and saddlery.
12. Hides of all kinds, dry or wet; pigskins, raw or dressed; leather undressed or dressed, suitable for saddlery, harness, or military boots.
13. Field glasses, telescopes, chronometers, and all kinds of nautical instruments.
14. Tanning substances of all kinds (including extracts for use in tanning).
15. Linseed oil.

Dated Simla, 21st July 1915.

PRESS COMMUNIQUÉ.

With reference to previous communiqués on the subject the Government of India are now in a position to announce the procedure finally prescribed under instructions from His Majesty's Secretary of State for India for the use of Bills of Lading. Bills of Lading, or certified copies, are now invariably required to be on board the vessel in the case of goods whatever their nature may be, *i.e.*, whether contraband or not, and whatever the country of origin when destined for any countries in Europe on the Asiatic provinces of Turkey. In the case of goods destined for Russia or neutral countries in Europe such bills must be drawn either in the name of the actual consignee or to a bank, or other financing house with the marginal endorsement "notify A. B."—A. B. being the consignee as shewn in the declaration of destination. Shipments for England, France and Italy need not be for a named consignee, provided that the Bill of Lading and manifest clearly show that the destination is as stated. Goods for the Netherlands should be consigned to the Netherlands Oversea Trust. It will be necessary for shippers to produce Bills of Lading before the Collector of Customs to enable him to compare them with the declaration of destination and licence (if any) and with the ships manifest. After comparison a copy certified by the customs authority as correct together with one copy of the ship's manifest will be delivered to the ship's master with his port clearance. To enable agents to prepare the manifest, shippers must declare consignees' names in shipping bills so as to correspond with bills of Lading. Collectors of Customs have been instructed to treat all such information as confidential. With regard to neutral countries outside Europe it is not absolutely necessary but would save possible delays to adopt the procedure prescribed above, provided that that procedure is strictly adhered to in the case of goods destined for the Asiatic provinces of Turkey. The procedure will be introduced at once to minimise as far as possible the risk of detention and confiscation of cargoes.

No. 5464.

CALCUTTA CUSTOM HOUSE.

Calcutta, 23th July 1915.

Copy of the following notices is forwarded to the Secretary, Bengal Chamber of Commerce, for information.

(*Sd.*) G. L. MACGREGOR,
Collector of Customs.

NOTICE.

To Steamer Agents.

All steamers entering outwards for Europe or Asiatic Turkey on the 27th July or subsequently are subject to the following regulations in respect of their bills of lading and manifests.

2. Captain's copy of the bill of lading must be compared with the manifest and declaration of ultimate destination and license (if any) and countersigned at the Custom House by an Assistant Collector. Unless this has been done Port Clearance cannot be granted. It is strongly recommended that the same procedure be adopted in the case of vessels clearing for countries outside Europe.

3. The number of the bill of lading should correspond with the Line number of the consignment in the manifest. This will greatly facilitate check in the Custom House.

4. Instructions have already been advertised on the Export Daily List for the entry of the consignee's name in the Right Hand Top Corner of the shipping bill.

NOTICE.

To all Steamer Agents.

In continuation of my Circular of the 29*th instrut* it is requested that Agents will send in to the Custom House each sheet of the manifest, and the relative Bills of Lading as it is completed so as to obviate a rush of work when a steamer has finished loading.

The Custom House will be open from 11 to 1 p.m. on Sunday for the preparation of her clearance papers in the case of a ship sailing before the Custom House opens on Monday.

This concession will only be granted if the agents notify the Export Department before 12 noon on Saturday.

Port clearances will not be issued on Saturdays after 1 p.m.

GOVERNMENT OF INDIA.

DEPARTMENT OF COMMERCE AND INDUSTRY.

Simla, the 11th September 1915.

PRESS COMMUNIQUÉ.

In the Press Communiqué issued by this Department on 21st July it was notified that bills of lading must be on board for all shipments to the Asiatic Provinces of Turkey. The ports intended to be included under this general designation are the following:—

Aden, Perim Island, Socotra Island, Bahrain Island, Market, Dhofar, Kuria Muria Islands, Akakhara, Khor Jerumah, Sur, Kalhat, Qariat, Masqat, Sib, Barkah, Masnulah, Sowaiq, Khaburah, Sohar, Shinas, Khasab, Sharjah, Dibai, Ras-ul-Had, Abu Dhabi, Mukalla, Saihut, Musainah, Kuwait.

Shipments to other parts of Asiatic Turkey are not permitted.

GOVERNMENT OF INDIA.

DEPARTMENT OF COMMERCE AND INDUSTRY.

Simla, the 24th September 1915.

PRESS COMMUNIQUÉ.

With reference to previous Press Communiqués on the subject of the use Bills of of Lading, it is notified that shipments to British, French, or Italian ports or Russian ports, not in the Baltic, need not be for a named consignee provided that the Bill of Lading and Manifest clearly show that the destination is as stated, and provided that the vessel is not to call at a neutral European port on her voyage.

In cases where the use of another form of consignment might lead to an interruption of the voyage, it is desirable that goods shipped to neutral countries outside Europe should be consigned in the same manner as those shipped to neutral countries in Europe, but where this course is not adopted, it should be clearly indicated in the Bill of Lading that the destination of the goods is outside Europe and is not in Asiatic Turkey, nor in, nor adjacent to, any enemy possession.

In the case of goods destined for neutral European ports or Russian ports in the Baltic or shipped by vessels calling at a neutral European port the endorsement "Notify A. B." must be made in the body of the Bill and not in the margin.

ENEMY STEAMERS: WAGES OF INDIAN CREWS.

From Chamber to Port Officer, Calcutta.

No. 1246—1915.—CALCUTTA, 2*nd June* 1915.

I am directed to attach hereto, for your information, a copy of a petition which has been received by the Chamber of Commerce from the Indian crew of the Hansa line s.s. *Ravenfels*.

2. The Committee of the Chamber have of course no means of ascertaining whether the statements made in the petition are correct, or whether the amounts said to be due to the particular men named in it are accurate. They understand however that the case of the crew of the s. s. *Ravenfels* is under your consideration, and that you are in correspondence with the Government of India concerning it. If this be so, they would be glad to be favoured with information as to what the present position of the case is. They make this enquiry because it seems to them to be very desirable, in the general interest of the shipping community, that all arrears of pay that can be justly claimed by the Indian crew of the *Ravenfels*, or of other enemy steamers similarly situated, should be paid at the earliest possible date.

From Port Officer, Calcutta to Chamber.

No. S-346.—CALCUTTA, 11*th June* 1915.

I have the honour to acknowledge receipt of a copy of a petition with its enclosures from the ex-crew of the s. s. *Ravenfels*, forwarded with your Office letter No. 1246 dated the 2nd instant.

In reply I have the honour to inform you that the matter is at present under the consideration of the Government of India.

From Chamber to Port Officer, Calcutta.

No. 1335—1915.—CALCUTTA, 18*th June* 1915.

I am directed to acknowledge the receipt of your letter, No. S-346 dated 11th June 1915, with reference to the ex-crew of the s.s. *Ravenfels*.

2. The Committee of the Chamber note that the case of these men is under the consideration of the Government of India. They would however be glad to learn whether there is any prospect of Government giving an immediate decision in regard to it; for they feel that it is most undesirable that such claims as these in question should remain unadjusted. If you have not already done so you will, they trust, be able to see your way to press the urgency and importance of the case upon the attention of the Government.

And I am to add that the Committee will themselves be prepared to approach the Department of Commerce and Industry, should such action on their part be likely to expedite a settlement.

From Port Officer, Calcutta to Chamber.

No. S-425—1915.—CALCUTTA, 25*th June* 1915.

I have the honour to acknowledge your No. 1335 of 18th June 1915, and beg to inform you that there are several similar cases to that of the ex crew of the s.s. *Ravenfels*. The whole question regarding enemy's ships and their crews is under the consideration of Government. Any information on the subject may be obtained from the Secretary to Government, Marine Department.

From Chamber to Government of India (MARINE DEPARTMENT).

No. 1430—1915.—CALCUTTA, 1*st July* 1915.

1. Petition dated 27th May 1915, from the ex-crew of the s.s *Ravenfels*;
2. Letter No. 1246, dated 2nd June 1915, from the Bengal Chamber of Commerce to the Port Officer, Calcutta;
3. Letter No. S-346, dated 11th June 1915, from the Port Officer, Calcutta, to the Chamber;
4. Letter No. 1335, dated 18th June from the Chamber to the Port Officer; and
5. Letter No. S-425, dated 25th June from the Port Officer, Calcutta, to the Chamber.

I am directed to submit, for the consideration of Government, the attached copies of the marginally cited papers, with reference to the ex-crew of the Hansa liner *Ravenfels*.

2. The papers are self-explanatory, but the Committee feel that they ought prominently to draw the attention of your Department to the urgent necessity for the prompt adjustment of the claims in question. They are of course without information as to whether all the claims that are put forward in the petition can, or cannot, be substantiated. But it is of great importance, in the general interest of the shipping community, that any sums which may be due to the men should be paid to them without further delay. Serious difficulties are already being experienced by steamship agents in regard to native crews, and it is most undesirable that these should be in any way accentuated.

From Government of India (DEPARTMENT OF COMMERCE AND INDUSTRY) to Chamber.

No. 11260.—SIMLA, 12*th July* 1915.

am directed to acknowledge the receipt of your letter No. I 01915, dated the 1st July 1915, addressed to the Secretary

to the Government of India, Marine Department, and to intimate that it will be submitted for the consideration of the Government of India.

From Chamber to Government of India (MARINE DEPARTMENT).

No. 2480—1915.—CALCUTTA 10*th December* 1915.

I am directed to invite your attention to my No. 1430, dated 1st July 1915, with reference to the question of the unpaid wages of the ex-crew of the Hansa liner *Ravenfels*.

2. The Committee of the Chamber have not so far been favoured with a reply to this representation, in which they strongly urged that the claims of the crew in question should be promptly adjusted. They understand however that in the meantime the men have been paid by the Bengal Branch of the Imperial Indian Relief Fund. This is so far satisfactory, but they would be glad to be informed of the reasons for the delay that has occurred in the disposal of the case. They also wish to bring to the notice of Government another case which has now come before them. This has reference to the crew of the s. s. *Ockenfels*, who have presented two petitions to the Chamber. Copies of these petitions are attached hereto for information.

3. The Committee have submitted the petitions to the Port Officer and Shipping Master, Calcutta, and have suggested that, if the facts prove on examination to be as stated, an application should be made to the Relief Fund for immediate payment. Such an application may or may not be strictly in order, but in the case of the *Ravenfels* it provided a temporary settlement for a very wrong state of things. For the prompt adjustment of claims of this description is an urgent necessity. It is in every way inadvisable that Indian seamen should experience difficulties in obtaining payment of wages due to them. And if it is a fact, as is stated in the petitions, that the amount due to the crew of the *Ockenfels* was deposited by the master of the ship with the British Consul, at Boston, it is very greatly to be regretted that there should be any delay in Calcutta. Occurrences of this description directly accentuate the difficulties of steamship agents in regard to native crews, and the Committee very strongly urge that every effort should be made to avoid them.

From Chamber to Port Officer, Calcutta.

No. 2481—1915.—CALCUTTA, 10*th December* 1915.

I am directed to hand you herewith the attached copies of two petitions, which have been received by the Committee of the Chamber, from the crew of the Hansa liner *Ockenfels*.

2. You will observe from these documents that the men in question were discharged from the steamer at Boston, and that a year's wages were due to them. The amount was, they state, deposited by the master of the steamer with the British Consul at Boston; and they add that the Consul directed them to call at your office in Calcutta for payment. They go on to say that they have frequently called at your office for this purpose but without result.

3. The Committee of the Chamber presume that the necessary instructions have not yet reached you, and that you are not therefore in a position to pay the men. But it is in their opinion most undesirable that there should be any delay in the matter. The men state in their petition that they have an authorised account of the sum due; and if this be so they ought unquestionably to be paid forthwith. In the case of the *Rauenfels*, concerning which the Committee had correspondence with you earlier in the year, they understand that payment was eventually made to the men as an advance from the Imperial Indian Relief Fund. This may or may not be in order, but it has provided a temporary settlement for a very wrong state of things. I am therefore instructed to suggest to you that you approach the Fund with reference to the crew of the *Ockenfels*, assuming of course that their claims are properly substantiated. The Fund will no doubt recover the amount ultimately from the Government.

4. On the 1st July 1915 the Committee addressed the Government of India in the Marine Department with regard to the crew of the s. s. *Rauenfels*. They have not so far received a reply, and they have now again approached the Department, instancing also the case of the *Ockenfels*, and strongly urging that immediate action should be taken.

From Port Officer, Calcutta, to Chamber.

No. S-1534.—CALCUTTA, 22*nd December* 1915.

With reference to your letter No. 2481—1915 dated the 10th December 1915 regarding payment of the wages due to the crew of the Hansa Liner *Ockenfels*, I have the honour to inform you that the balance of wages due them was paid to the British Consul at Boston who has rendered an account to the Board of Trade for settlement. On the 4th October last the Board of Trade was approached to authorise payment of the money due to the crew but no reply has yet been received.

The members of the crew who are at present in Calcutta numbering 28 men, have however, been granted an advance of Rs. 50-0-0 each to the petty officers and Saloon Department and Rs. 30-0-0 each to the firemen and sailors from the money which the Imperial Indian Relief Fund has placed at my disposal for this purpose.

From Chamber to Port Officer, Calcutta.

No. 5—1916.—CALCUTTA, 3*rd January* 1916.

I am directed to acknowledge the receipt of your letter No. S-1534 dated 22nd December 1915 with reference to the payment of the wages due to the crew of the Hansa liner *Ockenfels*.

2. The Committee of the Chamber are glad to note that an advance has been made from the Imperial Indian Relief Fund to a number of these men; and they trust that every effort will be made to expedite the settlement of the case. They have not yet received a reply from the Government of India to their letter dated 10th December on the subject.

IMPRESSMENT OF STEAMERS BY THE GOVERNMENT OF INDIA.

From Government of India (Department of Commerce and Industry) to Chamber.

No. 985-988-W.—Delhi, 20*th January* 1915.

I am directed to invite a reference to the correspondence ending with the *letter in this Department No. 36-W., dated the 2nd instant, regarding the procedure to be observed in adjusting claims arising from the impressment of vessels for military or naval purposes.

2. Your Chamber will doubtless remember that, when the Impressment Ordinance was promulgated, it was announced that the compensation payable for impressment would be fixed by agreement or, failing such agreement, by rules to be issued in consultation with the Secretary of State for India and with the shipping interests concerned in India and England. A reference to the Home authorities was considered desirable on the ground that Indian Shipping interests are very largely controlled from the United Kingdom; and in accordance with this procedure the Secretary of State for India was consulted in November regarding the method and principles in accordance with which such claims should be adjudicated. It was at the same time suggested to the Secretary of State for India that it would be convenient if they could be adjudicated by the British Arbitration Board. This suggestion is at present under consideration by His Majesty's Government and it is hoped that orders will shortly be passed on the subject. The Secretary of State for India has recently cabled to say that the Admiralty's decision on this proposal and on other connected matters would be reached very shortly and the Government of India therefore propose to defer action on claims lodged up to date until receipt of final orders from the Secretary of State for India.

From Chamber to Government of India (Department of Commerce and Industry).

No. 548—1915.—Calcutta, 8*th March* 1915.

I am directed to refer to the correspondence, resting with your letter No. 985-988-W., dated 29th January 1915, regarding the procedure to be observed in adjusting claims arising from the impressment of vessels for military or naval purposes.

2. I am to enquire if the decision of the Admiralty has yet been communicated on the suggestion that the claims in question might be adjudicated by the British Arbitration Board. It will be

* Not printed.

within your knowledge that the Karachi and the Bengal Chambers of Commerce recommended the appointment of a Board of Arbitration in this country. But the Committee understand from your letter that a reference to the Home authorities was considered to be desirable, on the ground that Indian shipping interests are very largely controlled from the United Kingdom. The prolonged delay which has taken place in dealing with the claims is giving rise to very considerable inconvenience among the mercantile community; and this would seem to be particularly the case as regards the numerous claims by shippers. The Committee trust, therefore, that every effort will be made to expedite the decision of His Majesty's Government, in order that a method of determining the various claims may be decided upon at the earliest possible moment. It is understood that the British Board of Arbitration has now been in existence for four or five months.

From Chamber to Government of India (Department of Commerce and Industry).

No. 690—1915.—Calcutta, 20*th March* 1915.

I am directed to confirm the following telegram, which was despatched to your Department yesterday, on the subject of the impressment of steamers by Government:—

"All concerned deeply anxious regarding heavy losses and total dislocation trade threatened by renewal Government impressment of steamers on previous system. Chamber have been asked support Baled Jute Shippers' Association's protest against threatened impressment *Malakuta* following that of *Morvari*. Chamber addressing you more fully by letter to-morrow, also Monteath will give you their views on his arrival Delhi Monday."

2. The system under which steamers have been requisitioned during the present war has been previously criticised by the Chamber; and, in again remarking upon it, the Committee would emphasise the fact that it is the earnest wish of the whole commercial community to give all possible assistance to Government. There is however a strong feeling that the system has not worked satisfactorily, and is never likely to do so, in that it is not in touch with trade conditions. The Committee would respectfully urge that the Chamber should be taken into the confidence of Government in the matter, and should be in intimate association with the particular department responsible for the working of the system. They are convinced that if the commercial community were consulted in this way both Government and the trade would gain. Nevertheless, if the Government make a specific declaration to the effect that the system cannot be worked in any way other than the present, the Chamber will at once acquiesce, and will warn its members accordingly. But no such declaration has yet been made, and in the meantime the system has caused, and is

causing, heavy losses which might, it is believed, be largely reduced if other methods were adopted.

3. As is indicated in the message, considerable anxiety is again manifesting itself in Calcutta on account of the renewal of the system. The immediate cause of this anxiety was the impressment, on the 13th March, of the s. s. *Marwari* which is proceeding to Australia for horses. The vessel was at the time discharging her imports, and it was intended that she should sail at the end of this week for Dundee, for which port she was fully booked. This cargo was cancelled, and shippers were forced to engage other freight, which they fortunately succeeded in obtaining in an outside steamer. But this vessel will not be in port until April, while their cargo was sold for March shipment. They will consequently be called upon to pay late shipment fines, which will amount to a heavy sum. In addition to late shipment fines, there is the very great extra loss entailed upon them by the fact that the rate of freight in the outside steamer was nearly double the average rate in the s. s. *Marwari*.

4. In addition to the s. s. *Marwari* it is now reported, as is stated in the telegram, that the s. s. *Malakuta*, the next vessel of the same line, is also to be requisitioned. It would appear to be distinctly unfair to shippers, as well as to owners, that two consecutive steamers of one line, loading for the same port, should be taken. And it is feared that shippers' differences in freight will be even greater in the case of the s. s. *Malakuta* than in that of the s. s. *Marwari*, as the market is still advancing. Indeed it is improbable that the *Malakuta* can be replaced at all.

5. On the other hand the Committee are informed that the Government have recently fixed a number of prize steamers to the United Kingdom from India at high rates. In fact it is stated that quite recently the prize steamer *Trostburg* was fixed from Bombay to the United Kingdom at 60*s.* per ton, which is equivalent to about 75*s.* a ton from Calcutta. The Committee find it difficult to understand why some of these vessels cannot be used as transports. But they are not so utilised, with the result that the Government, by requisitioning steamers, are inflicting heavy losses on individual traders, while at the same time they are letting out the vessels under their control at highly profitable rates. This procedure does not appear to be fair, and it also accentuates the dislocation of business. I am accordingly directed to suggest that such prize vessels as are not suitable for Government purposes should at least be offered to those lines whose steamers are requisitioned. It must also be remembered that at home ports the congestion is now so severe that owners are put to the utmost difficulty and serious expense in maintaining outward sailings. It follows that if steamers, on arrival in this country, are liable to be requisitioned without notice, and on comparatively unremunerative terms, owners will naturally be inclined to accept more profitable employment for them elsewhere. For the demand for tonnage is world-wide, and the highest rates are obtainable from neutral countries.

6. It is also said in Calcutta, although the Chamber cannot vouch for the accuracy of the report, that the steamers which are now being impressed are for the service of the Australian Government. In an emergency such as the present it is of course imperative that all British dominions should assist one another to the greatest extent possible. But at the same time the Committee feel bound to enquire if the Government of India are fully satisfied that it is absolutely necessary for them to take action as they have done. I am also to ask if they can assure the Chamber that similar Government action has been taken in Australia, New Zealand, and the Cape.

7. No doubt the Government of India have fully considered that, if the renewed impressment of vessels on a large scale is imperative, the effect upon both the export and import trade of the country is bound to be serious, and may react in other directions than that of commerce. At the moment it is the export trade, and particularly the jute and jute goods sections of that trade, which have suffered, and is suffering, most. But the dislocation of exports has already had a marked depressing effect upon exchange, which seems to suggest that, if matters go much further, a fresh demand for reverse Council Bills may arise.

8. In conclusion the Committee express their earnest hope that this representation will receive the most careful consideration of Government. They repeat that should it be found necessary, in the interests of the State, for the present system of impressment to be continued, no opposition will be offered by the commercial community, on the Government making a declaration to that effect. For it need hardly be said that nothing is further from the wish of the mercantile public than to hamper the Government in the conduct of the war. But it is widely held that a more business like system of impressment would be less detrimental to commerce, and more satisfactory to Government.

From Government of India (Department of Commerce and Industry) to Chamber.

No. 2969—2972-W.—Delhi, $\frac{18th}{20th}$ *March* 1915.

I am directed to invite a reference to the correspondence ending with your letter No. 548, dated the 8th instant, on the subject of the adjustment of claims for the hire of British vessels requisitioned for military and naval purposes.

2. I am directed to say that, although the Admiralty have not yet finally decided on the rates payable on all classes of steamers requisitioned in the United Kingdom, the rates recommended by the Arbitration Board Sub-Committees have been accepted both by the Admiralty and by shipowners in most cases and subject to certain limitations. I am to enclose a copy of the Sub-Committee's Report and to say that the rates recommended therein have been

accepted by the Admiralty, in respect of ocean passenger liners classes II and III at page 6 of the Report; cargo liners class I at page 8; coasting passenger and cargo ships class I (*a*) at page 10; coasting cargo boats class I (*b*) at page 10 and tramp steamers at page 12. These rates, however, only apply to vessels requisitioned before the 31st December 1914. In respect of the first four classes, the rates are to continue during the whole period of engagement. In the case of tramp steamers they are to be reconsidered as from the 31st December. The rates to be paid for ships requisitioned after the 31st December have not yet been agreed to.

3. I am to say that the Government of India have now come to the following decision in consultation with the Secretary of State for India with regard to vessels requisitioned in this country. In the first place, vessels requisitioned on or before the 31st December last are to be paid for at the rates of hire laid down in the Charter Party concluded between Government and the owners. This rate will be observed for the whole period during which the vessel remains in Government service whether or not they were discharged and forthwith taken up again under the Impressment of Vessels Ordinance during this period. In the case of vessels requisitioned on or after the 1st of January last, payment is to be made at an advance rate of Rs. 10 and the claims of owners in regard to these vessels will be finally adjusted in consultation with the Secretary of State for India as soon as the Admiralty have decided what rates will be paid for ships requisitioned in the United Kingdom after 31st December 1914. The Secretary of State for India has been asked to give the Government of India the earliest possible intimation of the rates finally accepted for such vessels.

4. I am to add that the Government of India propose to appoint a Committee to examine claims other than those which have reference to the rate of hire and that an announcement will be made as soon as the Committee is constituted.

From Government of India (Department of Commerce and Industry) to Chamber.

No. 3231-3234-W.—Simla, 30*th March* 1915.

I am directed to address you in continuation of my letter No. 2969-2972-W., dated the 18th instant, on the subject of the adjustment of claims for the hire of British vessels requisitioned for military purposes. In that letter the procedure for the calculation and adjustment of payments for the hire of vessels was explained for the information of your Chamber. I am now to intimate the manner in which the Government of India propose to settle subsidiary claims arising in connection with these requisitions.

2. As indicated in the concluding paragraph of my earlier letter, it is proposed that a Committee shall be appointed to examine such claims. The Committee will probably consist of three specially selected officers. Government consider it desirable, however, that

in prosecuting their enquiries the Committee should have the assistance, at each port which they will visit, of non-official advisers of wide commercial experience. I am to inquire whether this proposal commends itself to your Chamber; and, if so, I am to ask if they will be so good as to suggest, with as little delay as possible, the names of two gentlemen, who will be willing to assist the Committee in this capacity at Calcutta.

From Government of India (Department of Commerce and Industry) to Chamber.

No. 3235-W.—Simla, 31*st March* 1915.

I am directed to invite a reference to your letter No. 690, dated the 20th instant, regarding the procedure at present followed for the requisition of British vessels for Government service during the war.

2. With regard to the particular requisitions on which the representation of the Chamber is based, *viz.*, those of the *Marwari* and *Malakuta* I am directed to say that the Government of India have made careful enquiries, and regret that a revision of the orders for requisition cannot be entertained. The vessels were taken up to meet urgent military requirements which could not be postponed.

3. With regard to the general questions raised in your letter, the Government of India realise that the removal of vessels for military purposes cannot but cause considerable inconvenience and loss to commercial interests in this country. They therefore attach the greater value to your assurance that it is the earnest wish of the commercial community to give all possible assistance to Government. The present system was devised after careful consideration of all circumstances, and Government regret that they are not able to devise an alternative scheme which would meet military requirements without causing inconvenience to trade. They are, however, separately considering measures which they trust will to some degree mitigate the hardships of which your Committee complain, and they hope shortly to be able to make an announcement on the subject.

4. The Government of India have also considered the question which you raise regarding the utilisation of Indian vessels for the service of the Australian Government. From such enquiries as they have been able to make, they find that a serious shortage of ships exists on the Australian trade routes, and that it is imperative for India, in the interests of the Empire, to give such assistance as she can to supply the deficiency of tonnage. They are, however, fully alive to the effects of this policy upon Indian trade and have desired me to assure your Chamber that they will continue to keep themselves informed, as far as possible, regarding the availability of shipping in the colonial ports mentioned by you, and will do all in

their power to ensure that vessels normally employed on Indian trade routes are not requisitioned for use in other parts of the Empire without good cause.

5. In conclusion, I am desired to say, with reference to the third paragraph of your letter, that Government have fully in mind the necessity for the prompt and full discharge of their liabilities in respect of requisitioned vessels. In my letter No. 2969—2972-W., dated the 18th instant, the procedure under which the charges for the hire of these vessels would be estimated and paid was announced for the information of your Chamber. In addition to these charges, various claims have arisen from time to time, subsidiary to requisition. These will now be examined by a Committee, whose appointment was intimated in my letter No. 3231-3234-W., dated the 30th March 1915. It is hoped that the action outlined in both letters will remove all cause of complaint with regard to delays in the payment of hire and the adjustment of subsidiary charges.

From Chamber to Government of India (Department of Commerce and Industry).

No. 881—1915.—Calcutta, 16*th April* 1915.

I am directed to acknowledge the receipt of your letter No. 3231-3234-W., dated 30th March 1915, on the subject of the adjustment of subsidiary claims in connection with the state requisition of British steamers for military purposes.

2. The Committee of the Chamber have considered your letter, and also your telegram dated 10th April, as follows:—

"Reference this Department's letter No. 3231-3234-W., dated "30th March 1915, Impressment Claims Committee. "Please wire names of two non-official Commercial Ad- "visers as urgently as possible."

3. Under the instructions of the Committee of the Chamber I sent you, on the 13th April, in reply the following telegram which I now confirm:—

"Impressment Claims Committee. Your message tenth April "Bengal Chamber recommends that Hon'ble Mr. F. H. "Stewart, President of the Chamber, and Mr. Archy "Birkmyre be appointed to serve as Commercial Advisers "to Committee at Calcutta."

4. I am also to invite your attention to the following subsidiary points concerning impressment which were raised at the meeting with the Hon'ble Mr. W. H. Clark on the 6th April last, and as to which he kindly promised to make enquiries. These were as to the distribution of the burden of impressment between the various Indian ports; as to the use by Government of prize vessels; and whether Government is satisfied that Australia and other British possessions are supplying a fair share of the tonnage.

5. I am to ask that the Committee of the Chamber may be favoured with the result of the Hon'ble Member's enquiries in these directions.

6. I am also to refer to the following points which were raised, and to which the Hon'ble Member made no reply:—The procedure to be followed in regard to claims and third party claims; the form in which claims should be made out; the authority through whom, and the authority to whom, they should be presented; and whether the Impressment Claims Committee will have power definitely to settle such claims as it considers to be in order, or whether it will only make recommendations to the Government.

7. These are all points regarding which information would be of great advantage to merchants. For, as matters stand, it is very difficult for those who have claims to determine the manner in which they are to be made, and the authority to whom they are to be submitted. And now that it has been decided to appoint the Committee, presumably at an early date, it would certainly be advantageous if an announcement could be made. Claims could then be prepared and submitted in advance against the arrival of the Committee in Calcutta. It is also obvious that the question of the powers to be vested in the Committee is one of great importance.

From Government of India (Department of Commerce and Industry) to Chamber.

No. 4199-4221-W.—Simla, 19*th April* 1915.

In continuation of the correspondence ending with your telegram dated the 13th instant, I am directed to forward for the information of your Chamber, and for communication to its members, copies of a Press Communiqué publishing a resolution which has been issued on the appointment of a Committee to examine claims arising from the requisition of vessels for military purposes.

GOVERNMENT OF INDIA,

Department of Commerce and Industry.

Simla, the 17th April 1915.

Press Communiqué.

The following resolution which has been issued by the Government of India in the Department of Commerce and Industry appointing a Committee to examine claims arising from the requisition of vessels for military purposes, is published for general information:—

The Government of India have been in close and constant communication with the Secretary of State regarding the procedure to be adopted in requisitioning merchant vessels for Government service connected with the war; the rates of hire to be paid; and the liability for fitting out charges and third party claims. A final decision regarding the rates of hire and outstanding claims could not be arrived at pending the receipt of the Admiralty Transport Arbitration Board Sub-Committees' Report and the orders of the Admiralty thereon. These have now been received and were communicated to Chambers of Commerce concerned in the *letter in this Department No. 2969-2972-W., dated the 18th March 1915.

* *Vide* page 71.

As intimated in that letter, vessels requisitioned in India on or before the 31st December 1914, will be paid for at the rate of hire fixed in terms of the Charter Party covering the requisition. The owners of vessels taken up on or after the 1st of January 1915, will receive an advance of Rs. 10 per ton per mensem, and their claims in regard to these vessels will be finally adjusted in consultation with the Secretary of State as soon as the Admiralty have decided what rates will be paid for ships requisitioned in the United Kingdom after the 31st December 1914. The Secretary of State has been asked to give the Government of India the earliest possible intimation of the rates finally accepted for such vessels.

2. In the meantime it is recognised that many claims other than those which have reference to the rate of hire still remain outstanding in respect of requisitioned vessels. As the Government of India indicated in their letter of the 18th March 1915, to Chambers of Commerce, they have now decided to appoint a Committee to examine such claims. It will consist of—

R. E. Enthoven, Esq., C.I.E., I.C.S., *President*.
The Hon'ble Mr. H. L. Stephenson, C.I.E., I.C.S. } *Members*.
Major E. B. Peacock, I.A., }

The Committee will visit the principal ports from which vessels have been requisitioned, and in conducting their enquiries they will be assisted by the advice of two non-official representatives of commercial circles, nominated by the Chamber of Commerce at each port.

The non-official Assessors nominated by the various Chambers of Commerce, are—

Bombay { Malcolm N. Hogg, Esq., of Messrs. Forbes, Forbes Campbell & Co.
A. H. Fenom, Esq., Superintendent, P. & O. S. N. Company.
Karachi { W. V. Nicholas, Esq.
E. L. Price, Esq.
Madras { Gordon Fraser, Esq., Chairman, Madras Chamber of Commerce.
C. B. Simpson, Esq.,
Bengal { Hon'ble Mr. F. H. Stewart, President, Bengal Chamber of Commerce.
Archibald Birkmyre, Esq.
Burma { E. O. Anderson, Esq., Manager, Bulloch Brothers & Co., Ltd.
B. E. G. Eddis, Manager, Arbuthnot & Co.

3. The terms of reference to the Committee are as follows :—

(*a*) Their primary duty will be, with the assistance of the assessors at each port visited, to examine subsidiary claims arising in connection with the requisition of vessels for Government service. These claims fall generally under three heads :—
(1). cost of fitting the ship where this cost has been met by the owner ;
(2) claims in connection with the removal of cargo already loaded when the ship was requisitioned ;
(3) such other subsidiary claims as may be brought forward for examination.

(*b*) In reporting upon these claims the Committee are desired firstly, to classify them, so far as this can conveniently be done ; secondly, to indicate their recommendations regarding the adjustment of claims, either individually or by classes ; and, thirdly, to report whether their recommendations have or have not received the consent of the claimant, and how far they are supported by documentary evidence.

(*c*) The Committee will further report whether there are any claims still outstanding for the hire of ships already requisitioned and submit proposals where necessary for their settlement on the lines laid down in paragraph 1 of this Resolution.

4. The Government of India have recently received information from the Secretary of State for India in his telegram dated the 15th April, that His Majesty's Government have decided that in no case will third party claims be admitted. In view of these instructions, the Committee will consider only such claims as are put forward on behalf of shipowners or their representatives, and the examination of claims arising out of third party commitments must be definitely excluded from the scope of the enquiry. The Government of India are making further enquiries from the Secretary of State in regard to this latter class of claims.

5. Maritime Local Governments are requested to give all necessary assistance to the Committee and to the non-official Assessors, and also to persons interested in placing their claims before the Committee.

From Chamber to Government of India (Department of Commerce and Industry).

No. 998—1915.—Calcutta, *26th April* 1915.

I am directed to acknowledge the receipt of your letter No. 4199-4221-W., dated 19th April 1915, forwarding a copy of a press communiqué publishing a resolution on the appointment of the Committee to examine claims arising from the requisition of vessels for military purposes.

2. The Committee of the Chamber notice, from the fourth paragraph of the resolution, that His Majesty's Government have decided that in no case will third party claims be admitted to consideration. This announcement has occasioned considerable surprise as it was understood, from the remarks made by the Hon'ble Mr. Clark at the meeting held here on the 6th April, that the Committee would deal not only with the claims of shipowners but with third party claims also. And this point was carefully considered when the Chamber was asked to nominate two representatives to act as assessors to the Committee in Calcutta. So far as Calcutta is concerned these claims are both numerous and important; and the many shippers interested are anxious to learn how they are to be dealt with. The Committee of the Chamber trust, therefore, that they may be favoured as early as possible with the result of the further communications with His Majesty's Government, which are referred to in the resolution, and with any additional information that may be available.

From Government of India (Department of Commerce and Industry) to Chamber.

No. 5204-W.—Simla, *30th April* 1915.

I am directed to invite a reference to your letter No. 881, dated the 16th instant in which you raise various questions connected with the appointment of the Impressment Claims Committee.

2. I am to say that the suggetions referred to in the 4th paragraph of your letter for mitigating the inconvenience to trade caused by the requisition of vessels are still under the consideration of Government.

3. With reference to the 6th paragraph of your letter I am to say that the question of the procedure for submitting claims, and of the form in which they should be made out, has been referred to the President of the Committee who will reply to you direct in the matter. The Committee are not authorised finally to decide any claims, but merely to make recommendations to Government with a view to their settlement.

4. I am to add that, as indicated in the 4th paragraph of the Resolution in this Department No. 4007-4030-W., dated the 17th instant, third party claims are not admitted by His Majesty's

Government. Telegraphic information to this effect was received from the Secretary of State for India subsequent to the meeting between the Honourable Member in this Department and the Committee of your Chamber on the 6th instant. In view of this decision such claims do not fall within the scope of the Committee's inquiries, but the question is the subject of further correspondence with His Majesty's Government.

From Transports' Claims Committee to Chamber.

No. 40-44.—BOMBAY, *3rd May* 1915.

I am directed to forward the enclosed copy of a notice published in the newspapers regarding the submission of claims for the taking up of vessels for War Transport purposes.

NOTICE

Ship-owners and agents whose claims have not already been submitted to the Director, Royal Indian Marine, are requested to submit to the undersigned as early as possible and in any case not later than the 10th May 1915, any claims they may have to put forward for investigation by the Committee appointed by Government to enquire into matters arising out of the taking up of vessels for War transport purposes.

All claims should be accompained by full details as to the circumstances in which the sums claimed were expended and the names of the party or parties by and to whom they were paid.

R. E. ENTHOVEN, *President*,
TRANSPORTS' CLAIMS COMMITTEE.

Bombay, 27th April 1915.

From Chamber to Transports' Claims Committee.

No. 1088—1915.—CALCUTTA, *7th May* 1915.

I am directed to acknowledge the receipt of your letter No. 40-44, dated 3rd May 1915 forwarding a copy of a notice, published in the newspapers, regarding the submission of claims for the taking up of vessels for war transport purposes. The Committee of the Chamber observe that this notice was inserted in the Bombay newspapers, and they presume that a similar notice—with a later date for receiving claims—will appear in due course in the Calcutta press. They are not therefore publishing the notice to the members of the Chamber.

From Transports' Claims Committee to Chamber.

No. 78.—BOMBAY, *10th May* 1915.

I have the honour to acknowledge the receipt of your letter No. 1088—1915 of the 7th instant and in reply to say that the notice with regard to the submission of claims by ship-owners for the taking up of vessels for war transport purposes has been published in the Calcutta newspapers.

From Chamber to Transports' Claims Committee.

No. 1124—1915.—CALCUTTA, *14th May* 1915

I am directed to acknowledge the receipt of your letter No. 78, dated 10th May 1915.

2. I am to ask if you are yet in a position to afford information as to the probable dates on which your Committee will be likely to meet in Calcutta. This information is required for the Hon'ble Mr. F. H. Stewart, C.I.E., and Mr. A. Birkmyre who will act as assessors here.

3. With reference to the attached *notice, which appeared in the Calcutta newspapers yesterday, I am to ask if the Chamber may be furnished with any information that may be available as to how shippers and others should proceed in submitting third-party claims.

From Transports' Claims Committee to Chamber.

No. 95.—BOMBAY, *12th May* 1915.

I have the honour to inform you that in modification of paragraph 4 of Government of India Resolution No. 4007-4036-W., appointing this Committee, it has since been decided that the Committee may examine and classify third party claims on the distinct understanding that Government admits no liability for such claims, and is not committed by the action of the Committee in respect of them.

A communication will be made to your Chamber later giving the dates on which the Committee will examine the various claims received by the Director, Royal Indian Marine, or by the Committee.

From Government of India (DEPARTMENT OF COMMERCE AND INDUSTRY) to Chamber.

No. 6215-6236-W.—SIMLA, *11th May* 1915.

In continuation of the letter from this Department No. 4199-4221-W., dated the 19th April 1915, I am directed to enclose, for the information of your Chamber, copy of a communiqué which has issued to-day announcing that His Majesty's Government have now agreed to the examination of third party claims by the Committee. As you will see from the terms of the communiqué, all enquiries in respect of such claims should be addressed to the President of the Committee at the Secretariat Building, Bombay.

* Not printed.

Simla, the 11th May 1915.

PRESS COMMUNIQUÉ.

It is announced for general information that His Majesty's Government have now agreed to the examination of third party claims by the Transports' Claims Committee. Claims of this character will, therefore, be examined and classified by the Committee, but it should be clearly understood that the Committee have no power to commit Government to any course of action in regard to such claims. All enquiries with reference to these claims, and also with reference to other claims to be examined by the Committee, should be addressed to the President of the Committee at the Secretariat Building, Bombay.

From Chamber to all Members.

Circular No. 231—1915.—CALCUTTA, 18*th May* 1915.

Transports' Claims Committee.

MEMO :—The foregoing letters with reference to this Committee are published for general information.

From Chamber to Transports' Claims Committee.

No. 1133—1915.—CALCUTTA, 15*th May* 1915.

I am directed to acknowledge the receipt of your letter No. 95, dated 12th May from which the Chamber notes that it has been now decided that the Transports' Claims Committee may examine and classify third party claims.

2. The Committee of the Chamber are publishing your letter for the information of members. They presume that claims may be addressed to the President of the Committee, but they are not quite clear as to the address. Perhaps you will kindly favour them with information on this point in order that they may advise members as to where they should send their claims.

From Transports' Claims Committee to Chamber.

No. 120.—BOMBAY, 25*th May* 1915.

I have the honour to inform you that this Committee has been asked to examine any claims on behalf of shipowners for the refund of insurance premiums paid by them under the Imperial Government War Risks Insurance Scheme before their vessels were taken up as transports. It appears to the Committee that such payments

and claims for refund could ordinarily only be made in the United Kingdom, where the Government Insurance Bureau is established. In event of any such claims being outstanding in this country, I would request that they may be submitted at once, with the particulars shown below :—

(1) Period of policy and date of commencement.

(2) Evidence that the value of the ship upon which the premium (in respect of which claim is made) is calculated is the amount entered in the War Risk Insurance books and no more.

From Transports' Claims Committee to Chamber.

No. 138.—BOMBAY, 26*th May* 1915.

In reply to your letter No. 1133—1915 of the 15th May 1915, I have the honour to state that all third party and other claims should be submitted to me at Bombay *at the earliest possible date* to the above address.

NOTICE.

The Transports' Claims Committee are now considering the claims preferred by shipowners and others in connection with the taking up of steamers for transport purposes. It is notified for the information of the public that all claims not already submitted should reach the President of the Committee, 1, Council House Street, by the 7th July 1915. The Committee cannot undertake to consider claims received after that date.

R. E. ENTHOVEN,
President, Transports' Claims Committee.

From Government of Bengal (MARINE DEPARTMENT) to Chamber.

No. 534-W.—CALCUTTA, 19*th July* 1915.

In continuation of the letter from this Department *No. 177-T. W., dated the 9th June 1915, I am directed to forward herewith for the information of the Chamber a copy of a memorandum No. H.-6283, dated the 16th instant from the Government of India, Marine Department, regarding the method of indemnification of owners of vessels requisitioned by the Government of India for transports.

No. H.-6283.

GOVERNMENT OF INDIA.
MARINE DEPARTMENT.

SIMLA, 16*th July* 1915.

A copy of the undermentioned papers is forwarded for information.

(Sd.) *Major,*
Depy. Secy. to the Govt. of India.

* Not printed.

Extract paragraph 3 of a Military Despatch from the Right Hon'ble the Secretary of State for India, No. 50, dated the 28th May 1915.

RECEIVED THE 19TH JUNE 1915.

3. The sum of £114-4s. has been included in the Account current sent to India for the month of April 1915, in respect of bonus for the crews of the undermanned Transports for the periods stated :—

M-43, 622.

Tactician.—From 29th August to 30th December 1914, £43-5s.-4d.
Huntsman.—From 29th October to 26th December 1914, £35-14s.-8d.
Craft-man.—From 29th September 1914, to 3rd January 1915, £35-4s.

These claims have all been certified by the Admiralty and were paid here by inadvertence. All further claimants on this account will be instructed to submit their claims to you.

(Sent in advance by mail of 7th May 1915).

I shall be glad to learn at an early date the conditions you have laid down to adopt the principle of the Admiralty concession of the bonus to the circumstances in which Indian transports were taken up.

Telegram No. H.-6282.—SIMLA, 15*th July* 1915.

From—The Viceroy (Army Department),

To—The Secretary of State for India.

Reference paragraph three your Military Despatch 26 28th May. Admiralty bonus of £1 for officers and European crews of Indian transports. We are indemnifying owners in every case for extra expenditure incurred by them on account of increased wages paid to crews to the extent of £1 per officer and European member of crew. Director, Royal Indian Marine, has been authorised to pass all claims after satisfying himself of their correctness. We would accordingly request that owners at home be instructed to submit their claims to him.

COMPENSATION TO OFFICERS AND CREW OF HIRED TRANSPORTS "LOVAT" AND "INDUS".

From Chamber to Imperial Relief Fund.

No. 1340—1915.—CALCUTTA, 19*th June* 1915.

I am directed to draw your attention to the case of the s.s. *Lovat*, which was sunk, by the German cruiser *Emden* in the Bay of Bengal, in September last.

2. The captain, officers, and engineers of this vessel lost all their personal property; and on their return to Calcutta they received a grant from the Imperial Relief Fund. In due course the agents of the steamer made an application to Government for the payment of compensation to the officers and the crew. This application was admitted, and the Deputy Director of the Royal Indian Marine notified the agents, on the 6th March 1915, that compensation would be paid at the following rates: to the master Rs. 1,000; to the officers and engineers Rs. 600 each; to the clerks, gunners, stewards, and carpenters Rs. 80 each: and to the seamen and firemen Rs. 20 each.

3. On the 4th June current the Deputy Director of the Royal Indian Marine wrote to the agents of the steamer as follows:—
"With reference to your letter dated the 29th May 1915, I have "the honour to return herewith the 5 stamped acquittance rolls of "officers of the late H. T. *Lovat*, as I understand from the Port "Officer, Calcutta, that arrangements are being made by him with "the Controller of Marine Accounts, Calcutta, for payment to them "of the difference between the amounts received by them from the "Imperial Relief Fund and that sanctioned by the Government of "India, as compensation for loss of their personal property."

4. The Committee of the Chamber find it difficult to understand the decision conveyed in this communication. It may be of course that when the grant from the Fund was made conditions were imposed in the event of compensation being subsequently paid by the State. But in the absence of such conditions it would seem to be inequitable for the Government to meet part of their legitimate obligations from the contributions of the charitable public. The decision would also appear to be unnecessarily harsh as regards the men themselves. For surely the contributors to the Relief Fund would wish that men so situated should be assisted from the Fund, altogether apart from any compensation that might be paid hereafter by the Government.

5. I am to ask if you can favour the Committee with any information as to how the grant from the Fund was made, and as to whether any conditions were imposed.

From Imperial Indian Relief Fund to Chamber.

CALCUTTA, *23rd June* 1915.

Your letter dated the 19th June 1915, *re* the crew of the s.s. *Lovat*.

2. In September last a sum of Rs. 25,000, was placed at the disposal of the Port Officer for the relief of the crews of the ships sunk by the *Emden*. These men were stranded without work and many, especially the Europeans had lost most of their worldly goods. In these circumstances, His Excellency the Governor, as President of the Bengal Branch of the Imperial Indian Relief Fund, decided that relief should be afforded to them.

3. In the first instance Rs. 15, was paid to each Lascar and Stoker as an immediate relief and subsequently a sum equivalent to one month's wages was paid to each Master, Officer, and member of the crew.

4. There is nothing on record to show that any conditions were imposed when the grant from the Fund was made.

From Chamber to Government of India (MARINE DEPARTMENT).

No. 1427—1915.—CALCUTTA, *1st July* 1915.

I am directed to draw your attention to the case of the hired transport *Lovat*, which was sunk, by the German cruiser *Emden* in the Bay of Bengal, in September last.

2. The captain, officers, and engineers, of this vessel lost all their personal property; and on their return to Calcutta they received a grant from the Imperial Relief Fund. In due course the agents of the steamer made an application to Government for the payment of compensation to the officers and the crew. This application was admitted, and the Deputy Director of the Royal Indian Marine notified the agents, on the 6th March 1915, that compensation would be paid at the following rates: to the master Rs. 1,000; to the officers and engineers Rs. 600 each; to the clerks, gunners, stewards, and carpenters, Rs. 80 each; and to the seamen and firemen, Rs. 20 each.

3. On the 4th June the Deputy Director of the Royal Indian Marine wrote to the agents of the steamer as follows:—"with "reference to your letter dated the 29th May 1915, I have the "honour to return herewith the five stamped acquittance rolls of "officers of the late H. T. *Lovat*, as I understand from the Port "Officer, Calcutta, that arrangements are being made by him with "the Controller of Marine Accounts, Calcutta, for payment to them "of the difference between the amounts received by them from the "Imperial Relief Fund and that sanctioned by the Government of "India, as compensation for loss of their personal property."

4. The Committee of the Chamber find it difficult to understand the decision conveyed in this communication. They have accordingly instructed me to bring it to the notice of Government, with an enquiry as to whether they may be favoured with the reasons upon which it is based. They are, they believe, correct in saying that no conditions were imposed by the Relief Fund when the grant was made. And in the absence of such it appears to them to be inequitable for the Government to meet part of their legitimate obligations from the contributions of the charitable public. The decision also has the appearance of being unnecessarily harsh as regards the men themselves. For the contributors to the Fund would certainly wish that men so situated should be assisted, altogether apart from, and in addition to, any compensation that might be hereafter paid to them by the Government.

From Government of Bengal (MARINE DEPARTMENT) to Chamber.

No. 649-W.—CALCUTTA, *30th August* 1915.

I am directed to refer to your letter No. 1427 dated the 1st July 1915 to the Government of India in the Marine Department on the subject of the payment of compensation to the officers of the sunken transport *Lovat*.

2. In paragraph 3 of your letter you quote a communication dated the 4th June 1915 from the Deputy Director of the Royal Indian Marine to your address conveying the substance of the orders of the Government of India by which the European officers of the *Lovat* were to get the difference between the amount sanctioned by the Government of India in each case and that received by them from the Imperial Indian Relief Fund. The Chamber take exception to these orders as tantamount to meeting part of their (the Government of India's) legitimate obligations from the contributions of the charitable public.

3. In reply, I am to state, for the information of the Chamber, that the officers and crew of the *Lovat* had no legal claim upon the Government of India for the grant of any compensation for the loss of their personal property. The Agents of the British India Steam Navigation Company who were consulted by the Government of India advised that there was no scale of compensation in cases of loss by shipwreck or otherwise, and that, by the service rules, employees are advised to cover their effects by insurance. Notwithstanding this the Government of India decided, purely as an act of grace, to grant compensation. The rates of compensation sanctioned by the Government of India were based after careful enquiry on an estimate of the amount of the loss sustained. It is presumed that the Chamber of Commerce do not desire that a principle should be adopted that compensation, from whatever source received, should, in such cases, exceed the loss sustained. It is not usual for those who are employed on any service which assists the Empire in a crisis like the present to expect that undue profit shall be made by any

inconvenience that they may experience in carrying out such service.

4. The Government of India have, however, decided that Imperial revenues should not be relieved in this matter at the expense of the Imperial Indian Relief Fund and have therefore sanctioned the reimbursement to that Fund of the amounts paid from it, viz., Rs. 5,113 in the case of the *Indus* and Rs. 4,108-12-0 in the case of the *Lorat*. The Honorary Secretary of the Bengal Branch of Imperial Indian Relief Fund is being separately addressed in the matter.

WAGES OF SEAMEN ON VESSELS IMPRESSED BY THE BRITISH ADMIRALTY.

No. 71-Mne.

GOVERNMENT OF BENGAL.

MARINE DEPARTMENT.

Calcutta, the 7th January 1915.

The undermentioned document is forwarded to the Secretary, Bengal Chamber of Commerce, with the request that the views of the Chamber on the proposal of the Admiralty may be communicated to this Department as early as possible.

By order of the Governor in Council,
F. A. A. COWLEY,
Secretary.

Telegram dated DELHI, 6*th January* 1915.

From—The Government of India, Marine Department,

To—The Government of Bengal.

H. 2764. Following telegram dated 23rd December received from the Secretary of State. By agreement with National Sailors' and Firemans' Union and other unions Admiralty have authorised a flat rise over Union rates of one pound per mensem in the wages of officers and men of all vessels requisitioned by the Admiralty during present emergency with effect from 13th August last the date of agreement. Admiralty ask for my concurrence to extension of agreement to vessels requisitioned for conveyance of expeditionary force from India. Please telegraph your views as quickly as possible. You will no doubt consider specially the case of lascars who presumably form a considerable portion of the crews of vessels requisitioned by you. Papers sent by last mail. Please ascertain views of shipping companies on the proposal and if it is generally acceptable consult them as to suitable rates of extra remuneration in the case of lascars.

No. 80-W.

GOVERNMENT OF BENGAL.

MARINE DEPARTMENT.

Calcutta, the 22nd January 1915.

The undermentioned document is forwarded to the Secretary, Bengal Chamber of Commerce, in continuation of this Department memorandum No. 71-Mne., dated the 7th January 1915, with the request that the reply may be expedited.

By order of the Governor in Council,
A. A. PRICE,
Assistant Secretary.

No. H.—2894.

GOVERNMENT OF INDIA.

MARINE DEPARTMENT.

Delhi, the 16th January 1915.

A copy of the undermentioned papers is forwarded in continuation of Marine Department telegram No. H.-2764, dated the 6th January 1915 for information.

(Sd.) ILLEGIBLE, *Major*,
Deputy Secretary to the Government of India.

No. M. 21968, LONDON, *18th December* 1914.

From—The Assistant Military Secretary, India Office, London,

To—The Secretary to the Government of India, Army Department.

I beg to transmit for the information of the Government of India a copy of a letter received from the Admiralty with its two enclosures on the subject of a flat rise in the wages of crews of ships requisitioned for transports.

Letter from Admiralty dated 21st October. (Two enclosures).

I also enclose a copy of correspondence regarding the inclusion in this rise of wireless operators on board these ships.

A telegram regarding the matter will probably be shortly addressed to the Government of India.

No. T-11242-14.—LONDON, 21*st October* 1914.

From—The Secretary to the Board of Admiralty,

To—The Secretary of State for India.

I am commanded by My Lords Commissioners of the Admiralty to draw the attention of the Secretary of State for India in Council to the enclosed copy of a circular communicating an agreement arrived at between the Admiralty and the National Sailors' and Firemen's Union on 13th August last and to the copy of a letter of 16th instant from the Secretary of the Union.

As regards transports requisitioned in England the rise of £1 per month (to include officers as well as men) has been conceded from the date of the agreement and I am to ask the concurrence of the Secretary of State in the extension of the agreement to the vessels requisitioned for the conveyance of the Expeditionary Force from India.

My Lords are of the opinion that the exclusion of the crews of such vessels from the benefit of the agreement could not be justified and would be prejudicial to the general interests of the Service.

LONDON, 21*st October* 1914.

From—The Secretary, National Sailors' and Firemen's Union,

To—The Secretary to the Board of Admiralty.

I am instructed by my Committee to write you with reference to the Conference of August 13th, 1914, at Old Palace Yard, Westminister, when Sir George Askwith presided, when a memorandum was drawn up for a flat rise of £1 per month for men employed on all ships commandeered and chartered by the Admiralty.

I am very pleased to say that when we got over the first difficulty, the matter got regulated and now all our ports, as far as our side of the Agreement goes, are acting in conformity with our instructions. Unfortunately this is not the case with many of the shipowners, as they put all sorts of obstacles in the way, and especially a large number of the weekly boat owners, who state they know nothing

at all about any agreement, and therefore, the men have been deprived of their extra wages, which they were entitled to under our agreement.

I have just had word from Liverpool that several ships sailing for our Colonies in various parts of the world, having sailed before the 13th August, have been chartered to bring back troops and Government stores to this country, and the men are naturally under the impression that they are entitled to the £1 per month rise in these ships from the 13th August or from the date on which they were taken up by the Government.

I shall therefore feel obliged if you can kindly inform me if that is the case, so that I can give a definite answer to the many enquiries which I have on this very important point.

No. T-7413—1914.—LONDON, *September* 1914.

From—The Secretary to the Board of Admiralty,

To—The Secretary, National Sailors' and Firemen's Union.

In consequence of various enquiries I beg to subjoin for your information a copy of the Memorandum of a Conference attended by representatives of the Admiralty, Board of Trade and National Sailors' and Firemen's Union with the object of preventing friction and avoiding delay in the despatch of vessels chartered or requisitioned by the Admiralty for H. M. Transport Service during the present emergency:—

Memorandum of Conference held at 5, Old Palace Yard, Westminister, S. W., on August 13th 1914, under the Chairmanship of Sir George Askwith, K.C.B., K.C.

Subject to the approval of the Board of Admiralty the National Sailors' and Firemen's Union of Great Britain and Ireland, whose registered Office is at Maritime Hall, West India Dock Road, London, E., proposes

(1) That the Admiralty should agree to authorise a flat rise of £1 per month over and above the rates set out in the Official Wages book of the Union, dated June, 1912, in all vessels requisitioned by the Admiralty during the present emergency.

(2) That in that case the National Union by their officers will undertake to inform their Branch Officers throughout the United Kingdom that those are the rates to be observed during the period of requisition or charter by the Admiralty, and

(3) Will use its utmost endeavour to furnish men required at such rates.

A similar arrangement has been made with the National Union of Ships' Stewards, Cooks, Butchers and Bakers.

The attitude of this Department in regard to the indemnification of owners who pay extra rates may be summarised as follows:—

If the owners of *requisitioned* steamers find it necessary to concede extra rates to their crews, in order to avoid delay to H. M. Service, such an expense could of course be brought to account when their remuneration comes to be fixed by Agreement or Arbitration.

With regard to the *Chartered* steamers the Admiralty would, should Owners so desire, be prepared to consider claims in this respect (or if necessary remit them to the Arbitration Board) in cases where a Charter Party had been signed for a definite rate of hire before the date of this letter.

Should Owners of steamers chartered or requisitioned during the present emergency find it desirable to concede to Masters, Officers and Engineers, and other ratings not covered by these Agreements, the authorised flat rise of £1 monthly, the expense arising therefrom would be dealt with as laid down above.

I may add that the Admiralty have not concerned themselves with the source of supply of crews, and have given no pledge to any Union or organisation on that point.

All claims for refund of extra wages must be supported by receipted vouchers, or, if unobtainable, by a certificate signed by the Master and Chief Officer, showing the dates from which the rates have been paid.

LONDON, 3rd *December* 1914.

From—The Manager, Marconi International Marine Communication Co., Ld.,

To—The Director of Transports, India Office.

We have the honour to enclose herewith copy of correspondence passed between Messrs. Greenshields Cowie & Co., and this Company respecting a bonus of £1 per month to be paid to wireless operators employed on vessels chartered or requisitioned by the Admiralty during the present emergency.

With reference to the last paragraph of the letter from Messrs. Greenshields Cowie & Co., regarding their s. s. *Knight Companion*, we should be pleased if you would be good enough to indicate whether the bonus referred to is receivable by Operators employed on vessels chartered by you, and if so whether this Company shall pay the claim to the Operator and then make out an account periodically to your Department for all such claims or whether it would suit your accounting arrangements better if the Ship Owners included such claims in their respective statements to you.

No. T-12865.—LONDON, 7*th November* 1914.

From—The Director of Transports, India Office,

To—The Manager, Marconi International Marine Communication, Co., Ld.

With reference to your letter of the 5th instant, B-2590, respecting the bonus of One Pound (£1) per month granted to certain ratings on board vessels engaged in Government Service. I have to acquaint you that this 'flat rise' is applicable to Wireless Telegraph Operators. With regard to the question of payment, I request that you will claim re-payment from the Owners of the vessels concerned who will include the amounts in their claims against the Admiralty.

From Chamber to Government of Bengal (MARINE DEPARTMENT).

No. 270—1915.—CALCUTTA, 1*st February* 1915.

I am directed to acknowledge the receipt of your memo. No. 71-Mne., dated 7th January 1915, and your memo. No. 80-W., dated 22nd idem, forwarding copies of the marginally cited papers, regarding the wages of seamen on vessels requisitioned by the British Admiralty.

(1) Telegram No. H.-2764, dated 6th January from the Government of India, Marine Department, to the Government of Bengal, Marine Department; and
(2) Memorandum from the Government of India, Marine Department, No. H. 2894, dated 16th January, and its enclosures.

2. It is stated in these papers that the Admiralty have authorised a flat rise over Union rates of £1 monthly in the wages of officers and men of all vessels requisitioned for service in the present emergency. The Admiralty have asked if the Government of India will concur in the extension of this agreement to the vessels which have been requisitioned for the conveyance of the Indian Expeditionary Force. Upon this point, and in particular as regards the case of lascars, you solicit the views of the Chamber.

3. In reply I am to say that the Committee have attentively considered the question, in consultation with their Shipping Sub-Committee and with the Calcutta Liners' Conference. They have instructed me to point out that, at the time when the Government began to requisition steamers, substantial increases were given

to the native crews. These increments, though at first only given in the case of Government transports, had to be extended to all vessels of the mercantile marine, owing to the great difficulty in procuring men consequent on the war scare which was emphasised at the time of the *Emden's* raids.

4. A further enhancement in the case of vessels on Government service is unnecessary, and the Committee think would be inadvisable. For they fear that there would then be a tendency on the part of the crews of other vessels to demand the same terms; and once the concession is made it would be exceedingly difficult to return to the former level.

5. So far as the European officers are concerned, the question is one for consideration by owners, as the vessels chartered were mostly liners with a graded staff of employés, and the Committee prefer, therefore, not to express an opinion. As regards European crews, these have been engaged at home, and will no doubt come under the home ruling. Similarly wireless operators are servants of the Marconi Company in England, and any proposed enhancement in their case is not for settlement here.

6. The Committee therefore recommend that no action be taken in the matter by the Government of India.

From Government of Bengal (MARINE DEPARTMENT) to Chamber.

No. 365-W.—CALCUTTA, 6*th April* 1915.

With reference to the correspondence ending with your letter No. 270, dated the 1st February 1915, regarding the proposal to grant a general rise of wages to officers and crews of ships requisitioned for conveyance of the expeditionary forces from India. I am directed to say that the Most Hon'ble the Secretary of State for India has approved of the grant of a bonus of one pound per mensem to officers and European crews of vessels employed with expeditionary forces from India with effect from the 13th August 1914. The Admiralty agree that lascars should not get any bonus.

From Government of Bengal (MARINE DEPARTMENT) to Chamber.

No. 177-T. W.—DARJEELING, 9*th June* 1915.

In continuation of the letter from this Department No. 364—65-W., dated the 6th April 1915, I am directed to forward herewith for the information of the Chamber a copy of a letter No. H.-5170, dated the 28th May 1915, from the Government of India, Marine Department, and of its enclosures, together with a copy of the Admiralty memorandum referred to regarding the conditions under which the sanction of the Admiralty has been

accorded to the grant of a flat rise of wages to the officers and crews of ships requisitioned for transports.

No. H.-5170.
GOVERNMENT OF INDIA.
MARINE DEPARTMENT.
Simla, the 28th May 1915.

A copy of the undermentioned papers is forwarded for information.

No. 10584.—LONDON, *16th April* 1915.

From—The Military Secretary, India Office, London.

To—The Secretary to the Government of India, Army Department.

From Secretary of State to Government of India, dated 23rd December 1914.
To Secretary of State from Government of India, dated 17th February 1915.
From Secretary of State to Government of India, dated 12th March 1915.

In continuation of my letter of 18th December last, No. M.-24968-14, and with reference to the telegraphic correspondence noted in the margin, I beg to transmit for the information of the Government of India copy of further correspondence on the subject of a flat rise of £1 a month in the wages of crews of ships requisitioned for transports.

From India Office to Admiralty, dated 3rd March 1915.
To India Office from Admiralty, dated 8th March 1915.
From Hall Line Limited, dated 10th March 1915.
To Hall Line Limited, dated 22nd March 1915.

No. M-6410.—LONDON, *3rd March* 1915.

From—The Under-Secretary of State for India, Military Department.

To—The Secretary to the Board of Admiralty,

In reply to your letter of the 21st October, No. T-11242/14, regarding a bonus of £1 a month to crews of vessels requisitioned in India for conveying the Indian Expeditionary Forces, I am directed to forward for the information of the Lords Commissioners of the Admiralty copy of telegraphic correspondence with the Government of India on the subject.

Telegram to India, dated 23rd December.
Telegram from India, dated 17th February.

I am to say that the Secretary of State for India concurs with the Government of India that the lascars employed on these vessels should not receive the bonus, in view of the fact that they have already received substantial increases over their normal rates of pay. On learning that the Lords Commissioners agree to the lascars standing outside the arrangement, the Secretary of State will inform the Government of India by telegraph that the officers and European crews of vessels employed for the conveyance of the Expeditionary Force from India should receive the bonus with effect from 13th August last, the cost being debitable to Imperial revenues.

No. T. A.-10087—1915.—LONDON, *8th March* 1915.

From—The Secretary to the Board of Admiralty,

To—The Under-Secretary of State for India, Military Department.

With reference to your letter of the 3rd instant, M-6410, regarding the bonus of £1 a month to crews of vessels requisitioned in India for conveying the Indian Expeditionary Forces, I am commanded by my Lords Commissioners of the

Admiralty to acquaint you, for the information of the Secretary of State for India in Council, that they concur in the proposed arrangements.

LIVERPOOL, *10th March* 1915.

From—The Director, Hall Line Ld.,

To—The Military Secretary, India Office, London.

Several of our steamers having arrived home from Trooping between India and Marseilles, the crews are enquiring as to whether they are entitled to the bonus of £1 per month, the same as that paid to crews of Transports engaged in home waters. If this is so, we shall be glad to know to whom we are to render accounts for amounts so paid.

No. M-8853.—LONDON, *22nd March* 1915.

From—The Military Secretary, India Office.

To—The Director, Hall Line Ld.

In reply to your letter of the 10th March I am directed to inform you that the Secretary of State for India in Council has approved of the grant to crews of vessels chartered or requisitioned by the Government of India in the present emergency of a bonus of £1 a month in accordance generally with the Admiralty Memorandum, of which a copy is enclosed. The concession is, however, subject to the following conditions:—

See enclosure to Admiralty letter of 21st October forwarded with Military Secretary's letter of 18th December M-24968.

1. The rise in wages will not be extended to lascars.
2. Though the principle of the indemnification of owners if accepted to the extent to which it is involved in the Admiralty Memorandum, the conditions on which they will be indemnified and the manner in which compensation will be paid to them will be modified to meet the special terms and conditions on which the Indian transports, &c., have been taken up.

Any claim for indemnification you wish to make should be addressed to the Government of India.

Memorandum of Conference held at 5, Old Palace Yard, Westminister, S.W., on 13th August 1914, under the Chairmanship of Sir George Askwith, K.C.B., K.C.

Subject to the approval of the Board of Admiralty the National Sailors' and Firemen's Union of Great Britain and Ireland, whose registered office is at Maritime Hall, West India Dock Road, London E., propose—

(1) that the Admiralty should agree to authorise a flat rise of £1 per month over and above the rates set out in the official wages book of the Union, dated June 1913, in all vessels requisitioned by the Admiralty during the present emergency;
(2) that in that case the National Union by their officers will undertake to inform their Branch Offices throughout the United Kingdom that those are the rates to be observed during the period of requisition or charter by the Admiralty; and
(3) will use its utmost endeavour to furnish men required at such rates.

A similar arrangement has been made with the National Union of ships' Stewards, Cooks, Butchers and Bakers.

The attitude of this Department in regard to the indemnification of owners, who pay extra rates, may be summarised as follows:—

If the owners of requisitioned steamers find it necessary to concede extra rates to their crews, in order to avoid delay to His Majesty's Service, such an expense could, of course, be brought to account when their remuneration comes to be fixed by agreement or arbitration.

With regard to the chartered steamers, the Admiralty would, should owners so desire, be prepared to consider claims in this respect (or, if necessary, remit them to the Arbitration Board) in cases where a Charter Party had been signed for a definite rate of hire before the date of this letter.

Should owners of steamers chartered or requisitioned during the present emergency find it desirable to concede to Masters, Officers and Engineers and other rates not covered by these Agreements, the authorised flat rise of £1 monthly, the expense arising therefrom would be dealt with as laid down above.

I may add that the Admiralty have not concerned themselves with the source of supply of crews, and have given no pledge to any Union or organisation on that point.

All claims for refund of extra wages must be supported by receipted vouchers, or, if unobtainable, by a certificate signed by the Master and Chief Officer, showing the date from which the rates have been paid.

RESTRICTION OF TELEGRAPH FACILITIES.

From Chamber to Director-General of Posts and Telegraphs.

No. 62—1915.—CALCUTTA, 11*th January* 1915.

The attention of the Committee of the Chamber has been directed to the rules for deferred foreign telegrams clauses—360-371 of the Indian Telegraph Guide.

2. One example which has been cited is the following message, which was handed in recently at the Calcutta Central Telegraph Office :—"Market higher quotation A. B. T. N. 70/- T. N. 69/-". This message was refused under clause 362, although the senders offered to convert the two shellac marks into the pronounceable words "abteen" and "teen." Judging by the cables which Calcutta merchants receive from America, the United Kingdom, and Japan, it would appear that trade marks, and other similar abbreviations, are not taken exception to in those countries. But, from enquiries which have been made at the Calcutta Central Telegraph Office, it is evident that the provisions of clause 362 are to be rigidly adhered to here. To illustrate the point the following telegram which was sent from London to Calcutta, and which quotes several shellac and jute marks would be inadmissible in a message from Calcutta :—

London, 9-12-14.

LCO—Volleyed—Calcutta.

Fifty seventyfive confirm counter eight eighteen bid thirty thousand February March twentyeight Trinidad December imperative freight thirtyone inclusive sold two hundred *orange* sixty January offer more renew limeed fortysix six pence ship January London five hundred each *hearts* ten fifteen *red tops* twenty ten ship December two fifty *hearts* twelve Scotland five hundred D. S. *Kwadoo Ghose middles* actuals fourteen fifteen Clydesdale offer actuals all grades Becker.

3. In view of the fact that the use of private codes is prohibited, on account of the war, the Committee venture to recommend that the provisions of clause 362 might well be reconsidered. The more liberal interpretation of the expression "plain language" which is permitted in ordinary foreign cables might be allowed also in deferred messages. The Committee refer to clause 163 which provides that the presence of commercial marks, etc., in ordinary foreign telegrams does not alter the character of a telegram in "plain language." The delay which now occurs in transmission justifies the cheaper rate, without the additional penalty which is imposed by a strict interpretation of clause 362. As matters stand at present it is possible, in certain conditions, for a message sent under the deferred rules to cost more than the same message sent under ordinary rules. The following example shows this :—

DEFERRED.
LCO—Mercellot—New York.

Shipped
One thousand one hundred and sixtyfour

One thousand one hundred and sixtyfive
One thousand two hundred and seventythree
One thousand three hundred and eightyeight
City of Paris
One thousand five hundred and seventyfour
One thousand six hundred and ninetyeight
One thousand eight hundred and sixtyseven
Collegian
Beadel.

ORDINARY.

Moorelled New York.

Shipped 1164 1165 1273 1388 City of Paris 1574 1698
1867 Collegian
Beadel

By Deferred—27 words @ Rs. 4/10/- ... ... Rs. 16-14-0
By Ordinary—13 words @ Rs. 1/4/- ... ... Rs. 16-4-0

4. In submitting the foregoing for the consideration of Government the Committee do not of course overlook the fact that certain authorised public codes may be used for ordinary messages. But merchants are complaining that code telegrams are so delayed by the Censor as to be no more expeditious than deferred messages. In other words, they are required, for the privilege of using a public code, to pay the "ordinary" rate on a cablegram which will be transmitted in "deferred" time. The result is that they are refraining from the use of codes, and are dependent on "plain language" messages almost entirely. But the cost of doing this is very heavy, and hence the suggestion that the expression "plain language" should be interpreted in the case of deferred messages as liberally as it is in the case of ordinary messages.

5. I am to express the hope of the Committee of the Chamber that this suggestion will be favourably considered, and that it will be, if possible, adopted by Government. They would also take this opportunity of again pressing for the re-introduction of the ten letter system of counting foreign messages.

From Chamber to Director-General of Posts and Telegraphs.

No. 409—1915.—CALCUTTA, *16th February* 1915.

I am directed to refer to the correspondence resting with your letter No. *161-T, dated 12th January 1915, on the subject of the rules for deferred foreign telegrams—clauses 360-371 of the Indian Telegraph Guide.

2. Since writing their No. 62, dated 11th January, of which the letter quoted above was an acknowledgment, the Committee of the Chamber have received complaints from members regarding the delays to which inland coded telegrams are subjected. Offers of business are frequently telegraphed for reply within a specified limit of time, and replies that ought to arrive at destination well within the limit are handed in to telegraph offices. But it often happens that these are not delivered until it is too late for the

* Not printed.

business to be transacted. A case which occurred quite recently will serve as an example of what the Committee have in mind. The Rangoon branch of a mercantile house replied to a firm offer from their Calcutta branch by a coded telegram handed in at 14 hours 20 minutes on the 8th February. The message was booked as arriving at Calcutta at 15 hours 50 minutes. It was not however delivered until the following morning, although the office of the Calcutta branch of the firm was open until 19 hours 30 minutes on the 8th. The result is that the Rangoon house have bought certain goods which cannot be sold, and this would have been avoided had the message been delivered in time.

3. The case is cited as an example of what appears to be a more or less general state of affairs, which is not apparently confined to Calcutta only. On the contrary Bombay merchants are advising their correspondents here to telegraph in plain language, so greatly are coded messages delayed there. Nor is the delay restricted to inland telegrams. Coded foreign messages are dealt with so slowly as to be no more expeditious than deferred cables. This was pointed out in my letter No. 62, dated 11th January, to which I have already alluded. It has since been stated by merchants that foreign messages, which ought to be delivered in Calcutta in time to be dealt with when business opens in the morning, are often not received until the afternoon. This delay repeatedly makes it impossible to put the business through.

4. It is reported that the delays are due to the fact that the Censors at Calcutta, Bombay, and the other large trading centres, are unable to handle the heavy traffic expeditiously. The Committee are not in a position to say if this statement is, or is not, correct. But if it be, they would urge that the staff of censors should be so augmented as to minimise the delays. They fully realise the great difficulties under which the telegraph administration is now working. But they are nevertheless bound to recognise that the prompt transmission and delivery of telegrams is of even greater consequence at a period of emergency such as the present than it is in normal times. Codes can be of course avoided, but the cost of always using plain language is considerable with a large business. Moreover, plain language does not ensure secrecy, which is of importance in mercantile affairs.

5. I am also to refer to the authorised list of codes. At present seven codes may be used for telegrams between India and the United Kingdom. For telegrams to places other than the United Kingdom the first four only of these seven are permissible. It is understood from the official notice that this restriction is pending completion of the censorship arrangements. The Committee trust that these arrangements will be speedily completed, for it would be a great advantage to merchants to be able to use the other Codes for business outside

A. B. C. (5th edition), Scotts (10th edition), Western Union, Liebers, Bentley's Complete Phrase Code (except separate Mining and Oil Supplements), Broomhall's Imperial Combination Code (except special Rubber edition) and Meyer's Atlantic Cotton Code (thirty-ninth edition).

the United Kingdom. Bentley's Complete Phrase Code has been mentioned as one which is particularly serviceable; and the Committee would urge that it should be added to the list without delay.

6. In conclusion I am to express the hope of the Committee that the foregoing recommendations will be considered by your Department, and will be acted upon to the greatest extent possible.

From Director-General of Posts and Telegraphs to Chamber.

No. 1528-T.—CALCUTTA, 10*th April* 1915.

With reference to your letter No. 735—1915. dated the 24th March 1915, I am directed to inform you that it was hoped it would be possible to deal with all the points raised in your letters Nos. 62 and 409—1915, dated the 11th January 1915, and the 17th February 1915 respectively, in one communication, but as the Director-General is still awaiting information from the British Post Office regarding the rules for deferred foreign telegrams, I am directed to reply to your letter of 17th February 1915 and to state that a reply to the other will follow in due course.

2. In your second letter you complain of the delays to which inland code telegrams are subjected and you also refer to the fact that, at the time your letter was written, only four codes were permissible in telegrams to places outside the United Kingdom.

As regards the delays to which coded telegrams are subjected I am directed to inform you that the matter has been closely investigated, and that the Deputy Chief Censor has stated that the staff at his disposal to deal with coded messages is sufficient to meet all requirements. The officers in charge of the large Presidency Offices, *viz*:—Calcutta, Bombay, Madras or Rangoon have also reported that traffic has not been unduly delayed by Censorship supervision. It has, however, been ascertained that in some instances coded messages have been held up temporarily by the Censors on account of the omission in the Service Instructions of the name of the code used, which necessitates a reference to the office of origin, and also on account of the omission on the part of offices of certain details in such telegrams. Action has now been taken which will, it is hoped, prevent much of this delay which has thus arisen. In this connection the Director-General desires me to suggest that, when a message is seriously delayed, it be forwarded as soon as possible to the local telegraph authorities, so that the matter can be enquired into at once. The investigation into causes of delay is naturally much easier and is more likely to result in improved working when specific cases are brought to notice with full particulars than when a general complaint is made unaccompanied by such details.

As regards your request that more than four codes should be permitted in telegrams to places other than the United Kingdom I am directed to inform you that with effect from the 8th March 1915, the seven codes admissible in telegrams to the United Kingdom can be used in Inland telegrams and that with effect from the 22nd March 1915, the same seven codes may be used in telegrams to Allied and Neutral countries, with the exception of those countries shown in the margin.

Russia, Dutch East Indies, Bulgaria, Bahamas, British Honduras, British New Guinea, British Somaliland, Comoro Islands, Dutch Guiana, Italian possessions in East Africa, Falkland and Flinders Islands, Mexico, Angola and Aurobs, Bonaire, St. Croix, St. Thomas and Tobago in West Indies. In the case of Indo China A. B. C. Code, 5th Edition and Lieber's Code alone are permitted.

The use of the code you specially refer to in paragraph 5 of your letter of 17th February 1915, *viz*:—Bentley's Complete Phrase Code, is admissible in all cases in which telegrams in code can be transmitted.

RESTRICTION OF TELEGRAPH FACILITIES: PROHIBITION OF THE USE OF TELEGRAPHIC ADDRESSES.

From Chamber to Director-General of Posts and Telegraphs.

No. 1653—1915.—CALCUTTA, $\frac{13th}{14th}$ *July* 1915.

The attention of the Committee of the Chamber of Commerce has been drawn to a case in which the registered abbreviated address of a member of the Chamber has been cancelled by the Telegraph Department.

2. The facts of the case are the following. Messrs. W. J. Walker & Co., registered the word "Merchandise" as their abbreviated address, for use in all telegrams, the date for renewal being 9th August 1914. By an oversight the firm failed to renew the address until the 23rd October 1914. They then tendered the required fee to the telegraph office, and renewal was effected.

3. On the 26th October 1914 the Government of India announced that any telegraphic address registered before the 1st July 1914, might again be used as the address, but not as the signature, in telegrams between any two places in British territory, and between places in British territory and in certain other specified countries. It will be observed that Messrs. W. J. Walker & Co. renewed their address before the withdrawal of the restriction. After the withdrawal their correspondents used it for cables in the ordinary way. On the 16th June 1915 the Superintendent, Central Telegraph Office, wrote to the firm stating "the registration of "your abbreviated address 'Merchandise' for use in all telegrams, "which was cancelled on the 9th August 1914 and renewed on the "23rd October 1914 was made in error. According to Government "rules such abbreviated addresses are considered as new ones, and "therefore cannot be used in foreign messages not having been "renewed in time. However, six weeks' time is given you from "the date of this letter in which to inform your correspondents "abroad of the cessation of this code address, after which date "foreign telegrams received bearing such an address will not be "delivered. The abbreviated address may therefore be cancelled "or retained for use in inland telegrams only."

4. This somewhat curious procedure on the part of the telegraph administration should, the Committee think, form the subject of enquiry. It may be of course that technically speaking the failure to renew the address on the appointed date was equivalent to cancellation. But clauses 32 to 35 of the Telegraph Guide, which specify the conditions governing the registration of abbreviated addresses, do not suggest this. Nor did the Department seek so to interpret these clauses when, on the 23rd October 1914, they undertook to renew the address. It is not, the Committee think, a sufficient explanation for the Department to say, eight months afterwards, that they had made a mistake. They do not specify the particular rule under which "such abbreviated addresses "are considered as new ones." Nor do they say how it was that they were unacquainted with this rule on the 23rd October 1914.

5. The Committee cannot believe that the Government of India, when issuing the orders dated 26th October 1914, intended the words "registered prior to 1st July 1914" to apply to a case such as that under reference. The word "Merchandise" was registered prior to the 1st July 1914, and the fact that it was renewed by the Department after due date shows that it was not regarded at the time as a new address. Only in a purely technical sense can it be considered to be an address which was not registered prior to the 1st July; and the published rules of the Department appear to lend no support even to this interpretation. In the circumstances the Committee suggest that the case should be investigated, as they believe that the Department has gone far beyond the intention of the Government of India as expressed in the orders dated 26th October 1914.

From Chamber to Director-General of Posts and Telegraphs.

No. 1630—1915.—CALCUTTA, *4th August* 1915.

In continuation of my letter No. 1653, dated 14th July 1915, I am directed to invite your attention to the following statement which has been made to the Committee of the Chamber by Messrs. D. Easton & Co.—

"On the 26th July 1914 we applied to the Superintendent "of Telegraphs, Calcutta, to have 'Eastonian' registered "as our abbreviated address accompanying same with "the customary fee. In due course we received intima- "tion that 'Eastonian' for certain reasons was unsuitable, "at the same time we were asked to submit two or three "other addresses for the Telegraph Department to select "from. This was done on the 31st July 1914. On 1st "August 1914 we received the official receipt for pay- "ment of registration fee along with the intimation that "'Westonian' had been registered as our abbreviated tele- "graph address, and which has been in use to date and "we have been receiving our London telegram regularly "until 15th July 1915 when we received a telegram "dated London 12th July and stamped 'undelivered.' On "enquiring about the reasons for this delay and the "meaning of the endorsement 'undelivered' we were "informed that in accordance with an order of the Indian "Government no addresses registered or renewed after "the 1st July 1914 would be permitted for foreign use "and any telegrams so addressed would in future be "classed as undelivered."

2. It will be observed that Messrs. D. Easton & Co. were permitted to use their abbreviated address from the 1st August 1914, the date of registration, until the 15th July 1915. Its use was then abruptly terminated, and they were apprised of the fact by receiving a London telegram three days old. It was on the 26th October 1914 that the Government of India publicly notified that any telegraphic address registered before the 1st July 1914 might be used as the address, but not as the signature, in telegrams between certain countries. If, on the publication of these orders, the telegraphic address registered by Messrs. D. Easton & Co. had been promptly cancelled the firm would have had no grievance against the telegraph administration. But as they have been allowed to use the address for close upon twelve months, it is difficult to see what useful purpose can be served by suppressing it now. The Committee of the Chamber suggest that the case should be enquired into, for they do not believe that it was ever the intention of the Government of India that the orders of the 26th October 1914 should be enforced in this way.

From Director-General of Posts and Telegraphs to Chamber.

No. 8808-T.—SIMLA, 31*st August* 1915.

In continuation of this office *letter No. 53c-T. dated 21st July 1915, I am directed to state that on the outbreak of war the use of abbreviated telegraphic addresses was entirely prohibited. In modification, however, of this restriction the Government of India in the Department of Commerce and Industry, in a Press Communiqué dated the 26th October 1914, notified that on and after 26th October 1914 telegraphic addresses registered prior to 1st July 1914 may be used as the address but not as the signature in telegrams between certain places.

In December 1914 the British Post Office ruled, in further modification of the restriction, that a telegraphic address which has been allowed to lapse and which has been re-registered since the 30th June 1914 is available at present for inland telegrams only. This rule was notified in March last for enforcement in India and, as it had been ascertained that there were many cases in which an abbreviated address had been allowed to lapse and had been re-registered before the rule was made known, it was decided to give those firms etc. which were affected six weeks' notice in which to inform their correspondents of the cancellation of their abbreviated address. Hence the letter dated the 16th June 1915 from the Superintendent, Central Telegraph Office, Calcutta, to Messrs. W. J. Walker & Company.

The above rulings were framed in connection with the Censorship regulations issued from time to time, and I regret that this

* Not printed.

department is precluded from modifying or relaxing them in any way.

It may, however, be mentioned that the British Post Office have now further modified the rules on the subject to the extent that an abbreviated telegraphic address registered before 1st July 1914 and allowed to lapse between the 3rd August and 26th October 1914, on account of abbreviated telegraphic addresses not being permissible in foreign telegrams, may be admitted for use in foreign telegrams between the places mentioned in the Press Communiqué referred to above. This concession is also being permitted in India provided re-registration was effected within a fortnight from 26th October 1914. The abbreviated address—Merchandise—of Messrs. W. J. Walker & Company falling under this last rule its use will continue to be allowed as the address in foreign telegrams, and orders have issued accordingly.

From Director-General of Posts and Telegraphs to Chamber.

No. 4640-T.—CALCUTTA, 7*th October* 1915.

With reference to correspondence ending with your reminder No. 2034-1915 dated the 24th September 1915, I am directed to state that, under the orders of the Government of India communicated in Commerce and Industry Department Press Communiqué of the 26th October 1914, "Westonian," the telegraphic abbreviated address of Messrs. D. Easton & Co., having been registered after the 1st July 1914 was not admissible for use in foreign telegrams but through a misunderstanding in the Central Telegraph Office, Calcutta, the firm benefited considerably by being left in undisturbed enjoyment of the use of their abbreviated address in foreign telegrams for many months. About the middle of June last the mistake was detected and steps were taken to put a stop to the irregular practice. On the 15th of July last Messrs. Easton & Company's representative who called at the Calcutta Telegraph Office in connection with the stopped message was informed of the state of affairs. He asked for 4 or 5 weeks' time in order to inform the firms' constituents in London and this time was granted.

2. I am to add that the rule restricting the use in foreign telegrams of abbreviated addresses registered before the 1st July 1914 only, is a Censorship rule which this department is precluded from relaxing in any way.

THE INDIAN VOLUNTEER FORCES.

From Chamber to Government of Bengal (POLITICAL DEPARTMENT).

No. 304—1915.—CALCUTTA, *4th February* 1915.

I am directed by the Committee of the Bengal Chamber of Commerce to address you on the subject of volunteering in India.

2. In their examination of this important subject the Committee have received considerable assistance from a letter which was recently addressed by the Burma Chamber of Commerce to the Government of Burma. They have instructed me to attach hereto a copy of this communication for the information of His Excellency the Governor in Council. They do not propose to comment on the scheme which is more or less detailed in it; for in their opinion it is undesirable at the present stage to discuss the details of any new scheme. But the letter is valuable because it brings into prominence a proposal of great importance. This is that the voluntary system should be abandoned, and that for it there should be substituted a system of compulsory military training for European British subjects in this country.

3. That urgent need exists, and has always existed, altogether apart from the present war, for a well-organised and efficient European citizen army at the highest possible numerical strength is an acknowledged fact. There is consequently no need for the Committee to attempt to prove that such an army is required. For even the most sceptical cannot have failed to have been convinced by the events of the last few months. It follows that the immediate question is whether such an army is in existence in India at the present moment. The Committee can of course speak only for Calcutta, and its neighbourhood. And they greatly regret to have to acknowledge that, although much has been done and is being done to improve matters, the European Volunteer forces in this district are not, in the opinion of those best qualified to judge, at so high a standard of either military efficiency, or numerical strength, as is essential.

4. In making this statement the Committee do not for one moment wish to reflect on the officers and men comprising the several corps. On the contrary they feel that very great praise is due to those who have striven in the past, and to those who are striving now, to reach and to maintain the required standard. That complete success has not attended these efforts is a fact to be deplored, but it affords no justification for reflections on the Volunteer forces of the past, or of the present. Nor do the Committee believe that there is now, or ever has been, any lack among the British community here of that spirit of patriotism, and devotion to the Empire, which tends to lead men to volunteer. Their conviction is that the difficulty lies, not with the men, but with the system.

5. Unfortunately the Committee are without full information as to the opinion which is entertained, by qualified judges, of the state of the Volunteer forces in other parts of India. But there is apparently dissatisfaction in Burma, and it may be that a similar state of affairs exists in other provinces. Be that however as it may, the fact remains that the greatest centre of European population in this country is Calcutta. The Committee feel, therefore, that a specially onerous responsibility rests upon the European community here; and it is for this reason that they venture to approach His Excellency's Government on the subject.

6. As they have already indicated, they believe that the difficulty lies with the system. In other words, they agree with the Burma Chamber that the voluntary principle is at fault and that the principle of compulsion should be introduced. There would be, no doubt, disadvantages attendant upon compulsion. But under it the burden of military service would be more fairly distributed than is possible under a voluntary system. Financially also it would be a more equitable plan, for the cost of the citizen forces raised under it would be borne, as it ought to be borne, exclusively by the State. The experience of the past moreover does not justify confidence in the voluntary system as applied to the largest European settlement in India; and even on that ground alone consideration of an alternative scheme is warranted.

7. But although they hold this view the Committee recognise that it would be useless for them to urge the immediate adoption of any form of compulsory service. For they would be met of course by the objection that the question requires a much more searching and detailed examination than they have been able to give it. Their present object is therefore two-fold. Firstly, they wish to place on record their own opinion; and, secondly, they venture to urge that the time has come for a full enquiry, by a competent Commission, into the present state of the volunteer forces in this country. They have accordingly instructed me to suggest that His Excellency's Government should consider the question, and should recommend the Government of India to appoint such a Commission. All those interested would thus be given the fullest opportunity of stating their views, and of pressing their proposals. And it may be anticipated that the investigation would result in the submission to Government of such recommendations as would lead to the creation of a really efficient citizen army. It would be for the Commission, and for the Government, to decide as to whether this army should rest upon a voluntary or a compulsory basis. But whatever view may ultimately be taken the Committee are convinced that nothing but good could possibly result from such an enquiry.

From Burma Chamber to Chamber.

No. 691—1914.—RANGOON, *8th December* 1914.

I am directed to enclose a copy of a letter this Chamber has addressed to the Government of Burma on the subject of placing

Volunteering on a satisfactory basis, and to say that my Committee will be thankful if you see your way to give this scheme your support.

RANGOON, *7th December* 1914.

From—The Secretary, Burma Chamber of Commerce,

To—The Chief Secretary to the Government of Burma, Rangoon.

The Committee of the Chamber of Commerce have the honour to approach you to enlist your assistance in placing the system of Volunteering in India on a more satisfactory basis.

2. Up to the time that the war broke out the Volunteer system in India, with the exception of a few Corps, has not been a success. The man who arrives in India from home or the Colonies has found in the past that only a small percentage of his fellows are Volunteers, and that many Corps are sadly wanting in efficiency. It is not, therefore, surprising that, unless great inducement be held out to young men in various ways, or pressure be brought on them by the firms they belong to, they prefer to spend their leisure hours in other pursuits rather than in making themselves efficient as civilian soldiers.

3. Many firms in India have shown much patriotism in encouraging their staffs to do their duty as good citizens by becoming efficient Volunteers, but others have taken advantage of the Volunteering system to do little or nothing, and consequently are able to avoid their responsibilities while others pay. Similarly the present condition of affairs is most unfair on the keen officer. Up to the time that the war broke out, he could rarely be certain of obtaining sufficient men for a drill; and, consequently, his time was constantly lost, while his pocket suffered in having continually to subscribe to dances, smoking concerts and such like entertainments in the hope of keeping the Corps together.

4. All this is well known to the Authorities, but it has been pointed out that they are helpless to improve matters until the civilian element recognise that they are paying money for a shadow. It is certainly better to have a nucleus on which to build in a time of stress, such as the present, *i.e.*, Volunteer Headquarters, etc., rather than nothing at all; and it has been said that possibly 33% of the Volunteers would be found to be efficient in case of need; but, even if this be granted, it is surely possible to obtain better results for the money spent without injuring any firm, profession or individual in any way. At the same time it is thought that men coming out to India would better recognise their individual responsibility to the Empire, and become more useful citizens, if it was required of every man to take his share of duty, instead of throwing it on to other shoulders than his own, as is so often done under the present system.

5. The Committee of the Burma Chamber of Commerce desire me to put forward the following suggestions, and ask you to be so kind as to forward them to the proper quarter. The terms are naturally only tentative and are put forward on broad lines, as the details must necessarily be a question for experts. The principal which underlies the whole scheme is, in the view of my Committee, the all-important point, and, if this be agreed to by the rest of India, the details can then be worked out.

6. Briefly the scheme is as follows:—

(1) Every British subject from Europe or the Colonies, between the ages of 17 and 30 years, on his arrival in India, shall be liable for the following duties, unless absolved by the Authorities:—
  (a) Five years in the active citizen force.
  (b) Three years in the 1st class reserve.
  (c) Three years in the 2nd class reserve.
  (d) Three years in the 3rd class reserve.

  Foreigners are not to be allowed to serve, except with special permission; but it may be necessary to impose a special tax in lieu of service, so that they should not be allowed to escape "scot free."

(2) Whilst in the active citizen force every man should be required to perform not less than 25 drills of 1½ hours per annum, and should, in addition, attend not less than six days in Camp or five whole working days at manœuvres, and fire a musketry course of not less than 150 rounds.
  (b) In the 1st reserve every man must put in not less than twelve drills per annum and fire the full course of musketry. The drills to be performed in one month.
  (c) In the 2nd reserve a musketry course of 100 rounds to be fired every year.
  (d) In (d) no actual training.

All classes would be liable to be called out at any time of national danger, or in aid of the civil power. Officers and Non-Commissioned Officers would be obtained from men who voluntarily undertake to continue for more than five years in class A. The command of a regiment would be given only to a thoroughly competent officer, and such a command would be made, as far as possible, the greatest civil honour obtainable; and the "hall mark" of good citizenship.

7. With regard to the members of the active citizen force, one drill each week during the drill season (3 to 4 months), either morning or evening, to be a compulsory drill, and to be notified as such in the printed orders of the Corps. Men with proficiency certificates from Territorial battalions, or similar forces in Europe or the Colonies, to be liable for a period of only 3 years in (a) instead of 5.

8. The Military Authorities should take every opportunity of calling on Volunteers to drill with Garrison troops. The Officers

should at first be appointed on probation and only confirmed if efficient. A three months' course with a regular unit should as far as possible be insisted on at one period of an Officers' career.

9. The difficulty of arranging for those in districts, where it is not possible to put in a period of training without dislocating ordinary work, might be got over by a Corps of Scouts or Guides, who could map the country and be available for military service in their own districts if required, but this must necessarily be left to the various local Governments to organize.

10. Recruit drills should not be taken into consideration for the purpose of efficiency, and the time of each individual's service should only count from the date he passed out of the ranks of recruits.

11. By this means it is the opinion of the Committee of this Chamber that, for a small increase in expense, a really valuable force would be available for the protection of any portion of the Indian Empire in case of need, and the return for the funds expended would be far more satisfactory than at present. Lastly, and what is probably the most important point of all, the civil forces would be thoroughly organised. Should war suddenly break out again, either externally or internally, the different units, a. b. c. and d. could be called up as occasion arose without any trouble. The staff at Headquarters, as well as the Officers and Non-Commissioned Officers, would be ready and there would be a much higher standard of efficiency among all ranks, while arms and ammunition would be immediately available.

12. The Committee of the Burma Chamber also instruct me to say that, while they do not for a moment put forward the details of the scheme as correct in any way, they wish to emphasize that in their view, the best, indeed the only efficient system, is universal service, for men (who come to India for any period over one year) between the ages of 17 and 30.

From Chamber to all Members.

Circular No. 45—1916.—CALCUTTA, 21*st January* 1916.

I am directed by the Committee to invite your attention to the question of volunteering in this country.

2. It is known to you that in February last the Committee made a representation to the local Government on this question. They recommended the appointment of a Commission of Enquiry into the state of the Volunteer forces; and, speaking entirely for themselves, they expressed a preference for compulsory, as opposed to voluntary, military training. For convenience of reference, I attach hereto a *copy of the representation. The orders of the

* *Vide* page 104.

Government upon it have not been yet communicated, but it is understood to be engaging attention.

3. The introduction into the United Kingdom of the principle of compulsion, as a war measure, appears to the Committee to present a suitable opportunity for the further discussion of the question. The idea which they had in mind, when approaching the Government, was that the Commission should undertake a thorough investigation into the condition of the Indian Volunteer forces, having as their main objective the formation of a European trained force, auxiliary to the regular army, for use in cases of emergency. They would also be expected to make a recommendation as to whether this force should be established on voluntary, or on the compulsory, principle.

4. As the Committee remarked in their letter, nothing is further from their wish than to reflect upon the existing Volunteer Forces. But they do feel, and they are sure that members generally are in accord with them, that the burden of military service in this city—and possibly throughout the country—is most unequally distributed in existing conditions. It is true that, under the stimulus of war, the numerical strength of the various battalions is now high, as compared with the European male population. But when peace prevailed the numbers were scanty, attendance at drills and parades was very defective, and the general standard of efficiency, among officers as well as men, was admittedly low. And it does not seem to be improbable that there may be a reversion to this state of affairs when the war comes to an end.

5. At this point it is desirable to emphasise an important difference between what is now being done in the United Kingdom, and what the Committee have in mind for this country. At home the measure of compulsion which has been adopted is, at present at any rate, for the period of the war; and the particular basis upon which His Majesty's Army will be established when peace is concluded cannot be foreshadowed now. But in India the case is altogether different. However satisfactory the conditions of peace may be, when viewed from the stand-point of the allied nations, the need for a strong, efficient, and well-organised European auxiliary force in this country will still remain. As the Committee ventured to point out in their previous representation, this need has always existed; and the establishment throughout the country of European Volunteer regiments has been an attempt to supply it.

6. The Committee hold that the success of this attempt has not been such as to warrant the continuance of the voluntary principle. They believe that a more systematic and better regulated plan is feasible, and would be of greater advantage to all. They particularly wish to avoid details at this stage of the discussion, but they feel that the underlying principle—apart altogether from the details—of the scheme put forward by the Burma Chamber suggests what the broad outlines of this plan ought to be. The principle is that the European in India should be required to do by far the great part of his military training during his first few years of residence. It is during these years, when he is new

to the country, that he has most leisure and least responsibility. On the other hand it is precisely at this same time in his life that he may be expected to reach his maximum utility as a soldier, and when he can therefore undergo military training with the greatest advantage. If every European were required to undertake a sufficient course of military training in this early period of his career, and were then permitted to become a reservist, it is obvious that the burden of military training would be much more equally distributed than it is at present. It must also be borne in mind that in the course of comparatively few years practically every European in the country would be either a trained reservist, or a member of the active force. And the interference with the ordinary duties of civil life would be consequently minimised, so far as regards all men occupying positions of responsibility. The only men whose time would be at all seriously encroached upon would be those whose time was of least value. And it must also be remembered that this encroachment will in future be much less than it would have been in the past, in view of the fact that, after the war, practically all assistants coming out to this country will already be trained men, and will therefore only require to keep themselves efficient.

7. It is because they think that a military system of this description is what is really required, and because they are convinced that it cannot be successfully established on the voluntary principle, that the Committee support the introduction of compulsion. They confidently believe that the members of the Chamber are in agreement with them, and they have therefore the less hesitation in making this reference. They trust that every member will consider the question attentively—for it manifestly affects everybody—and will favour them with an expression of opinion upon it. Should the consensus of opinion be in accord with their views, the Committee would propose to urge upon the Government the need for prompt action, and at the same time to state that their expressed preference for the principle of compulsion is endorsed by the Chamber as a whole. In any case they propose to pass on the views of the Chamber, of whatever they are, to Government.

LAW AND LEGISLATION.

THE INDIAN CARRIERS ACT, III OF 1865: CARRIERS' RISK.

From Inland Steamer Companies to Chamber.

Reference No. $\frac{G.\ 1540}{C.\ No.\ 816}$.—CALCUTTA, *17th February*, 1915.

The Indian Carriers Act: Carriers' Risk.

We beg to acknowledge with thanks the receipt of *your letter of 4th instant, intimating that owing to diverse opinions the Committee have come to the conclusion that it will be inadvisable for them to take the action desired by the inland transport steamer companies.

We have noted this decision with much regret and would ask if we may be favoured with copies of the various Associations' opinions, in like manner as we received the views of members (as per your †Circular letter No. 522 of 5th November 1914) so that we may be given an opportunity of considering and of answering the objections which have been raised.

From Calcutta Baled Jute Association to Chamber.

No. 698-T.—CALCUTTA, *19th December* 1914.

The Indian Carriers Act: Carriers' Risk.

I am directed to acknowledge the receipt of your ‡letter, No. 2362 dated 9th December 1914, with enclosures, in this connection.

2. The Committee of the Association have examined the amendments which, in their §letter dated 1st June, the inland steamship companies propose should be made in the Carriers Act. The practical effect of these proposals would be that the Act would be brought more or less into conformity, in certain important respects, with the Indian Railways Act. From the point of view of the steamship companies this does no doubt appear to be desirable. But the shippers of merchandise regard the matter differently. The Railways Act, and the risk notes issued under it, are admitted to be extremely favourable to the railways. Indeed the terms and conditions of the risk notes have been protested against by almost every section

* *Vide* Chamber Report Vol. II for 1914, pages 168 & 169.
† Ditto ditto page 166.
‡ Ditto ditto page 167.
§ Ditto ditto page 165.

of Indian trade for years past. It is true that they were modified to some extent a few years ago, but even now they are not considered to be satisfactory, when judged from the standpoint of the merchant.

3. In these circumstances it cannot be expected that merchants will look with favour upon a proposal to put the steamship companies in a position corresponding to that occupied by the railways. The fact that the latter work under a law very greatly in their own favour, and adverse to the interests of their constituents, is not a valid argument for conceding a similar law to the steamship companies. The trade might argue with equal force that the Railways Act should be brought into line with the Carriers Act, in the interests of the mercantile public generally. For these reasons the Committee of the Association suggest that the proposals put forward by the inland steamship companies should not receive the support of the Bengal Chamber of Commerce.

From Indian Tea Association to Chamber

No. 13-0.—CALCUTTA, *6th January* 1915.

I am directed to acknowledge the receipt of your *letter No. 2362 dated the 9th December 1914, forwarding copies of the papers specified, and inviting an expression of the opinion of this Association on the proposals set forth in them for the amendment of the Carriers Act.

2. I am directed to say that the Committee have read the papers and are of opinion that the inland steamer companies have made out a strong case for consideration. While this is so, however, the Committee do not think that the claim of the companies to be placed on the same footing as the railways is tenable, as the conditions under which they carry goods differ so materially.

From Inland Steamer Companies to Chamber.

No. $\frac{\text{G. 30}}{\text{C. No. 816}}$—CALCUTTA, *4th January* 1915.

The Indian Carriers Act: Carriers' Risk.

We have to thank you for your †letter of 9th ultimo, and note what you write.

You suggest for our consideration that we should place our proposals before Government in the expectation that they will thereafter be referred to the Chamber for opinion.

* *Vide* Chamber Report Vol. II for 1914, page 167.
† Ditto ditto page 168.

Having consulted the other signatories of the *letter of 1st June 1914, we beg to say that the course suggested does not commend itself to us, as we are desirous of avoiding any direct representation to Government on the question, being convinced that a representation by the Chamber is much more likely to be successful.

We propose therefore to await your promised further communication after receipt of replies from the Indian Jute Mills Association, the Indian Tea Association, the Calcutta Baled Jute Association and the Calcutta Marine Insurance Association, which we trust will be favourable.

From Calcutta Marine Insurance Agents' Association to Chamber.

No. 18-P.—CALCUTTA, 11*th January* 1915.

With reference to your letters †No. 2362 of 9th ultimo and No. 24 of 6th instant, I have to advise you that, at last meeting of my Committee, I was instructed to issue a copy of the letter of 1st June last from five Indian carrying companies to all members of this Association and to ask them for an expression of their opinion on the proposals made therein for the amendment of the Carriers Act.

A circular is now in course of issue and as soon as replies thereto shall have been received they will be forwarded you as requested.

From Indian Jute Mills Association to Chamber.

No. 5-D.—CALCUTTA, 22*nd January* 1915.

The Indian Carriers Act: Carriers' Risk.

I am directed to acknowledge the receipt of your letter, No. 2362 dated 9th December 1914, and reminder No. 24 dated 6th January 1915, in the above connection.

I am directed to say that the questions raised in the papers forwarded with the first of the above letters have received the careful consideration of the Committee. It does not seem to them that the jute mills are very directly affected by these, in view of the fact that mills have, for a considerable time past, had a special agreement with the inland steamer companies in regard to the carriage of jute from the jute districts to Calcutta. On the general question, however, the Committee are disposed to agree with the view expressed in the second of the letters embodied in the marginally noted circular. It seems to them that, as the letter points out, the conditions under which goods are carried by the railway companies differ so

‡Circular No. 522 dated 5th November 1914 from Chamber to members.

* Vide Chamber Report Vol. II for 1914, page 155.
† Ditto ditto page 168.
‡ Ditto ditto page 166.

much from those under which goods are carried by inland steamers that it would not be practicable to apply to the one system the same laws as are applicable in the case of the other.

From Chamber to Inland Steamer Companies.

No. 472-1915.—CALCUTTA, *24th February* 1915.

The Indian Carriers Act : Carriers' Risk.

In reply to your letter dated 17th February 1915, I am directed to forward to you herewith copies of the opinions expressed by the several Associations consulted by the Chamber on this subject.

From Inland Steamer Companies to Chamber.

No. $\frac{47-3715}{C.\ No.\ 5810.}$, CALCUTTA, *1st June* 1915.

Indian Carriers Act—Carriers' Risk.

We beg to thank you for your letter of the 24th February last, forwarding the opinions of various Associations affiliated to your Chamber. We note that these opinions like those previously expressed by certain members of your Chamber are not unanimous, but we find that, out of the six replies received by you from members, four are quite favourable, while out of the replies received from the Associations in question only one can be regarded as decidedly unfavourable, and it appears to us that as a matter of fact four objections only have been raised to the appeal which we have put forward for more equitable legislation, namely—

(1) Objection is taken to the recommendation made in clause 1 (*d*) of our letter of the 1st June 1914 that if a shipper having duly declared the description and value of the articles specified in the schedule to the Indian Carriers Act 1865 as required by section 3 of the Act, declines to pay the higher rate demanded, the steamer companies shall be at liberty to make a special contract in the form of the risk note, form X, for carriage of the goods at owners' risk.

(2) Objection is also taken to the recommendation made in clause 2 of our said letter that, in respect of goods of whatever nature delivered to them for carriage, the steamer companies' liability for loss by fire shall be that of ordinary bailees for hire as defined by sections 151 and 152 of the Indian Contract Act.

(3) The third objection taken to the steamer companies' claim for more favourable treatment is on the ground that railway companies are treated too indulgently, and it is suggested that the Railway Acts should be amended so as to impose upon railway companies the full liability of common carriers.

The last objection is that it is not reasonable that steamer companies should be placed upon the same footing as railway companies as the conditions of traffic are, it is said, entirely different.

With regard to objection No. 1 the member who has raised this objection had evidently failed to appreciate the fact that the recommendations put forward in clause 1 of our letter of the 1st June 1914 have reference only to special articles of a valuable nature which under the Indian Carriers Act 1865 the shipper is bound to declare and for which he may be called upon to pay at a higher rate. The member in question attempts in his argument to suggest that the steamer companies in putting forward this claim are endeavouring to evade their responsibilities for thefts by labourers, lascars, etc., but there is no desire to escape this liability except in cases when the circumstances warrant it, as when owing to the neglect frequently deliberate, of the shippers to declare the description and value of the articles the companies have not been allowed the opportunity to charge a higher freight on valuable goods to cover this special risk. As explained in our said letter the English Carriers Act 1830 in such a case gives to an English carrier protection from which upon the construction of the Indian Carriers Act, the Indian carrier is deprived by the rulings of the Indian courts, and all that the steamer companies ask in this connection is to be placed upon the same footing as a common carrier in England.

As to objection No. 2 the member who has raised this objection is apparently not aware that on the steamer companies' flats the crew are separated from the cargo by fire screens and precautions are taken entirely to shut off a jute cargo while it is in course of transit, and the steamer companies submit that if they were not required by law in effect to indemnify the owners of goods against all loss or damage sustained by fire, however caused, the outbreak of fire on vessels would become a rare occurrence.

With regard to objection No. 3 the steamer companies point out that the responsibilities and liabilities of railway companies in India are the same as in other British possessions and they submit that there is no foundation for the suggestion that such companies are treated in India with greater indulgence than they are reasonably entitled to claim. In any event there is no prospect that special legislation will be introduced for the purpose of curtailing the rights and privileges which railway companies enjoy under the Act at present in force, and it is obviously inequitable that the steamer companies, carrying on their business as they do, to a large extent in competition with railway companies should incur so much larger a share of risk and responsibility than the law imposes on railway companies. As a matter of fact in our said letter of the 1st June 1914, we have not asked that the steamer companies should be placed on the same footing as railway companies, and if all the claims which we have put forward in our said letter were conceded

* *Vide* Chamber Report Vol. II for 1914, page 155.

railway companies would still remain in the enjoyment of fuller rights and privileges.

With regard to objection No. 4 the conditions of traffic by land are admittedly different from the conditions of traffic by inland navigation, but the risks and responsibilities incidental to the latter traffic are obviously greater than in the case of the former traffic, and it is unreasonable that the heavier obligations, including the dangers of navigation, which steamer companies incur by reason of the nature of their business should be still further aggravated by the refusal of the small relief for which we have pressed in our said letter of the 1st June 1914.

We trust that your Committee will give the above points further consideration, and that the steamer companies may rely on the assistance of the Chamber in obtaining the redress and relief for which they ask.

From Chamber to Inland Steamer Companies.

No. 1330—1915.—CALCUTTA, 17*th June* 1915.

The Indian Carriers Act—Carriers' Risk.

I am directed to acknowledge the receipt of your letter No. G.-3755-C., No. 816-9-2, dated 1st June 1915, upon this question. The Committee of the Chamber are making a further reference to those members and Associations who raised objection to your proposals, and they will inform you of the result in due course.

From Chamber to Calcutta Baled Jute Association, and Indian Tea Association.

No. 1331—1915.—CALCUTTA, 17*th June* 1915.

The Indian Carriers Act—Carriers' Risk.

I am directed to advert to your letters dated 10th December 1914, 6th January 1915, with reference to certain proposals which were put forward by the inland steamship companies for the amendment of the Indian Carriers Act.

Letter No. 848, dated 1st June 1914, from the Companies to the Chamber;
2. Letter No. 2363, dated 9th December 1914, from the Chamber to the Companies (with enclosures);
3. Letter No. 472, dated 24th February 1915, from the Chamber to the Companies (with enclosure);
4. Letter No. G.-3755-C.—No. 816-9-2, dated 1st June 1915, from the Companies to the Chamber.

2. I am to attach hereto copies of the marginally noted correspondence between the Companies and the Chamber regarding these proposals. And I am to invite your particular attention to the letter dated 1st June 1915, from the Companies, and to ask for an expression of opinion upon the views therein expressed.

From Calcutta Baled Jute Association to Chamber.

No. 314-T.—CALCUTTA, 29*th June* 1915.

The Indian Carriers Act—Carriers' Risk.

I am directed to acknowledge the receipt of your letter No. 1331, dated 17th June 1915, forwarding papers with reference to certain proposals, which were put forward last year by the inland steamship companies, for the amendment of this Act.

2. The Committee of the Association carefully considered these proposals last year, and they have now re-examined them in connection with a further letter, dated 1st June 1915, from the inland steamship companies, a copy of which you enclose. In their *No. 698-T, dated 19th December 1914, to the Chamber they expressed the opinion that the object which the companies had in view was to bring the Carriers Act into conformity, in certain important respects, with the Indian Railways' Act. They went on to say that however desirable this end might appear to the companies to be, the shippers of goods naturally viewed the matter differently. And they added that merchants and traders regarded the provisions of the Indian Railways' Act as being very favourable to the railways, and unduly severe on their constituents.

3. The steamship companies, in their †letter dated 1st June 1915, deny this, expressing the opinion—which they do not support by facts—that the responsibilities and liabilities of railways in India are the same as in other British possessions. In any case, they proceed, there is no prospect of the curtailment of the rights and privileges enjoyed by the railways; and, this being so, the steamer companies should be, they contend, placed on the same footing as the railways because they carry goods in competition with the latter. They also add that, even if the concessions for which they are asking were granted, the railways would still have the advantage of fuller rights and privileges.

4. These arguments seem to the Committee of the Association to be nothing but a repetition of those previously used by the companies. They are merely equivalent to saying that the railways have succeeded in obtaining a law which presses upon their constituents; and that by reason of that fact the steamer companies ought to be allowed to have a similar law. Such a contention does no doubt appeal to the steamer companies but they cannot reasonably expect that it will be supported by the merchants and traders who ship goods by their steamers. Moreover, as was pointed out by one of your correspondents in December last, "the steamer companies have "no doubt provided in the rates they have charged a margin sufficient "to cover them for all losses they have incurred. The margin has "been paid by shippers, and it is very doubtful whether, in case the "companies are relieved from liability, they will reduce their rates "to the extent of what it costs to insure the risk." This point does not appear to be touched upon by the steamship companies in their reply dated 1st June 1915.

* *Vide* page 111.
† Do. 114.

5. In their previous letter the Committee of the Association urged that the proposals made by the companies should not receive the support of the Chamber. They now venture to repeat this recommendation, for they fail to see anything in the further remarks which the companies have made to induce them to modify the attitude that they took up last year.

From Indian Tea Association to Chamber.

No. 820-O.—CALCUTTA, *9th July* 1915.

The Indian Carriers Act—Carriers' Risk.

I am directed to acknowledge the receipt of your letter of 17th June 1915, and its marginally noted accompaniments, with reference to certain proposals put forward by the steamship companies for the amendment of the above Act.

2. The Committee of this Association have examined the contents of these papers very carefully, and in particular the views expressed by the steamship companies in their letter of 1st June 1915, on which you invite an expression of opinion.

3. I am now directed to reply that the Committee feel they cannot do more than confirm the opinion expressed in their *letter No. 13-0, dated 6th January 1915 to the Chamber on this subject. At the same time, I am directed to suggest that the Chamber might appoint a special Committee to give the whole matter under reference the careful consideration it deserves.

From Inland Steamer Companies to Chamber.

No. $\frac{\text{G. 1982}}{\text{C. No. 800, O. 2}}$.—CALCUTTA, *1st September* 1915.

The Indian Carriers Act.

Reverting to your No. 1330—1915 of 17th June 1915 and the Abstract of Proceedings of your Chamber during the same month, and in case our representation of the 1st June 1914 and supplement of 1st June 1915 are not sufficiently explanatory on the subject of excepted articles, *we desire particularly to draw attention to protection from fraud or misrepresentation* by dishonest shippers of expensive articles such as gold, silver, precious stones, &c., &c., enumerated in the schedule to the Indian Railways and Carriers Acts, known as excepted articles. It is an axiom of the law that a person cannot profit by his own wrong and yet the Indian Carriers Act is by section 8 so construed that a shipper may wilfully disregard section 3, omit to declare valuables perhaps worth lakhs of rupees, deprive the carrier of rightful freight by such omission, pack the parcel so as to give the carrier no inkling of its great value thereby

* See page 112.

obviating special attention or additional safeguards over the package; and yet call on the carrier for damages for valuables the carrier never consciously contracted to carry and of whose nature, contents and value, he was purposely kept in ignorance.

The English Carriers Act, the Merchant Shipping Act, the Indian Railways Act, Indian Contract Act (Section 19) and even the Harter Act (United States of America) give the bailee or carrier some consideration where the shipper has failed to declare or has misrepresented the facts, but according to the Calcutta High Court's interpretation, the Indian Carriers Act does not give the common carrier in this country any consideration whatever and we are sanguine that no reasonable or fair-minded commercial man will fail to support our representations for redress in this respect.

With regard to the other matters summarised in your Abstract of Proceedings for June we feel that your Chamber, the members and Associations, will give the matter the deserved attention and support the equity and justice of our needs for the amendment of the Indian Carriers Act.

From Chamber to Inland Steamer Companies.

Nos. 2086 to 2089—1915.—CALCUTTA, *1st October* 1915.

The Indian Carriers Act 1865: Carriers' Risk.

I am directed to refer to the previous correspondence, resting with your letter No. G.-6087-C., No. 816-O-2, dated 1st September 1915, on this question.

2. I am to say that, after very careful examination of the correspondence, the Committee of the Chamber have come to the conclusion that they would be justified in suggesting to Government that the Act should be amended, as regards excepted articles, in the sense of the proposal (1) (*a*) in your *letter dated 1st June 1914. This proposal was to the effect that if a shipper fail to declare the description and value of an excepted article the carriers may be relieved of all liability for loss thereof from whatever cause. Section 3 of the Act definitely provides that the carrier shall not be liable in such circumstances. But, as you point out, the object of the section has been defeated by the interpretation that the Courts have put upon section 8. The recommendation that you wish made to Government is therefore, as the Committee understand it, that the Act should be so amended as to ensure that the express intention of section 3 should be given effect to. Perhaps you will be good enough to indicate, for the guidance of the Committee, whether you desire that the amendment should be defined more precisely in the proposed representation to Government. The point is dealt with in the 5th, 6th and 7th paragraphs of your letter of 1st June 1914.

3. I am to express the regret of the Committee that they are not prepared to go further than this. They are not, that is to say,

* *Vide* Chamber Report Vol. II for 1914, page 155.

willing to put forward your proposal (1) (*b*), which would enable the carrier to issue an owners' risk note in form x when a shipper, having made a declaration for an excepted article, declines to pay the higher rate. To this proposal objection is raised, as you are aware, by members of the Chamber.

4. Similarly, objection is raised to your proposals (2) and (3), and these the Committee are not prepared to bring before the Government.

From Chamber to Government of Bengal (JUDICIAL DEPARTMENT).

No. 572—1916.—CALCUTTA, *25th March* 1916.

I am directed to address you with reference to the Indian Carriers Act, III of 1865.

2. It is within the knowledge of Government that for many years past the various inland steamship companies, having their head offices in Calcutta, have urged the need for the amendment of this Act. In 1873 they asked the Secretary of State so to modify it as to enable carriers to protect themselves from their liability as insurers, or to limit that liability. They continued to press the question until 1890, when they restricted their requests to the right to exempt themselves from liability caused by casualties not arising from negligence, and to have the burden of proof shifted from the carrier to the owner of the goods. During the period in question two alterations only were made in the law. One of these was in favour of the carrier, and the other was against him. The former shortened, from three years to one year, the limitation period within which suits against the carrier may be filed. The latter repealed section 81 of the Indian Railways Act (IX of 1890) which gave steamers, working in through-booking relations with railways, and carrying goods under railway documents, the benefit of that Act.

3. During the past eighteen months the inland steamship companies have revived the question. They have entered in detail into various points in connection with which the provisions of the Act bear harshly, in their opinion, upon their interests; and they have suggested certain amendments which would, they consider, remove these hardships, and make the law more equitable when regarded from their standpoint. These several amendments have been closely examined and discussed by the Committee of the Chamber, and by the other mercantile associations interested. The Committee, after prolonged deliberation, find themselves unable to support all of them, but there is one which should, they think, be adopted, and concerning this they have instructed me now to approach the Government.

4. In the schedule to the Carriers Act certain "excepted" articles—gold, silver, precious-stones, etc.,—are enumerated. And section 3 is to the effect that no common carrier shall be liable for the loss of, or damage to, any of the articles so enumerated, and exceeding Rs. 100 in value, unless the description and value of the

property shall have been expressly declared by the person delivering it to the carrier or his agent. Section 4 goes on to provide that every carrier may require payment for the risk undertaken in carrying excepted articles, exceeding in value Rs. 100, at such rate as he may fix. Read by itself section 3 no doubt affords complete protection to the carrier for the loss of, or damage to, excepted articles when not declared. But the provisions of section 8, as construed by the Indian courts, have rendered section 3 wholly nugatory for all practical purposes.

5. Section 8 is as follows:—"Notwithstanding anything herein-"before contained every common carrier shall be liable to the owner "for loss or damage to any property delivered to such carrier where "such loss or damage shall have arisen from the negligence or criminal "act of the carrier or any of his agents or servants." The Calcutta High Court has held that, in respect of scheduled articles, the liability of the carrier in the case of negligence is in no way restricted by the fact that the description and value of the article are not declared. The wording of the Act itself leaves the whole question vague. Section 3 requires that the shipper shall make a declaration, but the Act nowhere says what is to happen if he fail to do so, or decline to pay the increased rate demanded.

6. The judgment in question was delivered, on the 9th May 1913, by the Appellate Bench of the Calcutta High Court in a suit brought by one Gopal Chandra Guin against the India General Navigation and Railway Co., Ld. In this case a passenger on one of the Company's steamers took with him six packages of silk-thread. Silk-thread is an excepted article, but the passenger did not declare its description or value: he merely booked it as luggage. The steamer caught fire, and the packages were destroyed. The passenger sued for recovery of damages, on the ground that the destruction by fire was due to the negligence of the Company. The packages ought of course to have been shipped as merchandise, in which case freight would have been payable; and, if the description had been declared, a considerable sum would have been charged for undertaking the risk. But the Appeal Court held that the Company were liable for the full value of the goods, because the latter had been lost through their negligence. It is however significant that, although the plaintiff was successful, the Appeal Court refused to allow his costs in any one of the three courts in which the suit was heard, though the costs probably exceeded the value of the claim. This finding furnishes, the Committee think, a very strong argument for the necessity of an amendment of the law, which the Appeal Court evidently considers to be unjust. But if the claim were of considerable magnitude a shipper would not be of course deterred from bringing a suit even at the risk of losing his costs.

7. It is clear from the foregoing that carriers are exposed to onerous risks under the Act, as interpreted in the manner explained. A passenger might take with him as luggage goods of any value, for example a packet of jewels worth, say, a lakh of rupees. If the packet should be lost through the technical negligence of the

Company he would be entitled to claim for its value in full, notwithstanding the fact that he had not declared its description, and that the Company could not have entered into any contract with him for its carriage. As the law now stands the carrier is nominally permitted to limit his liability, so long as he is not guilty of negligence. But the onus of disproving negligence rests upon him; and the courts hold that an outbreak of fire, due to an unexplained cause, on one of his steamers, or flats, is evidence of negligence. The result is that in case of fire the carrier is liable for everything on board, whether un-declared articles excepted by the schedule, or articles carried under special contracts.

8. The position seems to the Committee to be sufficiently serious to justify the amendment of the Act, and they recommend that this should be undertaken. They understand that the English Carriers Act of 1830 has a similar provision to that contained in section 3 of the Indian Act. And they are advised that the English law on the point has been clearly established by the leading case of *Hinton v. Dibbin*—2 Q.B. 646. In this case it was held that if goods within the Act are sent to a carrier for conveyance, without a declaration of their net value, and without a payment of, or an engagement to pay, an increased charge, the carrier is not liable for loss even though such loss may be caused by the gross negligence of himself or his servants. The Committee have also been referred to the following from pages 21 and 22 of Volume 4 of Lord Halsbury's "The Laws of England":—"The carrier is entitled to the protection of the "Act whether he gives the prescribed notice or not, but he can only "demand the additional charge when the notice has been given. The "fact that loss or injury is caused by gross negligence does not "deprive the carrier of the protection of the Act, but if he wilfully "does an act inconsistent with his contract, or converts the goods to "his own use, he is liable."

9. The framers of the Indian Act do not appear to have fully appreciated the effect of the provisions of section 8. For it is difficult to understand that there can be reason for so differentiating, between the English and the Indian law, as to expose the Indian carrier to liability for loss, notwithstanding the failure of the shipper to make the required declaration. The Indian Act also makes no distinction between "passengers' luggage" and "merchandise." Every description of property given to the carrier for carriage is included under the term "property." The English law distinguishes between the two, ordinary or personal luggage including only articles of apparel, and such things as a passenger takes with him for his personal use and convenience. Articles carried for purposes of trade are not accepted as passengers' luggage. Where a passenger takes with him merchandise in the guise of personal luggage the carrier, under the English law, does not contract to carry such goods; and if they are lost or damaged he is absolved from all liability. The Indian carrier is thus exposed to a risk which he has not contracted to undertake, and of which he may be totally unaware. The English law would not make him liable for it in any circumstances; and the Committee are advised

that there is no principle, either under the common law, or under any law relating to contract, which can justify its imposition. Moreover the Act is, as I have already stated, silent upon the point as to what consequences ensue when, a declaration having been made, a shipper refuses to pay the higher rate demanded.

10. A further matter remains to be noted. The Indian Railways Act allows Government to add by notification in the *Gazette of India*, to the schedule of excepted articles, other articles of special value. The Indian Carriers Act has no such provision, and its absence is felt by the steamer companies to be a hardship. The schedule does not include such expensive commodities as opium, jade, amber, hemp, rubber, and feathers. These articles have from time to time been added, by notification, to the schedule to the Railways Act; and the Committee suggest that the Government should likewise be empowered to make additions to the schedule to the Carriers Act.

11. In conclusion the Committee urge that their proposal for the amendment of the law should be favourably considered by the Government of Bengal and submitted to the Government of India. A short amending Act would be required, and they suggest that such should be framed. So far as regards the question of negligence, in the case of the loss of or damage to excepted articles, it would seem to be sufficient if, for the words "Notwithstanding anything hereinbefore contained" in section 8 of the Act, the following were substituted, namely, "Subject to the provisions of section 3 of this Act." Section 8 would then read: "Subject to the provisions of section 3 of this "Act every common carrier shall be liable to the owner for loss or "damage to any property delivered to such carrrier to be carried "where such loss or damage shall have arisen from the negligence or "criminal act of the carrier or any of his agents or servants."

From Chamber to all Members.

Circular No. 214—1916.—CALCUTTA, 27*th March* 1916.

The Indian Carriers Act, III of 1865.

MEMO:—The foregoing copy of a letter addressed to the Government of Bengal, Judicial Department, on the above subject, is published for the information of members of the Chamber.

BILL TO AMEND THE INDIAN TRUSTS ACT, II OF 1882.

From Government of Bengal (JUDICIAL DEPARTMENT) to Chamber.

No. 3265-J.—CALCUTTA, *5th October* 1915.

I am directed to forward the accompanying copy of a letter No. 3130, dated the 13th September 1915, from the Government of India, in the Legislative Department and of its enclosed Bill to amend the Indian Trusts Act, 1882, with statement of Objects and Reasons, I am to request you to favour this Government with an expression of the opinion of the Chamber on the provisions of the Bill.

No. 3130.—SIMLA, 13*th September* 1915.

From—The Secretary to the Government of India, Legislative Department,

To—The Secretary to the Bengal Council and Assistant Secretary to the Government of Bengal, Legislative Department.

I am directed to forward herewith 75 copies of the papers noted in the margin, and to request that the Governor in Council will favour the Government of India in this Department with an expression of his opinion on the provisions of the Bill and with the opinions of such selected officers and other persons as the Governor in Council may think fit to consult on the subject.

A Bill to amend the Indian Trusts Act, 1882, with Statement of Objects and Reasons.

2. I am also to request that the Bill and Statement may be published in the *Calcutta Gazette* in English and in such other languages as the Governor in Council may deem proper, and that the dates of such publication may be communicated in your reply.

The publisher of the *Gazette of India* at Simla has been instructed to furnish the publisher of the *Calcutta Gazette* with English copies of the Bill and Statement (in *Gazette* form) for publication in the latter *Gazette*.

A Bill further to amend the Indian Trusts Act, 1882.

II of 1882. Whereas it is expedient further to amend the Indian Trusts Act, 1882; It is hereby enacted as follows:—

Short title. **1.** This Act may be called the Indian Trusts (Amendment) Act, 1915.

Amendment of section 20 of Act, II of 1882. **2.** In section 20 of the Indian Trusts Act, 1882 (hereinafter called the said Act), the following amendments shall be made, namely:— II of 1882.

(*i*) To clause (*b*), the following proviso shall be added, namely:—

"Provided that, after , no money shall be invested in any such annuity being a terminable annuity unless a sinking fund has been established in connection with such annuity; but nothing in this proviso shall apply to investments made before the date aforesaid."

(*ii*) After clause (*b*), the following new clause shall be inserted, namely:— [*Or.* 56 & 57 Vict., c. 53, s. (4).)

"(*bb*) in India three and a half per cent., stock, India three per cents., stock, India two and a half per cent., stock or any other capital stock which may at any time hereafter be issued by the Secretary of State for India in Council under the authority of an Act of Parliament and charged on the revenues of India;"

(iii) In clause (c) after the word "Council," the words "or by the Government of India" shall be added.

Insertion of new section 20A. in Act II of 1882. **3.** After section 20 of the said Act, the following section shall be inserted, namely:— [*Or.* 56 & 57 Vict., c. 53, s. 2.

Power to purchase redeemable stock at a premium. "20 A. (*1*) A trustee may invest in any of the securities mentioned or referred to in section 20, notwithstanding that the same may be redeemable, and that the price exceeds the redemption value:

Provided that a trustee may not purchase at a price exceeding its redemption value any security mentioned or referred to in clauses (c) and (*d*) of section 20 which is liable to be redeemed within fifteen years of the date of purchase at par or at some other fixed rate, or purchase any such security as is mentioned or referred to in the said clauses which is liable to be redeemed at par or at some other fixed rate at a price exceeding fifteen per centum above par or such other fixed rate.

(*2*) A trustee may retain until redemption any redeemable stock, fund or security which may have been purchased in accordance with this section."

STATEMENT OF OBJECTS AND REASONS.

The object of this Bill is to extend the powers of trustees in the matter of the investment of trust fund somewhat on the lines of sections 1 and 2 of the Trustee Act, 1893 (56 & 57 Vict., c. 53). Section 20, clause (*b*), of the Indian Trust Act 1882, (II of 1882), unlike the English Act, does not allow the investment of trust funds in India sterling stock, a defect which it is proposed to remedy. The same clause permits investment not only in annuities of the class in connection with which sinking funds have been established, but also in terminable annuities without sinking funds, such as the A annuities created on the purchase of certain Indian Railways. Annuities of the latter class are not regarded as suitable for the investment of trust funds, and it is proposed to exclude them from the scope of the clause, but not to prejudice the position of trustees who may have bought them already. The necessary provision is made in sub-clauses (i) and (ii) of clause 2 of the Bill.

2. Clause (c) of section 20 of the Act of 1882 contemplates the investment of trust funds in the securities of Railway or other Companies the interest on which is guaranteed by the Secretary of State for India in Council. In some cases, *e.g.*, of branch line Railway Companies, the guarantee is sometimes expressed as given by the Government of India. It is desirable to make it clear that investment is equally permissible in the latter case. Clause 2, sub-clause (iii), of the Bill accordingly provides for this.

3. Section 2 of the Trustee Act, 1893 (56 & 57 Vict., c. 53), empowers trustees, subject to certain restrictions, to purchase redeemable stock at a premium. Clause 3 of the Bill supplies the want of a similar provision in the Indian Trusts Act, 1882 (II of 1882), which has been experienced in some quarters.

R. H. CRADDOCK.

The 1st September 1915.

From Chamber to Government of Bengal (JUDICIAL DEPARTMENT).

No. 2238—1915.—CALCUTTA, 1*st November* 1915.

I am directed to acknowledge the receipt of your letter No. 3265-J., dated 5th October 1915, in which you request an expression of the opinion of the Chamber on a Bill to amend the Indian Trusts Act, II of 1882.

2. The object of the Bill is to extend the powers of trustees in the matter of the investment of trust funds, so as to bring the provisions of the Indian Trusts Act more or less into conformity in this respect with the Trustee Act—56 & 57 Vic., c. 53. The Committee of the Chamber have examined the Bill, and have consulted their Finance Sub-Committee with reference to it. They see no objection to the proposed modification of the law so far as the mercantile community is concerned. They understand that the Presidency Banks contemplate addressing Government direct on the subject.

THE INCOME-TAX ACT, II OF 1886: ASSESSMENT OF INCOME-TAX ON CONTRIBUTIONS TO PROVIDENT FUNDS.

From Chamber to Government of India (DEPARTMENT OF COMMERCE AND INDUSTRY).

No. 858—1915.—CALCUTTA, 16*th April* 1915.

I am directed to address you on a question which has arisen regarding the levy of income-tax on contributions to Provident Funds.

2. The Provident Funds referred to have been established, some of them for many years, in connection with mercantile firms and companies. Each employé of the firm or company compulsorily contributes to the Fund a percentage of his salary, to which a bonus is added by the employer. The sums so collected are invested for the mutual benefit of the contributors. The Fund is controlled by rules which are enforced by managers appointed in accordance with their provisions.

3. The question at issue has been raised in connection with one of two Funds established by this Chamber, and in dealing with it the Committee must therefore refer particularly to those Funds. But they desire to emphasise the fact that it is of equal importance to all Provident Funds, except those the membership of which is restricted to the employés of Government, or of local authorities, or of railway companies. Recognising this the following firms and companies endorse and support, on behalf of their Provident Funds, the views expressed below, namely, (1) Messrs. F. W. Heilgers & Co., (2) The South British Insurance Co., Ld., (3) Messrs. Martin & Co., (4) Messrs. Jardine, Skinner & Co., (5) Messrs. Bird & Co., (6) Messrs. Duncan Brothers & Co., (7) The India General Navigation & Railway Co., Ld., (8) The Bengal Bonded Warehouse Association, and (9) Messrs. Lovelock & Lewes.

4. The sections of the Income-Tax Act, II of 1886, which bear on the question are 5 (*1*) (*g*) and 6, reading as follows :—

5 (*1*) Nothing in section 4 shall render liable to the tax—

* * * * *

(*g*) Subject to any conditions and restrictions which may be prescribed in this behalf such portion, not exceeding one-sixth, of the income in respect whereof a person would but for this exception, be chargeable under this Act, as is deducted from the salary of the person under the authority or with the permission of the Government for the purpose of securing a deferred annuity to him or a provision to his wife or children after his death or is paid by the person to an insurance company in respect of an insurance or deferred annuity on his own life or on the life of his wife.

* * * * *

6. The Governor-General in Council may, by notification in the *Gazette of India*, exempt from liability to the tax the whole or any part of the income of any class or tribe, or of any persons residing in any specified area, and may, by a like notification, revoke the exemption.

5. On the 16th June 1890 an exemption notification (No. 2762) was published by the Government of India in the Department of

Finance and Commerce. According to rule A of this notification the Governor-General in Council was pleased to exempt, *inter alia*,

> (6) Such portion of any person's income as is paid to any service fund, mutual benefit fund, friendly society, or other legally established association, not being a company within the meaning of section 3, sub-section (2), of the Act, in respect of an insurance or deferred annuity on his own life or on the life of his wife, in the same way as if the payments were made to an insurance company.
>
> (7) Such portion of the income of any person in the service of the Government, or of any local authority, or of any railway company, as is paid into any Provident Fund established under the authority or with the permission of the Government, and as is not repayable to him at his option so long as he remains in such service.

6. In 1906, when starting one of the two Funds connected with this Chamber, the Committee asked the Government of Bengal to enrol the Fund in the list of institutions contributions to which were exempted from the payment of income-tax. The Government of Bengal replied to the effect that the Fund had been recognised "as one coming within the purview of "clause (6) of rule A of the notification of the Government of India "No. 2762, dated the 16th June 1890. All compulsory monies paid "into the Fund will therefore be exempted from liability to assess-"ment under the Income-Tax Act, II of 1886."

(1) Letter No. 1626, dated 10th September 1906, from the Bengal Chamber of Commerce, to the Government of Bengal, Financial Department; and

(2) Letter No. 559-T. S. R., dated 31st October 1906, from the Government of Bengal, Financial Department, to the Bengal Chamber of Commerce.

7. In a letter No. 155-S. R., dated 24th January 1914, the Financial Department of the Government of Bengal informed the Chamber that the whole question of the exemption from income-tax of compulsory contributions to Provident Funds had been "re-con-"sidered by Government and referred to the Advocate-General, who "holds that contributions to the Provident Fund in question are "not exempt under the Income-Tax Act, or any notification there-"under, and therefore it is beyond the power of this Government to "grant the exemption. In the circumstances the Government "Order of the 31st October 1906, referred to, granting the exemp-"tion is hereby cancelled, and I am to intimate that income-tax "will be levied on the contributions, with effect from the 1st "April 1914."

8. The Committee of the Chamber are not prepared to admit that the letter of 31st October 1906 from the Government of Bengal was in any sense of the word an "Order." The Government of India notification does not confer upon local Governments the power to issue orders. All that the letter of 31st October 1906 amounted to was an official recognition, or admission, by the Government of Bengal that the particular Fund came within the provisions of the notification.

9. The Committee of the Chamber respectfully maintain that their Funds, and other similarly constituted Funds, are now and always have been within the provisions of the notification. They are advised that the benefits derived from these Funds are entirely in the nature of an insurance, and that the contributions of

employés ought therefore, under the notification, to be exempted from income-tax. For the notification clearly provides that the tax is not leviable on any portion of a person's income which is paid, in respect of an insurance, to any legally established Association, "in the same way as if the payment were made to an insurance company." The Government of Bengal is presumably, and no doubt very properly, acting on the opinion of the Hon'ble the Advocate-General of Bengal. But the Chamber submit, with deference to that opinion, that the two cases cited by the Advocate-General, and upon which his opinion is presumably based, are distinguishable in their facts from the present case.

10. In the first of the two cases—*Hudson* vs. *Gribble* 1903, 1 K. B. 517—the point was whether deductions, made from the salaries of the employés of the Manchester Corporation under a Provident Fund scheme established *in accordance with the powers of a local Act*, came within a certain rule under the English Income-Tax Act. This rule provided that the tax should be annually charged—on the persons exercising certain employments of profit mentioned in the Schedule to the Act—for all salaries, etc., accruing from those employments, after deducting the amount of any duties chargeable on such salaries "by virtue of any Act of Parliament." The finding was that the deduction from salaries under the Provident Fund scheme referred to were not deductions payable by virtue of an Act of Parliament.

11. The second authority quoted by the Advocate-General is *Smyth* vs. *Stratton* (W. N. 1904, p. 90 and 90 L. T. 750). In this case the terms under a Provident Fund scheme as to the emoluments of an Assistant Master of Dulwich College, included a provision for an increase of salary, which increase was to be retained by the Governors and allowed to accumulate at compound interest. The finding was that the true effect of the scheme was to add £35, the particular sum payable, to the *salary*; and that the employé was accordingly liable for income-tax on that additional amount.

12. These cases are not, the Committee of the Chamber are advised, applicable on their facts as authorities in the present case. I am accordingly to suggest that the Hon'ble the Advocate-General should be again consulted, and that this view should be placed before him. Should he agree that the cases are distinguishable then the Committee trust that the refusal of the Government of Bengal to recognise the Funds, under the Government of India's notification of 16th June 1890, will be withdrawn. It is understood that the State is desirous of promoting thrift by encouraging Co-operative Credit Societies, Provident Funds, and other similar institutions. To exempt contributions to Provident Funds from payment of income-tax is a practical way of promoting thrift; for it means that in the course of years an appreciable addition would be made to the invested monies. It would be also, as the Committee have endeavoured to show, an equitable exemption, for the contributions are unquestionably in the nature of an insurance.

Moreover, in the case of many of the Funds, they are invested in Government 3½% paper, or in local Port Trust or Municipal debentures, upon the interest on which income-tax has again to be paid.

13. A copy of the rules of one of the Chamber Funds is attached hereto for information.

No. 1626—1906.—CALCUTTA, *10th September* 1906.

From—The Secretary, Bengal Chamber of Commerce,

To—The Chief Secretary to the Government of Bengal.

I am directed by the Committee of the Bengal Chamber of Commerce to forward for your information* copy of the rules and regulations of a Provident Fund for the benefit of the staff of the Bengal Chamber of Commerce which it is proposed to bring into force as from the 1st of January 1907. I am instructed to ask for the favour of this Fund being enrolled in the list of similar Institutions the contributions to which are exempted by Government from the payment of income-tax and to express the hope of the Committee that this request will meet with favourable consideration.

No. 569-T. S. R.—DARJEELING, 31*st October* 1906.

From—The Offg. Secretary to the Government of Bengal, Financial Department,

To—The Secretary, Bengal Chamber of Commerce.

In reply to your letter No. 1626, dated the 10th September 1906, I am directed to say that Government is pleased to recognise the Provident Fund which the Bengal Chamber of Commerce proposes to start from the 1st January 1907 for the benefit of its staff, as one coming under the purview of clause (6)* of Rule A of the Notification of the Government of India No. 2762, dated the 16th June 1890. All compulsory monies paid into the Fund will therefore be exempted from liability to assessment under the Income Tax Act, II of 1886.

* Copy enclosed.

Notification No. 2762 of the 16th June 1890.—In exercise of the powers conferred by sections 6 and 38 of Act II of 1886, the Governor-General in Council is pleased, in supersession of the Notification in the Department of Finance and Commerce,

* * * * *

(A) to exempt from liability to the tax payable, and the assessment, under the said Act—

* * * * * * *

(6) Such portion of any person's income as is paid to any Service Fund, Mutual Benefit Fund, Friendly Society, or other legally established Association, not being a company within the meaning of section 3, sub-section (2), of the Act, in respect of an insurance or deferred annuity on his own life or on the life of his wife, in the same way as if the payment were made to an Insurance Company.

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* Not printed.

From Chamber to Bombay, Madras, Karachi, Burma, Rangoon and Upper India Chambers.

No. 870—1915.—CALCUTTA, 16*th April* 1915.

I am directed to attach hereto, for the information and consideration of your Chamber, a copy of a letter which the Committee of this Chamber have addressed to the Government of India, on the question of the levy of income-tax on contributions to Provident Funds.

2. This question is one which affects all Provident Funds established in connection with firms and companies. It may be therefore of interest to your members, and perhaps your Committee may be able to see their way to address the Government of India in support of the proposal made in the letter. To the Committee of this Chamber it appears that contributions to Provident Funds are entirely in the nature of an insurance, and that they ought therefore to be exempted from income-tax.

From Upper India Chamber to Chamber.

CAWNPORE, 19*th April* 1915.

Levy of Income-tax on contributions to Provident Fund.

I beg to thank you for your letter No. 870, dated 16th instant on the above subject and to say that the matter is being laid before my Committee.

A further communication will be addressed to you in due course.

From Madras Chamber to Chamber.

MADRAS, 19*th April* 1915.

I beg to acknowledge receipt of your letter of the 16th instant, regarding levy of income-tax on contributions to Provident Fund and to say that it will be placed before our members in due course.

From Burma Chamber to Chamber.

RANGOON, 24*th April* 1915.

The Committee of this Chamber have decided to support your proposal to have private Provident Funds exempted from the payment of income-tax, and I am directed to enclose a copy of their letter to the Government of India on that subject.

I am to add that, in July last, this Chamber moved the Government of Burma to have Commercial Provident Funds, conducted by firms of repute, exempted from the payment of income-tax. Government replied that the relief sought for would open up a new and indefinitely large class of exemptions in favour of Provident associations over which Government could exercise no control.

As to firms of repute, Government contended that if exemption were granted to one concern, it would be difficult to refuse it to any.

RANGOON, *24th April* 1915.

From—The Secretary, Burma Chamber of Commerce,

To—The Secretary to the Government of India, Department of Commerce and Industry.

I am directed to state that the Committee of this Chamber desire to strongly support the proposal of the Bengal Chamber of Commerce, as conveyed to you in their letter No 838-1915, dated 16th April, 1915, in which it is urged that contributions to mercantile Provident Funds should be exempted from the payment of income-tax.

2 This appears to my Committee to be an extremely reasonable demand, because Government now recognise Provident Funds conducted by railway companies, friendly societies and insurance companies, granting an income-tax rebate on Provident investments whether in the form of actual deposits or premia, and there seems to be no solid reason why similar privileges should not be conferred on the Provident Funds conducted by private concerns of repute.

3. In Rangoon and other cities of India commercial firms have inaugurated Provident Funds for the benefit of their employees. Subscription to these funds is often compulsory, and being in the nature of an insurance, should, in the opinion of the Committee of this Chamber, be treated in the same way as payments made to insurance companies, for there is no reasonable doubt that these funds promote thrift and, for that reason alone, appear to merit a full measure of Government support and encouragement.

From Madras Chamber to Chamber.

MADRAS, the *4th May* 1915.

With reference to your letter of the 16th April, I beg to enclose copy of a letter, which this Chamber has addressed to the Government of India, Department of Commerce and Industry, relating to the levy of income-tax on contributions to Provident Funds.

MADRAS, the *3rd May* 1915

From—The Secretary, Chamber of Commerce, Madras,

To—The Secretary to the Government of India, Department of Commerce and Industry.

I have the honour to inform you that this Chamber has received a copy of the letter, dated the 16th April, which the Bengal Chamber of Commerce has addressed to you relating to the levy of income-tax on contributions to Provident Funds, and to state that it entirely agrees with it in its contention that, as such contributions partake of the nature of insurance, they ought to be exempted from income-tax. If such exception is not possible under the Income-Tax Act, or any notification, thereunder, then this Chamber would strongly urge that the Act, or the notification, should be amended so as to permit of the exemption being made.

From Bombay Chamber to Chamber.

No. 1090.—BOMBAY, *27th May* 1915.

I am directed to acknowledge receipt of your letter No. 870 dated the 16th ultimo and of its accompaniments on the question of the levy of income-tax on contribution to Provident funds, and

to forward for your information a copy of a letter which my Committee have addressed to the Government of India on the subject.

No. 1088.—BOMBAY, *27th May* 1915.

From—The Secretary, Chamber of Commerce, Bombay,

To—The Secretary to the Government of India, Department of Commerce and Industry.

The Bengal Chamber of Commerce have forwarded to this Chamber a copy of a letter (No. 853 dated the 16th of April 1915) which they have addressed to the Government of India on the subject of the levy of income-tax on contributions to Provident Funds, and have asked my Committee to support the proposals made.

2. My Committee are advised that they cannot claim exemption from income-tax in respect of such contributions under exemption notification No. 2762 published by the Government of India, Department of Finance and Commerce, on the 16th of June 1890, but if, as is assumed to be the case, the principle underlying the exemption notification is the recognition of thrift, there does not appear to my Committee to be any reason why the exemption should not be extended so as to embrace contributions to all *bond fide* Provident Funds.

3. My Committee therefore desire me respectfully to request that the Government of India may be pleased to give this matter their very careful consideration, and in view of the desirability of encouraging Provident Funds, to extend the exemption notification so as to cover not only Provident Funds of Chambers of Commerce but also Provident Funds of public companies and private firms which Government is satisfied have been established on recognised lines and are administered under properly framed rules and regulations. In this connection my Committee would point out that the Provident Funds of the Bombay Port Trust and the Karachi Harbour Board, as well as Provident Funds of Railways in India already enjoy this privilege.

From Cawnpore Chamber to Chamber.

CAWNPORE, 8*th June* 1915.

Levy of Income-tax on contributions to Provident Funds.

In continuation of my letter dated 19th April, last, I now beg to hand you herewith for your information copy of a communication addressed to the Government of India, in support of your representation.

CAWNPORE, *8th June*, 1915.

From—The Secretary, Upper India Chamber of Commerce,

To—The Secretary to the Government of India, Department of Commerce and Industry.

The attention of this Chamber has been drawn to a communication No. 853 dated the 16th April, addressed to you by the Secretary of the Bengal Chamber of Commerce, on the question of the levy of income-tax on contributions to Provident Funds.

While, as is stated in this communication, the question at issue has been raised by the Bengal Chamber in particular connection with a fund established by that Chamber, the general application of the question is of very wide importance, not only to members of this Chamber, but to all organisations other than railways and those under Government or local (municipal) authorities. The Bengal Chamber emphasises this point and to this emphasis my Committee desire to record their unreserved endorsement.

The case has been admirably stated by the Bengal Chamber, and I cannot do better than leave this statement to speak for itself, and to accord particular support to the agreements advanced in paragraph 12 of the Bengal Chamber's letter, and further to express the hope that it will be found possible by Government, either to

permit, within the existing law, the exemption from income-tax of contributions to provident funds which are, or may be, brought within the scope of the Provident Insurance Societies Act of 1912, or so to amend the law as to make this permissible.

This Chamber during 1909, made certain representations to the Local Government on this question. The matter was referred to the Government of India and culminated at that time in a reply dated the 2nd of March, 1910 from the Secretary to the Board of Revenue, United Provinces, from which I quote the following :—

"As regards the suggestion made by the Chamber that if contributions to a "Provident Fund are not so exempt, the law should be amended so as to provide for "such exemptions in case where the conditions regulating the administration of a "Provident Fund are approved of by the Government, I am to say that the question "was referred to the Government of India and that Government has now decided "that the Income-Tax Act should be interpreted strictly and literally, and that they "would not be justified in opening up a new and indefinitely large class of exemptions in favour of voluntary associations over which the Government exercises "no control."

Subsequent to this reply the Provident Insurance Societies Act, 1912 (Act V of 1912) was brought on the Statutes Book, and this enactment, in the opinion of my Committee, completely removes the force of the argument that Government would "not be justified in opening up a new and indefinitely large class of exemptions in favour of voluntary associations over which the Government exercises no control." The measure of control possible to Government under the Provident Insurance Societies Act is, in the case of Provident Funds qualifying for inclusion within the purview of this Act, ample and complete.

Sub-clause (8) of clause 2 of this Act would seem to include within the definition of "Provident Insurance Societies" practically all those Provident Funds which are established by firms, companies or associations and which have for their object the insurance of money to be paid to the beneficiaries under certain contingencies, including that of long service. Such Provident Funds have an object precisely similar to that of funds established by railways or local authorities, and my Committee consider that the admission to exemption from income-tax of contributions to the Provident Funds maintained by these railways or local authorities is in the highest degree inequitable while similar exemption is denied to contributions to funds maintained by other organisations equally important and reputable which are or may be subject to full Government control under the Provident Insurance Societies Act.

In thus supporting the representation made by the Bengal Chamber of Commerce, my Committee reiterate the expression of their hope that exemptions will be permitted or made permissible in case of such Provident Funds.

From Government of Bengal (FINANCIAL DEPARTMENT) to Chamber.

No. 1660-S. R.—CALCUTTA, *7th September* 1915.

With reference to your letter No. 858, dated the 16th April 1915, to the Government of India in the Finance Department, I am directed to say that in deference to the representations made by the Bengal Chamber of Commerce and others, the Government of India have again carefully examined the question of the liability to income-tax of compulsory contributions to Provident Fund established by Chambers of Commerce, public companies and private firms. They are, however, again advised that the existing Act and Notifications confer no exemption in the cases referred to and since, on the ground of general policy, Government are averse from widening the existing field of exemptions, a course which in this particular matter would be productive of material loss of revenue as well as undesirable complication in the administration of the Act, *e.g.*, through the many private provident funds of commercial firms, they regret that they are unable to grant the desired concession.

THE INDIAN PETROLEUM ACT VIII OF 1899: CARBIDE OF CALCIUM.

From Government of Bengal (MARINE DEPARTMENT) to Chamber.

No. 301-Mne.,—CALCUTTA, 27*th January* 1915.

I am directed to forward herewith a copy of a letter from the Government of India, Department of Commerce and Industry, No. 163-166-3, dated the 8th January 1915 and enclosure regarding a proposal to amend rules 2, 7 and 8 of part I of the rules to regulate the importation, possession and transport of Carbide of Calcium in Bengal, published with Bengal Government Notification No. 41-Mne., dated the 19th April 1906, as amended by Bengal Government Notification No. 3-Mne., dated the 16th January 1907 and to request the favour of an expression of the opinion of the Chamber.

No. 163-166-3.—SIMLA, *8th January* 1915.

From—The Under-Secretary to the Government of India, Department of Commerce and Industry,

To—The Secretary to the Government of Bengal, Financial Department.

I am directed to forward a copy of a letter from the Government of Madras No. 2631, dated the 27th November 1914, in which it is proposed to amend rules 2, 7 and 8 of Part I of the rules to regulate the importation, possession and transport of carbide of calcium in the Presidency of Madras in order to provide for the control of the Chairman, Madras Port Trust, over the landing of carbide of calcium imported into the Port of Madras.

2. As it is desirable that the rules on the subject should be uniform in all the provinces the Government of India desire to ascertain the views of the other maritime Local Governments before passing orders on the proposed amendments. I am accordingly to request that the Government of India may be favoured with an expression of the opinion of His Excellency the Governor in Council as to the suitability of the proposed amendments.

No. 2631.—MADRAS, 27*th November* 1914.

From—The Secretary to the Government of Madras, Judicial Department,

To—The Secretary to the Government of India, Department of Commerce and Industry.

I am directed to address the Government of India on the subject of the amendment of Rules 2, 7 and 8 of Part I of the rules to regulate the importation, possession and transport of Carbide of Calcium in this Presidency.

2. Under rule 1 of Part I of the above rules, Madras is the only port at which carbide of calcium may be imported. The Chairman, Madras Port Trust, has pointed out that there is no provision in the rules for any one, other than the Collector of Customs, knowing about the intended landing of the Carbide. He has accordingly suggested certain amendments.

Rule 2, Part I.—It is proposed that the master or the agent of the owner of every ship arriving at the port shall declare in writing the quantity and description of the carbide of calcium to be landed, not only to the Collector of Customs, and the Port Officer or Harbour Master but to the Chairman, Madras Port Trust, or in his absence to the Traffic Manager.

Rule 7, Part I.—It is proposed to amend this rule so as to confer on the Chairman, Madras Port Trust, instead of on the Collector of Customs, the power to appoint the place of landing of carbide of calcium.

Rule 8, Part I.—The amendment proposed to this rule would provide that the permission of the Chairman, Madras Port Trust, or in his absence of the Traffic Manager, shall first be obtained before the Collector of Customs allows any carbide of calcium to be landed.

3. The Collector of Customs, Madras, whose power the proposed amendments have the effect of curtailing to some extent, has been consulted on the proposals and he agrees that it is most necessary that the Port Trust should be previously informed of, and their permission obtained for, the landing of such dangerous goods as carbide of calcium and that the landing should take place only at such place as the Trust may direct.

4. The Governor in Council supports the amendments and I am accordingly to request the sanction of the Government of India to the issue of the enclosed draft notification.

DRAFT NOTIFICATION.

Under the provisions of section 9 of the Indian Petroleum Act, 1899 (VIII of 1899) it is proposed to make the following amendments in the rules to regulate the importation, possession and transport of carbide of calcium in the Presidency of Madras, published in Part I of the Fort St. George Gazette dated the 3rd April 1906. Notice is hereby given that the draft amendment will be taken into consideration on or after the 15th February 1915.

2. Any objections or suggestions which may be received from any person with respect to the draft amendments before the aforesaid date will be considered.

DRAFT AMENDMENTS.

For rules 2, 7 and 8 of Part I of the carbide of calcium rules, substitute the following :—

"2. The master or the agent of the owner of every ship arriving at the aforesaid port and carrying carbide of calcium shall, on entering the harbour and before landing any cargo, declare in writing to the Collector of Customs, to the Chairman, Madras Port Trust, or in his absence the Traffic Manager, and also to the Port Officer or Harbour Master, the quantity and description of such carbide of calcium, and the master shall moor the ship in such place as the Port Officer or Harbour Master may direct, and while any carbide of calcium remains on board, shall not, except for the purpose of proceeding to sea, remove the ship without the written permission of the Port Officer or Harbour Master."

"7. Carbide of calcium shall be landed only between sunrise and sunset and at such place or places as the Chairman, Madras Port Trust, shall direct."

"8. On receipt of the declaration referred to in rule 2, the Collector of Customs shall permit the carbide of calcium to be landed, subject to the permission of the Chairman, Madras Port Trust, or in his absence, of the Traffic Manager having previously been obtained."

From Chamber to Government of Bengal (MARINE DEPARTMENT).

No. 364—1915.—CALCUTTA, 10*th February* 1915.

I am directed to acknowledge the receipt of your letter, No. 301-Mne., dated 27th January 1915, with which you forward copies of the marginally noted papers regarding a proposal to amend rules 2, 7 and 8 of part I of the rules to regulate the importation, possession, and transport of carbide of calcium in Bengal. These rules were published under your Department notification No. 41-Mne., dated 19th April 1906, and they were amended by your Department notification No. 3-Mne., dated 16th January 1907.

Letter No. 163-166-3 dated 8th January 1915, from the Government of India, Department of Commerce and Industry, to the Government of Bengal, Financial Department, forwarding copy of a letter No. 2631 dated 27th November 1914, from the Government of Madras, Judicial Department to the Department of Commerce and Industry.

2. You invite an expression of the views of the Chamber upon the amendments in question. These amendments have been recommended by the Government of Madras, and their practical effect is to vest in the Chairman of the Madras Port Trust the control over the landing of carbide of calcium imported into Madras. According to the Madras rules as they at present stand, and also according to the Bengal rules, this control vests in the Collector of Customs. The effect of the amendments would be therefore to curtail to some extent the powers of this officer. The Madras Collector approves of such curtailment, as he considers it to be necessary that the Port Trust should be previously informed of, and their permission obtained for, the landing of such a dangerous commodity as carbide of calcium.

3. The Committee of the Chamber have considered the matter, and they have no hesitation in saying that, in their opinion, the proposed modification of the rules is unnecessary so far as Calcutta is concerned. It would be merely making a needless addition to the responsibilities of steamers arriving at the port. They cannot of course express any views as to what is required in Madras. But at the same time they find it difficult to understand why the Madras Port Trust, and the Collector of Customs, should not be able to make such arrangements as to cover all the requirements without any amendment of the rules. The two departments must work in intimate association, and the communication of the necessary information ought surely to be feasible.

4. Holding these views, the Committee venture to suggest that the Government of Bengal should recommend the Government of India not to accept the proposed amendment of the rules so far as regards Calcutta.

THE INDIAN PETROLEUM ACT, VIII OF 1899: RULES: PART III, RULE 24.

From Government of Bengal (MARINE DEPARTMENT) to Chamber.

No. 4556-Mne.—CALCUTTA, 14*th December* 1914.

I am directed to forward herewith a copy of this Department Notification No. 147 Marine dated the 1st December 1914 publishing, for criticism, an amendment of rule 24 in Part III of the Petroleum Rules published under Bengal Government Notification No. 143 Marine dated the 30th November 1914 and to request that you will be so good as to favour Government with an expression of the opinion of the Chamber whether there is any objection to the adoption of the proposed amendment.

MARINE DEPARTMENT.

The 1st December 1914.

No. 147-Marine.—In exercise of the powers conferred by section 9 of the Indian Petroleum Act, 1899, the Governor in Council of the Presidency of Fort William in Bengal proposes to make the following amendment to the Rules for the importation, possession and transport of petroleum in the Bengal Presidency, published in the Notification of this Government, No. 143-Marine, dated the 30th November 1914.

2. The proposed amendment will be taken into consideration on or after the 2nd January 1915, and any suggestions or objections with regard thereto, which may be received by the undersigned on or before that date, will be duly considered.

A. C. J. DELOTBINIÈRE, LT.-COL., R.E.,
Secy. to the Govt. of Bengal.

In rule 24 of Part III of the said Rules, for the words, *certifies in writing*, the words "*produces duly filled in a certificate in the form hereto annexed*", shall be substituted, and, the following form of certificate shall be annexed to the said Rules:—

Form of Certificate.

1. Quantity of liquid fuel in vessel.
2. Description of oil.
3. Specific gravity of oil.
4. Number of samples taken.
5. Flash-point by Abel's test.
6. Signature of officer making Abel's test.
7. Visé of Government officer or Consul.

From Chamber to Government of Bengal (MARINE DEPARTMENT).

No. 264—1915.—CALCUTTA, 30*th January* 1915.

I am directed to refer to your letter, No. 4556-Mne., dated 14th December 1914, on the subject of a proposed amendment of rule 24 in part III of the petroleum rules published under notification No. 143-Mne., dated 30th November 1914.

2. Rule 24 provides that if a master of, or the agent for, a ship certifies in writing that any petroleum on board has a flashing point above 150° Fahr. such petroleum can be discharged as ordinary cargo. If the proposed amendment be adopted, the master, or the agent, will have to give a certificate showing: (1) the quantity of liquid fuel in the vessel; (2) a description of the oil; (3) its specific gravity; (4) the number of samples taken; (5) the flash-point by Abel's test; (6) the signature of the officer making the Abel's test; and (7) the *visé* of a Government officer or Consul.

3. The Committee have consulted the petroleum companies with reference to this proposal. They find that the companies are not clear as to why it has been put forward. Rule 24 is understood to have been strictly adhered to by importers, and no question has arisen regarding its adequacy. And the companies fear that if the alteration is insisted upon, and enforced, steamers' sailings may be delayed without any compensating advantages.

4. In the circumstances I am to ask that the rule may be allowed to stand in its present form. If, however, the Government cannot see their way to accept this suggestion, then I am to request that the Chamber may be favoured with a statement of the reasons for the proposed modification. The Committee would then again consult the petroleum companies on the subject.

From Government of Bengal (MARINE DEPARTMENT) to Chamber.

No. 507-Mne.—CACUTTA, 11*th February* 1915.

I am directed to acknowledge the receipt of your letter No. 264 dated the 30th January 1915 with which you submit the observations of the Chamber regarding a proposal to amend rule 24 in Part III of the Petroleum Rules so as to provide that the master of, or agent for, a vessel with petroleum on board having a flashing point above 150° F will be required to give a certificate showing:—

(1) the quantity of liquid fuel in the vessel, (2) a description of the oil, (3) its specific gravity, (4) the number of samples taken, (5) the flash point by Abel's test, (6) the signature of the officers making the Abel's test; and (7) the *visé* of a Government Officer or Consul, before such petroleum may be discharged as ordinary cargo.

2. You say that the Petroleum Companies who were consulted by the Chamber, are not clear as to why the proposal has been put forward, but they fear that if the proposed form of certificate is enforced, the sailings of steamers may be delayed without any compensating advantage. The Chamber accordingly desire to be informed of the reasons for the proposed amendment.

3. In reply I am to explain the circumstances under which the question arose—

In view of the considerable expansion of trade in liquid fuel which is one of a non-dangerous character, and of which the flash point ranges from 150° F to 200° F the Board of Trustees of the

Bombay Port Trust suggested to the Government of Bombay that the restriction imposed by the Bombay Port rules issued under section 6 of the Indian Ports Act 1908 as to the anchorage of vessels carrying liquid fuel in bulk as cargo should be removed. They pointed out that this restriction was in conflict with rule 24 in Part III of the Petroleum Rules under which petroleum having a flash point above 150° F is allowed to be discharged in the port in the same manner as ordinary cargo, if the master of, or agent for, the vessel certifies in writing that any petroleum on board is of that description. The Government of Bombay considering it desirable that the working of rule 24 in Part III of the Petroleum Rules should be in conformity with the Bombay Port Rules laid the proposal before the Government of India who sanctioned the proposal and as the Petroleum Rules are uniform for all Provinces, they suggested to this Government that the Bengal rules might be similarly amended. The proposed amendment was accordingly published for criticism under Bengal Government Notification No. 147-Mne., dated the 1st December 1914. The question of delay in shipment, which the Petroleum Companies have reason to fear, was considered by the Government of Bombay, who, to prevent such delay decided to accept the countersignature of the Chief Chemist of the Oil Company in lieu of the *visé* of a Government Officer or Consul. The Government of Bengal propose to follow the Bombay procedure by amending item 7 of the proposed form of certificate by the addition of the words "or signature of the Company's Chief Chemist and the countersignature of the General Manager of the Local refinery or works."

4. I am to enquire whether, in the circumstances represented in this letter, the Chamber still have any, and if so, what reason to urge against the proposed form of certificate being enforced in Bengal.

From Chamber to Government of Bengal (MARINE DEPARTMENT).

No. 740—1915.—CALCUTTA, *25th March* 1915.

I am directed to acknowledge the receipt of your letter No. 507-Mne., dated 11th February 1915, with reference to the proposed amendment of rule 24 of Part III of the petroleum rules.

2. The Committee of the Chamber understand from the letter that the amendment was suggested by the Government of Bombay, in order that rule 24 should be brought into agreement with clause 51 (10) of the Bombay port rules issued under section 6 of the Indian Ports Act 1908. In other words that the procedure followed in Bombay should be made applicable to all Indian ports. But clause 51 (10) is to be so modified as to provide that the Bombay Port Trust will accept, in lieu of the *visé* of a Government officer, or consul, the signature of the importing companies' chief refinery chemist, supported by the counter-signature of the local works manager.

3. Copies of your letter have been submitted to the principal petroleum companies doing business in Calcutta. The companies agree that the addition that I have just mentioned may exempt the amended rule from some of the difficulties which were at first apprehended. They still maintain, however, that nothing has occurred within their knowledge which can be held to have suggested that the rule as it stands is inadequate. With this view the Committee of the Chamber are in accord, and they do not consider that a restriction in force in Bombay must therefore be necessarily extended to the whole of India. Nor do they believe that the form of certificate now proposed will supply a more effective guarantee than that which the responsible agents for the vessel are in a position to give. In these circumstances it would seem to them preferable that conformity should be required from Bombay, and that clause 51 (10) of the port rules should be brought into line with rule 24. I am accordingly to urge that a recommendation to this effect should be placed before the Government of India by the Government of Bengal.

From Government of Bengal (MARINE DEPARTMENT) to Chamber.

No. 328-T.-Mne.—DARJEELING, *23rd June* 1915.

With reference to the correspondence ending with your letter No. 740, dated the 25th March 1915, regarding rule 24, Part III of the rules for the importation, possession and transport of petroleum in this Presidency, I am directed to inform you that the Government of India have decided that it is not necessary to proceed with the proposed amendment of the rule.

THE INDIAN PETROLEUM ACT, VIII OF 1899: REVISION OF RULES.

From Chamber to Government of Bengal (MARINE DEPARTMENT).

No. 739—1915.—CALCUTTA, $\frac{24th}{25th}$ *March* 1915.

I am directed to address you with reference to Notification, No. 143-Mne., dated 30th November 1914, publishing the revised rules framed by the Government of Bengal under section 9 of the Indian Petroleum Act, 1899.

2. As is known to you, it is customary for the Government to consult the Chamber in regard to proposed amendments of the petroleum rules. The principal petroleum companies are members of the Chamber, and they are always given an opportunity of expressing their views upon these proposed amendments. As the companies in question are responsible for the importation of practically all the petroleum coming into the Presidency their opinion is naturally entitled to consideration. It would appear, however, from the revised rules that in at least three recent cases the recommendations which the Chamber has made on behalf of the companies have not been accepted by Government. The three cases in question are the following :—

(*a*) *License Form B.*—In your †letter No. 2664-Mne., dated 26th August 1913, you asked for the opinion of the Chamber on the revised rules which were then issued in draft form. One of the points which the Committee took up had reference to license Form B. In remarking upon this form, in †their No. 2678, dated 21st November 1913, they said that they supported "the recommendation which the "Asiatic Petroleum Company and the Burma Oil Company have made with reference "to license Form B. The recommendation is that condition 2 of the license should "be so modified as to permit of the license-holder delivering up to 4 Imperial gallons "to any purchaser not holding a license for the storage of dangerous petroleum. "The Committee would also go further than this, and support the additional suggestion, which the Asiatic Petroleum Company has made, namely, that the limit "should be extended to 8 Imperial gallons. It appears to them that this limit "could be adopted with safety." In the rules as finally issued it is observed that condition 2 remains unaltered.

(*b*) *Rule 8 of Chapter II of Part II.*—In your letter No. 22-Mne., dated 5th January 1914 you asked the Committee to express an opinion on a proposal for the amendment of this rule. In replying to you on the 2nd March 1914 (letter No. 403—1914) the Committee said that they had consulted the companies, and had received from the Asiatic Petroleum Co., Ld., a copy of a letter addressed to your Department in which certain objections were raised to the suggested amendments. With these objections the Committee were, they said, in sympathy, and they accordingly urged that the rule should be allowed to remain as it stood, with the addition that the Asiatic Company recommended should be made to it. The complete rule would then read as follows :—

"8. The hatches of oil tanks in all ships certified under Rule 1 of this Chapter "as suitable for the carriage of petroleum in bulk, and the manholes "necessary to open them to take on board, or discharge petroleum, or "the tanks have been thoroughly cleaned and freed from petroleum and "petroleum vapour."

* *Vide* Chamber Report Vol. II for 1913, page 98.

† Not printed.

"*The Commander of the vessel shall be responsible to see that an efficient deck*
"*watch is at all times kept during the taking on board, or discharging of*
"*petroleum, or during the cleaning of the tanks, and shall satisfy himself*
"*and certify that the tanks are free of all dangerous vapour before anyone*
"*shall be allowed to enter them.*"

This recommendation has not been given effect to, and in the revised edition of the rules the amendment referred to in your letter, dated 5th January 1914, is incorporated in rule 8. A suggestion, which was made by the Asiatic Petroleum Company, that if the rule were amended as proposed its operation should be limited to vessels with tanks of a greater capacity than 300 tons, has also been ignored. If the Government are not prepared to accept the view that the amendment is unnecessary, it seems to the Committee that the proposed limitation might even now be made.

(*c*) *Rule 4 of Chapter V of Part II.*—In your‡ letter No. 2832-Mne , dated 14th August 1914 you brought before the notice of the Chamber a proposal, which was made by the Government of Madras, that a new rule should be inserted after the above quoted rule. The object was to enable the holder of a general transport license in Form G to authorise his agents to issue passes for the transport of non-dangerous petroleum in respect solely of consignments, or parts thereof which had been conveyed under a pass issued in accordance with rule 4. The Committee of the Chamber supported this proposed amendment, as to non-dangerous petroleum, and also urged its extension to dangerous petroleum—†letter No. 1861, dated 1st October 1914. They observe however that the amendment is not included in the revised rules as regards either dangerous or non-dangerous petroleum.

3. In bringing the foregoing points to your attention, I am to express the regret of the Committee that their recommendations, which were made after careful consideration, should have been disregarded. They have not been favoured with any indication of the reasons which have led the Government to conclusions opposite to those at which they had arrived; and in the absence of such they submit that the three cases cited above should be re-considered.

From Government of Bengal (MARINE DEPARTMENT) to Chamber.

No. 1476-Mne.—CALCUTTA, *4th May* 1915.

I am directed to acknowledge the receipt of your letter No. 739 dated the 24th/25th March 1915, regarding the amendments made by Government in the Petroleum Rules.

2. The Chamber drew attention to the recommendations they made in the following three cases, which seem to them to have been disregarded by Government. As their recommendations were made after careful consideration, and as the Chamber are not aware of the reasons which led Government to conclusions opposite to those at which they arrived, they ask for a reconsideration of the decision of Government.

3. The three cases referred to by the Chamber are :—

(*a*) the amendment of condition 2 endorsed on License Forms B and C, so as to permit the delivery of dangerous petroleum up to 4 or even 8 Imperial gallons, to a person not holding a license for the storage of dangerous petroleum :—

(*b*) the amendment of rule 8, Chapter II, Part II, to provide for the better management of oil tanks in ships; and

‡ *Vide* Chamber Report Vol. II for 1914, pages 174, 176 and 177.

(c) the rule to provide for the distribution by Agents in the Mufassil, of both dangerous and non-dangerous petroleum transported there under cover of a Pass issued by the holder of a General Transport License.

4. With regards (*a*) I am to say that the Chamber's view was duly reported to the Government of India who decided to hold the proposed alteration in abeyance for the present, as it involves an amendment of Section 6 of the Indian Petroleum Act 1899 (VIII of 1899). A note to this effect has been made by this Government, who will remind the Government of India of it when the Petroleum Act is revised.

5. As regards (*b*) I am to say that the suggestions of the A. P. Co., Ld. which were supported by the Chamber were not ignored by this Government. The Chamber's views and the communications from the Oil Companies were duly submitted for the consideration of the Government of India, who, after careful consideration of the opinions received by them from other Governments, and Administrations in the matter, decided to adopt the revised rule 8 in Chapter II, Part II, as incorporated in Bengal Government Notification No. 143-Marine, dated the 30th November, 1914.

6. In regard to (c) also the Government of India were duly informed of the Chamber's views. Their reply is awaited.

From Chamber to Government of Bengal (MARINE DEPARTMENT).

No. 1178—1915.—CALCUTTA, 21*st May* 1915.

I am directed to acknowledge the receipt of your letter No. 1476, dated the 4th May 1915, regarding the amendments made by Government in the Petroleum rules.

2. The Committee of the Chamber note the position of the particular amendments to which they referred in their No. 739 dated 24th/25th March last. They agree that no further action in respect of these can be taken at present. They would however be glad to be informed as to when the Government of India contemplate undertaking the revision of the Indian Petroleum Act. They make this enquiry with reference to the proposed amendment of condition 2 endorsed on license forms B and C, which, as you point out, involves a modification of section 6 of the Act.

From Government of Bengal (MARINE DEPARTMENT) to Chamber.

No. 2058-Mne.—CALCUTTA, 9*th July* 1915.

With reference to your letter No. 1178 dated the 21st May 1915, enquiring when the Indian Petroleum Act is likely to be revised, I am directed to say that it has been ascertained from the

Government of India that they are not at present in a position to say when this will be done.

From Government of Bengal (MARINE DEPARTMENT) to Chamber.

No. 1947-Mne.—CALCUTTA, 5*th July* 1915.

I am directed to forward herewith a copy of a letter No. 8949-8959-13 dated the 15th June 1915 from the Government of India, Department of Commerce and Industry, together with a copy of this Department draft Notification No. 80-Marine dated the 29th June 1915 regarding the amendment of rule 3, Chapter II, Part II, of the rules for the importation, possession and transport of petroleum in the Presidency of Bengal, so as to permit of the carriage of petroleum in bulk by passenger steamers using liquid fuel.

2. I am to point out that this amendment involves a similar amendment of rule 1(c) of the rules regarding the carriage of petroleum in ships to which the Native Passenger Ships Act, 1887, applies, as these rules also do not permit of the carriage of petroleum in bulk. The Governor in Council would be glad to learn whether in the opinion of the Chamber there is any practical necessity for an amendment of the rule quoted in the direction indicated.

No. 8949-8959-13.—SIMLA, 15*th June* 1915.

From—The Under-Secretary to the Government of India, Department of Commerce and Industry,

To—The Secretary, Government of Bengal, Marine Department.

In continuation of the endorsement from this Department No. 11593-11594-13, dated the 17th October 1914, I am directed to say that the proposed relaxation of rule 3, Chapter II, part II, of the petroleum rules is generally considered to be suitable by the Local Governments and Administrations, and I am to enclose a revised draft embodying the amendment which the Government of India have decided to adopt.

2. I am to request that, with the permission of His Excellency the Governor in Council,.....the revised amendment may be published for criticism in the local Gazette in the manner prescribed in the Home Department Notification No. 562, dated the 12th April 1899 and that, if no objections or criticisms are received the Notification may be issued finally.

MARINE DEPARTMENT.

The 29th June 1915.

No. 80-Marine.—The following draft of an amendment which the Governor in Council of the Presidency of Fort William in Bengal intends to make in the rules

under section 9 of the Indian Petroleum Act, 1899 (VIII of 1899), for regulating the importation, possession and transport of petroleum within that Presidency (published under Bengal Government Notification No. 143-Marine, dated the 30th November 1914), is published for the information of persons likely to be affected thereby.

II. The draft will be taken into consideration on or after the 1st August 1915, and any objections or suggestions with regard thereto which are received by the undersigned before that date will be duly considered.

Draft Amendment.

The following proviso shall be added to Rule 3, Chapter II, Part II, of the said rules :—

"Provided that this rule shall not apply to petroleum having a flashing point above 150°F and carried exclusively as liquid fuel for the use of the ship."

F. A. A. COWLEY,
Secy. to the Govt. of Bengal.

From Chamber to Government of Bengal (MARINE DEPARTMENT).

No. 1617—1915.—CALCUTTA, *2nd August* 1915.

I am directed to acknowledge the receipt of your letter, No. 1947-Mne., dated 5th July 1915, with which you forwarded a copy of the marginally cited notification regarding the amendment of Rule 3, Chapter II, Part II, of the rules for the importation, possession and transport of petroleum in the Presidency of Bengal. The object of this proposed amendment is to permit of the carriage of petroleum in bulk by passenger steamers using liquid fuel.

Notification No. 80-Mne., dated 28th June 1915 by the Government of Bengal in the Marine Department.

2 The Committee of the Chamber suggested to Government, in 1913, that this modification of rule 3 should be made, and they are glad to see that their suggestion has been adopted. They have consulted the petroleum companies with reference to your proposal that a similar amendment should be introduced into rule 1 (*c*) of the rules regarding the carriage of petroleum in those ships to which the Native Passenger Ships Act of 1887 applies. The companies consider, and the Committee agree with them, that this change is desirable, seeing that it might tend to promote the trade in liquid fuel for use in steamers.

THE INDIAN MINES ACT, VIII OF 1901: ELECTRIC PLANT IN MINES.

From Government of Bengal (PUBLIC WORKS DEPARTMENT) to Chamber.

No. 108-T.-M.P.I.—DACCA, *14th August* 1915.

The Government of India in the Public Works Department have of late been considering the question of proper supervision over electrical plant installed in "Mines," as defined in the Indian Mines Act 1901, in order to guard against accidents.

2. Inspections of electrical machinery, whether at mines or elsewhere, are at present made by Inspectors appointed under the Indian Electricity Act. For Bengal and Behar there is a joint Electrical Department with Head quarters in Calcutta. The recent rapid extension of high voltage plant throughout the Provinces made it impossible for the staff of the Electric Inspector, Bengal, to exercise proper supervision.

3. The Government of India, while inviting the opinion of this Government on the question have suggested that in order to avoid accidents in future the following steps should be taken—

(*a*) the strengthening of the Electric Inspector's Department by the appointment of an Additional Electric Inspector to be stationed at Dhanbaid, which is the centre of the coal fields.

(*b*) the appointment of all Mine Inspectors as *ex-officio* Inspectors under the Indian Electricity Act.

(*c*) the revision of the Indian Electricity Rules on the lines of the corresponding rules in force in England.

4. (*1*) The Government of Bengal, though alive to the situation, are unable to increase the staff to the required extent owing to financial exigencies and the question of appointing an additional Inspector, which is all that can be done at present, is still under consideration.

(*2*) If the Inspectors of Mines were vested with the powers of Electric Inspectors, it is feared that such dual control would lead to no useful end and would only result in confusion.

(*3*) With regard to the Electricity Rules, the Government of Bengal do not consider they are deficient in any way but all that is necessary is stricter compliance with them.

5. As the whole question deserves careful consideration, I am directed to request that you will be good enough to favour this Government with an expression of the views of your Chamber on the subject.

From Chamber to Indian Mining Association.

No. 1784—1915.—CALCUTTA, 23*rd August* 1915.

Indian Mines Act 1901: Electrical Plant in "Mines."

Letter No. 108 T.-M.P.I., dated 14th August 1915, from the Government of Bengal, Public Works Department, to the Bengal Chamber of Commerce.

I am directed to invite an expression of the views of your Committee upon the points raised in the marginally noted letter in this connection. A copy of the letter is attached hereto for your information.

From Indian Mining Association to Chamber.

No. 794-R.—CALCUTTA, 16*th September* 1915.

Indian Mines Act 1901—Electrical plant in "Mines."

I have received your letter of 23rd August, with its marginally noted correspondence, on the above subject.

In response to your request for an expression of the Association's opinion on the points raised in the correspondence, I have pleasure in sending you now, copy of the Committee's reply to a similar reference from the Government of Bengal on the subject.

No. 791-D.—CALCUTTA, 15*th September* 1915.

From—The Secretary, Indian Mining Association,

To—The Secretary to the Government of Bengal, Public Works Department.

I have the honour to acknowledge receipt of your letter No. 107-T.-M.P.I., stating the suggestions which have been made by the Government of India for the proper supervision over electrical plant installed in "Mines" as defined in the Indian Mines Act 1901, in order to guard against accidents, giving the Bengal Government's views regarding these suggestions, and inviting an expression of opinion from this Association on the subject.

2. The Committee have considered this question in consultation with several prominent colliery managers and others, possessing an intimate, practical and technical knowledge of the working of electrical plant in the mines, and as a result I am to communicate to you the Committee's opinion on the three suggestions made by the Government of India, which suggestions I now deal with seriatim.

3. First, the Government of India suggest the strengthening of the Electric Inspector's Department by the appointment of an additional Electric Inspector to be stationed at Dhanbaid. The Bengal Government evidently approve the above suggestion and, though restricted by financial exigencies, have under consideration

the question of appointing an additional inspector. The Committee of this Association feel there is no doubt that the existing staff of electrical inspectors is inadequate to cope with the work of inspection entailed by the recent numerous installations of high tension plant. They consider that as soon as Government is in a position to do so, a well paid inspector should be appointed, having a practical experience in the use and application of electrical energy in mines, that he should be stationed at Dhanbaid, attached to the Mines Department, and be under the control of the Chief Inspector of Mines of India.

4. The Committee note why the Government of Bengal do not favour the appointment of all Mine Inspectors as *ex-officio* inspectors under the Indian Electricity Act.

5. In this connection, I am to state that the Committee are also strongly opposed to this suggestion, as they consider that such work should only be performed by fully qualified electrical inspectors, whose opinion would bear proper weight.

6. Regarding the proposed revision of the Indian Electricity rules on the lines of the corresponding rules in England, the Committee fully concur in your Government's view that there is no necessity at present to revise these rules, and that it is better to devote attention to carrying out the present rules than to amend these rules.

From Chamber to Government of Bengal (PUBLIC WORKS DEPARTMENT).

No. 2053—1915.—CALCUTTA, 27*th September* 1915.

I am directed to acknowledge the receipt of your letter, No. 108-T.-M. P. I., dated 14th August 1915, on the question of the exercise of proper supervision over electric plant installed in mines.

2. You invite an expression of the opinion of the Chamber on the following suggestions which have been made by the Government of India with the object of avoiding accidents:—

(*a*) that the Department of the Electric Inspector, Bengal, should be strengthened by the appointment of an additional Electric Inspector to be stationed at Dhanbaid;

(*b*) that all Mine Inspectors should be *ex-officio* Inspectors under the Indian Electricity Act; and

(*c*) that the Electricity Rules should be revised on the lines of the corresponding rules in force in the United Kingdom.

3. In reply I am to say, as regards (*a*), that in the opinion of the Committee of the Chamber an additional Electric Inspector should be appointed as soon as the financial position will allow. They also agree with the Indian Mining Association that he should be attached to the Mines Department; that he should be

Letter No. 791-D., dated 15th September 1915 from the Indian Mining Association to the Government of Bengal, Public Works Department.

stationed at Dhanbaid; and that he should be subject to the control of the Chief Inspector of Mines.

4. The Committee of the Chamber do not support suggestion (*b*), as in their opinion only specially qualified officers ought to be employed as Electric Inspectors. They are also opposed to suggestion (*c*), as they agree with the Government of Bengal that the existing Electricity Rules, if properly enforced, are sufficient for all purposes.

THE INDIAN FACTORIES ACT, XII OF 1911: SUNDAY WORKING IN COTTON GINNING AND PRESSING FACTORIES.

From Punjab Chamber to Chamber.

No. 1520-P.—DELHI, *4th November* 1915.

The attached reference from the Upper India Chamber of Commerce is before us and before replying the Committee of this Chamber would feel much obliged if you would favour them with a copy of any resolution passed by your Committee on the subject.

CAWNPORE, *14th August* 1915.

From—The Secretary, Upper India Chamber of Commerce,

To—The Secretary, Punjab Chamber of Commerce.

I am directed to refer for the consideration of your Committee the following circumstances and shall be glad of any information regarding the treatment of ginning and pressing factories in your province and also by the expression of the views of your Committee on the desirability of concerted action by Indian Chambers concerned, with a view to obtaining universal exemption for ginning and pressing factories from the operations of section 22 (1) of the Indian Factories Act:—

Section 22 (1) says:—

"No person shall be employed in any factory on a Sunday."

Section 22 (4) says:—

"Where it is proved to the satisfaction of the Local Government—

(d) that in any class of factories the work performed, by the exigencies of the trade or by its nature, cannot be carried on except at stated seasons, * * * * * * *

the Local Government may, subject to the control of the Governor-General in Council, by notification in the Local Official Gazette, exempt, * * * * * * * * * * * * * * *

in cases (c) and (d), such class of factories, from the provision of sub-section (1), on such conditions, if any, as it may impose."

Very shortly after the introduction of the Act (XII of 1911) on the representation of this Chamber the Government of these Provinces was pleased to exempt ginning factories from the operation of sub-section (1) of section 22. At a later date the Chamber represented the case of cotton presses urging similar exemption in their case and this was immediately granted by the Local Government.

In Ajmer-Merwara similar exemptions were enjoyed by Ginning and Pressing factories until May of this year, when by notification the Hon'ble the Chief Commissioner withdrew the exemption. This Chamber, some of whose members operating in Ajmer-Merwara are affected, enquired of the Hon'ble the Chief Commissioner the reasons which had led to the withdrawal of the exemption, and in his reply he has stated that the exemption was granted reluctantly and with diffidence as a temporary measure, and that he has now come to the definite

conclusion that the practice followed in this matter in Bombay, Madras and Punjab is to be preferred.

As this Chamber has no definite information as to the practice obtaining in your province any information on the subject will be valued, and in particular any indication as to the reasons why an exemption so obviously provided for in clause (d) of sub-section (4) of section 22 of the Indian Factories Act should be withheld.

In the case of the ginning and pressing of cotton perhaps more than in the case of any other industry do the exigencies of the trade or the influence of its nature *whereby it cannot be carried on except at stated seasons*, apply, and in the circumstances it is difficult to understand how a local Government or Administration can fail to be satisfied within the meaning of sub-section (4) that such trade exigencies or natural conditions render the exemption which is provided for, not only desirable but essential.

Should your Committee share these views and should they be prepared to take concerted action with this Chamber in approaching the Government of India with a view to obtaining special provision for the exemption of ginning and pressing factories, it would seem that an unanswerable case could be put forward.

From Chamber to Punjab Chamber.

No. 2492—1915.—CALCUTTA, *14th December* 1915.

The Indian Factories Act, Section 22.

I am directed to advert to your letter No. 1520 dated 4th November 1915, with reference to the question of Sunday working in cotton ginning and pressing factories.

2. The Committee have read the letter dated 14th August from the Upper India Chamber, a copy of which you enclosed, and they have consulted the Indian Jute Mills Association, the Calcutta Hydraulic Press Association, and the local cotton mills on the question. As you are doubtless aware there are only a few cotton factories in Bengal. But the Committee notice that the ginning factories were exempted from the provisions of section 22 (1) by a Government of Bengal Notification dated 15th October 1912. Jute Presses, which are of course more numerous, are also exempted for the same reason, *viz.*, that theirs is a seasonal trade.

3. It would seem to the Committee that the pressing and ginning factories in Ajmer-Merwara may likewise rightly claim exemption; and they fail to understand the action which has been taken by the Chief Commissioner. In the general interest of seasonal trades they think that the exemption should be allowed, and they would be quite prepared to join in any concerted action by the Chambers having for its object the exemption of pressing and ginning factories generally.

THE INDIAN FACTORIES ACT, XII OF 1911: THE EDUCATION OF FACTORY CHILDREN.

From Government of Bengal (FINANCIAL DEPARTMENT) to Chamber.

No. 3005-Com.—CALCUTTA, *7th August* 1915.

In forwarding the accompanying copy of a letter from the Government of India in the Department of Commerce and Industry, No. 12136-12146-11, dated the 23rd July 1915 and of its enclosures on the subject of the amendment of section 37 (2) of the Indian Factories Act, 1911, I am directed to request that you will be so good as to furnish this Government at an early date, with an expression of the opinion of your Chamber on the proposal.

No. 12136—12146-11, SIMLA, *23rd July* 1915.

From—The Under-Secretary to the Government of India, Department of Commerce and Industry,

To—The Secretary to the Government of Bengal, Financial Department.

I am directed to enclose a copy of a letter No. 3805, dated the 7th May 1915, with its enclosures, received from the Government of Bombay proposing the addition of a clause to section 37 (2) of the Indian Factories Act, 1911 (XII of 1911).

2. The Government of India understand that in suggesting the amendment referred to above and the rule to which paragraph 6 of their letter refers, the Government of Bombay desire generally to place beyond doubt the powers of the Local Government to make rules as to the conditions under which children may be employed, and in particular to ensure the division of the hours of children's work into shifts of three hours each with an interval of three hours. The object of the latter measure is in part to defeat the practice on the part of half timers of working for six hours in one factory and then going to a different factory for another spell of work. But it is also intended to facilitate the education of the children by compulsorily providing an interval part of which may be passed in school, and to enable Government to bring pressure on the millowners to assist in the education of their employés. The Government of India understand that the Bombay Government do not propose to compel the education of factory children by the direct action of Government or to force them to spend the whole of the three hours' interval in school, but it is hoped, with the help of the millowners, to secure that children should spend some portion of it in schools to be provided near the mills. It is also understood that it is not intended to use the general powers which the proposed amendment would confer in order to force upon mill-owners conditions of child employment which would handicap the industry, or to impose on child labour unreasonable conditions, whether educational or otherwise. But the Local Government, who are assured already of the support of some mill-owners, wish to be in a position to require conformity on the part of such others as may be less inclined to co-operate with the Government in measures undertaken for the improvement of child labour.

3. As the question is one of general interest, the Government of India, before taking any action, desire to obtain the views of other Local Governments and Administrations. I am accordingly to request that they may be favoured with an expression of the opinion of His Excellency the Governor in Council on the suitability or otherwise of the amendment of the Indian Factories Act, suggested by the Government of Bombay.

No. 3805,—BOMBAY, *7th May* 1915.

From—The Secretary to the Government of Bombay, General Department,

To—The Secretary to the Government of India, Department of Commerce and Industry.

I am directed to refer to my letter No. 7762, dated the 16th November 1912, addressed to the Government of India in the Education Department on the subject of the education of children employed in factories. In the concluding paragraph of that letter the Government of India were informed that the Governor in Council would consider the question whether it is feasible to arrange that the education of children employed in factories should be made compulsory by law, and a further communication was promised on the subject.

2. I am now to state that in July 1913 the Governor in Council appointed a special Committee, consisting of the Director of Public Instruction, the Collector of Bombay, the Chief Inspector of Factories, Bombay Presidency, Sardar Sir Chimubhai Madhavlal, Bart, C.I.E., of Ahmedabad, and representatives of the Millowners' Association of Bombay and the Schools Committee of the Bombay Municipal Corporation. The Committee was asked to examine generally the question of the education of factory children and more particularly to—

(1) consider and report on the possibility of arranging for the education of all children employed in factories;

(2) suggest the measures necessary to give effect to their recommendations; and

(3) report upon whom primarily the responsibility for, and cost of, the execution of such measures should be imposed.

3. The Committee, a copy of whose report I am to forward herewith, held divergent views on the subject—the so-called majority, that is to say, four members, including the Chairman, out of a total of eight members, recommending that, as an alternative to what they regarded as the only complete and satisfactory solution of the problem, namely, a scheme of free and compulsory education for all children or at any rate all children within certain areas, education should be made compulsory for factory children. The minority were strongly opposed to this recommendation on the ground that to extend legislation in this matter to factory children only would involve an unfair and invidious discrimination to their disadvantage. At the same time both sections of the Committee agreed in putting forward one important practical suggestion which, in their opinion, would do much to remove the obstacles which in existing conditions prevent full advantage being taken by factory children of the educational facilities provided for them. This suggestion was to the effect that the half-timers' six-hour period of work should be made compulsorily divisible into two periods of three hours each with a considerable interval of time between them, which interval might be utilized for the instruction of the children. Apart from its advantages from the educational point of view, it was pointed out that incidentally such an encouragement would put an end to a commonly prevalent abuse, namely, the practice on the part of half-timers of working for six hours in one factory and then going to a different factory for another spell of work.

4. The Governor in Council was not prepared to accept the very qualified support extended by the so-called majority report of the Committee to the proposal for the compulsory education of factory children as affording sufficient grounds for a decision in favour of a measure of so highly controversial a character, and for the present, therefore, he considers that the general question must remain in abeyance. But in regard to the specific recommendation referred to above, he was of opinion that the question called for further examination, more especially from the point of view of factory administration.

5. The Collector of Bombay, as head of the Factory Inspection Department, was accordingly consulted in the matter, and he favoured the proposal as one that would reduce the chances of a child working for six hours in the day in two different factories, and added that the anticipated difficulty of obtaining children for factory labour, which was put forward as an objection to the adoption of the proposal, could, if it made itself actually felt, be overcome by the improvement of the existing organization for the supply of child labour. Regarding the procedure necessary for the introduction of this measure, he did not think that any amendment of the Indian Factories Act was necessary, provided that the change was confined to textile factories only, and he accordingly suggested the addition of the following to the existing rules under section 37 of the Factories Act, XII of 1911:—

"No child shall be employed except on a system of shifts to be approved by the Inspector.

No child shall be employed continuously for any period exceeding three hours.

Every child shall be relieved of all work for a period of not less than three hours after each period of employment."

6. A draft rule to the above effect was in consequence published * in the *Bombay Government Gazette* on the 10th of June 1914 for the information of all concerned as required by section 39 (*1*) of the Factories Act and copies of it were forwarded for opinion to the Millowners' Association of Bombay and Ahmedabad.

* *Vide* Notification No. 4291, dated the 10th June 1914, copy enclosed.

7. Both the associations, copies of whose replies are enclosed, were opposed to the promulgation of the proposed rule. The Ahmedabad Association confined its objection to the difficulty of obtaining child labour which, it said, was greatly felt on all sides. The Millowners' Association of Bombay went further than this, and contended that it was not within the competence of this Government to promulgate the rule in question unless and until the Factories Act was amended by the inclusion of a provision specifically authorising the making of such a rule.

8. The Remembrancer of Legal Affairs in this Presidency, who was consulted in regard to the legal objection taken by the Millowners' Association of Bombay, is of opinion that it would be safer to amend the Act itself instead of merely framing a rule which might, in the existing state of the Act, be held to be *ultra vires*. A copy of his report, dated the 24th October 1914, is enclosed.

9. Assuming that the proposed change is one which, both on educational grounds and from the point of view of factory administration, it is desirable to carry into effect, the question therefore resolves itself into one of the amendment of the Indian Factories Act, XII of 1911. In view of the fact that the Act was promulgated by the Government of India and is applicable to the whole of India, any amendment of its provisions would have to be by legislation in the Council of the Governor-General and not in that of the Governor of Bombay. Nor can the amendment take the form originally proposed for the rule referred to in paragraph 6 above, since to give it that form would have the effect of making the system of three-hour shifts compulsory throughout India, a result which might be undesirable. It is therefore proposed that the amendment of the Act should merely have the effect of conferring on a Local Government the power to frame a rule such as that referred to. Such an amendment might the Governor in Council considers, suitably take the form of an additional clause to section 37 (*2*) of the Factories Act, XII of 1911, in the following terms:—

"(jj) the conditions under which children may be employed, the employment of children in shifts, the period for which they may be employed continuously and the periods during which they shall be relieved of work."

10. In the circumstances above explained I am to request that you will be so good as to move the Government of India to take action with a view to the amendment of the Indian Factories Act on the lines indicated in the preceding paragraph.

11. I am to add that the question of providing better educational facilities for children employed in factories is separately under the consideration of the Government.

Accompaniments to the letter to the Government of India, Department of Commerce and Industry, No. 3805, dated the 7th May 1915.

No. 285.—BOMBAY, *6th August* 1914.

From—The Secretary, Millowners' Association,

To—The Secretary to the Government of Bombay, General Department.

I have the honour to acknowledge receipt of your letter No. 4292-A., dated the 10th June 1914, forwarding copies of Government Notification No. 4291, and requesting the opinion of my Committee on the proposed amendments to the rules under the Indian Factories Act, 1911, therein provisionally published.

2. In reply, I am directed to state that my Committee are not in favour of the suggested Rule 28-A, whereby (1) no child shall be employed in a textile factory except on a system of shifts to be approved by the Inspector; (2) no child shall be employed in a textile factory continuously for any period exceeding three hours; and (3) every child so employed shall be relieved of all work for a period of not less

then three hours after each period of employment. My Committee respectfully submit that a system of three-hour shifts, if rendered compulsory, would result in considerable inconvenience to millowners.

3. I am further to point out that my Committee, after consultation with the Association's solicitors, are of opinion that the proposed amendment of the Bombay Factory Rules, 1912, by a notification of the nature of the draft submitted, would be *ultra vires* of the Governor in Council and for the following reasons.

4. By section 37 (*1*) of the Indian Factories Act, 1911, it is enacted that subject to the control of the Governor-General in Council, the Local Government may make rules for the purpose of carrying into effect the provisions of the Act. By section 37 (*2*) it is enacted that in particular, and without prejudice to the generality of the foregoing power, such rules may provide for the various matters specified in that sub-section. The employment of children in a factory is not one of the matters specified in sub-section 2 of section 37.

5. By section 32 of the Act, which applies to textile factories only, it is enacted that no child shall be employed in any textile factory for more than six hours in any one day. It would appear that apart from any other section of the Act, the Governor in Council would have power under section 37 (*1*) to make rules for the purpose of carrying into effect the provisions of section 32.

6. By section 26 of the Act, however, it is enacted that the manager of a factory shall fix specified hours for the employment of each child employed in such factory, and no child shall be employed except during such hours.

7. A textile factory (and the proposed amendment of the rules is confined to textile factories only) is a factory, *vide* definition of textile factory in section 2 (*9*) of the Act. The fixing of the hours during which a child shall work in my factory, including a textile factory, is therefore vested by section 26 of the Act in the manager of the factory.

8. That the legislature intended that the administration of the factory should remain with the management is, my Committee think, evidenced by sections 21 (*1*) and 36 (*1*) of the Act. Section 21 (*1*) enacts that in every factory there shall be fixed for each working day, at intervals not exceeding six hours, periods of not less than half-an-hour, during which all work shall be discontinued. Section 36 (*1*) enacts that there shall be affixed in some conspicuous place near the main entrance of the factory a notice containing the standing orders of the factory upon the following matters, namely :—

"(*d*) the hours of employment of women and children, respectively, if not employed in shifts."

"The standing orders of the factory" can, my Committee think, only mean the standing orders of the management of the factory.

9. It would therefore appear to my Committee that section 1 of the proposed Rule 28-A overrides the provisions of section 26 of the Act, while sections (2) and (3) of the proposed Rule 28-A override those of section 21 (*1*) of the Act.

10. My Committee are consequently of opinion that the proposed new Rule 28-A is *ultra vires* of the Governor in Council and that the proposed amendments could only be made by amending the Act.

No. 161.—AHMEDABAD, 23*rd August* 1914.

From—The Honorary Secretary, Ahmedabad Millowners' Association,

To—The Secretary to the Government of Bombay, General Department.

With reference to your letter No. 4392-A., dated the 16th June last, I have the honour to inform you that my Association is of opinion that the proposed amendments will be disadvantageous and inconvenient both to the employers and the employés and will add to the present difficulty in acquiring labour which is very greatly felt all round.

Report of the Remembrancer of Legal Affairs, No. 2821, dated the 24th October 1914.

Section 26, cited by the Millowners' Association, deals, I think, with the time of beginning and ending of the work on each day. From the Statement of Objects and Reasons it appears that clause 27 (sections 26) was considered necessary in order that inspection might be effective and compliance with the law secured.

2. Section 21 cited by the Association is, however, a more serious objection, for under that section, where a system of shifts is not in force, a *continuous* working

of 6 hours is allowed. The factory owners *may* no doubt during these 6 hours, allow an interruption, such as is suggested in the proposed rule, but Government have, I think, no power to compel them to do so.

3. It appears therefore that it would be safer to amend the Act itself, instead of merely framing a rule, as I had previously suggested, which may be held to be *ultra vires*.

Education of factory children : Report of the Committee appointed by Government on the—.

BOMBAY, 25*th October* 1913.

From—The Secretary, Factory Children Education Committee,

To—The Secretary to the Government of Bombay, General Department.

I have the honour to forward herewith the report of the President of the Factory Children Education Committee, appointed under Government resolution, General Department, No. 4396, dated the 7th July 1913, embodying the views of the majority of the members, and (2) a note of dissent signed by the remaining three members who were present at the several meetings held.

In the latter connection Sir Chimubhai Madhavlal has expressed his concurrence with the views of the minority as per enclosed letter.

Report of the Committee appointed by Government Resolution, General Department, No. 4396, dated the 7th July 1913, to report on the education of children employed in factories.

The Committee held three meetings in Bombay in the course of August and one in October. The Hon'ble Sadar Sir Chimubhai Madhavlal, Bart., C.I.E., was unable to attend any of them.

2. The Committee are of opinion that the only complete and satisfactory solution of this problem would be found in a scheme of free and compulsory education for all children, either all children whatever or all within certain areas.

3. Failing this, it seems natural to recommend a scheme of compulsory education for factory children only. It has, indeed, been suggested that there is no adequate reason for enforcing education in the case of one limited class of wage-earning children only. On the other hand, the Committee feel that there is ground for a distinction between wage-earning children in general and a class whose daily hours of wage-earning are limited by law to six, leaving ample time for some attendance at a school without doing any injustice to either the children or their parents. At the same time there is reason to fear that the introduction of such a measure will tend to drive many of the children to other forms of employment.

4. The Committee have found a certain amount of evidence, which goes to show that when the period of six hours' work is divided into two shifts of three hours each, and when there are facilities for schooling, then the children are more disposed to attend the school during the interval allowed between the two shifts than when the whole period of work is continuous.

5. The Committee are therefore of opinion that, if no system of compulsory education is thought advisable or feasible, legislation might be undertaken to compel all owners of factories to divide the daily period of work into two shifts of not more than three hours each : a sufficient interval being left between them to permit of the children obtaining such food and rest as they require, and also attending school for at least two hours.

6. This measure seems likely to be effective only if the school is actually on the premises of the factory ; and therefore, in spite of the strong recommendation of the Factory Commission to the contrary, the Committee find themselves compelled to recommend that the owners should also be required by law to provide suitable accommodation. Should, however, any system of compulsory education be applied to these children, then undoubtedly the school should be placed outside the factory.

7. Such schools, whether inside or outside of the factories, will presumably always be within municipal areas ; and the Committee are of opinion that the responsibility for the provision and maintenance of such school (except in respect

of the accommodation within the factory referred to in paragraph 6) should fall primarily upon the municipality concerned. If the school happens not to be within municipal limits, then the responsibility should fall upon the local educational authority, whatever that may be. In cases where the actual room is provided by the factory, the cost of the teacher and other recurring charges should be borne by the municipality or other local educational authority. In these cases, or wherever the municipality or the local authority is required to make special arrangements, the Committee recommend that Government should make a special grant-in-aid to meet the circumstances of the case.

8. The Committee further recommend that the children should not be charged any fee for attendance and should be supplied with books, slates, etc., free of charge whenever such a concession appears necessary.

9. The Committee invited the opinion of the Millowners' Association on the suggestion made in paragraph 5; but as no reply has yet been received, and as this report is required to be submitted as early as possible, the Committee regret that they are unable to wait any longer for a reply.

I do not share the apprehension contained in the last sentence of paragraph 3.

(Sd.) I. R. K.

W. H. SHARP,
IBRAHIM RAHIMTOOLA,
W. BOUGHTON CHAMBERS,
E. L. SALE.

Entirely differing as we do from the principle on which four of our colleagues have based their report, we deem it our duty to express the views we entertain on the subject referred to us by the Government in this our separate report.

2. In the first place, we respectfully crave leave to draw the attention of the Government to the fact that of the four colleagues who have signed what may be technically called a majority report, three are officials, namely, the Director of Public Instructions, the Collector of Bombay, and the Chief Inspector of Factories. While readily admitting that the last is fairly conversant with the general working of a cotton mill, we feel confident that he will himself be the first to disclaim that minute and close experience obviously a millowner possesses, specially the many difficulties that have to be overcome in connection with skilled and unskilled labour, and notably the labour of young persons between the ages of 7 and 14. The Director of Public Instruction and the Collector of Bombay, we beg leave to observe, with all due deference to them, may be each competent in his own line, but so far as cotton factories and labour are concerned, they must be held to be pure "laymen." The fourth member, who has signed the majority report, is a representative of the Bombay Municipal Corporation, whose knowledge and experience, we venture to say, can hardly compare with that of the signatories of this minority report. All these signatories cannot be adequately aware of the difficulties under which cotton mills are working for some years in Bombay and Ahmedabad, which are the two strongholds of cotton industry in the country.

3. With these prefatory observations which we have been constrained to bring to the notice of the Government in the interest of one of the few large staple industries in the country, we now proceed to submit our own deliberate views on the matter submitted to our reference. At the outset we are to state that the question of compulsory education, on which so much emphasis is laid by our four colleagues on the Committee, does not at all arise. Neither do we understand that the Government have categorically asked the Committee to offer any opinion on that controversial subject! We are the more fortified in the view we take, because as is widely known all over the country, the Imperial Government have publicly declared that the time for compulsory education has not yet arrived, after eliciting public opinion and the opinion of the various provincial administrations. That declaration, it need not be said, is hardly two years old, and we are not aware of any change in the policy of the Imperial Government. Under these circumstances, we beg to observe that we have wholly discarded from the purview of this question the question of compulsory education. All that we desire to say in this place is that if it be contemplated by the Imperial Government to give a tentative trial to compulsory education to factory children then, it should be for all children working in factories in India and not confined to one province or presidency, and that, too, further and venture to say that the unfairness and invidiousness become even more transparent when we point out how far all other children of the various working classes outside the factory are left alone. It would be a grievous wrong to include only children working in factories and not children working outside them. The result, so far as cotton factories are concerned, would be highly

prejudicial to the better progress of this great staple industry. But we refuse to believe that the Imperial Government in such a case would contemplate so differential a treatment and one so highly injurious.

4. Coming to the point of reference, we are of opinion that the beneficent object the Government have in view can be fairly accomplished by means of voluntary agency with the assistance of the Government and Municipalities. What could be accomplished by such efforts is, in our humble opinion, more likely to be enduring and infinitely more advantageous to the factory children than any other measure having in it, directly or indirectly, a coercive element. A definite and feasible project every way was discussed by our Committee and generally approved of. The great obstacle hitherto in the way is the want of control over the factory children. As soon as they have worked for six hours at a stretch, they are free. The millowners cannot compel them to remain on their premises. Nay, worse is that the good object of the Factory Act as to the conservation of the health of the young operatives is practically defeated. The economic condition of their parents are such that they will work for the remaining six hours at other mills under other names, and it is next to impossible for the present to stop this practice which is notorious. Parents cannot be blamed, however, they may be persuaded. Every parent similarly situated as Indian factory adults are, in any part of the civilized world, would act exactly in the same way. Supplemental income thus drives away the half-timers to work elsewhere. How under such circumstances may millowners control the half-timers and carry out elementary instruction? If the present shifts are made to work in a different way, we are of opinion that elementary instruction is both possible and practical, and there is every chance of some kind of moral control over the half-timers to remain on the premises and cease working elsewhere for a supplemental income. Each shift, in our opinion, should be allowed to work only three hours at a stretch, both before and after midday recess. By this simple arrangement there will be an interlude of three hours, two of which might be well employed in imparting elementary instruction and one in recreation. Thus refreshed, they could be set to work for the second three hours and afterwards similarly treated. The school may be on the mill premises or in the vicinity where there may be Municipal or Government schools. In this way not only instruction will be given in all for four hours of the working day, but the young persons will get all the needed physical rest they want.

5. As to minor details, such as to the teaching staff, grants-in-aid, control, and supplies of materials to the young scholars, they can best be arranged between the millowners and the local authorities.

6. In this way the method suggested could be experimentally tried, say, for two or three years. Without being sanguine, we believe that with cordial co-operation a fair measure of success might be achieved. Anyhow, the tentative trial will reveal defects which might be improved, and thus another stage nearer the goal may be reached.

SASSOON DAVID.
D. E. WACHA.
FAZILBHOY CURRIMBHOY.

P.S.—We also enclose a letter herewith from our colleague, Sir Chinubhai Madhavlal, Bart., C.I.E., of Ahmedabad, who says that as he finds on carefully reading this report that it embodies his own views on the question, he approves of it.

AHMEDABAD, *24th October* 1913.

From—The Hon'ble Sardar Sir Chinubhai Madhavlal, Bart., C.I.E,

To—The Secretary, Factory Children Education Committee, Bombay.

Having had an opportunity of seeing the report of the minority, I read it very carefully, and as it embodies my views on the question of factory-going children's education, I approve of it.

No. 4591.—BOMBAY, *10th June* 1914.

NOTIFICATION, BY THE GOVERNMENT OF BOMBAY. GENERAL DEPARTMENT.

The following draft of a notification which it is proposed to issue in exercise of the powers conferred by section 37 of the Indian Factories Act, 1911 (XII of

1911), is published as required by section 39, sub-section (*1*), of the said Act, for the information of all persons likely to be affected thereby; and notice is hereby given that the draft will be taken into consideration by the Governor in Council on or after the 15th day of September 1914.

2. Any objections or suggestions which may be sent to the Secretary to Government in the General Department before the date aforesaid will be considered by the Governor in Council.

DRAFT NOTIFICATION.

In exercise of the powers conferred by section 37 of the Indian Factories Act, 1911 (XII of 1911), the Governor in Council is pleased to amend the Bombay Factory Rules, 1912, published in Government Notification No. 3099-A., dated the 15th May 1912, as follows, namely :—

Below Rule 28 of the said rules the following rule shall be added, namely :—

"28A. (1) No child shall be employed in a textile factory except on a system of shifts to be approved by the Inspector.

(2) No child shall be employed in a textile factory continuously for any period exceeding three hours.

(3) Every child employed in a textile factory shall be relieved of all work for a period of not less than three hours after each period of employment."

From Chamber to Indian Jute Mills Association.

No. 1801—1915.—CALCUTTA, *24th August* 1915.

The Indian Factories Act 1911 : Section 37 (2).

I am directed to invite an expression of the views of the Indian Jute Mills Association upon the points raised in the marginally noted correspondence with reference to the proposed amendment of section 37 (2) of the Indian Factories Act, 1911. A copy of the correspondence is attached hereto.

Letter No. 3003-Com., dated 7th August 1915. from the Government of Bengal, Financial Department, to the Bengal Chamber of Commerce (with enclosure).

From Indian Jute Mills Association to Chamber.

No. 166-D.—CALCUTTA, *14th September* 1915.

The Indian Factories Act, 1911—Proposed amendment of section 37 (2).

In reply to your letter of 24th August 1915, No. 1801—1915, I have pleasure in sending you herewith a copy of the Committee's Circular No. 48-D. of 13th instant, which embodies the correspondence directed to this Association in regard to the above matter, along with the Committee's reply of 6th September to the Government of Bengal.

Circular No. 48-D.—CALCUTTA, *13th September* 1915.

From—The Acting Assistant Secretary, Indian Jute Mills Association,

To—All Members of the Association.

The Indian Factories Act, (XII of 1911)—Proposed amendment of section 37 (2).

Memo.:—The subjoined correspondence in the above connection, is published herewith for the information of all members.

No. 155-D.—CALCUTTA, *6th September* 1915.

From—The Secretary, Indian Jute Mills Association,

To—The Under-Secretary to the Government of Bengal, Financial Department.

I am directed to acknowledge the receipt of your No. 3009-Com., dated 7th ultimo, covering copy of letter from the Government of India in the Department of Commerce and Industry, No. 12136-12146-11, dated 23rd July 1915, and of its enclosures, on the subject of the amendment of Section 37 (2) of the Indian Factories Act, 1911, and requesting an expression of the opinion of this Association on the proposal.

2. The Committee of this Association have carefully considered the whole correspondence, and have formed the opinion that the suggestion to amend the Act has been made under a misapprehension on the part of the Government of Bombay and its advisers, as to the best means of giving effect to the wishes of the Government of India, regarding the education of children resident in mill areas.

3. In this connection, I am to refer to the correspondence and discussions regarding education, which took place between representatives of the Government of Bengal and of the local mills about the same time as this question of education was under consideration in Bombay. In a letter No. 1944, dated 15th March 1913, from the Secretary to the Government of Bengal in the General Department (Education), to the Secretary of this Association, the ideas of the local Government were fully set forth, indicating that "the main "feature of the scheme which Government has in contemplation is "that a beginning should be made by providing elementary education "for young children of mill-hands whether those children are "employed in factories or not." In their reply No. 96-D., dated 16th June 1913, a copy of which is attached hereto for reference, the Committee of this Association gave expression to the views of the mill agents, and stated that their co-operation with Government in the matter of an elementary education might be relied on. As the result of further enquiry by an officer of the Education Department, placed on special duty for the purpose, a scheme has been drawn up by the local Government for the education of the children of mill workers, and schools are now under construction in selected mill areas. Special attention is being paid to the education of children between the ages of 5 and 9, and facilities are also being given for the admission to these schools of older children working in the mills, who will be encouraged to attend. The above facts are stated here solely to show what has been done in Bengal by way of giving effect to the educational policy of the Government of India, and the Committee of this Association see no reason why a beginning should not be made in Bombay on similar lines, without disturbing the present working arrangements of the mills or interfering with the provisions of the Factory Act in any way.

4. In the Report, dated 25th October 1913, of the President of the Factory Children Education Committee appointed by the

Government of Bombay—on which Report that Government's suggestion to amend the Factory Act is based—it is stated, para. 4. "The Committee have found a certain amount of evidence, which "goes to show that when the period of six hours' work is divided into "two shifts of three hours each, and when there are facilities for "schooling, then the children are more disposed to attend the school "during the interval allowed between the two shifts than when the "whole period of work is continuous." The Committee of this Association are not aware of the nature of the evidence that may be available on the other side of India in support of this contention, but speaking with many years personal knowledge of the working of the shift system in the Bengal jute mills, they can assure Government that the experience on this side of India is exactly the reverse of what is stated in the above report. Children have been employed for years on a system of shifts in the local jute mills, in the close vicinity of which several schools have been erected solely for the purpose of educating mill workers' children whether employed in the mills or not; but hitherto these schools have not been taken advantage of as intended, and they are now attended chiefly by the sons of Baboos and others of a different class from the workers for whose benefit the schools were originally erected. Apart altogether, however, from what the actual experience of the shift system here has been, the Committee of this Association cannot understand why a child, working for three hours in the forenoon and three hours in the afternoon, with an interval of three hours in between, should be more willing to attend, school for two out of these three intervening hours, than he would be if he had worked for, say, six hours in the forenoon and had the whole afternoon and evening to himself. It seems more natural to assume that, having finished work for the day at 11-30 A.M., and having had a rest of two or three hours, he would be more willing to attend school at, say, 2 or 3 P.M., for a couple of hours. From an educational point of view, therefore, the Committee of this Association are of opinion that no benefit can be derived from the adoption of the shift system to justify any amendment of the Factory Act in this connection.

5. As regards the point of view of factory administration, the Committee of this Association are not impressed by the argument put forward by the Government of Bombay. Reading para. 4 of their letter No. 3805, dated 7th May 1915, to the Government of India, it is evident that what weighs with them most is not the best way of giving effect to the educational policy of the country, but the easiest way of carrying into effect the provisions of the Factory Act. The same practice, on the part of half-timers, of working for one spell in one factory and then going to a different factory for another spell of work, is said to be tried on in Calcutta as well as in Bombay, and that in spite of the shift system being universally adopted in Calcutta as against the continuous system in Bombay. No matter whether children work for periods of six hours or three hours on end, there is nothing to prevent them, if they wish, from working alternate periods in adjacent mills, except the vigilance of the certifying surgeon, the factory Inspector, or the mill authorities.

The first-named officer grants a certificate to each child for employment in a particular factory only, and is continually on the outlook for identification marks which may show that he has already granted the same child a certificate enabling him or her to work in a neighbouring factory. The Factory Inspector is constantly visiting mills examining children's tokens to see that the numbers thereon agree with those given in the prescribed register of children. The mill authorities do their utmost to prevent the employment of any child, who has already been employed on the same day in any other factory, for the reason that such a child long before the end of the day will be physically unable to do his work, and for the further reason that the employment of such a child may result in in the manager being fined Rs. 200. If, in spite of all these hindrances, a child endeavours to work in two adjacent factories on the same day, it does not seem to matter much whether he works for periods of 3 hours or 6 hours on end in each of the mills.

6. In any event so far as the jute mills of Bengal are concerned there is no occasion to amend the Factory Act, and the Committee of this Association are strongly opposed to the suggestion that an additional clause should be inserted in section 37 (2) in the terms indicated, *viz*:—

"(*jj*) The conditions under which children may be employed, "the employment of children in shifts, the period for "which they may be employed continuously and the "periods during which they shall be relieved of work."

This clause would confer on local Governments powers altogether different from those now provided for in section 37 (2), the existing clauses of which, (*a*) to (*o*) inclusive, deal merely with forms and procedure which do not affect the general principles or essentials of the Factory Act. It was the conditions, under which children were employed that led chiefly to the appointment in 1907 of the Commission, on whose Report the provisions of the Indian Factory Act 1911 were framed. The conditions under which children may be employed, the system of shifts on which they may be employed, and the period for which they may be employed, were all carefully considered and debated before the Bill was finally passed into law, and are duly provided for in the Act. So far as the Committee of this Association are aware nothing has happened in the meantime to justify any amendment of the Act, which provides that no child shall be employed in any textile factory for more than six hours in any one day and says nothing as regards the periods during which any child shall be relieved of work between the hours of 5-30 A.M. and 7 P.M. The Bill, as originally drafted, made provision as regards the length of time over which a child might be employed in any one day, but this was ultimately dropped as being no longer necessary, and there does not appear to be any justification for fresh legislation regulating the periods during which children shall be relieved of work as suggested by the Government of Bombay.

7. On careful consideration of all the circumstances, the Committee of this Association are of opinion that from neither

an educational nor a factory administration point of view can any benefit be derived from an amendment of the Factory Act on the lines suggested. Even if it were possible to derive any benefit, the Committee are of opinion that any changes dealing with child labour should be particularly specified and detailed in the proper place, and not left to be dealt with under section 37 (2) by the local Government. The Indian Factory Act 1911 was deliberately framed to secure uniformity in the administration of the Factory Laws throughout the whole of India and, in the opinion of the Committee of this Association, it would be defeating one of the main objects of the Act were discretionary powers conferred on local Governments authorising them to frame possibly different sets of rules as to the conditions and periods in which children may or may not be employed.

From Chamber to Government of Bengal (FINANCIAL DEPARTMENT).

No. 2074—1915.—CALCUTTA, *1st October* 1915.

I am directed to refer to your letter, No. 3005-Com., dated 7th August 1915, forwarding copies of the marginally cited papers on the question of the proposed amendment of section 37 (2) of the Indian Factories Act, 1911.

Letter No. 12136-12146-11, dated 23rd July (with enclosures) from the Government of India, Department of Commerce and Industry, to the Government of Bengal, Financial Department.

2. Section 37(1) of the Act empowers the local Government, subject to the control of the Governor-General in Council, to make rules for the purpose of carrying into effect the provisions of the Act. Sub-section (2) defines, without prejudice to the general power, the particular matters for which these rules may provide. To this sub-section the Government of Bombay now propose to add the following:—

"(jj) The conditions under which children may be employed,
"the employment of children in shifts, the period
"for which they may be employed continuously, and
"the periods during which they shall be relieved of
"work."

3. The Committee of the Chamber have read the letter, dated 7th May 1915, from the Bombay Government to the Government of India, in which this proposal is explained, and also the majority and minority reports of the Bombay Special Committee on the education of factory children. It appears that, although the members of this Committee were divided in opinion on the main question before them, they all agreed on one point. This was that the half-timers' six hours period of work should be made compulsorily divisible into two periods of three hours each, with a considerable interval between them. The interval might be utilised, the Committee thought, for the instruction of the children. The Government of

Bombay at first proposed to make this change by an addition to the factory rules. But, on the Mill Owners Association pointing out to them that such an addition would be *ultra vires*, they recommended the amendment of the Act which is now under consideration.

4. The object that those responsible for the proposed amendment have in view is apparently two-fold. They believe that it will defeat the practice of half-timers of working for six hours in one factory, and then going to a different factory for a further period of work. They also believe that it will facilitate the education of the children by compulsorily providing an interval, part of which may be passed in school; and that it will enable the Government to bring pressure on the mill-owners to assist in the education of the children. The Committee of the Chamber recognise the importance of these objects. But they are nevertheless inclined to agree with the views expressed by the Indian Jute Mills Association in a letter, dated 6th September 1915, to your Department. So far as the jute mills in and around Calcutta are concerned, they do not believe that any educational advantage would result from the adoption of the amendment. It is common knowledge that the shift system has been in force in the Bengal jute mills for years. But, as the Association points out, the system has not tended to promote the education of the children even in those mills where schools have been specially provided. Nor do the Committee of the Chamber believe that the adoption of the amendment would improve the administration of the Indian Factories Act. For this must depend, as the Jute Mills Association rightly state, on the vigilance of the inspecting officers.

5. Furthermore, it seems to the Committee of the Chamber that the proposed amendment would confer upon local Governments powers much wider than are now contemplated by section 37(2), as it stands. The hours of employment are defined in the Act, and it was surely not the intention that these provisions of the Act should be limited by rules made by the local Government. The view taken by the Indian Jute Mills Association would appear to be correct, namely, that changes dealing with child labour should be detailed in the Act itself, and not be left to be the subject of local rules. This view is certainly shared by the Committee of the Chamber, who are of opinion that the proposed amendment of the Act ought not to be proceeded with.

THE INDIAN COMPANIES ACT, VII OF 1913: SECTION 277.

From Indian Tea Association to Chamber.

No. 135-O.—CALCUTTA, *3rd February* 1915.

The Indian Companies' Act, 1913.

Section 277 of the above Act provides that every company incorporated outside British India which has a place of business in British India shall, within six months from the commencement of the Act—*i.e.*, 1st April 1914—file certain documents with the Registrar in the province in which such place of business is situated. Acting under the provisions of this section, the Registrar of Joint Stock Companies, Assam, has called on the managers of certain tea gardens in the province to file the documents in his office. The position is that the documents have already, in fact, been filed by the Managing Agents of the gardens with the Registrar, Calcutta.

2. It seems to the Committee that it is not likely to have been the intention of Government that in such cases the tea garden itself should be deemed to be a "place of business" within the meaning of the Act, and the question as to whether the companies can be called upon to file the papers in Assam obviously turns on the interpretation of this term. The Committee recognise that the Government cannot undertake to construe their own legislation, and that the construction of the Act must be a matter for the Court. But it occurs to them that the Government of India might be asked to intimate what view is held by the legal advisers to Government on the meaning of the term "place of business" for the purpose of section 277. Possibly if Government's legal advisers adopted the view that a tea garden is not a "place of business," the Registrar of Assam might be asked to reconsider his ruling that documents under this section must be filed with him as well as with the Registrar in Calcutta.

3. No doubt there are similar instances in other industries, and the General Committee direct me to ask if the Committee of the Chamber would be disposed to take the question up with the Government of India.

From Chamber to Government of India (DEPARTMENT OF COMMERCE AND INDUSTRY).

No. 362—1915.—CALCUTTA, *10th February* 1915.

I am directed to refer to section 277 of the Indian Companies Act, VII of 1913.

2. The section defines the requirements as to companies established outside British India, and it provides that every such company which has a place of business in British India shall file certain documents with the Registrar in the province within which such place of business is situated. The Indian Tea Association has informed the Chamber that, acting under the provisions of the section, the Registrar of Joint Stock Companies, Assam, has called on the managers of tea gardens in the province to file the documents in question in his office. The companies to whom the gardens belong have been incorporated in the United Kingdom, and their managing agents have already filed the documents with the Registrar, Calcutta.

3. The Association has enquired if the ruling of the Assam Registrar is correct. The question which arises is as to whether a tea garden can be deemed to be a "place of business" within the meaning of the Act. In your *letter No. 8251-15, dated 3rd October 1913 to the Chamber you said, in effect, that the legal interpretation of the term "place of business" is beyond the scope of an administrative department of Government. And the Committee of course agree that the Government cannot undertake to construe its own legislation. But it occurs to them that possibly the legal advisers of Government might be asked for their opinion as to whether a tea garden, which is the property of an English company with a place of business in Calcutta, is also itself a place of business within the meaning of section 277. Should the legal advisers to Government take the view that a tea garden is not a "place of business," the Registrar of Assam might be approached with a view to the re-consideration of his decision that documents required under section 277 must be filed with him as well as with the Registrar in Calcutta.

4. The Committee of the Chamber will be glad if the Government of India will examine the question thus raised, and if possible take action in the direction indicated.

From Chamber to Indian Tea Association.

No. 366—1915.—CALCUTTA, *10th February* 1915.

The Indian Companies Act, VII of 1913: Section 277.

In reply to your letter No. 135-O, dated 3rd February 1915, I am directed to hand you herewith a copy of a representation which the Committee of the Chamber have made to the Government of India, in this connection.

From Indian Tea Association to Chamber.

No. 190-O.—CALCUTTA, *15th February* 1915.

I am directed to acknowledge, with thanks, the receipt of your letter No. 366—1915, dated 10th February 1915, forwarding a copy of a representation which the Committee of the Chamber have made to the Government of India with reference to section 277 of the Indian Companies Act, VII of 1913.

* Not printed.

From Government of India (Department of Commerce and Industry) to Chamber.

No. 2212-19.—Simla, *10th March* 1915.

In continuation of the letter from this Department* No. 1467-19, dated the 18th February 1915, I am directed to say that the Government of India regret that they are unable to give a ruling on the subject matter of your letter No. 362—1915, dated the 10th February 1915. As already explained in my †letter No. 8251-15, dated the 3rd October 1913, such questions of legal interpretation fall outside the scope of an administrative department of the Government of India, and I am to suggest that you should consult your legal advisers in the matter.

2. I am further to request that all questions connected with the Indian Companies Act may be addressed to the Local Government.

From Chamber to Indian Tea Association.

No. 678—1915.—Calcutta, *19th March* 1915.

Adverting to the correspondence ending with your No. 190-O, dated 15th February, I am now directed to hand you the attached copy of the marginally cited letter, with reference to this section of the Indian Companies Act.

No. 2212-19, dated 10th March 1915, from the Government of India, Department of Commerce and Industry, to the Bengal Chamber of Commerce.

* Not printed.

THE INDIAN MOTOR-VEHICLES ACT, VIII OF 1914: RULES REGULATING THE USE OF MOTOR-VEHICLES IN CALCUTTA.

From Government of Bengal (Political Department) to Chamber.

No. 12077-P.—Calcutta, *26th October* 1915.

I am directed to forward the accompanying copy of a draft notification showing the amendments which the Government of Bengal propose to make in the rules regulating the use of motor vehicles in Calcutta and its suburbs and in Howrah, published under Political Department Notification No. 4095-P., dated the 1st April, 1915, on pages 1—25 of the *Calcutta Gazette Extraordinary* of the same date, and to request that the Governor in Council may be favoured with the opinion of your Chamber on the suitability of the amendments.

NOTIFICATION.

The 19th October 1915.—The following draft of amendments which, in exercise of the power conferred by section 11 of the Indian Motor-vehicles Act, 1914 (VIII of 1914), read with section 21 of the General Clauses Act, 1897 (X of 1897), the Governor in Council proposes to make in the rules regulating the use of motor vehicles in Calcutta (including suburbs) and Howrah (published under Political Department Notification No. 4095-P., dated the 1st April 1915, on pages 1—25 of the *Calcutta Gazette Extraordinary* of the same date), is hereby published for the information of persons likely to be affected thereby.

II. The draft will be taken into consideration on or after the 30th November 1915, and any objection or suggestion received by the undersigned with regard thereto before that date, will be duly considered :—

Draft amendments.

(*1*) *To* sub-rule (*4*) of rule 13 in Part II of the said rules [All Motor-vehicles] *add* the following :—

"Provided that no head-lights of any description shall be used in Calcutta within the limits of Circular Road (Upper and Lower) and Strand Road (North and South)."

(*2*) *For* sub-rule (*5*) of the same rule *substitute* the following :—

"(5) So long as a motor-car or motor-cycle is in use during the period between three quarters of an hour after sunset and one hour before sunrise, all lamps shall be kept lit and free from obstructions."

(*3*) *To* rule 20 in Part IV of the said rules [Motor-cabs ("Taxis")] *add* the following :—

"Provided that the Commissioner of Police may, in his discretion, grant a certificate of registration as a motor-cab in respect of a motor-car intended for use as a motor-cab even if such car has a clearance below 10 inches."

(*4*) *To* rule 7 in Part VI of the said rules [Motor-lorries] *add* the following :—

"Provided that the Commissioner of Police may, in his discretion, grant a certificate of registration as a motor-lorry in respect of a motor-vehicle intended for use as a motor-lorry even if such vehicle has a clearance below 10 inches."

J. H. KERR,
Offg. Chief Secy. to the Govt. of Bengal.

From Chamber to Automobile Association of Bengal.

No. 2268-1915.—CALCUTTA, *5th November* 1915.

I am directed to forward herewith the attached copies of the marginally noted papers and to ask if you will favour the Committee of the Chamber with an expression of the views of your Association on the proposed amendments in the rules regulating the use of motor vehicles in Calcutta.

Letter No. 12077-P., dated 26th October 1915, from the Government of Bengal, Political Department, forwarding a copy of a draft notification.

From Automobile Association of Bengal to Chamber.

CALCUTTA, 12*th November* 1915.

The Indian Motor-Vehicles Act VIII of 1914 : Rules regulating the use of motor-vehicles.

I acknowledge receipt of your letter in connection with the above and in reply inform you that a similar letter has been received by the Association from the Government of Bengal, Political Department.

I will forward you a copy of the Committee's views on the matter when sending a reply to the Bengal Government's letter.

CALCUTTA, 23*rd November* 1915.

From—The Honorary Secretary, The Automobile Association of Bengal,

To—The Under-Secretary to the Government of Bengal, Political Department.

I have the honour to place before you the views of my Committee in regard to the proposed amendments to the Notification No. 4095-P. of April 1st 1915—

(1) My Committee are in agreement with the proposed rule prohibiting the use of headlights within the limits given.

(2) As regards Sub-rule 5 they suggest that this should be altered so as to read "half an hour after sunset" and "half an hour before sunrise" instead of three-quarters and one hour respectively.

(3) My Committee understand that the times given in the present rule are those which obtain in the United Kingdom and are therefore not suitable for India where there is a minimum of "twilight."

If the Rules are to be effective they should ensure that lamps are alight if anything rather earlier than later than is absolutely necessary.

From Chamber to Government of Bengal (POLITICAL DEPARTMENT).

No. 2455-1915.—CALCUTTA, *7th December* 1915.

I am directed to acknowledge the receipt of your letter No. 12077-P., dated 26th October, in which you request to be furnished with the opinion of the Chamber on the suitability of certain proposed amendments of the rules regulating the use of motor-vehicles in Calcutta and its suburbs, and in Howrah.

2. The rules in question were made in exercise of the powers conferred by section 11 of the Indian Motor Vehicles Act, VIII of 1914, and were published under your Notification No. 4095-P., dated 1st April 1915. The proposed amendments provide :—

(*a*) That no head-lights of any description shall be used in Calcutta within the limits of Circular-road (Upper and Lower) and Strand-road (North and South) ;

(*b*) That so long as a motor-car, or motor-cycle, is in use during the period between three-quarters of an hour after sunset and one hour before sunrise, all lamps shall be kept lit and free from obstructions ;

(*c*) That in modification of the existing rule (Part IV Rule 20) the Commissioner of Police may, in his discretion, grant a certificate of registration as a motor-cab in respect of a motor-car intended for use as a motor-cab, even if such car has a clearance below 10 inches ;

(*d*) That also in modification of the existing rule (Part VI Rule 7) the Commissioner of Police may, in his discretion, grant a certificate of registration as a motor-lorry in respect of a motor-vehicle intended for use as motor-lorry even if such vehicle has a clearance below 10 inches.

3. The Committee of the Chamber approve of these proposals except as regards (*b*). They agree with the Automobile Association of Bengal that the times should be altered "to half an hour after sunset" and "half an hour before sunrise." The allowance of three-quarters of an hour and one hour respectively is no doubt applicable in the United Kingdom ; but it does not appear to be suitable in India where the twilight periods are of such brief duration.

Letter dated 23rd November 1915 from the Association to the Government of Bengal, Political Department.

4. As regards amendment (*a*), the Committee notice that the boundary—Upper and Lower Circular road, and Strand road north and south—is not quite complete, as Lower Circular road does not touch Strand road south at any point. This omission should, and will no doubt, be remedied.

5. The proviso to Rule 14, Part II, empowers the Calcutta Commissioner of Police, and the District Magistrate of Howrah, to interdict the use of such types of horns, sirens, whistles, etc., as are likely to constitute a public nuisance. These powers might, the Committee think, be more extensively exercised in Calcutta than they

are at present. For the incessant use, by the drivers of motor-vehicles, of powerful horns, sirens, and whistles, is undoubtedly becoming a serious public nuisance in some of the principal thoroughfares of the city. This nuisance is more particularly noticeable during the night when the need for the horn is presumably less, as the traffic is thin. The Committee fully realise that sufficient warning must be given, but many of the horns and sirens in use appear to be far more powerful than is necessary. They suggest that the matter should be enquired into, and suitable action taken.

THE BENGAL SMOKE NUISANCES ACT (B. A. III OF 1905).

A Bill to amend the Bengal Smoke-nuisances Act, 1905.

Whereas it is expedient to amend the Bengal Smoke-nuisances Act, 1905, in the manner hereinafter appearing; Ben. Act III of 1905.

It is hereby enacted as follows:—

Short title. **1.** This Act may be called the Bengal Smoke-nuisances (Amendment) Act, 1915.

Amendment of section 3. **2.** For clause *(1)* of section 3 of the Bengal Smoke-nuisances Act, 1905 (hereinafter called the said Act), the following shall be substituted, namely:—

"*(1)* 'furnace' means any furnace or fireplace used— [*Cf.* Bom. Act VII of 1912, s. 3 *(1)*.]

(a) for working engines by steam, or

(b) for any other purpose whatsoever:

Provided that no furnace or fireplace—

(i) used for the burning of the dead, or

(ii) used in a private house for *bonâ fide* domestic purposes other than the purpose specified in clause *(a)*,

shall be deemed to be a furnace or fireplace within the meaning of this Act."

Amendment of section 5. **3.** After section 5, sub-section *(2)*, of the said Act, the following shall be inserted, namely:—

"*(3)* Every Inspector appointed under sub-section *(1)* shall be deemed to be a public servant within the meaning of section 21 of the Indian Penal Code." XLV of 1860.

Amendment of section 6. **4.** In section 6 of the said Act,—

(a) for clause *(a)* of sub-section *(1)*, the following shall be substituted, namely:—

"*(a)* the erection or use of any specified class of brick, tile or lime-kilns, or";

(b) in clause *(b)* of sub-section *(1)*, after the word "erection" the words "or use" shall be inserted;

(c) in sub-section *(2)*, after the word "erected" the words "or used" shall be inserted; and

(d) for sub-section *(4)*, the following shall be substituted, namely:—

"*(4)* If any person makes coke in or upon any building or land in contravention of any notification issued under sub-section *(1)*, clause *(d)*—

(a) such person, and

(b) the owner or occupier of such building or land

shall be jointly and severally liable to fine which may extend, on a first conviction, to twenty-five rupees, and on any subsequent conviction to fifty rupees; and the coke so made may be seized by an Inspector pending the order of the Magistrate.

(5) In any prosecution under sub-section (4), the Magistrate may, besides imposing a fine as aforesaid, record an order directing the confiscation of any coke seized as in that sub-section provided: and, in such a case, it shall be lawful for the Commission to dispose of the same in such manner as the Local Government may, by rule made under section 10, prescribe.

(6) For the purposes of sub-section (4) the expressions 'occupier' and 'owner' shall have the same meaning as in clauses (30) and (32), respectively, of section 3 of the Calcutta Municipal Act, 1899."

Amendment of section 7.

Ben. Act II of 1899.

5. In section 7, sub-section (1), of the said Act, after the words "for erecting," the words "or using" shall be inserted.

Amendment of section 8.

6. Section 8, sub-section (2), of the said Act, is hereby repealed.

New section 8A.

7. After section 8 of the said Act, the following shall be inserted, namely:—

"8A. (1) After the commencement of the Bengal Smoke-nuisances (Amendment) Act, 1915,

Submission of plans, and penalty.

(a) no furnance, flue or chimney shall be erected, and

(b) no furnace, flue or chimney, erected prior to the commencement of the said Act, shall be re-erected, altered or added to

otherwise than in accordance with plans approved by the Commission.

(2) In the event of any contravention of the provisions of sub-section (1), the owner of the furnace, flue or chimney, as the case may be, shall be liable to fine which may extend to one hundred rupees, and if any such furnace, flue or chimney is used without the permission of the Commission, to a further penalty, not exceeding twenty rupees, for every day during which such wrongful use continues."

Amendment of section 9.

8. After section 9, sub-section (2), of the said Act, the following shall be inserted, namely:—

"(3) Notwithstanding anything contained in sub-section (1), the Commission, and in any urgent case, the President, may, by order in writing, (which shall be produced on demand to the owner, occupier, manager, engineer or person in charge), authorise any Inspector to enter and inspect without notice and at any time by day or by night any building or place in which the Commission or the President, as the case may be, has reason to believe that a furnace exists or that coke is being made and to inspect such furnace, building or place:

Provided that, when the President makes any such order, he shall, as soon thereafter as conveniently may be, report the fact to the Commission."

Amendment of section 10.

9. In section 10 of the said Act,—

(a) in sub-section (1), the words "with the previous sanction of the Governor-General in Council, and" are hereby repealed;

(b) clause (f) of sub-section (2), and the word 'and" at the end of clause (h) of the said sub-section, are hereby repealed; and

(c) after clause (i) of the same sub-section, the following shall be inserted, namely:—

"(j) prescribe rules for the disposal of coke confiscated under section 6, sub-section (5); and

(k) prescribe a procedure to give effect to the provisions of section 8A."

STATEMENT OF OBJECTS AND REASONS.

The working of the Bengal Smoke-nuisances Act, 1905, during the past nine years, has disclosed certain defects which it is now considered necessary to remedy. These defects, and the methods by which it is proposed to remedy them, are indicated in the following paragraphs.

Ben. Act III of 1905.

II. *Inability to take action in respect of smoke-nuisances caused by chimneys, and steam-engines used for generating electricity, in clubs, hotels and similar institutions.*—Experience in the working of the Act has shown that amendments are required so as to bring clubs, hotels and similar institutions under the Act in Calcutta, as is the case in the United Kingdom, in view of the fact that complaints have frequently been made regarding the smoke emitted from the chimneys of such buildings and that the Commission has, under the present law, found itself powerless to act. It is also considered desirable to subject steam-engines used for generating electricity in such institutions to the provisions of the Act. In order to effect these objects it is proposed to bring furnaces and fire places used in buildings of this class within

the definition of "furance" in clause (*1*) of section 3 of the Act, and thus subject them to the rules made under section 10 (*1*) in respect of the density and altitude of smoke emitted therefrom. The terms of the proposed new clause (*1*) for section 3 closely resemble those of section 3 (*1*) of the Bombay Act (*Clause 2*).

Bom. Act VII of 1912.

III *Smoke-nuisances arising from the partial exemption allowed under the Act to ocean-going steamers in the Port of Calcutta.*—Under the existing law,—proviso (*ii*) to section 3 (*1*) of the Act and rules made under clause (*f*) of section 10 (*2*),—no restriction is placed upon the amount of smoke which ocean-going steamers may emit for a certain period prior to leaving port or to moving from one part of the port to another. Experience has shown that this concession is no longer necessary and that in the cases in which excessive smoke is emitted it is due to carelessness on the part of those responsible on board the vessel. Further, recent statistics show that these cases are increasing very considerably. It is therefore considered that the special exemption hitherto in force, which has been found to be unnecessary in the case of the majority of ocean-going steamers, should be withdrawn, and it is accordingly proposed to repeal that provision of clause (*1*) of section 3 which has hitherto exempted the furnaces of ocean-going steamers. Rule 24 of the existing rules under section 10 of the Act will, in due course, be suitably amended so as to deal with the case of such vessels.

IV. *Inability to prevent the excessive emission of smoke from kilns and furnaces erected before the Act came into force.*—The provisions of section 6 of the Act do not at present apply to such kilns and furnaces, but it is considered highly desirable that they should apply to them It is therefore proposed to make the necessary alterations in section 6 of the Act so as to give power to prohibit by notification the *use* of kilns and furnaces as well as (at present) their erection. [*Clauses 4* (*a*), (*b*) (c) *and 5.*]

V. *Insufficient power to deal effectively with the nuisance caused by coke-making in open fires.*—With a view to put a stop to the great nuisance caused by persons making coke in open heaps, the Local Government issued a notification in February 1909, under clause (*d*) of section 6 (*1*) of the Act, prohibiting the manufacture of coke without ovens or special appliances within the town of Calcutta. At first, the action taken by the Commission under this notification effected a considerable improvement, but offenders soon discovered that, by giving false names or addresses, or by disowning the coal or by removing to other places, they escaped punishment. In order, therefore, to deal effectively with this nuisance it is proposed, by substituting new provisions in place of sub-section (*4*) of section 6 of the Act, to make the owner or occupier of the building or land (in or upon which coke is made without proper appliances) equally liable with the person who offends in this respect, and to permit of the seizure, confiscation and disposal of the coke which is the subject of the offence. It is further proposed, in order to control more effectively the appliances used in the manufacture of coke, to apply the provisions of the Act and rules thereunder, in respect of the density and altitude of smoke from other furnaces, to furnaces used in the manufacture of coke. [*Clause 4* (*d*) *and 6.*]

VI. *Inability to control the construction of chimneys and flues.*—It is considered advisable that (as in America) the Commission should have power under the Act to control the construction of chimneys and flues in order to prevent the erection of unsafe chimneys. This proposal would benefit owners by avoiding the expense of subsequent alterations. (*Clause 7.*)

VII. *Inadequate powers of inspection.*—At present Inspectors are required by section 9 of the Act to give notice of their intention to visit places where they suspect that acts contrary to the law are being committed, and this procedure often defeats the purpose of these visits, especially in the case of coke-making. It is therefore proposed to give power to Inspectors to visit suspected places without notice. With a view to minimising the chance of Inspectors being obstructed in their duties, it is proposed to make them "public servants" within the meaning of the Indian Penal Code. (*Clauses 3 and 8.*)

VIII. A further explanation of the provisions of the Bill is given in the subjoined notes on clauses.

NOTES ON CLAUSES.

Bom. Act VII of 1912.

1. *Clause 2.*—The object of this clause, which follows almost exactly section 3 (*1*) of the Bombay Smoke-nuisances Act, 1912, is—

(*i*) to apply this Act to chimneys, and steam-engines used for generating electricity, in clubs, hotels and similar institutions, and

(*ii*) to provide for the total repeal of the partial exemption in respect of the emission of smoke now enjoyed by ocean-going steamers,

for reasons given in the Statement of Objects and Reasons.

2. *Clause 3.*—This clause will, as indicated in the Statement of Objects and Reasons, enable the Commission to secure the punishment of persons who obstruct Inspectors in the execution of their duties.

3. *Clause 4.*—(*i*) *Sub-clause* (*a*).—This amended sub-clause will enable the Local Government to prohibit, by notification, the *use*, as well as the erection of kilns, and also to deal with any one class of kilns without interfering with any other class.

(*ii*) The Local Government are empowered by *sub-clause* (*b*) *of clause 4* to prohibit, by notification, the use of furnaces used for the purposes mentioned in clause (*b*) of section 6 (*1*).

(*iii*) *Sub-clause* (*c*) *of clause 4* provides a penalty for breach of a notification prohibiting the *use* of a kiln or certain classes of furnace, and is consequential on the two previous amendments referred to in this paragraph.

(*iv*) The necessity for the provisions in *sub-clause* (*d*) *of clause 4* is referred to in the Statement of Objects and Reasons. The objects of the proposed sub-section (*4*) are—

(*a*) to make the owner or occupier of the building or land in or upon which the offence of making coke without proper appliances is committed equally liable with the person who makes the coke improperly; and

(*b*) to permit of such coke being seized by an Inspector pending the order of the Magistrate.

The proposed sub-section (*5*) empowers the Magistrate, in the case of a conviction under the proposed sub-section (*4*), to order confiscation of the coke seized, the manner of the disposal of the coke upon the passing of any such order being left to the Local Government. The proposed sub-section (*6*) explains the meaning to be given to the terms "owner" and "occupier" as used in sub-section (*4*).

4. *Clause 5.*—This clause contains a consequential provision permitting a demolition order when a fine is imposed under the provision made by sub-clause (c) of clause 4—*see* paragraph 3 (*iii*), *ante*.

5. *Clause 6.*—The object of the repeal proposed in this clause is to make furnaces used in kilns, or in foundries in the neighbourhood of dwelling-houses, or for the manufacture of coke, amenable, as regards the emission of smoke, to the altitude and density rules prescribed under the Act in respect of such emission from other "furnaces," as defined in the Act.

6. *Clause 7.*—The necessity for control over the construction of chimneys and flues is noted in the Statement of Objects and Reasons. The object of this clause is to give the necessary power of control to the Commission by making it compulsory for plans of new chimneys and flues, and plans of alterations in existing ones, to be submitted to them, a penalty being imposed for default in compliance.

7. *Clause 8.*—The object of this clause is to enable Inspectors to visit suspected places without notice, on the authority of a written order from the Commission, or, in an urgent case, from the President, for the reasons explained in the Statement of Objects and Reasons. In every case in which the President passes an order under this provision, he will be required to report the fact to the Commission.

8. *Clause 9.*—(*i*) *Sub-clause* (*a*).—In accordance with the principles of decentralization recommended by the Royal Commission on Decentralization, it is proposed to do away with the necessity for the prior sanction of the Governor-General in Council to rules made under the Act. It is considered that this power may safely be entrusted to the Local Government.

(*ii*) *Sub-clause* (*b*) *of clause 9* provides for the repeal of clause (*f*) of sub-section (*2*) of section 10. This amendment is consequential on the proposed repeal of the partial exemption now enjoyed by ocean-going steamers under sub-clause (*ii*) of the proviso to section 3 (*1*) of the Act—*see* paragraph 1 (*ii*), *ante*.

(*iii*) The additions to the rule-making powers proposed in *sub-clause* (c) *of clause 9* are merely consequential on the amendments which it is proposed to introduce into the Act by this Bill.

N. D. BEATSON BELL,
(*Member in Charge*).

A. M. HUTCHISON,
Secy. to the Govt. of Bengal and Secy. to the Bengal Legislative Council (*Offg.*).

CALCUTTA;
The 18th August 1915.

From Government of Bengal (Legislative Department) to Chamber.

No. 1001-L.—Calcutta, 14*th September* 1915.

I am directed to enclose, herewith, six copies of a Bill to amend the Bengal Smoke-nuisances Act, 1905, and to request that you will kindly lay the Bill before the Bengal Chamber of Commerce for the favour of an expression of the Chamber's opinion on the provisions of the Bill.

From Chamber to Indian Engineering Association; Calcutta Liners' Conference; Indian Jute Mills' Association.

Nos. 2016 to 2018-15.—Calcutta, 22*nd Sept.* 1915.

Bill to amend the Bengal Smoke Nuisances Act, III of 1905.

I am directed to invite an expression of the opinion of the Indian Engineering Association / Liners' Conference / Indian Jute Mills Association upon this Bill which was introduced in the Bengal Legislative Council on the 4th September 1915, and of which a copy is attached hereto.

From Calcutta Liners' Conference to Chamber.

Calcutta, 1*st October* 1915.

Bill to amend the Bengal Smoke Nuisances Act, III of 1905.

I am in receipt of your No. 2017-1915 dated 22nd ultimo asking for an expression of the opinion of the Liners' Conference upon the above Bill.

It seems from the Statement of Object & Reasons of the new Act that restriction is to be placed upon the amount of smoke which ocean-going steamers may emit for a certain period prior to leaving port, or to moving from one part of the port to another. The Conference is strongly of the opinion that the two hour exemption given under the present Act should not be withdrawn. It is, in their opinion, unreasonable to expect steamers on the Indian Trade, burning Indian coal, to give as good or similar results as steamers in the United Kingdom using Welsh, Newcastle, or Lancashire coal.

It must be remembered that the percentage of ash in English coal is in a rough average 8 to 10 per cent. against 18 to 30 per cent. in Indian coal, which consists of semi-bituminous and bituminous.

The question of smoke of various densities has had the attention of those interested in the coal trade for some considerable time, and no doubt better results may hereafter be obtained by a careful mixture of the two varieties, but much depends on the firemen, and first class firemen are very difficult to obtain especially at the present time.

The Conference also do not agree that, when excessive smoke is emitted, it is entirely due to the carelessness of the engineers on board, as, however careful an engineer may be, allowance must be made for inferior coal. If the time limit is withdrawn, and restrictions enforced on the engineers on board the steamers, it will tend to make them take chances when working the steamers in and out amongst the shipping, and serious damage may be caused.

If the cases of the emission of excessive smoke are, as it is said, increasing very considerably, the Conference are of the opinion that the Inspectors are more often than not to blame, as, instead of going on board a steamer at once and serving the warning notice on the Chief Engineer, they merely send a written warning notice to the agents of the steamer, which, more often than not, never reaches the hands of the Chief Engineers as the steamer has already left port.

The quantity of smoke emitted by a steamer in the two hours before her departure is, in the opinion of the Conference, a small matter compared with the quantity emitted from the various mills, kilns, and furnaces along the banks of the river.

The Conference hope that the Chamber will represent the matter strongly to Government and persuade them to allow the exemption of two hours to remain as at present.

From Indian Jute Mills Association to Chamber.

No. 222-D.—Calcutta, 4*th October* 1915.

Bill to amend the Bengal Smoke Nuisances Act III of 1905.

I am directed to acknowledge receipt of your letter No. 2016—1915, dated 22nd September 1915, with a copy of the above Bill, on which I note you desire an expression of opinion from this Association.

2. I am directed by the Committee to reply that there does not appear to be anything in the bill to which the mills in this Association need take any exception.

3. At the same time I am to explain that members of the Association are being invited to examine the bill, and report to the Committee should they consider any action necessary, in which event I will doubtless be instructed to address you again on the subject.

From Indian Engineering Association to Chamber.

No. 106-I. E.—Calcutta, 7*th October* 1915.

Bill to amend the Bengal Smoke Nuisances Act of 1905.

I am directed to acknowledge the receipt of your letter of 22nd September, asking for an expression of opinion upon this Bill,

which was introduced in the Bengal Legislative Council on the 4th September.

In reply, I am directed to state that the Committee have no objection to any of the proposed amendments.

From Chamber to Government of Bengal (LEGISLATIVE DEPARTMENT).

No. 2488—1915.—CALCUTTA, 11*th December* 1915.

I am directed to acknowledge the receipt of your letter No. 1001-1 dated 14th September 1915, in which you ask for an expression of the opinion of the Chamber on the Bill to amend the Bengal Smoke Nuisances Act, III of 1905.

2. The Bill contemplates the amendment of the Act in respect of the following matters:—

(*i*) The inability of the Smoke Nuisances Commission to take action in respect of smoke nuisances caused by chimneys and steam-engines used for generating electricity in clubs, hotels, and similar institutions;

(*ii*) Smoke nuisances arising from the partial exemption allowed under the Act to ocean-going steamers in the port of Calcutta;

(*iii*) The inability of the Commission to prevent the excessive emission of smoke from kilns and furnaces erected before the Act came into force;

(*iv*) The insufficient power of the Commission to deal effectively with the nuisance caused by coke making in open fires;

(*v*) The inability of the Commission to control the construction of chimneys and fires; and

(*vi*) The inadequacy of the powers of inspection.

3. These amendments were originally put forward in 1910 when the Committee expressed their approval of all of them except (*ii*). To this particular proposal they objected strongly, and in my letter,* No. 345 dated 24th February 1911 to the Marine Department, they stated the grounds for their objection. The proposal was however brought forward again in 1912, and for a third time in 1914. Originally it was to the effect that the special concession should be completely withdrawn. In other words that from section 3 of the Act should be deleted the proviso according to which a steamer's furnaces are not furnaces within the meaning of the Act, for such a period prior to the vessel leaving the port, or moving from one part of the port to another, "as may be prescribed by rule made "under section 10 (2) *(f)*." The last quoted section would also have been amended by the omission of clause (2) *(f)*. In 1912 the proposal was to alter the rule made under section 10 (2) *(f)*. This rule—No. 25—provides that the exemption period shall be two hours. It was to be modified so as to allow, instead of two hours, double the time prescribed in the table for a period of two hours prior "to leaving moorings." The Bill, as it stands, repeals the proviso to section 3, and also section 10 (2) *(f)*; and, according to the Statement of Objects and Reasons, rule 24 is to be so amended as to deal with the case of vessels.

* *Vide* Chamber Report Vol. II for 1911, page 110.

4. There is no need to recapitulate the correspondence which has passed between the Government of Bengal and the Chamber on the subject. It will suffice to say that the commercial interests affected have been, and still are, strenuously opposed to the withdrawal of the special concession. In order that the proposal might be again discussed the Committee held an informal meeting on the 11th November 1915, at which the Government of Bengal, and the Bengal Smoke Nuisances Commission, were represented, as were also the Calcutta Port Commissioners, and steamship owners and agents. A copy of the proceedings of this meeting is enclosed herein for the information of Government. Since it was held the Committee of the Chamber have further considered the contemplated amendments, and they instruct me now to submit their views to Government.

5. The safety of the ship, and of the navigable channels in the river, must be of course the primary consideration. This has been insisted upon by the Committee throughout the discussion. In their * letter, dated 28th November 1912, to the Marine Department they emphasised the inadvisability of hampering steamers by restrictions which might tend to limit their capacity for raising steam when on the point of departure. For, "in a dangerous river "such as the Hooghly it is absolutely necessary that they should "have a proper head of steam available immediately they get under "weigh." Again, in writing to the Marine Department on the †7th September 1914, the Committee pointed out that "vessels navigating the Hooghly require as a rule their utmost power to contend "with the strong currents of the river, and they must be in a position to use their utmost power if necessary at any time immediately "after they leave their moorings."

6. At the meeting of the 11th November 1915 these points were again pressed. It was however urged, by the representative of the Bengal Smoke Nuisances Commission, that low-powered steamers moving at about ten knots can safely navigate the river without emitting smoke. That being so the question was asked why high-powered steamers should require to develop a greater speed necessitating the emission of smoke. And the conclusion was drawn that if low-powered steamers can move safely, without emitting smoke, high-powered steamers ought to be able to do the same, while they are in point of fact the worst offenders. This argument is not however conclusive. In the first place it has to be remembered that the fast steamers are expected to get out of the river in one day, while the slower vessels may take three days. Moreover, the Committee understand that the low-powered steamers are only allowed to move, during the freshet season or in strong tides, at slack water. The high-powered steamers on the other hand move in the strength of the tide, for the reason that with their greater power they can manœuvre in safety. If a low-powered vessel were permitted to move in the same conditions she would be a danger to

* *Vide Chamber Report Vol. II* for 1912, pages 187 to 189.
† Ditto. for 1914, pages 301 and 302.

the port. The high-powered Rangoon steamers are in nearly every case allowed to move in the port at any state of the tide throughout the year.

7. It seems to the Committee to be obviously necessary for considerations such as these to be thoroughly examined before legislation is finally determined upon. The commercial community is as keenly desirous as any other section of the population of Calcutta that the city should be as free as possible from smoke. But it is undeniable that there is an important body of expert opinion strongly opposed to the contemplated restriction. Not only do steamship engineers take this view, but it is also shared by the expert advisers to the Calcutta Port Commissioners. The letter from the Commissioners' Superintendent of Machinery defines the case concisely, and maintains that rigidly to enforce the restriction might lead to engineers endangering their vessels. And it is understood that since the meeting of 11th November the question has been again before the Commissioners, who have endorsed these views. If further expert opinion is deemed to be necessary the Committee would suggest that a reference be made to the expert advisers of the Royal Indian Marine in Calcutta.

See page 5 of the proceedings of the meeting of 11th November 1915.

8. In the circumstances the Committee recommend that the contemplated amendment of sections 3 and 10 of the Act be held over for the present; and that in the meantime expert representatives of steamship agents, and of the Port Commissioners, should be invited to join the Bengal Smoke Nuisances Commission. The question might then be re-considered by the Commission, with the assistance of these experts; and the result would probably be that proposals acceptable to all concerned would be put forward. The Committee doubt if it can be seriously urged that the nuisance is of grave proportions, although the recorded observations suggest that it has increased during the last three years. But it is not of such urgency and importance as to necessitate legislation before the Commission, strengthened in the manner proposed, has had an opportunity of examining it.

9. In the course of the discussion the attention of the Committee has been drawn to the nuisance caused by smoke in the neighbourhood of Kalighat and Tollygunge. This nuisance is not of course directly connected with the question of amending the Act, and perhaps your Department may not be able to deal with it. I am however to suggest that it should be considered by the proper authority, and that it should be remedied. The Committee are without precise information as to the sources from which the smoke arises, but they are informed that it comes chiefly from the mills around Chetla.

BENGAL CHAMBER OF COMMERCE.

20, STRAND ROAD,

Calcutta, 11th November 1915.

AN INFORMAL MEETING was held this day to consider the Bill to amend the Bengal Smoke Nuisances Act, III of 1905.

Present:

THE HON'BLE MR. F. H. STEWART, C.I.E.	President of the Chamber, in the Chair.
MR. D. CARMICHAEL	Members of the Committee of the Chamber.
,, W. E. CRUM	
,, R. V. MANSELL	
,, A. A. VLASTO	
THE HON'BLE MR. N. D. BEATSON BELL, C.S.I., C.I.E.	Member of the Executive Council of the Government of Bengal.
THE HON'BLE MR. F. A. A. COWLEY ...	Secretary to the Government of Bengal in the Marine Department.
,, ,, E. H. BRAY ...	Representatives of the Chamber on the Bengal Legislative Council.
,, ,, ARCHY BIRKMYR ...	
MR. G. ROBERTSON	Secretary to the Bengal Smoke Nuisances Commission.
,, C. R. WHITTINGHAM	Representing the Calcutta Port Commissioners.
,, N. MACLEOD	
,, JOHN TAYLOR	Representatives of the Chamber on the Bengal Smoke Nuisances Commission.
,, W. LAMOND	
,, N. BIRRELL	Representing the Calcutta Liners' Conference.
,, CUTHBERT RADCLIFFE	
,, W. S. J. WILLSON	Messrs. Turner, Morrison & Co., Ld.
,, R. HOUSTON	
,, A. MCCLELLAND	,, Gladstone, Wyllie & Co.
,, J. A. TASSIE	,, James Finlay & Co., Ld.
,, P. L. KNIGHT	Peninsular and Oriental Steam Navigation Co.
,, S. A. FAIRWEATHER	Messrs. Kilburn & Co.
,, J. L. LESLIE	Superintending Engineer, British India Steam Navigation Co., Ld.
,, M. MORGAN	Messrs. Howie, Miller & Co.

The amendments proposed by the Bill were in respect of the following matters:—

(i) The inability of the Smoke Nuisances Commission to take action in respect of smoke nuisances caused by chimneys and steam-engines used for generating electricity in clubs, hotels and similar institutions;

(ii) Smoke nuisances arising from the partial exemption allowed under the Act to ocean going steamers in the port of Calcutta;

(iii) The inability of the Commission to prevent the excessive emission of smoke from kilns and furnaces erected before the Act came into force;

(iv) The insufficient power of the Commission to deal effectively with the nuisance caused by coke-making in open fires;

(v) The inability of the Commission to control the construction of chimneys and flues;

(vi) The inadequacy of the powers of inspection.

In respect of (ii) objection had been raised by the commercial community. The correspondence between the Government of Bengal and the Chamber, with reference to this particular proposal, had been reprinted, prior to the meeting, and circulated to those interested.

The PRESIDENT, in opening the proceedings, said that the meeting was purely informal in character, by reason of which fact they were able to welcome the Hon'ble Mr. Beatson Bell, and his colleagues. No account of the proceedings, except the official account, would be issued, and the official account would be drawn up by the Secretary, and submitted for approval before publication.

They had met to discuss certain amendments, and in particular one amendment, which the Government of Bengal proposed to make in the Bengal Smoke Nuisances

Act. He did not propose that they should attempt to come to a decision, or to force a vote. What they wanted to do was to listen to the opinions of the experts who had kindly attended. The particular amendment—the others were not contested—the Hon'ble Mr. Beatson Bell was under the impression that, solely of course as regards this particular amendment, the shipping community was a sort of all powerful hydra-headed monster whose persistent and pestilential exhalations must be stifled at any cost in the interests of the public.

Mr. Beatson Bell remarked that he had not at any rate used these words.

The President, continuing, said that he certainly hoped that no one had formed such an opinion. But in any case if any body had done so the discussion which was about to take place would, he was sure, disabuse their minds. The shipping community were fully as anxious as anybody else could be to preserve and to improve the amenities of Calcutta. In this connection he asked to be allowed to read the following remarks which were made by Lord Curzon at the Jubilee banquet of the Bengal Chamber of Commerce in 1903:—"But there is one superficial feature "of Calcutta that has greatly distressed me. It is a tribute to your enterprise; "and I doubt not that it also ministers to your wealth. But it is neither necessary, "nor even sanitary. I allude to the Calcutta smoke, which sometimes almost makes "one forget that this is an Asiatic capital, which besmirches the midday sky with "its vulgar tar brush, and turns our sunsets into a murky gloom. I am reluctant "to see Calcutta, which has risen like a flame, perish in soot and smoke; and I may "inform you that we have an expert from England, even now on the seas, coming "out here to advise us as to how we may combat this insidious and growing danger. "I hope, when he comes, that all those who are concerned in the enterprises that "result in such excellent financial dividends at the expense of so much fulginous "unarrested, I do not hesitate to say, will before long destroy one-half of the "amenities of Calcutta, and will permanently injure its incomparable beauty and "charm." The quotation was typical, and it contained a good deal of common sense; and it was in the light of that common sense that he was sure they were going to discuss the question before them. It was admittedly a very difficult question, and one on which the layman was unable to form an opinion worth anything, except after hearing and weighing the considered opinions of experts. They were confronted, he understood, with two opposing forces of expert opinion. On the one hand there were the Government experts with whom the representatives of the Chamber on the Smoke Nuisances Commission were in accord. They said that much had been done to abate the smoke nuisance on land, therefore why not on the water; much had been done elsewhere, therefore why not in Calcutta; and that the nuisance here, so far from being abated at all, was, as was proved by their recorded figures, greatly on the increase. On the other hand there were in opposition to the amendment the various steamship lines, both ocean-going and coastal, and also all the Assistant Director of the Royal Indian Marine. These experts had pointed out that the river Hooghly is a most dangerous river, and that vessels navigating it ought to be capable of developing the maximum of engine-power at any given moment. They had also said that nothing comparable to the improvements introduced into ships; and also that in this connection the coal with which the engineers have to work and the labour, the donkey-men, and all casuals, are not first-class.

The President added that he had no other introductory remarks to make, except that he was sure they were all agreed that if anything could be done to abate the nuisance they would all be delighted to do it. He then invited those gentlemen who favoured the amendment, withdrawing the exemption of steamers from the provisions of the Act for a certain period before leaving moorings, to express their views.

In response to this invitation Mr. John Taylor said it seemed to him that the opposition from the Liners' Conference and the Port Commissioners arose from a misunderstanding of the real facts of the case. On page 19 of the book of correspondence the statement was made by the Chamber that "it takes twenty-four hours to raise steam in the case of large steamers, and one hour after lighting fires is the worst time for emitting large quantities of smoke." Twenty-two hours out stringent than the proposed amendment; and according to the Liners' own showing the worst time for emitting smoke falls within the Act with which they apparently found no trouble in complying. That being so, he failed to understand why they should oppose so mild an amendment, the terms of which they could easily fulfil

without hardship. The Commission's Chief Inspector had proved by recorded data that it was not "a matter of extreme difficulty for ocean-going steamers to "comply with the regulations as they now stand," but was caused by carelessness on the part of those concerned. On page 18 of the correspondence the Liners' Conference said that the observations recorded by the Commission "have in no way lessened the opposition to the proposal." If this attitude had been adopted by steam users of land boilers the great reduction of smoke in the Calcutta area in recent years would have been impossible. After repeating that 95% of the steamers in 1912 already kept within the proposed amended limits, the Chamber stated that "it is most inadvisable that steamers should be hampered by restrictions which "might tend to limit their capacity for raising steam." How could this statement be reconciled with the former?

The position of the Commission was that 95% of the steamers used to conform easily and unconsciously to the proposed amended limits, and that with a little more care the remaining 5% could be brought into line. This was a policy of progress, whereas that of the Conference was the opposite, and tended to bring back the 95% good steamers to the level of the 5% bad steamers. This had been proved by the recorded observations. The Conference had ignored the evidence of experienced officers, such as the Port Officer, Calcutta, (see his letter No. 366 dated 22nd January 1912) the First Engineer and Shipwright Surveyor to the Government of Bengal, and the Chief Inspector of the Smoke Nuisances, who all agreed that experience had proved that steam could be raised without excessive smoke in the period covered by the amendment. The members of the Commission could not overlook such expert evidence, and he believed that impartial and progressive persons would accept it, and support the proposals embodied in the amendment.

Mr. Robertson said that Mr. Taylor had spoken of the 5% of offenders as though they were offenders under the proposed new scale. That was not however the case. What the Commission proposed was an allowance of double the time allowed to mills and factories, for the two hours prior to leaving moorings. At the period referred to by Mr. Taylor the 5% of offenders were with reference to a single scale allowance. So that actually at that time had the double scale been in operation there would not have been in all probability a single offender. But unfortunately there had since been a great change, and the offenders now reached the high total of 70%. That was why the Commission were so anxious that the amendment should be made in the Act. The opposition made a strong point of the dangers of the river, and particularly during the freshets. They seemed to forget that large steamers were more or less all of a size, and that the current dealt with them all alike. In August, which was about the worst time as regards the freshets, steamers would leave in the ordinary course. Many of them would be large vessels, displacing perhaps 12,000 tons and steaming at the utmost at about twelve knots. Now steamers of that sort, and going at that speed, could negotiate the river without emitting smoke. Then there were other steamers of greater power and higher speed, capable of developing fifteen or sixteen knots. The question that he wanted to ask was why should those steamers require to develop that speed, when other and larger steamers could safely navigate the river at ten or twelve knots. His argument was that if these large low-powered steamers could navigate the river safely, without emitting smoke, the other high-powered steamers ought to be able to do the same. They were, however, in fact the worst offenders. It was his opinion that the bulk of the smoke was due to carelessness: the Engineers themselves had admitted as much. One Chief Engineer had told him recently that if the amendment were carried it would mean that the engineers would have to keep watch down below. (Mr. Mr. Robertson) asked if that was not where they ought to be; and the Chief Engineer acknowledged that it was. The same Chief Engineer had also admitted, in reply to a question, that most of the accidents happened when fires were lighted, and the engineers were on deck.

Mr. Robertson then exhibited a diagram showing the extent to which the smoke emitted from steamers had increased during the past three years. Extra care was, he said, being taken three years ago by the steamers. They had then shown that they could reduce smoke almost to nothing. By the amendment which the Commission now proposed to make in section 3 of the Act, the partial exemption allowed to ocean-going steamers would be abolished. It would then be for the local Government to frame rules providing for the double time allowance of which he had spoken. If the Bill were carried as drafted the local Government would be enabled to frame rules without reference to the Governor General in Council. This would of course expedite matters, and would enable the rules to be easily modified from time to time, as required. As regards the Commission itself it might be thought that there would be a danger of a change being made when the present officers who would deal with the matter should have left. But he did not think

that any danger of that description need be apprehended. The system under which the Commission worked was such that the members themselves considered and examined every question of any importance. The work of inspection, and the general behaviour of the inspectors, were matters that were closely controlled by the Commissioners; and the inspectors did nothing on their own initiative, except the purely routine work.

Mr. Beatson Bell enquired if the Liners' Conference had a representative on the Commission.

Mr. Robertson replied in the negative, adding that the Chamber of Commerce had two representatives.

Mr. Beatson Bell, after consulting the Act, said that he did not think that there was any reason why the Conference should not also have a representative. It would be quite a reasonable attitude for the Conference to expect representation. They would be interested in the rules to be framed, and they might fitly have a voice in framing them. If their member dissented from the views of his colleagues his note of dissent would go of course in the usual way to Government. Mr. Beatson Bell went on to say that, when introducing the Bill in Council, he had endeavoured to make it clear that the steamer companies would be consulted. He had said that "after anxious consideration we have come to the conclusion that the 'close time' "should be withdrawn and that steamers should be governed by the ordinary law "during the two hours in question. That is to say, they will be governed by rules "framed under the Act just as factories are governed all the day, and just as "steamers are now governed at all times with the exception of these two hours. "We can assure the steamer companies that the rules which we propose to frame "will not be harsh or unreasonable and they will be framed after consultation with "the companies concerned. We are aware that in the course of the preliminary "correspondence the Bengal Chamber of Commerce has opposed this amendment, "and has urged the retention of the 'close time'. This attitude of the Chamber "is somewhat remarkable. They have two representatives on the Smoke Commis-"sion. These representatives have joined with the other members of the "Commission in urging Government to abolish the 'close time', and yet the "Chamber has taken the opposite view. Be this as it may, we know that the "purity of the air of Calcutta is as dear to the members of the Chamber as to "any other citizens of Calcutta and we appeal to them in all confidence to assist "us in doing whatever is right and reasonable."

The President said that the two members of the Chamber on the Smoke Commission represented, one the engineering trade, and the other the jute mill industry. The steamship interest was not represented.

The President then suggested that those gentlemen who were in opposition to the proposed amendment should state their views.

In response Mr. J. L. Leslie said that the Act as it stood limited, under scales 4 and 5 the emission of dense smoke by ocean-going steamers, while in port, to a specified number of minutes in each hour except during the two hours prior to their leaving port, or moving from one part of the port to another, when there was no restriction. The proposal is to do away with this unrestricted period of two hours, on the ground that it is not necessary that steamers should emit excessive smoke during those two hours, and that the time allowed under the rules for the emission of dense smoke is ample. It appeared that the reason for the proposed change was that while most ocean-going steamers exercised due care in stoking, and did not unnecessarily emit smoke during the two hours in question, some vessels made no attempt whatever to keep their smoke within reasonable limits. While it was true that it was unnecessary to emit dense smoke continuously *throughout* these last two hours, it *was* the case that the last hour before, and specially the first hour after, sailing is the time when it is most difficult to prevent the emission of dense smoke. A compromise might therefore, he thought, be come to by the elimination of the two hours provision, and the substitution for it of a provision for the doubling of the time allowed, under scales 4 and 5, for the emission of smoke during the last hour before, and the first hour after, leaving moorings; and the inclusion of a proportionate time allowance under scale 6 during these two hours, as follows:—

Under Scale 6.	One or two furnaces	2 minutes per hour.
	Three or four furnaces	4 " " "
	Five or six furnaces	6 " " "
	Seven, eight or nine furnaces	8 " " "
	Ten or more furnaces	10 " " "

It was understood that the Government intended, while repealing the provision exempting the last two hours before sailing from the operation of the Act, to double the time allowed under scales 4 and 5 during the last two hours before sailing, or moving from one moorings to another. But his proposal suggested a compromise, while giving ample control during a period where previously there was none. It would at the same time be fairer, and of greater practical advantage to vessels, and would be more likely therefore to meet with general approval.

The time just after leaving the wharf or moorings, and proceeding through the shipping to the Reach, was the period in which, in considering primarily the safety of the ship, it was most difficult to regulate the emission of dense smoke owing to possible erratic demands for steam at that time, and to the necessary concentration of the attention of the Engineers upon the correct working of the engines. It followed therefore that the suggestion to extend the allowance of time during that period was not only reasonable but expedient. It ought also to be pointed out, Mr. Leslie said, that it is chiefly then that the conditions of a steamer differ so greatly from those in a mill where the demand for steam is absolutely regular.

The President then enquired if Mr. MacLeod wished to offer any remarks. In response Mr. MacLeod said that his views were expressed in a letter dated 1st October 1915 that he had addressed to the Secretary, Calcutta Port Commissioners. This letter, which was as follows, was then read by the President:—

"With reference to your No. 5699 of the 27th September 1915 I beg to say that I consider it would be inadvisable to withdraw the two hours' grace granted to ocean-going steamers by the Smoke Nuisance Act.

2. Undoubtedly some of the black smoke issuing from steamers' funnels is the result of carelessness in firing, but much more of it is due to circumstances over which the people on the ships have no control.

3. It has always been laid down as an axiom that it is dangerous to move a vessel of any considerable size in this harbour unless the last ounce of power her machinery is capable of developing is available, and circumstances frequently arise in which a Chief Engineer has a choice between issuing black smoke and allowing the vessel to be taken into a strong current knowing that the power available for manoeuvering her is below what it should be.

4. To make my meaning clear I will give two instances of very frequent causes of black smoke. In the case of a mail steamer; she goes alongside Outram Ghat to take passengers, etc., for which about an hour is usually allowed. It frequently occurs that from one cause or another her time at the pontoon extends to nearer 2 hours, and in this time her fires have burned thin. If firing is done during the time the vessel is alongside her safety valves should blow, and, for obvious reasons this is undesirable when passengers are embarking. When the vessel does leave the pontoon the fires must be forced if the steam pressure is to be kept up, and the Engineer has also to keep in view the facts that his engines will be going astern most of the way dropping down the harbour, and that subsequently she has to be turned at Garden Reach.

5. Again in the case of a large cargo steamer with small engine-power, her engines are worked almost continuously to keep her straight while she is dropping down the harbour, and in many years' experience of both this class and mail steamers I have known few that could generate steam fast enough to keep the pressure steady whilst the engines are going astern without heavy firing.

6. I think if the time of grace is withdrawn and the rule rigidly enforced it may lead to Engineers endangering vessels in a desire to comply with the new rules."

Mr. Whittingham, in reply to an enquiry from the President, said that he supported the views expressed by Mr. MacLeod in the letter. He also pointed out that working steamers on the river Hooghly is quite different from working them in other ports. Vessels are at a great disadvantage as compared with other ports, and the difficulties are much greater.

Mr. Birrell, as representing the Calcutta Liners' Conference, said that the Conference had been for a long time, and were still, of the opinion that they had expressed in their various letters in the past on the proposed amendment. They held that the present system of allowing an exemption period of two hours should be maintained. It enabled steamers to know exactly how they stood, while with a scale such as had been suggested all kinds of vexatious prosecutions might be instituted. The conference as a body, after thoroughly considering the matter, saw no reason for making any change.

Mr. Robertson said, with reference to Mr. Birrell's remarks, that during the ten years throughout which the Act had been in operation no prosecution of any kind had been instituted with respect to steamships.

Mr. Birrell replied that, in his opinion, the figures quoted in the correspondence showed that excessive smoke had not been emitted. An endeavour had been made by steamships to keep smoke down.

Mr. Radcliffe enquired as to where the proposal to amend the Act had originated. He had never heard of any complaints being made as to smoke from steamers. To suggest that the steamers polluted the atmosphere of Calcutta seemed

to him to be ridiculous: he could not understand why there was considered to be any need for amending the Act, or where the idea had come from.

The Hon. Mr. Bray asked Mr. Robertson for information as to what proportion of the smoke in Calcutta is derived from steamers, as compared with mills, factories, engineering-works, and other sources. It seemed to him that this had an important bearing on the whole question.

Mr. Robertson expressed his regret that he was unable to give definite information on the point. He estimated that one steamer was equivalent to about six mills as regards smoke. In other words that one steamer emitted smoke equivalent to what would be emitted by about six mills. It had also to be remembered that mills had all to build chimneys of an altitude of not less than 100 feet. It was true that the top of the funnel of a large steamer was not far from 100 feet from the bottom of the ship, but it was by no means a hundred feet above ground level. Moreover the steamers emitting smoke in Calcutta were close to the shore, with the result that the smoke drifted right across the town.

The Hon. Mr. Birkmyre drew attention to Mr. Robertson's remark that large steamers moving at ten knots were able to keep within the strictest limits, while faster vessels emitted dense smoke. None of the experts had so far controverted that statement.

Mr. Robertson said that it was one of his strongest points, and he maintained that it had a most important bearing on the question.

Mr. Carmichael observed that one of the reasons why the fast steamers emitted smoke was that they had to get out of the river in one day, while the slower boats referred to by Mr. Robertson might take three days to reach the Sandheds.

Mr. Leslie added to this that the coal supplied to the cargo boats was usually second class, with but a small percentage of bituminous matter. On the other hand the coal supplied to the fast steamers was of better quality, with about 30 per cent. of bituminous matter. The result was that in the fast steamers more smoke was created, while the cargo steamers, with the lower quality coal could move without giving off much smoke. But the move was only allowed about high water slack, while mail steamers left at any state of the tide.

Mr. Mansell said that, regarding the question from the point of view of the safety of the ship, which was really the point at issue, he took it that the steamers with low power, poor quality coal, and a speed of about ten knots, were just as safe as the faster ships with better coal and moving at a higher speed.

The President, in bringing the meeting to a close, said that they were very much indebted to Mr. Beatson Bell, and his colleagues, for taking part in the discussion. It was, he thought, quite clear that there was a good deal to be said on both sides of the question. There were certainly a number of responsible people who thought that it would be a good thing if the amendment were permitted to end in smoke, and there were others who took the opposite view. The meeting was not, as he had previously said, called for the purpose of coming to a decision; but he thought that the discussion had been useful, as it had more or less indicated the direction in which a decision might perhaps be arrived at. Primarily and essentially the question ought to be regarded from the point of view of the safety of the ship. And, regarding it from that point of view, he felt bound to say that those opposed to the amendment had been asked to take a good deal on trust. It was of course true that the Act did not stipulate that the exemption period must be two hours. But the fact remained that the Bill proposed to abolish the exemption period altogether, leaving it to the local Government to frame rules providing for a concession of some description. This being the position it seemed to him that it would be a good thing to adopt the suggestion, which Mr. Beatson Bell had made, and to arrange for the Smoke Nuisances Commission to co-opt two or three experts—for example Mr. MacLeod and Mr. Leslie—who would be able to express the views of steamship owners and agents. There seemed, he thought, to be a reasonable prospect of a compromise. Mr. Leslie had held out hopes in that direction, and Mr. Robertson clearly had no wish to act without reference to steamship owners and agents. In the circumstances the next thing to be done was, the President thought, for the Committee of the Chamber, assisted and guided by the discussion which had taken place, to formulate their views on the proposed amendment, and to submit them to Government.

The proceedings then terminated.

H. M. HAYWOOD,
Secretary.

F. H. STEWART,
President.

Bengal Smoke Nuisances (Amendment) Bill.

Letter No. 209-Marine, dated the 19th January 1916, from the Secretary to the Government of Bengal, Marine Department, to the Vice-Chairman, Calcutta Port Commissioners.

With reference to the Bill to amend the Bengal Smoke Nuisances Act, 1905, which is before the Bengal Legislative Council, I am directed to state that it is now proposed to replace the existing Section 10, Sub-section (2) clause (*f*) of the Act by a new clause somewhat as follows:—

"to prescribe rules with due regard for the safety of Shipping, for the regulation of smoke from steamer furnaces". It is suggested that the draft rules to be issued under the proposed new Section 10 (2) (*f*) referred to above should be settled before the Bill is considered in Council. I am accordingly to request that the Commissioners will be so good as to submit for the consideration of Government as early as possible a draft of the rules, which in their opinion should be issued under the proposed new clause of the aforesaid Section.

Marine Committee.

I circulate for the consideration of the Committee letter No. 209-Marine, dated the 19th January 1916, from the Government of Bengal on the above subject, with reference to the accompanying extract from the proceedings of the 1598th Meeting (Resolution 481 of 1915).

2. The present position of this controversy is known to the majority of the members of the Committee, as follows. The Amendment Bill as it stands cancels the exemptions from the provisions of the existing Act of ocean-going steamers for a period prior to leaving port, and repeals the special sub-section 10 of the Act which empowers the Local Government to frame rules for the purposes of such exemption. The Commissioners and the Chamber of Commerce objected to the withdrawal of the existing concession, and their representatives, with two other members of the Select Committee on the Bill, recorded a note of dissent. Subsequently a formal amendment of the Bill was submitted by Mr. Bray and the undersigned to the Legislative Council the effect of which was to move for the retention of the existing concession in favour of ocean-going steamers.

3. The position of Government, as stated on the introduction of the Bill into Council and in Select Committee, was that while they were prepared to recognise the special case of ocean-going steamers in the rules issued under the Act, they were opposed to such recognition being required of them by the Act itself, and in particular to the total exemption of steamers from the provision of the Act for any period at all. In these circumstances it appeared to the Committee of the Chamber that a compromise was possible, and preferable to opposing Government in Council. Their President accordingly approached the member in charge of the Bill, with the result that the latter so far modified his position as to agree to recognise in the Act the special case of steamers by the retention of section 10, sub-section 2, clause (*f*) in a modified form as indicated in the present letter from Government; with certain other safeguards, namely, increased representation of the shipping interest on the Smoke Commission and rules to be framed to the mutual satisfaction of both sides before the passing of the amending Bill.

4. The existing rule under Section 10 (2) (*f*) reads as follows:—

"Furnaces of the main boilers of ocean-going steamers shall not be held to "be furnaces within the meaning of the Act for a period of 2 hours "previous to leaving moorings."

5. The following proposed rules under the corresponding new sub-section as now proposed by Government have been drafted by the Superintendent of Machinery with the Superintending Engineer of the British India Steam Navigation Company, and are said to meet fully the requirements of shipping and to be likely to be readily accepted by Government.

Draft Rules.

25. (a) After lighting the furnaces to raise steam double the times prescribed in the above table shall be allowed during the first two hours; (b) when raising steam prior to leaving port or to moving from one part to another thereof, for half an hour before moving and for one hour after moving thrice the times prescribed in the above table shall be allowed.

Extension of time in the case of ocean-going steamers.

25½. Tug boats while actually towing or assisting in the transportation of ocean-going steamers within harbour limits shall be governed by the same rules as the vessels being towed or assisted by them.

Tug Boats.

6. It will be observed that the existing rule applies only to a period of two hours prior to *leaving moorings*. This is not in accordance with the provisions of the Act, and does not meet the requirements of the case, as the period during which vessels are underway in the port is of equal if not greater importance for this purpose. The draft rules provide for concessions in favour of steamers at the time of first lighting fires (as in the case of factories), immediately prior to moving, and while underway in the port. Before submitting the rules to Government it will be necessary to refer them to the Chamber of Commerce, that the Shipping Sub-Committee may obtain the opinion of their Marine Superintendents and Superintending Engineers as to their suitability and sufficiency.

7. If these rules are accepted by Government the main point will be assured, namely, that there need be no risk of engineers taking improper chances with their vessels by not maintaining a sufficient head of steam for fear of offending against the rules; and at the same time the special recognition of the case of steamers will be retained in the Act, itself in a modified form. The Committee will presumably see their way to recommend the proposed compromise to the Commissioners.

22nd January 1916.

H. J. HILARY,
Vice-Chairman.

Remarks by the Committee.

I agree with the Vice-Chairman that we may now recommend the proposed compromise to the Commissioners.

F. H. STEWART.
W. E. CRUM.
D. CARMICHAEL.

And I.

E. H. BRAY.

From Calcutta Port Commissioners to Chamber.

No. 10109.—CALCUTTA, *25th January* 1916.

I enclose for your information foregoing copy of letter No. 209-Marine, dated the 19th January 1916, from the Government of Bengal, Marine Department, on the subject of the Bengal Smoke Nuisances (Amendment) Bill, as the outcome of the further discussion with the Hon'ble Member in charge of the Bill which was arranged at the informal Conference recently held at the Chamber; together with the proceedings of the Marine Committee of the Commissioners on the letter.

The Commissioners in meeting yesterday accepted the compromise proposed, subject to the acceptance by Government of the draft rules given in the 5th paragraph of my note to the Marine Committee, which have been drafted jointly by our Superintendent of Machinery and the Marine Superintendent of the British Indian Steam Navigation Company, and are considered to safe-guard fully the interests of Shipping. Presumably you have received a similar communication from Government and will reply direct on behalf of the Chamber; but in order to save time I am submitting the draft rules approved by the Commissioners for the consideration of Government at once, and I should be obliged if you will advise me in due course if they are acceptable to the Chamber, or of any alterations or additions which you may recommend to Government.

PROPOSED LIMITATION OF THE RIGHT OF APPEAL IN CIVIL SUITS.

From Government of Bengal (JUDICIAL DEPARTMENT) to Chamber.

No. 1696-J.,—CALCUTTA, *5th June* 1915.

In forwarding the accompanying copy of a letter No. 440, dated the 10th May 1915, from the Government of India, in the Home Department, I am directed to request that you will be so good as to move the Chamber of Commerce to favour this Government at an early date, with an expression of their opinion on the suggestions therein made that except by leave of the Judge there should be no appeal from the judgment of a single Judge:—

(1) when such judgment is passed in revision or in exercise of the powers of superintendence over subordinate Courts;

(2) When such Judge is sitting in appeal and the subject matter in dispute does not exceed Rs. 500.

No. 440,—SIMLA, *10th May* 1915.

From—The Secretary to the Government of India, Home Department,

To—The Secretary to the Government of Bengal, Judicial Department.

I am directed to invite the attention of the Local Government to certain suggestions relative to the Letters Patent of the Calcutta High Court, which appear to the Government of India to be deserving of examination. As is known, the experience of practically every province in recent years is that the volume of litigation before the chief provincial tribunal continues to grow, with the consequence that additions to the strength of the different Courts are steadily being made. Thus, comparing the state of affairs in 1900 with that obtaining now, there has been an increase * of five permanent and eight temporary Judges in the four Chartered High Courts, while to Chief Courts † and Courts of Judicial Commissioners seven permanent and three temporary officers have been added in the like interval.

	Permanent Judges.	Temporary Judges.
* Madras ...	+3	+3
Calcutta ...	+2	+4
Allahabad ...	...	+1
† Chief Court, Punjab ...	+1	...
Chief Court, Lower Burma ...	+1	+1
Judicial Commissioner, Upper Burma ...	...	+1
Judicial Commissioner, Oudh ...	+1	...
Judicial Commissioner, Central Provinces ...	+2	+1
Judicial Commissioner, Sind ...	+2	...

In other words, there has been a total increase of 12 permanent and 11 temporary Judges in these various Courts. There have

been other fluctuations in intervening years but these figures sufficiently illustrate the general contention. The result may doubtless be attributed to many causes into a detailed examination of which it is not now desired to enter, but the facts are cited as indicating that anything which, even to a moderate extent only, would reduce the quantity of work for disposal would be welcome, provided that no detriment to the efficient administration of justice is thereby involved.

2. Suggestions towards this end have, in fact, on previous occasions been examined. In the Home Department letter No. $\frac{2 \text{ Judicial}}{200\text{-}100}$, dated the 30th March 1897, opinions were invited as regards certain means of curtailing the existing right of appeal, of which the following may be noted in particular:—

(1) That where appeals from Lower Courts are heard by a single Judge of the High Court there should be no appeal from his decision, under the Letters Patent or otherwise, except by leave of the Judge.

(2) That in original suits heard by a single Judge of the High Court, where the value of the subject matter does not exceed, say, Rs. 2,000, there should be no appeal from his decision or from any interlocutory order, unless by leave of the Judge. For this purpose an application for a new trial would be included in the term appeal.

In reply, the only unqualified support of those proposals came from the United Provinces, and the idea was not pursued.

The question of the restriction of the right of appeal from the decisions of a single Judge is very closely connected with that of making the fullest use of single Judges in the disposal of business, and that too has been the subject of earlier correspondence. In 1902 the Government of India had occasion to press upon the Calcutta High Court the extension of a single Judge's powers, and at the same time made enquiry of other Courts regarding the working of the existing rules on the subject (*vide* Home Department's letter No. 1269, dated the 21st August 1902).

As a result of that reference the Calcutta High Court undertook to frame tentative rules with the view of the greater utilization of single Judges.

3. Two suggestions have now been brought to the notice of the Government of India, the first being that there should be no appeal from the judgment of a single Judge in a civil case when such judgment is passed on revision or in exercise of the general powers of superintendence over subordinate Courts which is vested in the Chartered High Courts by their Letters Patent. The question of the existence of such a right is one upon which, as the rulings quoted in the margin show, there has been some divergence of opinion in the different Courts, and the Government of India are *primâ facie* disposed to think

Indian Law Report, 22 Madras 68.
Indian Law Report, 22 Bombay 891.
Indian Law Report, 41 Calcutta 329.
Indian Law Report, 14 Allahabad 226 and 15 Allahabad 373.

that as a matter of policy the matter should be authoritatively decided in the negative, although by the leave of the Judge such appeals might be still allowed. In so far as no appeal is admissible against the order of the lower Court, it is anomalous that an appeal should lie against an order of the superior Court. No interference with the power of the single Judge to refer cases to a Bench is intended.

4. A second suggestion is that there should be no right of appeal from the decision of a single Judge sitting in appeal unless the subject matter in dispute exceeded a specified sum. The sum of Rs. 500 has been mentioned as a suitable limit, but the matter is one upon which the opinion of the local Government is particularly invited. It is recognized that the importance of an appeal does not necessarily depend upon its value; but if, as above, the rights of appeal by leave of the Judge and of reference to a Bench were provided for, cases of importance could still be carried further.

5. The Government of India would be glad of an early expression of the opinion of the Governor in Council on these points; and in order that the merits of the question may be fully gauged, they would be much obliged if your reply might be accompanied by the following information:—

(*a*) The existing rules relating to civil appellate and revisionary work disposed of by single Judges.

(*b*) Statistics for the three years 1912-14 showing the amount of civil appellate work disposed of by single Judges giving if possible, separate figures when the subject matter in dispute (*i*) exceeded and (*ii*) did not exceed Rs. 500 in value.

(*c*) Statistics for the same period showing the number of appeals preferred against the decisions of single Judges (*a*) sitting in appeal and (*b*) in revision and the results of such appeals, giving if possible, separate figures when the subject matter in dispute (*i*) exceed and (*ii*) did not exceed Rs. 500 in value.

(*d*) Statistics for the same period showing the number of cases decided in the exercise of civil appellate or revisional jurisdiction by Benches of two Judges when the subject matter in dispute did not exceed Rs. 1,000 in value.

From Chamber to Government of Bengal (JUDICIAL DEPARTMENT).

No. 1582-1915.—CALCUTTA, 28*th July* 1915.

I am directed to acknowledge the receipt of your letter, No. 1696-J., dated 5th June 1915, forwarding a copy of the marginally cited communication on the question of limiting the right of appeal in civil suits.

Letter No. 440, dated 10th May 1915, from the Government of India, Home Department, to the Government of Bengal, Judicial Department.

2. You invite an expression of the opinion of the Chamber on the two following suggestions that are made by the Government of India, namely, that except by leave of the Judge there should be no appeal from the judgment of a single Judge of the High Court:—

(a) When such judgment is passed in revision or in exercise of the powers of superintendence over subordinate courts;

(b) When such Judge is sitting in appeal and the subject matter in dispute does not exceed Rs. 500.

3. As is pointed out in the letter, the idea of curtailing the right of appeal in civil suits is not new. In the correspondence which passed in 1897, and to which reference is now made, the Government of India expressed the opinion "that the present license of almost unlimited appeals may "be considerably reduced with great advantage, not only to the "litigants but also to the Courts of first instance and the Appellate "Courts." With this object in view the Government put forward the following proposals:—

(a) That, except by leave of the Judge, there should be no appeal in original suits heard by a single Judge of the High Court in appeals from the lower Courts.

(b) That, except by leave of the Judge, there should be no appeal in original suits heard by a single Judge of the High Court where the value of the suit was not more than Rs. 2,000;

(c) That in cases over Rs. 10,000 the litigants should have the option of commencing a mofussil suit in the High Court;

(d) That security of costs should be given in every appeal, unless the Court for good reason should dispense with it, and that, in a second appeal from concurrent decisions, substantial security for costs should be given;

(e) That the general revisional section of the Code of Civil Procedure should be curtailed;

(f) That ordinarily there should be no second appeal where the value of the issue was not above Rs. 500;

(g) That there should be no second appeal on questions of procedure;

(h) That the Presidency Town Small Cause Courts should be re-modelled on the plan of the English Country Courts; and

(i) That Small Cause Courts' powers should be more freely conferred on mofussil Courts.

4. The Government of India contended in support of these proposals:—

(a) That the great majority of the suits instituted in the Civil Courts were for sums not exceeding Rs. 500;

*No. 5-Judl.-302, dated 30th March 1897, from the Government of India, Home Department, to the Government of Bengal, Judicial Department.

Vide Chamber Report Vol: II for 1897, page 18.

(b) That the protracted litigation promoted by the unlimited right of appeal gave an unfair advantage to the man with the larger purse;

(c) That the lower Courts were fearful of the censure of the High Courts, and that they were consequently apt to be timid and technical in their decisions; and

(d) That the High Courts had not sufficient leisure for the deliberate disposal of the important issues coming before them, being burdened with a host of petty and frivolous cases.

5. The proposals aroused strong antagonism at the time when they were put forward, this Chamber, among other bodies, protesting against them. The Chamber feared that they would probably introduce more serious evils than those that they were designed to remedy. For a liberal right of appeal was considered to be the principal safe-guard to the poor man that he would ultimately obtain justice. And for this reason the Committee specially deprecated the fourth proposal, that security of costs should be given in every appeal. They also expressed the belief that, on appeal, the High Courts reversed or modified a very large percentage of the decrees of the lower Courts. They further pointed out that there was no true analogy as between the English County Courts and the Courts presided over by Munsiffs and Subordinate Judges in this country. And, as regards the tendency of the lower Courts to nervousness, they said that "they "would prefer the timidity arising from the fear of deciding "wrongly, and so incurring the censure of the superior courts, than "the courage engendered by the knowledge that the proceedings "were not likely to be investigated by a higher tribunal." Until the status of the lower Courts had been greatly improved it was desirable, they thought, that the right of appeal should be wide and liberal.

*Letter No. 990, dated 30th June 1897, from the Bengal Chamber of Commerce, to the Government of Bengal.

6. The Committee still hold these views, but they notice that the Government of India, in now reviving the question, have apparently abandoned seven of the proposals of their previous scheme. And of their arguments, as set out in paragraph 4 above, they also ignore *(b)*, *(c)* and *(d)*, upon which in 1897 they laid great stress as affording justification for the contemplated changes. Their only reason for re-opening so vexed a question appears to be the growth in the volume of litigation, and the resulting increase in the number of High Court Judges and Judicial Commissioners. A reduction in this volume of litigation is in fact acknowledged to be the object of the proposal. "Anything," the letter dated 10th May 1915 states, "which, even to a moderate extent only, "would reduce the quantity of work for disposal would be welcome, "provided that no detriment to the efficient administration of "justice is thereby involved."

7. In the absence of the statistics for which the Government of India have called, it is difficult for the Committee to express

Vide Chamber Report Vol. II for 1897, page 20.

a definite opinion on the increase of litigation. But it must not be forgotten that India is rapidly developing. And the mere numerical strength, and the expense, of the judiciary are of altogether secondary importance if neither is in excess of the needs of the country. This view gains additional force from the fact that, so far as Bengal is concerned, the administration of civil justice shows a large credit balance. "The receipts of the Courts," I quote from the *Bengal Administration Report 1913-14*, "amounted to Rs. 1,28,64,865 showing an increase of Rs. 1,59,954 on "those of the previous year, and the charges to Rs. 59,35,406, "showing an increase of Rs. 2,52,038 on those of 1912. Inclusive "of the amount realised on account of duty on probates, etc., there "was a profit to the Government from civil litigation of Rs. 69,29,459, "or Rs. 92,084 less than in 1912: and exclusive of the item "referred to, the surplus amounted to Rs. 61,49,208."

8. In offering the foregoing remarks the Committee do not wish it to be understood that they take exception to efforts having for their object the curtailment of litigation. But admittedly the efficient administration of justice must not be thereby prejudiced. And they think that the European Association is right in saying that it is impossible to distinguish, and to separate, the host of petty and frivolous cases which although covering mere nominal amounts, in fact involve important, and possibly vital, issues. Herein, as they view the question, lies the whole difficulty. The pecuniary value of the matter in dispute is, as the Government of India admit, but an uncertain index of the importance of a case. Take, for example, the innumerable suits in which boundary, surface, or easement disputes, affecting a large and valuable area of land, are made to depend on a test case valued at perhaps not more than Rs. 100. As the European Association has rightly pointed out many of these cases are at once frivolous and important. To the party who brings or forces the suit it may be merely frivolous or vexatious. But to the other party—perhaps a zemindari proprietor, or a colliery owner—it may involve a fight for a vital principle upon which the very life of his property and title is dependent.

*Letter No. 1408, dated 15th July 1915, from the European Association to the Chief Secretary to the Government of Bengal.

9. It being thus impracticable to separate the various classes of litigation, the Committee agree with the Association that it would require an extremely strong, and indeed an unanswerable, case to induce the public to consent to any reduction of the powers and rights expressly and deliberately conferred upon the High Courts by the Letters Patent. So far as regards the scheme now under discussion, they fail to see that the Government of India have advanced any substantial argument in support of it. On the contrary the case, as it is now put forward, is distinctly weaker than it was as framed in 1897 when, as the Government of India acknowledge, the idea was not pursued for want of public sympathy.

* Not printed.

PROPOSED CITY CIVIL COURT.

From Government of Bengal (Legislative Department) to Chamber.

No. 1997-L.—Calcutta, 23*rd December* 1914.

I am directed to enclose, herewith, six copies of an extract from an Abstract of the Proceedings of a meeting of the Bengal Legislative Council held on the 14th December last relating to a resolution moved by the Hon'ble Babu Surendra Nath Ray, in which he recommends the establishment of a City Civil Court in Calcutta.

2. I am to ask you to be good enough to lay the resolution and connected papers before the members of the Bengal Chamber of Commerce at your early convenience, and to request the Chamber to favour Government with an expression of their opinion as to the advisability or otherwise of effect being given to the Hon'ble Babu Surendra Nath Ray's proposal.

Extract from an Abstract of the Proceedings of a Meeting of the Bengal Legislative Council held on Monday, the 14th December, 1914.

* * * * * *

RESOLUTION.

List of Business—Item No. 7.

The Hon'ble Babu Surendra Nath Ray moved the following Resolution:—

"This Council recommends to the Governor in Council that a City Civil Court, separate from the Calcutta High Court, be established in Calcutta for the trial of suits at Rs. 10,000 or under, or of such other valuation as the Government may think proper, which may be instituted within the Original Civil jurisdiction of the said High Court, and that Government be pleased to take the necessary steps for the early establishment of such a City Court."

He said:—

"At present suits regarding landed property situated within the town of Calcutta, however small their value may be and money suits above Rs. 2,000 in value, have to be brought in the Original Side of the High Court. Suits regarding landed property situated outside Calcutta, i.e., on the other side of the Circular Road, and money suits, however large their value may be, are brought in the Court of the Sub-Judge at Alipore. It is well known that costs incurred by suitors in the Original Side of the High Court are generally very large, sometimes they exceed the amount of the claim. In many instances poor people cannot get any redress, as costs of the Original Side of the High Court are prohibitory, whereas they are sometimes ruined in defending a suit. To prosecute or defend a suit in the Original Side of the High Court it is necessary to engage the services of a solicitor as well as at least one counsel, and in many cases two counsel. In the mufassil Courts, such as the Court of the District Judge or Sub-Judge or a Munsiff at Alipore, the same case can be conducted by a pleader at a very small cost. The incidental costs are also much less. In my opinion the costly and elaborate machinery of the Original Side of the High Court, which compels a suitor to engage both a solicitor and a barrister in every case is not necessary for the trial of a large number of cases which are now being tried there. The costs must necessarily be considerably over the costs of a suit in a mufassil Court.

My proposal is for the establishment of a Civil Court for Calcutta separate from the High Court where suits regarding money or landed property of less than Rs. 10,000 in value or such valuation as the Government may think proper may be tried. It will be a Court subordinate to the High Court. In all cases tried by the said Court there will be an appeal to the High Court in its Appellate Side. It will be a Court in which barristers, vakils, attorneys and pleaders will have the equal right of appearing and conducting cases as in the Court of the District Judge or Sub-mufassal Courts and not the complicated machinery of the Original Side of the High Court, nor the summary procedure of the Small Cause Court. The court-fee to be paid at the time of the institution of the suit will be that payable in the mufassal Courts, and not that payable in the Presidency Small Cause Court. It will be a Court of Record. It will be a Court which will be presided over by an experienced barrister, vakil or Sub-Judge. The system which compels a suitor to engage the services of both a solicitor and a barrister to conduct his case will have no place there. There will be no taxed bills, no allocatur to terrify an unfortunate litigant. The Court will have power to try all sorts of suits except those relating to wills, insolvency, admiralty and matrimony. But if the court proves to be a success and the public demand it, its powers may be extended to the trial of those suits as well.

In Madras a City Civil Court was established so long ago as 1892, giving the said Court power to try cases regarding landed properties and money suits up to Rs. 5,000 in value, which had hitherto been tried in the Original Side of the Madras High Court. The Bill for the establishment of a City Civil Court for Madras was introduced in the Supreme Council by Sir Philip Hutchins, then Home Member of the Government of India, who was a distinguished Judge of the Madras High Court before his elevation to the Supreme Council.

One of the principal reasons which has induced me to bring forward the resolution in the Council for the establishment of a City Civil Court for Calcutta is that the people of Calcutta who have the misfortune of being litigants either as plaintiffs or defendants in an action may have a cheap and speedy machinery to enforce their partively small value. The elaborate machinery in force in the Original Side of the High Court is not in most cases suited to the requirements of this country or its people. To quote the words of Sir Philip Hutchins in introducing the Bill for a City Civil Court for Madras, 'The first is to remove that practical denial of justice to a not insignificant portion of the inhabitants of the City . . . . inevitable under the present system of judicial administration in the Presidency town. And the second is to obviate the lamentable waste of judicial power involved in that system, which requires every petty dispute not technically a small cause to be fully investigated by so high an officer as a Judge or perhaps even a Chief Justice of the High Court.' In a memorial submitted to Government by some of the land owners of Calcutta for the establishment of a city Civil Court for Calcutta so far back as the year 1904, the memorialists submitted, 'there were many widows and dispossessed of immovable properties and owning small estates in Calcutta, seeking to enforce partition; several traders desiring to have dissolution of partnership; many persons desiring to bring suits for account, specific performance of contract and declaratory decrees, and several other persons seeking the interference of the Civil Court in matters of comparatively small value which are bringing suits in that Court simply by reason of expense and delay involved in the suits in the High Court.' In a letter dated the 27th February, 1885, embodying the proposals of the Madras High Court regarding a City Civil Court for Madras, Sir Charles Turner, one of the best Chief Justices of the Madras High Court, said: 'The exclusive jurisdiction of the Madras High Court in certain class of cases entails on poor suitors expense altogether out of proportion to the benefit they derive from the presumed superiority of the Forum. It not unfrequently happens that suits are instituted for the partition of immovable property where costs incurred exceed the value of the subject matter.' . . . . If the observations of Sir Charles Turner are applicable to Madras, they are applicable with greater force to Calcutta.

It was about the year 1773 that the Government in England thought of interfering with the method of administration of India by the East India Company. The Regulating Act (13 George III.) was passed and by the Royal Charter which was granted on the 26th March in pursuance of the said Act the Supreme Court was established in Calcutta. The Court was constituted not only as a Court of Equity as the Court of Chancery in England, but also a Court of Oyer and Terminer

and Goal Delivery for Calcutta and Fort William and the factories subordinate thereto. It was also enacted as an Ecclesiastical Court and a Court of Admiralty.

All readers of history know full well the result of the establishment of the Supreme Court in Calcutta at that period, this planting of an exotic upon a foreign and uncongenial soil—how it spread consternation throughout the length and breadth of the land and became a terror to the people owing to the oppressive and novel machinery employed by the Court for enforcing its orders.

The Act of 1773, however, was doomed to failure as it was utterly unsuited to the wants of the country. The Act of 1781 (21 George III. C. 70) was passed to amend the Act of 1773. It was enacted among others by the new Act that no person should be subject to the jurisdiction of the Supreme Court by virtue of possessing any interest in, or authority over, lands or rents within Bengal, Bihar or Orissa or by reason of his becoming security for the payment of such rents.

The Supreme Court, however, continued to exist though shorn of some of its powers. In the words of Mr Cowell, himself an English Barrister with Indian experience: 'Nothing, however, in its subsequent history serves to justify or excuse the policy of its founders. Their attempt to introduce an English superintendence of law and justice on the part of the Crown, and an administration of English rules of law and equity by the English Court, modelled according to English fashion, was made rashly and ignorantly, without any sufficient scheme or due proportion.' The result of the passing of the two Acts was that in the mufassal, throughout the Province, Civil Revenue and Criminal Courts were established suited to the requirements of the country and the people, whereas in the Presidency towns, the Supreme Courts administered English law with slight modifications and were governed by the English system of procedure.

A Bill was introduced in Parliament by Sir Charles Wood in 1853 with the object of abolishing the Supreme Courts and the Presidency town and mufassal system and substituting in each Presidency town a High Court of Judicature which should be supreme over all the courts both in the Presidency towns and also in the mufassal. The members of the Indian Law Commission approved of the proposed change, but inasmuch as the Codes of procedure had not been passed, the proposal could not be carried out, but remained with a mere alteration in the name, viz., the Original Side of the High Court. Whatever justification there might have been to establish the Supreme Courts in 1773 or to keep them up in the form of the Original side of the High Courts in 1862 when the High Courts were constituted, there cannot be any justification for retaining the Original Side after the passing of the Procedure Codes and the codification of most of the important laws. There cannot be any ground for keeping up the King's Courts and the Company's Courts, the Presidency town system and the mufassal system, as two distinct institutions after the laws had been codified.

It is because the costs on the Original Side of the High Court are excessive in comparison with the costs in the mufassal Courts and that the proceedings there are dilatory, and also to bring justice within the means of every person wronged by his fellowman that I am moving this resolution. It is, however, said that in the Original Side of the High Court the expenses are cheap in the long run—the plaintiff has not to pay the heavy *ad valorem* court-fee which has to be paid in filing a suit in a mufassal Court or in the Calcutta Small Cause Court, and that people prefer to have their cases tried in the High Court. I shall simply place certain facts and figures which will speak for themselves.

Under section 21 of the Presidency Small Cause Court Act concurrent jurisdiction is given to the High Court and the Calcutta Small Cause Court in suits valued at Rs. 1,000 to Rs. 2,000, *i.e.*, election is given to the plaintiff to choose his own forum. I find from enquiry that the number of suits, Civil and Miscellaneous, valued at Rs. 1,000 to Rs. 2,000 instituted in the Calcutta Small Cause Court in the year 1911 was 971, in the High Court it was 106; in the year 1912 in the Small Cause Court it was 954, in the High Court it was 86; in the year 1913 in the Small Cause Court it was 918, in the High Court it was 90. The above figures show that in nearly 90 per cent. of the cases where election is given to the plaintiff he prefers the Small Cause Court to the High Court, though not only heavy *ad valorem* court-fee nearly double that of mufassal Courts has to be paid by the plaintiff at the time of the institution of the suit, but that the procedure in the trial of cases is summary and there is no appeal against the judgment of the Small Cause Court. Again, under section 39 of the Presidency Small Cause Courts Act, the defendant has the right to apply for transfer of a case from the Small Cause Court to the High Court in suits valued at Rs. 1,000 to Rs. 2,000. In the year 1911 only 17 cases were so transferred, in the year 1912 only 12 cases, and in the year 1913 only 16 cases were so transferred, not 10 per cent. of the cases as has been stated by some people, but

only a little above 1 per cent. of the cases. How on the face of the above facts any inference has been drawn by some people that the litigant public of Calcutta would much more prefer their suits to be tried on the Original Side of the High Court than in another glorified Small Cause Court as they think the proposed City Court will turn out to be I for my part fail to see. I think the inference is the other way. People prefer even the Small Cause Court to the High Court on account of its prohibitive costs as also its dilatory proceedings.

I do not want to cite the well known *Bhukoilas* Partition Case, cases arising out of the estate of *Gopal Lal Seal*, *Salaji's Estate* or the *Sobhabazar Raj Estate* in illustration of the heavy costs and dilatoriness of proceedings of the Original Side of the High Court. I shall give you a few instances showing the ordinary costs which a party has to pay to institute or defend a suit. I cite them not because in those particular cases the costs have been rather heavy, but they are ordinary costs which a suitor has to incur. Some of them have casually come to my notice, and I have personal experience of some of them.

In the case of *Udit Narain Singh* v. *Brindaban Chobay* (Suit No. 577 of 1912), the valuation of the suit was only Rs. 1,375. Only written statement was filed by the defendant. The case was decided *ex parte*. The costs which the defendant had to pay was Rs. 1,149. In the mufassal Court the costs would never have exceeded Rs. 150, including the costs of the defendant.

Karunamoye Devi v. *The Administrator-General of Bengal* was a suit for maintenance brought in the Original Side of the High Court by the step-mother against a minor whose estate then happened to be under the Administrator-General of Bengal. The only question was what was the amount of maintenance to which the lady was entitled. The cost amounted to about forty thousand rupees. In the mufassal, in the Munsiff Court the costs would have been about Rs. 150 or Rs. 160 and in a Sub-Judge's Court about Rs. 500 all told, including the costs for *ad valorem* court-fee, etc.

Suit No. 525 of 1912, *Shambhu Chandra Das* v. *Manmatha Nath Das and others*, was a suit by a reversioner to recover possession of property worth about Rs. 5,000. No evidence was taken by the Judge, but a decree was given on the construction of the conveyance. The defendant besides the costs of his own attorney had to pay Rs. 500 as out-of-pocket expenses, *viz.*, fees for Counsel, etc. The bill of costs submitted by the plaintiff's Attorney to the defendant's Attorney amounted to Rs. 1,486. In the mufassal Court the defendant would never have been obliged to incur an expense of more than Rs. 650, including *ad valorem* court-fee payable by the defendants to the plaintiff.

Suit No. 296 of 1910, *Lolit Mohan Ghose* v. *Promotho Nath Dey*, was a suit for partition of about 4 cottahs or about 2,880 square feet of land worth about Rs. 5,000. There was no contest, and no partition became necessary as the plaintiff purchased the share sought to be partitioned pending the suit. The plaintiff, however, had to pay Rs. 890 as costs. In the Court of the Sub-Judge the costs would never have exceeded Rs. 60 or Rs. 70.

Suit No. 400 of 1905, *Jogemaya Dasi* v *Akhoy Kumar Das*, was also one for partition of immovable properties. There was no dispute as to the share of the respective parties. The properties were worth above a lakh of rupees. A Commissioner was appointed to partition the properties. As a preliminary step, properties worth Rs. 22,000 were first sold to meet the fees of Solicitors and Commissioner for partition. The proceedings are still going on and we are in the end of the year 1914, and Rs. 10,000 have already been spent as costs. Besides the above sum Rs. 1,500 were paid by the plaintiffs to their Solicitors up to the date of the decree for partition. In a Sub-Judge's Court in the mufussal the whole thing could have been completed within two years and that for Rs. 500 or Rs. 600.

In suit No. 311 of 1898, *Nistarini Dasi* v. *Benod Behari Bose and others*, the commission fee of one single witness was Rs. 22,899. The costs which the defendants had to pay to the plaintiff in the Original Court were Rs. 38,495. In the appeal the expenses of one side was Rs. 51,133. I have not seen the bill of costs of appeal which the defendant had to pay to the plaintiff.

I had to give instructions and had to pay the costs on behalf of a relation of mine to execute two rent decrees, the decrees having been transferred from the mufassal Court to the High Court. There was no opposition by the judgment-debtor. All that was done was to apply for the settlement of the sale proclamation. The costs, however, came up to more than Rs. 600 as between Attorney and client and an equal amount had to be paid by the judgment-debtor to the decree-holder's Solicitor. I do not know how much the judgment-debtor had to pay to his own Solicitor as costs. In the mufassal the entire costs would never have exceeded Rs. 50. The name of the decree-holder is Saratmoni Devi.

In the execution case of *Brojo Gopal Mukerjee* v. *Kedar Nath Ghosh*, which was a Small Cause Court decree for only about Rs. 50, but transferred to the Original Side of the High Court for execution, the costs of execution came up to the modest sum of only Rs. 700.

It is said that in mortgage cases the costs are much cheaper in the Original Side of the High Court than in the mufassal Courts. In looking into the question of costs we must look as much to the interests of the mortgagee as those of the mortgagor. In a recent case in the Original Side of the High Court, the case of *Radha Ramon Pal* v. *Goverdhan Ghosh*, which was a mortgage case, the amount of the mortgage money together with interest came up to about Rs. 4,650. The costs, including costs of execution proceedings subsequent to the decree, amounted to about Rs. 2,400. There was no contest by the judgment-debtor throughout the proceedings. The costs in a Sub-Judge's Court would never have exceeded Rs. 400, *i.e.*, one-sixth of the costs of the Original Side of the High Court. An argument has been advanced times without number that in the Original Side of the High Court, a plaintiff has not to pay the heavy court-fee at the time of the institution of the suit which he has to do in the mufassal Court. But is it not a fact that in every application that one has to make in a suit he has to pay court-fee of Rs. 15 or Rs. 16, whereas in a mufassal Court all applications cost only 8 annas in court-fee. A suitor knows very well how many applications have to be made in a Court during the pendency of a suit. Is it not a fact that during the hearing of a case a litigant has to pay Rs. 20 per diem in court-fee, whereas in a mufassal Court he has to pay nothing. But these form very small items of expenditure in a suit on the Original Side of the High Court.

We have heard a good deal of late about the reduction of costs in the Original Side of the High Court by the introduction of a new scale of fees. Why, only the other day, the taxed costs of one side alone in a Probate case were a lakh and twenty-six thousand rupees!

Again, the very fact that one has not to pay an *ad valorem* court-fee in the Original Side of the High Court at a time of the institution of the suit tempts him to swell his claim, and instances may be cited to verify the above fact.

There are some who say that that the justice which is dispensed in the Original Side of the High Court is one which is worth all the money that is spent upon it, that though it is dear still it is worth having. All I can say is that the operation performed in the Original Side of the High Court may be successful, but the patient generally succumbs after the operation. But I ask in all seriousness, is the justice which is now being administered in the mufassal Courts by Indian Judges of such inferior type that it is necessary to incur ruinous expenditure to get justice in the Original Side of the High Court! In the evidence taken before the Select Committee on Indian territories in the year 1853 the Right Hon'ble Sir Edward Ryan, Privy Councillor, said, 'In the judicial system 98 per cent. of the cases for trial are tried before native judges, and the evidence is unanimous, I believe, that their decisions are logical, well composed, and in every way extremely good, though they have not had the advantages which might be supplied of a good early legal education.' This was in the year 1853 before the universities were founded, before the spread of that English education, general, scientific and legal, throughout the length and breadth of the land which has brought about the intellectual revolution of this country.

That civil justice as administered by the judiciary in the mufassal specially by Sub-Judges is generally satisfactory, and that their judgments and orders do not compare unfavourably with those of some of the Judges sitting on the Original Side of the High Court will be clear if the result of appeals is compared.

It is said that in a mufassal Court cases are not decided with due despatch and that the decree-holder is generally put to great harassment in executing his decree. As regards the charge of dilatoriness in proceedings before a Munsiff or a Sub-Judge, all I can say is that a Sub-Judge, besides the trial of ordinary suits, has to try execution cases and dispose of miscellaneous matters to hear appeals against the decisions of Munsiffs. This takes away a good portion of his time. Whereas the Judge of the proposed Civil Court will not have any appeals to decide, and steps may be taken for the disposal of execution cases by the appointment of a Registrar and empowering him to dispose of them as is done in the Calcutta Small Cause Court. But these are details. If Government have the mind to make the City Court a useful institution, they can do so by the appointment of a good and experienced Judge. It will then be as popular as the City Court of Madras.

I thought it my duty to inquire how the Madras City Civil Court was working, whether the people were sighing for the days when they had been under the Original Side of the Madras High Court or were content with what they had got. The reply which I have received from Sir Subramanya Iyer, who was for a long time

a Judge of the Madras High Court and also for some time its Chief Justice and who I need hardly say is the most prominent citizen of the Madras Presidency, is as follows :—

'I have no hesitation in saying that the City Civil Court in this city has been from the date of its establishment quite a popular institution. It has been both efficient and economical to litigants as well as expeditious. The litigants certainly will not prefer to have their rights determined as previous to the establishment of the City Court. Popular feeling is in favour of the jurisdiction of the City Court being raised. There can be no objection to the jurisdiction being raised to Rs. 10,000.'

When there was a proposal in the Calcutta Corporation about two years ago to extend the jurisdiction of the Original Side of the High Court to places within the Corporation of Calcutta, but outside the present jurisdiction of the Original Side of the High Court, there was a strong protest from most of the Commissioners, strongly opposing the proposal. They advocated, however, the establishment of a City Civil Court on the basis of the Madras City Civil Court.

I think it is to avoid the heavy costs of solicitors and counsel and delay in the trial of cases in the Original Side of the High Court that the Bengal Chamber of Commerce now get their disputes settled by arbitration. It is not only the rule which compels a suitor to engage the services of both a solicitor and a counsel to conduct a case, but it is the special machinery adopted by the High Court in its Original Side for the trial of suits which is at fault, because the machinery tends to excessive outlay of costs by litigants.

As a member of the British Indian Association I thought it proper to ask the opinion of the members of that association on the subject of my resolution, and among the 24 opinions received only 3 are against my resolution, out of these two being Marwari gentlemen having little or no property outside Calcutta and having no experience of costs of litigants in mufassal Courts. The other members have all given opinion in support of the present resolution, most of them having large landed properties both within and outside Calcutta and having experience of litigation both in the Original Side of the High Court and the mofussal Courts.

My Lord, this is not the first time that the subject of a City Civil Court for Calcutta has been brought forward. Your Excellency will find in the records of your Secretariat that so far back as the year 1885 a petition was presented to Government for a City Court, and the British Indian Association supported the proposal. The matter again came up before the Government in 1903 and 1904 on account of two separate and independent memorials which were submitted to Government, but we do not know what steps were taken by Government.

I am sorry that a totally unfounded alarm should have been raised in connection with my resolution. It is said that the proposed City Civil Court will have the effect of crippling the High Court, which is considered as the bulwark of our freedom and liberty. I really cannot understand how this can be. It will take away sufficient work from one of the three Judges now sitting on the Original Side of the High Court. Knowing full well that the High Court in Bihar is almost an accomplished fact and that it will take away at least 7 of the Judges of the Calcutta High Court and that the disputes of the leading European mercantile firms are now settled by arbitration by a tribunal of the Bengal Chamber of Commerce, I really cannot understand why the cry is being raised that the High Court will be emasculated, that its independence will be gone, simply because it will be less by one Judge in its Original Side if a City Civil Court were established. As I have already said, the proposed Court will be a Court subordinate to the High Court, with right of appeal in all cases to the High Court. This does not mean and cannot have the effect of crippling the High Court or of curtailing the liberty or freedom of the subject.

There had been in the High Court—and that for a number of years—only one Judge sitting on its Original Side. It is only for some time past that sometimes 2 and sometimes 3 Judges have been presiding on the Original Side. What difference will it make in the status of the High Court if there be one Judge less sitting on the Original Side? The High Court as a whole will not be crippled by the establishment of a City Court, nor will there be any disruption of the same if there be a Judge less on the Original Side of the High Court. It may be necessary to have a Judge on the Appellate Side to cope with the appeals which may be preferred in some quarters has therefore no foundation in fact or reason.

The same cry was raised in Madras when there was the proposal for the establishment of a City Civil Court there, and such cries will always be raised when propositions for improvement will be brought forward.

People have complained that why, instead of moving His Lordship the Chief Justice and the learned Judges of the High Court for lessening the costs of litigation in the High Court, have I brought forward this resolution before this Council. But it is difficult to see how costs of litigation can be lessened in the High Court when it employs a complicated machinery of Solicitors, Barristers, Sheriff's officers and an expensive procedure for the trial of cases. My regard for His Lordship the Chief Justice of Bengal and the other Judges of the High Court is as great as that of any member of the Bar. But as one belonging to the profession of law, I am simply following precedent. Sir Philip Hutchins, as I have already said, was a Judge of the High Court before his elevation to the Imperial Council. I think he knew what procedure was the best to adopt under similar circumstances. I am simply following his line of action and doing what can be done by a Member of this Council, viz., moving a resolution for taking steps to establish a City Court for Calcutta as has been done in Madras. It has been hinted that I have taken up the subject of a City Civil Court for Calcutta in the interests of the profession to which I belong—I mean in the interests of the vakils of the High Court. All I can say is that hard words break no bones. We are here for the discharge of our public duties. We must remember that the professions exist for the public, and not the public for the professions. We are here not to represent the interests of any class or creed, but to do all that we possibly can to further the interests of the public, to help your Lordship's Government to do the greatest good for the greatest number.

The result of my resolution is watched with keen interest by a large number of residents of Calcutta, specially the poor and the voiceless. The question before your Lordship's Government is whether poor people are to be denied justice simply because they are poor and are unable to pay for it, whether poor people are forever to groan and are to be deprived of their rights because they have not the means either to prosecute their case or to defend an action. The suffering is great, the suffering is real, and the people do suffer though silently. The boast of British Government is that it has given the blessings of peace to the people of this country, that it has thrown open the doors of justice to the rich and the poor alike. Why is it that here, the seat of your Lordship's Government, the doors of justice should be barred with gold and open but to golden keys. Why should it be said of a British Court of Justice that instead of giving relief to the poor it relieves them of their properties?

My Lord, I am sorry that there should be any difference of opinion as regards the necessity or utility of my resolution. But still we cannot expect that in our public life there should always be unanimity of opinion. There will sometimes be honest difference of opinion. That cannot be helped. But happily this difference has its origin, I need hardly say, not to any partisan spirit.

We must keep pace with the times. The rising tide of public opinion is with us. I may not be successful in carrying through my resolution to-day. The opposition may be strong and powerful. But this I can assure your Lordship's Government that a City Civil Court for Calcutta will come 'for a that' and that sooner or later the vested interests of a few will have to give way to the public and popular demand for cheap and expeditious justice.

In introducing the Madras City Court Bill in the Supreme Council Sir Philip Hutchins said, so far back as 1891, 'Many good authorities are of opinion that some similar measure of reform is demanded for the other Presidency towns also, but Madras has advantages which enable her to take the lead. Whether her sisters will be inclined to follow when they see how easily the proposed transfer of jurisdiction can be effected and the good results which follow is a question which we may well leave it to time to solve.' I think the time has come for the solution of this question. Experience of well nigh 20 years has shown how beneficial the City Civil Court has proved in Madras. It is now for this Council and for your Lordship's Government to enter that blessing, which Sir Philip Hutchins anticipated, by the acceptance of my resolution and the establishment of a City Civil Court in Calcutta."

The Hon'ble Mr. Sinha said:—

"My Lord, I feel it my duty to oppose this resolution, and in doing so I hope I shall not be misunderstood. My learned friend, the Hon'ble Babu Surendra Nath Ray, is apprehensive that it might be hinted, or that it has been hinted that his resolution is put forward in the interests of the profession to which he belongs. I fear my opposition may be ascribed to a similar reason. At the same time, just as my friend feels that in this matter interests of the public at large and particularly of the litigant public are the only interests to be considered, I feel the same, and it is from that point of view and that point of view alone that I propose to deal with it.

My Lord, we are both agreed that the administration of justice must fulfil certain requisites. It must be efficient, it must be expeditious, and it must be, so

far as is possible, economical, and if the administration of justice on the Original Side of the High Court fails in any one of these particulars, undoubtedly it has failed as a system of administration of justice. Has it so failed is the question which my learned friend has mooted. If it had, I should have expected to find that, after all these years the Original side has existed as the direct descendant of the Supreme Court, the Chambers of Commerce of Calcutta would have been the first to raise their voice against the system of administration there; I should have expected that the landed interests of Calcutta represented in the various associations, the British Indian Association, the Landholders' Association and similar other associations should have ere long raised their voice against the system of administration. I should have thought that the press of Calcutta powerful, more powerful than in any other Presidency town, should have during all these years raised its voice against this pernicious system that my learned friend complains against. But what are the facts? My friend refers to a representation made by the British Indian Association about 20 years ago in which the question was mooted. The Chamber of Commerce are not generally disinclined to moot such questions as they consider to be of public interest, and we know that with regard to the various Courts, notably the Small Cause Court, the Chamber of Commerce have very often made their voice felt. But, I have never yet heard that Calcutta merchants, either European or Indian, have complained of the system of the administration of justice on the Original Side. My Lord, justice should be cheap, but it may be too cheap. Himself refers in his speech to what is a common-place in the profession, viz., that the plaintiff's miseries begin after he has obtained a decree, and it is very often fruits of his decree. My Lord the same thing cannot be said of the Original Side of the High Court. A case is heard from beginning to end within six months,—certainly within a year—the High Court itself sitting in appeal from the Original Side does all that it has to do in connection with such cases in the space of outside a year, and as regards appeals, I think it is common knowledge that not even 5 per cent. of the cases instituted from the subject of appeals from the Original Side of the High Court, and so far as Privy Council appeals are concerned, I think it falls even much below 1 per cent. So that you have that element of finality which is so conspicuously lacking in the judgments and decree of the mufassal Courts. I am not going to say that the administration of justice in the mufassal is not efficient. We all know that District and Subordinate Judges are as efficient as we can expect under the circumstances, but are we going to suggest that the High Court Judges are not more efficient? The whole reason of their existence as Judges of the Supreme Court of the Country is their greater efficiency; and to suggest that because the administration as we have undoubtedly in the High Court on the Original Side is, I venture to submit, contrary to public opinion.

My Lord, apart from the question of expedition, apart from the finality I have referred to, apart from the question of efficiency I have alluded to, there remains the question of the cost on which so much has been said, and I fear that that is the whole trouble of my learned friend is the elaborate machinery which compels the employment of solicitors and barristers, and my learned friend thinks that the moment these offending persons are removed and vakils are introduced—the millenium will begin. My Lord, my friend complains that it is necessary to employ solicitors in addition to barristers. Has not my friend heard that in many cases in the mufassal there is not only one pleader, but several pleaders engaged in a case? Has he not heard that beyond the costs which are awarded in the Courts the client has to pay many more rupees to his pleaders? The taxed costs and the allocatur may be unfamiliar terms to some of my friends here as being something like an animal of very much the same name. But, My Lord, people in Calcutta have been familiar both with taxation and with allocaturs, and the people of Calcutta have managed to exist. And though my friend representing mufassal municipalities comes forward to-day and says that he stands as a champion of the oppressed in Calcutta, we have not heard, as I have hinted before, of any complaint either in the public press or from the public bodies and representative institutions which exist in Calcutta.

If there is any public which is able to make itself heard, I should have thought it was the Calcutta public. But in this matter the Calcutta public had not expressed its opinion, and it remained for my learned friend representing mufassal municipalities to voice the grievances of poor litigants in Calcutta. Judged from these three

points of view, efficiency, economy and expedition, I venture to submit to the Council that the Original Side has more than fulfilled the expectations of the people.

I may now take the few cases referred to by my learned friend in his speech. I have not had time to verify them. But at least one of them I remember from my own experience, in which the taxed costs amounted to something like Rs. 1,20,000. I may refer to the circumstances under which the case came to the High Court. It was a case instituted in the mufassal which, if it had been proceeded with in the mufassal, would not have lasted beyond a day or two. But the litigant himself came and got the case transferred from the mufassal. Innumerable witnesses had to be examined on commission—it being a Bhagalpur case, legal practitioners had to be sent out from Calcutta to Bhagalpur; there were 3 or 4 *purdanashin* ladies of rank who had to be examined on commission—all these went to swell the costs. If a case of that dimension and under circumstances like these were to happen in the mufassal, I have no doubt that the cost would probably have been even greater. Two persons were determined to fight each other, to ruin each other, and that was the reason why the costs were increased to such an extent. To say that that is the normal scale of costs on the Original Side of the High Court would, I venture to submit, be misrepresenting the real state of affairs altogether. We know that with regard to ordinary suits, the costs on the Original Side are, as a matter of fact, less than in the mufassal courts. There are instances not peculiar to this country, or any other country where people's passions have been inflamed by the desire to litigate, they will come to the expensive man, 'the fashionable duffer' as Mr. Labouchere of "*Truth*" called him, merely because he was the most expensive. Whether you have a City Court, a Police Court or a District Court, the people who are determined to litigate in this fashion will spend much money on very trivial quarrels. Do we not know that the Government of Bengal have felt themselves obliged according to the nature of cases to pay enormous sums of money as fees to counsel? Will the City Court make any difference in this respect? We know that in the Police Court where you can get a pleader for a small sum, people have been known to engage barristers at enormous fees from day to day. Has the millenium come in the Police Court, because the pleaders have the right of audience there in the same way as barristers and solicitors have? What reason is there to think that when you throw open the Original Side of the High Court to Pleaders the cost of litigation will not cease diminish? I venture to think, my Lord, it will be exactly the same as it is now, and as long as there are people whom the litigants desire to have as advocates on their side on large fees they will be engaged notwithstanding the fact that there is another class of legal practitioners available at one-eighth or one-tenth of the fees. I venture to think my Lord, that this resolution is not aimed so much at the constitution of the Original Side or the elaborate machinery in operation there as at the limited right of audience in that Court. The test as to whether this resolution is aimed at the Court or at a section of practitioners is this—would my friend press the resolution if the right of audience were extended to the particular class whom he has in view? In the City Court if the right of audience is confined to barristers and solicitors, would my friend care to press his resolution? In the City Court, as proposed by my Hon'ble friend, pleaders will have a look in. If they have the same privilege on the Original Side, will the elaborateness of the machinery disappear, will the scale of costs and allocaturs be done away with? Will it meet the views of my friend if that were done? It is curious that this resolution is synchronous practically with another movement which is going on at the same time and for which application has already been made to the Judges of the High Court, viz., for throwing open the Original Side to pleaders. If it is boldly put forward that we want the Original Side to be thrown open to pleaders, it is perfectly clear that the resolution will not be one within the competence of this Council; it will be a matter entirely for the Judges of the High Court to deal with, and as a matter of fact it is now being dealt with by the Judges. One cannot, I submit, my Lord, bring forward a resolution of this kind in the interests of one section of the profession as against another because to do that would be to reduce our Council to the level of a debating society."

The Hon'ble Maharajadhiraja Bahadur of Burdwan said:—

"My Lord, I am neither a vakil nor a barrister, but I am very often at the mercy of both. I have got up to suggest a *modus vivendi* regarding the resolution of my friend, the Hon'ble Babu Surendra Nath Ray, who is not only a representative of the mufassal municipality, as my friend the Hon'ble Mr. Sinha has said, but also possesses a considerable amount of landed property in Calcutta itself, and therefore, like many landholders, realizes the difficulties of cases in the Original Side of the High Court. I may also mention here casually that the Hon'ble mover of this resolution consulted individual members of the British Indian Association,

to which Association reference has already been made by the Hon'ble Mr. Sinha, and that the majority of them have supported the idea of a City Court in Calcutta, what I beg to propose with your Excellency's permission is that, in view of the divergence of non-official opinion on this resolution—although I may say that those in favour of this resolution, including my friend the mover, are quite willing to take up the challenge given to them that there is a considerable amount of opinion in favour of the establishment of a City Court in Calcutta and although they know it, yet they are willing to accept my suggestion—I have consulted my friend, the Hon'ble Babu Surendra Nath Ray, and he is agreeable to what I suggest, namely, that this resolution do stand adjourned until after the conclusion of the debate of the Budget, and that in the meantime Government be pleased to circulate this resolution to public bodies for an expression of their opinion, and I take it that other Hon'ble Members are agreeable to this course being followed."

The Hon'ble Babu Surendra Nath Banerji said :—

"My Lord, I desire to give my whole-hearted support to the resolution moved by my friend the Hon'ble Maharajadhiraja Bahadur of Burdwan. His resolution has come to me as a sort of relief, and I am sure that this is the feeling of many of us here."—

His Excellency the President said :—

"Order, order! What the Hon'ble Maharajadhiraja Bahadur of Burdwan has submitted to this Council is a mere suggestion and not a resolution, and whether it should be accepted or not is a matter for the President only. Further, I must point out that if the Hon'ble Member speaks now, he will not be able, should the resolution be adjourned, to speak again when it comes up again for discussion."

His Excellency the President, having satisfied himself that the Council were generally in favour of the acceptance of the suggestion made by the Hon'ble Maharajadhiraja Bahadur of Burdwan, said :—

"I accept the proposal of the Hon'ble the Maharajadhiraja Bahadur of Burdwan that, in view of the divergence of non-official opinion on this resolution, the resolution do stand adjourned until after the conclusion of the debate on the Budget in April, 1915, and that in the meantime the resolution should be circulated by Government to the public bodies of Calcutta for an expression of their opinion. I direct that the resolution, as also a copy of to-day's Proceedings in Council in connection therewith, be so circulated and that the discussion on the resolution be resumed in this Council after the termination of the debate on the budget."

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CALCUTTA,
The 19th December 1914.

A. W. WATSON,
Secretary to the Bengal Legislative Council.

From Chamber to all Members.

Circular No. 22—1915.—CALCUTTA, *10th January* 1915.

I am directed to invite the attention of the members of the Chamber to the foregoing letter, dated 23rd December 1914, from the Government of Bengal, Legislative Department, with reference to the proposed establishment, in Calcutta, of a City Civil Court.

2. This proposal was last under consideration in 1903. The Committee of the Chamber at that time were strongly antagonistic to it, and they expressed their views in a letter, dated 22nd October 1903, to the local Government. A copy of this letter is attached hereto for your information and consideration.

3. I am to request you to be good enough to favour the Committee, at the earliest convenient date, with an expression of your views on the subject. So far as the European merchants are concerned the extension of the practice of settling disputes by arbitration may be said to have lessened, in some degree, their interest in strictly legal affairs. But although this may be in a measure true the

administration of civil justice in Calcutta is, and must always be, a matter of the highest importance to the European commercial community. The Committee trust therefore that members generally will state their views on the proposal, after fully considering the papers in which the arguments both for and against it are clearly stated.

No. 1463-1903.—CALCUTTA, 22*nd October* 1903.

From—The Acting Secretary, Bengal Chamber of Commerce,

To—The Chief Secretary to the Government of Bengal, Judicial Department.

I am directed by the Committee of the Bengal Chamber of Commerce to acknowledge the receipt of your letter No. 3397 dated 15th August, inviting an expression of opinion upon a proposal for the establishment in Calcutta of a District Court similar to the City Civil Court in Madras.

2. The proposal,—so far as its nature can be understood from the somewhat indefinite terms of your letter,—appears to be for the establishment of a court to try civil suits not exceeding Rs. 5,000 in value. All classes of civil cases, with the exception of admiralty, testamentary, intestate, matrimonial, insolvency and Small Cause Court suits, would be brought within the jurisdiction of the Court. The Judge would be a barrister; he would be paid a salary of Rs. 2,000 per mensem; and he would be selected with reference to his capacity for dealing with commercial causes as well as those relating to immovable property in Calcutta. In support of the proposal the letter states that the City Court established in Madras has proved successful in non-mercantile suits; and that, in the opinion of the Government of India, such a Court in Calcutta would relieve the Calcutta High Court of a great deal of petty work; and would enable justice to be obtained by a certain number of people who are now debarred from bringing their cases in the High Court by reason of the expense and delay involved.

3. The Committee are unable to follow the Government, when, from the fact that the Madras Court has proved successful in the trial of non-commercial cases, they conclude that a similar Court should be established in Calcutta for the trial *inter alia* of mercantile suits. But before ventoring to express an opinion upon so important a proposal the Committee have carefully re-read the correspondence and official papers relating to the establishment of the Madras Court. The Bill constituting that tribunal passed through several stages before it reached its final form. Originally it was a Bill for the transfer, from the Madras High Court to the Small Cause Court, of jurisdiction over all suits not exceeding Rs. 2,500 in value—except testamentary, matrimonial and maritime suits—arising within the local limits of the jurisdiction of the High Court. It empowered the Government of Madras—with the sanction of the Governor-General in Council—to raise this pecuniary limit indefinitely. It expressly conferred jurisdiction in insolvency on the Small Cause Court. It gave that Court power to attach immovable property; and prohibited suits triable by that Court being instituted in the High Court. To this Bill strong exception was taken by the Judges of the Madras High Court and by the commercial community of that city. The main ground of objection was that such a measure might ultimately result in the practical abolition of the Original Jurisdiction of the High Court. In consequence of the vigorous opposition aroused by it, the Bill was thrice modified very extensively. And finally it took the form of a Bill for the establishment of a Court, intermediate between the High Court and the Court of Small Causes, with unrestricted jurisdiction up to Rs. 2,500, save as regards admiralty, testamentary, intestate, matrimonial and insolvency cases. In the words of Sir Philip Hutchins—who had charge of the measure in the Imperial Council—"the effect of it was to establish what may be briefly described as "a District Munsiff's Court in the City of Madras, "and to transfer to it the cognizance of ordinary suits not of the nature of small "causes, and not exceeding in value Rs. 2,500."

Imperial Legislative Council, Thursday, 11th August 1892.

4. These words, it may be presumed, concisely define the nature of the tribunal the establishment of which in Calcutta is now proposed by the Rt. Hon. the Secretary of State. But the Committee of the Chamber think it should not be forgotten that the Madras Bill, even in its final form, was by no means favourably received. Indeed the members of the Select Committee to whom it was referred

by the Council were not all convinced of its necessity or desirability. The Hon. Mr. (afterwards Sir Henry) Bliss, one of the representatives of Madras, in a note dissenting from the report of the majority, observed: "I regret my inability to concur in this Report. I do not think "that it has been satisfactorily established that any new Court is needed in the "City of Madras." The Hon. Mr. (afterwards Sir Griffith) Evans—likewise a member of the Select Committee—also recorded a note to the effect that "the "necessity for this legislation—if it is necessary—must depend on the peculiar "circumstances of Madras, as such a measure would in my opinion be wholly out "of the question for Calcutta." And even Sir Philip Hutchins, who was responsible for the Bill, expressed the opinion that although it was desirable for Madras it was, so far as his knowledge went, "not in any way required in Calcutta."

Report of Select Committee, dated 1st March 1892.

Imperial Legislative Council, 25th March 1892.

5. It may be said, and possibly has been said, that during the eleven years which have elapsed since these views were expressed, the business of the Calcutta High Court has become so congested as to necessitate the establishment of an auxiliary tribunal. But the Committee, as representing the merchants of Calcutta, have no hesitation in saying that such is not their opinion. That the arrears of business in the High Court have, or had recently, attained unduly large proportions is fully recognised and understood by the Committee. Indeed the Chamber was, they believe, the first public body to direct the attention of the Supreme Government to the need for the more complete equipment of that Court. But to urge that a great and highly prized institution should be to a certain extent re-organised is one thing; while to approve of the establishment of an inferior institution to relieve the former of some—and as will be shown a considerable—part of its work is another, and quite a different thing. And, although the Committee hold as strongly as they previously held, that the congestion in the High Court has, or lately had, approached a public scandal, they are most certainly not of opinion that the measure now under review is the best, or is even a sound, method of remedying that extremely serious state of affairs. The Committee have not arrived at this conclusion without grave and prolonged consideration; and they feel that they ought to state in detail the reasons which have led them to it.

6. To do this it will be necessary to forecast as far as possible what would be the position if the proposed new Court were established. The jurisdiction of the court is, it must be remembered, to be unrestricted in suits not exceeding Rs. 5,000 in value, except as regards admiralty, testamentary, intestate, matrimonial, insolvency and Small Cause Court cases. This somewhat extended list of excepted suits might at first sight be thought to represent a very considerable share of the original civil business of the High Court. But in actual practice it represents really very little. Indeed the Committee have good reason for believing—although statistics are not available to them—that admiralty causes do not average more than one annually; testamentary and intestate causes not more than six annually; matrimonial causes about twelve annually—of which a great proportion if not a majority, are undefended and do not occupy an hour each in trial; and, as is well-known, the insolvency causes occupy the time of one judge for one day—or if the list is a heavy one perhaps two days—in each month, except October when the High Court is in vacation is in progress. Then again it is necessary to enquire what proportion of the cases tried on the Original Side are for sums exceeding Rs. 5,000. The Committee are unfortunately without statistics upon this point also, but they are led to believe that not more than thirty to forty per cent. of the cases are for amounts above that limit. In other words the proposed Court would take from the High Court seventy per cent., or thereabouts, of its original civil business. There are, moreover, many classes of suits upon which no money value can be fixed—*e.g.*, suits in ejectment, suits relating to easements, suits for a declaration as to a right, suits for declaration of title, etc., etc. And all such suits would, presumably, be tried by the proposed Court. It is stated in the letter under reply that the Government of India think the new tribunal "would relieve the High Court of a great deal of petty work." But it is difficult to believe that the business of the Original Side of the High Court can be accurately described as "petty work."

7. Even this, however, is not the most serious aspect of the proposal as it is regarded by the mercantile community. At the present three judges, on a salary of Rs. 4,000 per mensem each, sit daily on the Original Side of the High Court. But one of the main features of the new scheme is that the City Court should consist of only one judge on a salary of Rs. 2,000 per mensem. The obvious result

would be, therefore, to transfer to this one judge—who will be presumably a less capable man—seventy per cent. of the work which the three judges are now unable to perform to the complete satisfaction of the public. And the Committee therefore apprehend that the remediable congestion of work in the High Court, which is now complained of, would be as nothing compared to the congestion and confusion which would ordinarily obtain in the proposed new Court. So far as commercial causes are concerned their expeditious disposal by sound lawyers is what is required by merchants. But in the City Court the great majority of the commercial causes would come before a judge who, in addition to his many other duties both executive and judicial, would have to try cases relating to immoveable property. The mercantile community would thus lose not only the ability of the judge who now presides over commercial causes in the High Court; but they would certainly also lose that expedition for which the High Court has justly gained credit as regards such cases. In the existing Small Cause Court suits relating to land cannot be heard; and the Court itself exists for the trial of small causes—small both in their nature and in their value. It is, however, the Committee think an admitted, if unfortunate, fact that the Small Cause Court has not succeeded in obtaining the confidence of the Calcutta public to any great extent. There is no need to specify in the present letter what would appear to be the reasons for this state of affairs. But so dubious a place does the Court hold in the public esteem that when the High Court was given concurrent jurisdiction in regard to suits valued at between Rs. 1,000 and Rs. 2,000 the number of suits above Rs. 1,000 filed in the Small Cause Court was reduced to almost a negligible quantity. And when it is remembered that the Chief Judge of the Small Cause Court is paid a salary in excess of that which it is proposed that the judge of the new Court should receive, the chances of the latter tribunal attaining the confidence of litigants would seem to be indeed remote. Further it must be borne in mind that for the comparatively simple, though arduous, work of a Police Magistrate the services of a competent barrister cannot be obtained for a salary of Rs. 1,500 per mensem. It can hardly, therefore, be reasonably expected that any well-qualified member of the Bar would be prepared to undertake for Rs. 2,000 per mensem, the far more complex and difficult duties which would devolve upon the judge of the City Court.

8. The Committee have now stated, as briefly as possible, what appear to them to be, so far as the merchants of Calcutta are concerned, some of the principal objections to the proposal. But there might also be urged against it numerous other equally important points. It might, for instance, be said with perfect truth and much force that the pecuniary value of the matter in dispute is but an uncertain index of the importance of a case. Suits for trifling amounts may involve the settlement of intricate and difficult points of law which none but highly qualified judges are capable of deciding. And it is extremely improbable that in such disputes litigants would be satisfied with the findings of the judge of the City Court. The result would be the creation of unnecessary litigation by an increase in the number of appeals to the High Court. As Sir Henry Maine remarked in 1867 "the slightest suggestion of inferiority in the Lower Court would cause the "appeals to multiply and thus the work which is now done once for all would be done twice over."

9. A further, and much more serious objection is that the establishment of the Court might result in the ultimate reduction of the High Court to a purely appellate tribunal. This is a possible result which would be viewed with dismay by the whole non-official community. When the Madras Act was under discussion a Select Committee of the Imperial Council expressed doubt as to whether the Indian Legislature was competent to abolish any part of the Original Jurisdiction of a Chartered High Court. But this difficulty was indirectly overcome by the insertion in the Act (Sec. 16 of Act VII of 1892) of penal provisions against suitors as to costs. Thus the jurisdiction of the High Court in cases cognizable by the City Court was abolished in fact, although retained in theory. Against the adoption of such an expedient—assuming that it would be likewise required for Calcutta—the Committee feel bound to protest. Were there reasonable grounds for believing that the Calcutta High Court could not, in any circumstances, cope with the volume of business coming before it, the case might be different. But the Committee are persuaded that this is not so. Two years ago they suggested that certain measures of re-organization in the working of the High Court were urgently needed. Some of these reforms have been, they are glad to observe, already carried into effect with distinct benefit to the public. Others, such for example as a material increase in the ministerial staff and the employment of stenographers for recording evidence, have not yet been introduced. But those best qualified to judge are, the Committee believe, satisfied that when all these various improvements have been

Report of Select Committee, dated 22th March 1892, para. 5.

carried out, an important step will have been taken in the direction of once more rendering the High Court as efficient and expeditious a Superior Court of Original Jurisdiction as can be desired.

10. Influenced by these considerations the Committee venture respectfully to urge that the proposal which forms the subject matter of this correspondence should not be proceeded with; and they earnestly hope that H. H. the Lieutenant-Governor will support them in this contention.

From Chamber to Government of Bengal (Legislative Department).

No. 492-1915.—Calcutta, *26th February* 1915.

I am directed to acknowledge the receipt of your letter No. 1997-L, dated 23rd December 1914, on the proposed establishment of a City Civil Court in Calcutta.

2. In reply I am to say that copies of your letter, and of the papers which accompanied it, have been submitted to the members of the Chamber for their opinion. The Committee have also placed before members a letter which the Chamber addressed, on the 22nd October 1903, to the Government of Bengal on the subject. The Chamber was at that time strongly antagonistic to the establishment of a City Civil Court, and the reasons upon which this conclusion was based are detailed in the letter. From the opinions which have now been expressed by members it is clear that commercial opinion is still as antagonistic to the proposal as it was in 1903. With this view the Committee are themselves in full agreement, and they have accordingly instructed me to re-submit the letter herewith to Government, as an expression of the opinion of the Chamber.

Abstract of the proceedings of a meeting of the Bengal Legislative Council held on the 14th December 1914.

3. The various points which arise in connection with the proposal are fully covered in the letter, and there is consequently no need for the Committee to re-state or to amplify them. It has been however pointed out that the delay and excessive expenditure which are now complained of, in proceedings in the Courts, might be to some extent avoided if, with the aid of the Court, greater and stricter use were made by litigants of those sections of the Civil Procedure Code which deal with "Discovery and inspections" "Interrogatories and replies" and "Enforced admissions of facts and documents". The Committee of the Chamber have been given to understand that, with regard to these sections, and in particular those as to interrogatories and admissions, the procedure available is but seldom taken advantage of, or insisted upon, with success.

4. In conclusion the Committee venture to urge that, after reconsideration of the arguments set forth in the letter of 22nd October 1903, H. E. the Governor in Council will be pleased to decide that no steps shall be taken in the way of establishing a City Civil Court in Calcutta.

JURY LIST.

From Clerk of the Crown, High Court to Chamber.

Calcutta, *5th February* 1915.

May I request the favour of your assisting me in preparing a correct Jury list for the year 1915-16. I regret to state that correct lists of persons belonging to firms and brokers, who are liable to serve as special and common Jurors, are not always furnished to me. I would therefore esteem it a favour if you could send me a full list of all persons, Europeans and Indians, of Calcutta with their style or calling, who are liable to serve as Jurors.

From Chamber to Clerk of the Crown, High Court.

No. 407—1915.—Calcutta, *16th February* 1915.

I am directed to acknowledge the receipt of your letter, dated 5th February 1915, on the subject of the preparation of the Jury list for the year 1915-16.

2. In reply to your request I am to express the regret of the Committee that it is not possible for them to furnish you with the lists of employés of mercantile firms, for which you ask, for they have no means of compiling such lists as regards either Europeans or Indians. In fact the only information at their disposal is what is given in the Calcutta Directory, and this is admittedly incomplete. At the same time they entirely agree with you that the lists ought to be prepared, as they believe that the names of many persons who are really eligible for service are not included in the existing jury list. When last addressing the High Court on the subject of the jury rules the Committee said that "a complete return of those "liable to serve on the jury will never "be obtained until a penalty is imposed "for failure to make a return. A reference to the jury list published by the "Clerk of the Crown shows, that it is "remarkable rather for what it omits than for what it contains. "They would commend this suggestion to the Honourable the Chief "Justice and the Honourable the Judges of the High Court."

*Letter No. 1459, dated 17th August 1906, from the Bengal Chamber of Commerce to the Registrar of the High Court, Appellate Side.

3. I am again to commend this suggestion to the attention of the Court, as the Committee believe it to be the only remedy for the present state of affairs.

* Vide Chamber Report for 1906, pages 40 to 42.

CALCUTTA COLLECTORATE.

From Chamber to Collector of Stamp Revenue.

No. 1908—1915.—CALCUTTA, *6th September* 1915.

The attention of the Committee of the Chamber has been drawn to certain correspondence, between the Holland-Bombay Trading Co., Ld., and yourself, on the subject of the stamping of documents at your office.

2. It certainly appears to the Committee, from the statements made by the Company, that the subject is one which merits your consideration. It is of course true that expedition may be secured by a special request, but this can only mean that documents presented by other applicants are delayed. The validation of documents under section 37 of the Indian Stamp Act of 1899 also seems to take a long time. The Chamber of Commerce Tribunal of Arbitration occasionally presents for validation irregularly stamped contracts that are the subject of arbitration proceedings. I attach to this letter a list of the documents so presented since November 1911, together with the dates of presentation and return. You will observe that the shortest time within which validation is effected is six days; and that in some instances the period has been extended to more than three weeks.

3. It is the opinion of the Committee that the list in question, taken together with the complaints made by the Holland-Bombay Trading Co., suggests that there is room for improvement in the working of the Department. They commend the question to your attention in the hope that you will be able to take suitable action. It is of course for you to determine whether the hours during which the office is open to the public should be extended, or whether the staff should be enlarged. But the Committee trust that an effort will be made so to expedite the working of the Department as to obviate any cause for complaint.

From Collector of Stamp Revenue to Chamber.

No. 497-R.-S.—CALCUTTA, *7th October* 1915.

I have the honour to reply to your letter No. 1908—1915 dated the 6th September 1915, in which you suggest that steps should be taken so to expedite the work of the Stamp Department of this office as to obviate any cause for complaints. Reference is made to the correspondence that has taken place between the Holland-Bombay Trading Co., Ld., and this office on the subject of the stamping of documents and it is remarked that although expedition may be secured by a special request this can only mean that documents presented by other applicants are delayed. On an average between 140 to 150 applications for stamping documents are received daily in this office. Each application covers about 30 documents and each document

again requires on an average about 3 labels to be affixed thereto. In dealing with such a large number of documents some system should be followed and the present practice is to take them up in the order in which they are presented, unless any application is accompanied by a special memo of urgency in which case it is taken up before its turn in the serial order comes. This procedure, while it facilitates the expeditious disposal of urgent applications, does not cause such delay in the disposal of ordinary applications as is likely to cause any practical inconvenience. Complaints of delay in the stamping of documents are extremely rare. No increase of staff seems therefore to be necessary at present. As regards the hours of business I beg to state that although applications are received only within the hours during which the treasury is open the Stamp Office is not closed until all applications received during the day are disposed of. Every effort is made to deal with applications for the stamping of documents as expeditiously as possible and I shall always be ready to enquire into any complaint that may be brought to my notice.

2. As regards cases under section 37 of the Indian Stamp Act referred to in para 2 of your letter under reply I beg to forward herewith a statement showing the dates on which the cases passed through the various stages till their final delivery to the parties concerned. It will be seen that in many cases there was considerable delay in depositing the fees into the treasury and in many cases there was also delay in taking delivery of the documents after they were ready. I would beg that applicants may be advised to deposit fees more readily and to take back documents more promptly when they are ready. I shall be always glad to enquire into any case in which any one in my office is responsible for delay in its disposal.

Statement showing particulars of cases shown in the statement appended to the Bengal Chamber of Commerce letter No. 1968-1915, dated 6th September 1915.

Serial No.	Date of the application.	Date on which the application was received in the Stamp office.	Date on which order was passed by the Collector.	Date on which the fee was deposited into the treasury.	Date on which the Certificate was endorsed on the document.	Date on which the document was ready for delivery.	Date of delivery as shown in the statement of the Chamber of Commerce.	Date of delivery as shown in the office records.	Remarks.
1	2	3	4	5	6	7	8	9	10
1	2-11-11	3-11-11	3-11-11	7-11-11	7-11-11	7-11-11	13-11-11	10-11-11	
2	7-11-11	8-11-11	9-11-11	10-11-11	10-11-11	10-11-11	16-11-11	13-11-11	
3	13-11-11	14-11-11	15-11-11	15-11-11	15-11-11	15-11-11	21-11-11	18-11-11	
4	22-11-11	23-11-11	27-11-11	28-11-11	28-11-11	28-11-11	2-12-11	1-12-11	
5	7-12-11	14-12-11	19-12-11	21-12-11	21-12-11	21-12-11	27-12-11	22-12-11	
6	7-12-11	14-12-11	19-12-11	21-12-11	21-12-11	21-12-11	9- 1-12	22-12-11	
7	6- 1-12	9- 1-12	18- 1-12	18- 1-12	18- 1-12	18- 1-12	22- 1-12	22- 1-12	Dealt with under Sections other than Section 37 of the Indian Stamp Act.
8	17- 1-12	18- 1-12	22- 1-12	26- 1-12	26- 1-12	26- 1-12	30- 1-12	30- 1-12	
9	18- 1-12	20- 1-12	22- 1-12	26- 1-12	26- 1-12	26- 1-12	30- 1-12	30- 1-12	
10	20- 1-12				Not traceable.				
11	29- 1-12	30- 1-12	1- 2-12	3- 2-12	3- 2-12	3- 2-12	6- 2-12	5- 2-12	
12	26- 1-12	29- 1-12	1- 2-12	3- 2-12	3- 2-12	3- 2-12	6- 2-12	5- 2-12	
13	4- 3-12	6- 3-12	8- 3-12	11- 3-12	11- 3-12	11- 3-12	12- 3-12	12- 3-12	
14	21- 3-12	25- 3-12	28- 3-12	29- 3-12	29- 3-12	29- 3-12	15- 4-12	30- 3-12	A
15	21- 3-12	25- 3-12	28- 3-12	29- 3-12	29- 3-12	29- 3-12	2- 4-12	30- 3-12	B
16	2- 5-12	2- 5-12	4- 5-12	7- 5-12	7- 5-12	7- 5-12	13- 5-12	9- 5-12	
17	27- 5-12	30- 5-12	31- 5-12	1- 6-12	1- 6-12	1- 6-12	21- 6-12	18- 6-12	
18	8- 6-12	10- 6-12	18- 6-12	21- 6-12	21- 6-12	21- 6-12	25- 6-12	24- 6-12	C
19	10- 7-12	10- 7-12	11- 7-12	19- 7-12	19- 7-12	19- 7-12	22- 7-12	20- 7-12	
20	19- 8-12	20- 8-12	22- 8-12	24- 8-12	24- 8-12	24- 8-12	30- 8-12	29- 8-12	
21	16-11-12	21-11-12	25-11-12	28-11-12	28-11-12	28-11-12	28-11-12	29-11-12	D
22	31- 3-13	2- 4-13	4- 4-13	4- 4-13	4- 4-13	4- 4-13	5- 4-13	4- 4-13	
23	31- 3-13	2- 4-13	4- 4-13	4- 4-13	4- 4-13	4- 4-13	5- 4-13	4- 4-13	Dealt with under Section 37 of the Indian Stamp Act.
24	8- 4-13	9- 4-13	12- 4-13	16- 4-13	16- 4-13	16- 4-13	18- 4-13	17- 4-13	
25	14- 6-13	16- 6-13	17- 6-13	18- 6-13	18- 6-13	18- 6-13	23- 6-13	21- 6-13	
26	17- 6-13	18- 6-13	19- 6-13	21- 6-13	21- 6-13	21- 6-13	25- 6-13	24- 6-13	
27	24- 7-13	25- 7-13	29- 7-13	31- 7-13	31- 7-13	31- 7-13	1- 8-13	1- 8-13	E
28	23- 2-14	24- 2-14	25- 2-14	3- 3-14	3- 3-14	3- 3-14	5- 3-14	6- 3-14	
29	27- 5-14	2- 6-14	5- 6-14	11- 6-14	11- 6-14	11- 6-14	12- 6-14	15- 6-14	F
30	21- 9-14	22- 9-14	6-10-14	12-10-14	12-10-14	12-10-14	27- 9-14	14-10-14	G
31	5- 7-15	7- 7-15	7- 7-15	9- 7-15	9- 7-15	9- 7-15	12- 7-15	13- 7-15	
32	5- 8-15	6- 8-15	6- 8-15	9- 8-15	9- 8-15	9- 8-15	11- 8-15	11- 8-15	

From Chamber to Collector of Stamp Revenue.

No. 2240—1915.—CALCUTTA, *1st November* 1915.

Calcutta Collectorate: Stamping of Documents.

I have the honour to acknowledge the receipt of your letter No. 407-R.S. of 7th October 1915, in reply to my letter No. 1908—1915 of 6th September, on the above subject.

2. The Committee have read your letter with interest, and they have also examined the statement submitted with it. Two reasons are put forward to account for the delay complained of in getting back from your office documents sent for validation under section 37 of the Indian Stamp Act, *viz.*, (*a*) delay on the part of applicants in depositing fees, and (*b*) delay on the part of applicants in taking delivery of documents after they are ready.

3. Written notices are received from your office, asking for deposit, and intimating when documents are ready for delivery. These notices are attended to by this office immediately, or very shortly after receipt, and delays of as much as a week are unaccountable. It seems to the Committee that there is probably a long interval between the making out, and despatch, of the notices by your office, and their receipt by this office. It may also be mentioned that the sircar who is deputed to call for documents, after receipt of notice that they are ready for delivery, has invariably complained of being put off from day to day before they are eventually handed to him.

4. But apart from such delays, and whatever may be their causes, it will be seen from the statement submitted with your letter, of which a copy is attached for reference, that out of the 20 cases dealt with under section 37, there are no fewer than 8 cases in which delay of from 3 to 14 days has taken place between the receipt of the application by your office and the Collector's order, *after* which presumably money is required to be deposited in the Treasury, *vide* columns 3 and 4 of the cases marked "A" to "G".

5. It seems to the Committee that the above cases, taken together with the complaints made by the Holland-Bombay Trading Co. point to the possibility of your being able to introduce alterations in the method of working in your office which would result in the more expeditious handling of documents submitted to it. They, therefore, again commend the matter to your attention, and trust you will be able to see your way to take suitable action in order to prevent any further cause for complaint, and to obviate the need for a reference which will otherwise be necessary to Government on the subject.

THE OCCURRENCE OF DACOITIES.

From Chamber to all Members.

Circular No. 241—1915.—CALCUTTA, *21st May* 1915.

Dacoities in and around Calcutta.

In their Circular No. 182, dated 23rd April 1915, the Committee published a letter, dated 14th April, from the Chief Secretary to the Government of Bengal, in reply to a representation that they had made to Government on this subject. In paragraph 4 of the letter the following paragraph occurred:—"I am to say that this Government have been in communication with the recruiting Staff, Officer, Lucknow, who maintains a register of certain classes of pensioned sepoys who are prepared to undertake civil employment. The Government of Bengal have been informed that this register contains no fewer than 1,000 names of pensioned Indian officers, non-commissioned officers and sepoys who are willing to accept private employment of various kinds. It should, however, be remembered that men of the class suitable for guards cannot usually be obtained except upon terms somewhat higher than those usually accepted by men of the untrained durwan type. Similar registers are maintained by the Recruiting Staff Officer at Delhi, Agra and other places."

2. A list of pensioned soldiers who are eligible for employment as durwans, &c., has since been exhibited at the office of the Political Department of the Government of Bengal, Writers' Buildings. The Reservists are drawn from nineteen different districts and Native States as follows:

Districts and States.	Number of Reservists.
Allahabad and Fatehpur District	44
Arrah and Chupra District	148
Azamgarh, Balia & Ghazipur District	97
Bahraich and Gonda district	38
Banda and Hamirpur District	20
Bara Banki District	38
Cawnpore District	40
Farrukabad District	25
Fyzabad District	91
Hardoi District	9
Lucknow District	25
Partabgarh District	82
Rae Bareli District	186
Shajahanpur District	19
Sultanpur District	171
Unao District	142
Other Districts, United Provinces	121
Rajputana and Native States and Miscellaneous ...	19
Punjab District (including Native States) ...	31

3. Members of the Chamber who may wish to engage pensioned soldiers as durwans, &c., should communicate with the Recruiting Staff Officer at Lucknow, Delhi, Agra, or elsewhere.

From Chamber to Marwari Chamber.

No. 2504—1915.—CALCUTTA, 16*th December* 1915.

Dacoities in Calcutta.

Referring to our interview on Monday last, I have to say that I submitted to the Committee of the Chamber, on Tuesday, the suggestions which were put before me by your President, and yourself. The Committee considered these suggestions attentively, and they fully realised the importance of the matters at issue. But they also had under discussion the answer which was given on Monday, by the Chief Secretary, to an enquiry as to the steps which are being taken by the Government. From this answer they gathered that the situation is in hand, and that the measures which are being adopted are calculated to have the desired effect. In the circumstances they came to the conclusion that you would agree with them that it is undesirable for them to intervene at the moment, and that it would be better to postpone making a representation to Government for the present.

CUSTOMS.

THE INDIAN MERCHANDISE MARKS ACT, IV OF 1889: COUNTER-INDICATION OF ORIGIN.

From Government of Bengal (FINANCIAL DEPARTMENT) to Chamber.

No. 1101-S. R.—CALCUTTA, 24*th June* 1915.

In reply to your letter No. 91, dated the 15th January 1915, to the address of the Government of India in the Department of Commerce and Industry, I am directed to forward, for the information of the Bengal Chamber of Commerce, a copy of the *marginally noted correspondence between the Government of India and the Burma Government on the subject of marking the country of origin on foreign goods imported into India.

*(1) Letter from the Government of Burma, No. 694-13-T-10, dated the 30th January 1915 and enclosure.
(2) Letter to the Government of Burma, No. 8468-11, dated the 9th June 1915 and enclosure.

No. 8470-8473-11.—SIMLA, 9*th June* 1915.

From—The Under-Secretary to the Government of India, Department of Commerce and Industry,

To—The Secretary to the Government of Bengal, Financial Department.

I am directed to forward a copy of a letter from the Bengal Chamber of Commerce No. 91, dated the 15th January 1915, and of the correspondence with the Government of Burma cited in margin, on the subject of the marking of the country of origin on foreign goods imported into India. It will be seen that the Government of India have not accepted the suggestions made by the Burma Chamber of Commerce for the amendment of the Indian Merchandise Marks Act, 1889; and I am to request that with the permission of His Excellency the Governor in Council, the Bengal Chamber of Commerce, which have addressed the Government of India in support of the representation of the Burma Chamber of Commerce, may be furnished in reply with a copy of the correspondence with the Government of Burma on the subject.

Letter from the Government of Burma, No. 694-13-T-10, dated the 30th January 1915, and enclosure.
Letter to the Government of Burma, No. 8468-11, dated the 9th June 1915 and enclosure.

No. 91.—CALCUTTA, 15*th January* 1915.

From—The Secretary, Bengal Chamber of Commerce,

To—The Secretary to the Government of India, Department of Commerce and Industry.

I am directed to address you on the question of the advisibility of modifying the practice, which obtains in India, in respect of the marking of the country of origin on imported goods.

2. This question has been under the consideration of Government and of the various Indian Chambers of Commerce, for a number of years. But it will

probably be sufficient for the present discussion to go back to the resolution which was adopted by the Conference of Indian and Ceylon Chambers of Commerce on the 5th January 1905. This resolution was to the effect that the provision in the Merchandise Marks Act, which requires all foreign goods to be marked with the country of origin, tends to divert trade from British merchants to their foreign competitors. The Government of India, when remarking upon the resolution, expressed the opinion that it might be feasible to abrogate the existing rule which requires that a specific indication of the country of origin must be given on foreign goods; and to substitute for it a rule permitting a general declaration to the effect that the goods are of foreign produce, or of foreign make. A large majority of the members of this Chamber interested in the subject were in favour of this proposed modification of the Act; and the Committee informed the Government accordingly. But, so far as they are aware, no action has been yet taken.

Letter No. 3636-3640-C, dated 29th July 1905, from the Government of India, Department of Commerce and Industry, to the Government of Bengal, Financial Department.

"Letter No. 156, dated 30th January 1906, from the Bengal Chamber of Commerce to the Board of Revenue, L. P.

3. The subject was recently revived by the Burma Chamber of Commerce who, in a letter, dated 2nd October 1914, to the Government of Burma, suggested that the Act should be so amended as to provide for—

(*a*) the optional marking of British goods, and no indication whatever of the country of origin of foreign goods; or

(*b*) the optional marking of British goods, foreign goods being marked "Not made in Britain," or "Made abroad;" or

(*c*) all British goods to be marked "Made in Britain," foreign goods being marked "Not made in Britain," or "Made abroad," and to have no indication of country of origin.

4. These suggestions have been considered by the Committee of this Chamber, who have consulted the Calcutta Trades Association and the Calcutta Import Trade Association concerning them. As in the past, opinion is not unanimous, but the majority of importers favour proposal (*b*). That is to say, they consider that the marking of British goods should be optional; and that all foreign goods should be marked "Made abroad." The words "Made abroad" are thought to be preferable to the words "Not made in Britain," some importers being of opinion that the erasure of the word "Not" would be a very simple matter. It will be seen that this proposal is substantially in accord with that which was defined in your letter No. 3636-3640-7, dated 29th July 1905, to which I have already referred. It goes further, however, inasmuch as it provides for the optional marking of British goods. The Committee of the Chamber are in accord with it, as they were ten years ago, and they venture to commend it to the careful consideration of the Government of India.

No. 654-11.—SIMLA, *25th January* 1915.

From—The Under-Secretary to the Government of India, Department of Commerce and Industry.

To—The Secretary, Bengal Chamber of Commerce.

I am directed to acknowledge the receipt of your letter No. 91, dated the 15th January 1915, and to intimate that it will be submitted for the consideration of the Government of India.

No. 634-13-T.-10.—RANGOON, *30th January* 1915.

From—The Hon'ble Mr. W. J. Keith, I.C.S., Officiating Revenue Secretary to the Government of Burma,

To—The Secretary to the Government of India, Department of Commerce and Industry.

At the request of the Burma Chamber of Commerce, I am directed to forward copy of their Secretary's letter, dated the 2nd October 1914, containing suggestions for the amendment of the Indian Merchandise Marks Act, 1889, so as to be of more direct benefit to British manufacturers. The Chamber of Commerce contend

Not printed.

that the result of the provisions enacted by Act IV of 1889 has been to further the direct import from the continent of Europe of articles made there and to kill the trade of the British middleman who first introduced the articles to the Indian consumer. They have this statement on the assumption that the provisions of the Act require the country of origin to be printed on every package, if not on every article, of goods other than of British manufacture. To meet this objection they recommend that the Act should be amended so as to provide for either (*a*) the optional marking of British goods, and no indication whatever of the country of origin of foreign goods; or (*b*) the optional marking of British goods, foreign goods being marked "Not made in Britain" or "Made abroad;" or (*c*) all British goods to be marked "Made in Britain," foreign goods being marked "Not made in Britain" or "Made abroad," and to have no indication of the country of origin.

2. The opposition of the Burma Chamber of Commerce to the provisions of Act IV of 1889 is not new. The Chamber originally opposed the introduction of a Merchandise Marks Act on the ground that it was unnecessary and could only produce friction without any commensurate benefits. They pointed out that many of the representatives of foreign houses looked on the obligation to declare all foreign goods to be of foreign origin as a gain to foreign manufacturers, arguing that once consumers in India have the knowledge forced on them that certain goods which command a large sale are of German or Dutch origin, any imitation of them by British manufacturers will be at a disadvantage. These views were embodied in the Chamber's letter of the 24th October 1888, which formed one of the enclosures to this Government's letter No. 1816-17-L. of the 5th January 1889.

3. The Chief Collector of Customs, Rangoon, who has been consulted, points out that the contention of the Chamber in paragraph 3 of their letter that the provisions of Act IV of 1889 make it compulsory to print the legend "Made in Germany," etc., on every package is not altogether correct. The counter-indication must distinctly specify the country of origin or manufacture only in cases where goods made elsewhere than in the United Kingdom or British India bear the name or trade mark of a manufacturer, dealer or trader in the United Kingdom or British India. A specific counter-indication of the country of origin is also not required in the case of—

(*i*) goods made or produced beyond the limits of the United Kingdom and British India to which is applied a false trade description for indication (other than the name or trade mark of a manufacturer, dealer or trader in the United Kingdom or British India) indicating that they were made or produced in the United Kingdom or British India; and

(*ii*) goods made or produced in one foreign country but bearing a false trade description indicating that they were made or produced in another.

In such cases an indication negativing the implication that the goods were made or produced in another country is sufficient. In point of practice, however, goods entered at Rangoon which fall under (*i*) above are frequently marked with a specific indication of the country of origin, and those falling under (*ii*) are invariably so marked. In any case the discovery does not affect the main contention of the Chamber that the chief result of the Act has been to damage the business of the British importer of foreign goods.

4. The Lieutenant-Governor is disposed to agree with the Chamber of Commerce that the provisions of the Act requiring a specific counter-indication of the country of origin have been of assistance to foreign manufacturers in depriving the British middleman of the trade in foreign articles which are consumed in Indian markets. It is obviously an advantage to the commercial traveller engaged in pushing the manufactures of a foreign firm to be able to point out that similar goods already in the market are the produce of his principal's country. The result, however, was bound to ensue in any case. As competition becomes more keen the middlemen between the manufacturer and the retailer tend to disappear, and no continental manufacturer who supplies goods in demand in India is likely to continue selling them to British importers if he is in a position to secure the extra profits obtainable by entering into direct relations with the Native retailers or small wholesale dealers. In view of this tendency Sir Harvey Adamson does not think that any of the amendments of the Act proposed by the Chamber of Commerce would be effective in securing the end the Chamber have in view. The adoption of the first suggestion, namely, to provide for the optional making of British goods and no indication whatever of the country of origin of foreign goods, would nullify the whole object of the Act which is to protect both manufacturer and consumer from fraudulent marking of any kind. The second suggestion, namely, to provide for the optional marking of British goods, foreign goods being marked "Not made in Britain" or "Made

abroad" is similar to that made in a more restricted sense in paragraph 4 of your letter No. 3636-3640-C of the 20th July 1906. It would not, however, secure the object which the Chamber have in view, unless a prohibition were at the same time introduced against the indication of the country of origin in the case of foreign goods. Such goods would still be marked "Made in Germany" or other country of origin addition to the mark required by the Merchandise Marks Act if their sale were found to be improved thereby. The third proposal, to provide that all British goods should be marked "Made in Britain", foreign goods being marked "Not made in Britain," and to have no indication of the country of origin, is open to the criticism that it is doubtful whether the proposed compulsory marking of British goods would commend itself to the manufactures concerned. It is optional at present for them to mark their goods "Made in Britain", and presumably such a mark would have already been generally adopted if it had been to the benefit of the trade in such articles. The suggestion that foreign goods should bear no indication of the country of origin is a measure which would probably prove to be somewhat difficult to enforce in practice would not, the Lieutenant-Governor is convinced, produce the effect desired by the Chamber.

Copy of a letter, dated the 2nd October 1914, from the Secretary, Burma Chamber of Commerce, Rangoon, to the Secretary to the Government of Burma, Rangoon.

I am directed to say that my Committee are of the opinion that a favourable opportunity has arisen to move the Government of India to take steps to have the Merchandise Marks Act so amended as to be of more direct benefit to British manufacturers.

2. My Committee understand that one of the objects of the Indian Merchandise Marks Act was to help forward British trade by distinguishing between British and foreign manufactures; but, instead of this object being fully attained, it is claimed by German manufacturers with some show of reason that the legend "Made in Germany" as insisted on in the actual working of the Act is the most effective free advertisement they have ever had, or could purchase at any price.

3. Prior to the introduction of the Act, British firms, by their own energy and at considerable expense, had searched the markets of the world for articles that would be likely to sell in India and the British colonies. At still further expense the articles selected were introduced in Indian and Colonial markets, and a large trade in these was ensured. When, however, the Act was introduced and the legend "Made in Germany," "Made in Austria," etc., had to be printed on every package, if not on each article, Indian and colonial buyers quickly saw that it would pay them better to buy in Germany or other foreign country, thus saving the British middleman's profit; and practically the whole of the London trade in German and other continental articles, the combined result of years of industry and experience, was lost to the Empire, while continental and particularly German trade increased by leaps and bounds.

4. To the illiterate buyer in India and Burma the words "Made in.............." mean nothing but an advertisement of foreign wares at the expense of English goods. My Committee are convinced that it was never the intention of the framers of the Merchandise Marks Act that British trade should suffer as a result of any of its provisions, and I am to urge that, if it be held necessary to specially mention the goods of competing countries, at all, this end can be very well attained without the necessity of gratuitously advertising Germany or any other country.

5. An act that brings about results such as the Merchandise Marks Act has done has not the appearance of being a perfect one, and is presumably open to useful amendment; and I am to suggest that the working of this Act would be altered for the better were it amended in such a way as to provide for—

(a) the optional marking of British goods, and no indication whatever of the country of origin of foreign goods; or

(b) the optional marking of British goods, foreign goods being marked "Not made in Britain" or "Made abroad;" or

(c) all British goods to be marked "Made in Britain", foreign goods being marked "Not made in Britain" or "Made abroad," and to have no indication marked of country of origin.

6. In conclusion I am to add that my Committee will esteem it a favour if you can pass on this letter to the Government of India with such comments as you may deem necessary.

No. 8468-11.—SIMLA, *9th June* 1915.

From—The Secretary to the Government of India, Department of Commerce and Industry,

To—The Revenue Secretary to the Government of Burma.

I am directed to refer to your letter No. 694-13-T-10, dated the 30th January 1915 with which you forwarded a letter from the Burma Chamber of Commerce, dated the 2nd October 1914, suggesting the amendment of the Indian Merchandise Marks Act, 1889 (IV of 1889). The Chamber of Commerce contend that section 10 (1) (c) of the Act has operated unfavourably towards the British middlemen importing into India goods of foreign manufacture. They recommend that the Act should be amended so as to provide for (a) the optional marking of British goods, and no indication whatever of the country of origin of foreign goods; or (b) the optional marking of British goods, foreign goods being marked "Not made in Britain," or "Made Abroad;" or (c) all British goods to be marked "Made in Britain," foreign goods being marked "Not made in Britain" or "Made abroad" and to have no indication of the country of origin. In the second of these suggestions, the Burma Chamber of Commerce have the general support of the Bengal, Karachi, Upper India and Punjab Chambers of Commerce, who have separately addressed the Government of India on the subject.

2. In reply, I am to say that on this question, which has been long under their consideration, the Government of India agree substantially with the views of His Honour the Lieutenant-Governor. It would appear that the Chambers of Commerce are in part moved by a misapprehension of the exact scope of the rule the amendment of which is desired, as has been correctly pointed out in paragraph 3 of your letter under reply. It must further be recognised that the advertisement to foreign goods of which complaint is made can only be removed by the prohibition, direct or indirect, of the voluntary marking of their goods by the foreign manufacturers; and such prohibition would neither be in the interests of the middlemen from whom the foreign manufacturer would tend to withdraw his agency, nor of the consumers for whose protection Act IV of 1889 is primarily intended. Finally the Government of India adhere to the decision expressed in the letter from this Department to the Government of Bombay No. 718-16, dated the 20th January 1909, a copy of which is appended, that the amendment of the Indian Act can only follow an amendment of the English Act 1887 on which it is modelled, and can only then be considered if the proposal has the general support of the mercantile associations and other bodies interested.

3. I am to request, therefore, that, with the permission of His Honour the Lieutenant-Governor, the Chamber of Commerce may be informed that the Government of India are unable to take action for the amendment of the Act in the direction proposed by them.

No. 718-16.—CALCUTTA, *20th January* 1909.

From—The Secretary to the Government of India, Department of Commerce and Industry,

To—The Secretary to the Government of Bombay, Revenue Department.

I am directed to forward a copy of letter which has been received by the Government of India from the Bombay Chamber of Commerce on the subject of the marking of the country of origin on foreign goods bearing the name or trade mark of a British or British Indian dealer, trader or manufacturer.

2. The Indian Merchandise Marks Act has been framed on the model of the English Act of 1887 and the policy of the Government of India, so far as the difference of conditions in the two countries has permitted, has been to assimilate both the Indian law and Indian procedure to that obtaining in England. It was consequently with this object in view that orders were recently issued permitting of the marking of expressions such as "Made Abroad," etc., on goods bearing expressions suggestive of British origin.

3. The marking of such expressions on foreign goods bearing the name or trade mark of a British or British Indian dealer, trader or manufacturer is, however, not permissible under section 10 (1) (c) of the Indian Merchandise Marks Act, and a similar prohibition exists in section 16 of the English Merchandise Marks Act. The Indian law is substantially in agreement with the English law in regard to the

marking on such goods though in regards to the method in which the counter-indication should be applied the provisions of section 10 (1) (c) of the Indian Act are to some extent more precise than the corresponding provisions of the English Act. In 1906 a Bill was introduced into the House of Commons with the object of rendering legal the application of such expressions as "Foreign Make," "Made Abroad" on foreign goods bearing the name or trade mark of a British manufacturer, trader or dealer; but, so far as the Government of India are aware, no progress has yet been made with this Bill.

4. In these circumstances I am to request that with the permission of His Excellency the Governor in Council, the Bombay Chamber of Commerce may be informed that pending an amendment of the English Act in a similar direction, the Government of India are unable to take into consideration proposals for an amendment of the Act which would be necessary to make lawful the marking of such expressions as "Foreign Make," etc., on goods falling under section 10 (1) (c) of the Merchandise Marks Act. I am also to ask that it may be pointed out to the Chamber that the proposal for the recent modification of the practice of the Indian Custom Houses under the orders referred to in paragraph 2 above did not meet with the unanimous approval of the Mercantile Associations and bodies consulted, and that even in the event of an amendment being made in the English Act in the manner suggested, the Government of India will require to be assured of the general support of those interested before introducing similar legislation in India.

THE INDIAN SEA CUSTOMS ACT, VIII OF 1878: SECTION 30.

From Government of Bengal (FINANCIAL DEPARTMENT) to Chamber.

No. 1859-S. R.—CALCUTTA, 24*th September* 1915.

I am directed to forward for the information of the Bengal Chamber of Commerce the enclosed copy of a letter from the Government of India, Department of Commerce and Industry, No. 14690-131, dated the 15th September 1915, regarding the interpretation of the term "local wholesale cash market value" for the purposes of import duty.

No. 14690-131.—SIMLA, 13*th September* 1915.

From—The Secretary to the Government of India, Department of Commerce and Industry,

To—The Secretary to the Government of Bengal, Financial Department.

I am directed to refer to the correspondence ending with your letter No. 1961-S. R., dated the 31st October 1914, regarding the interpretation of the term "local wholesale cash market value" for the purposes of import duty. In the letter from this Department No. 3565-3568-131, dated the 11th May 1914, it was stated that the Government of India were not disposed to reconsider the propriety of the definition of this term which was given in 1908 after most careful consideration. While, however, the Government of India could not entertain proposals for the revision of general principles, they took this opportunity of ascertaining whether the administration of these principles was satisfactory in practice, and they accordingly asked the maritime Local Governments to furnish full information as to the methods adopted at the ports in carrying out the existing orders and to submit any suggestion for the improvement of those methods which might be put forward after consultation with the local Customs authorities and commercial bodies.

2. From the replies received from the Local Governments, the Government of India are satisfied that the existing practice is generally in accord with the definition of the term "wholesale cash price" given in the orders to which reference has been made. The wholesale cash prices ascertained by the appraisers through personal enquiry in the market are regarded as being, in general, accurate; the procedure has worked smoothly, and no suggestions have been made for improvements in practice under the established principles. The recommendation of the Collector of Customs, Bombay, which is not

supported by the Local Government, for a 2 per cent. deduction in the case of cotton piece-goods, involves a considerable departure from these principles and cannot be accepted by the Government of India.

3. Two particular cases in which difficulty has been experienced are reported by the Government of Bombay.

In one case which has arisen on the importation of lubricating oils manufactured by the Vacuum Oil Company of New York, the Government of India are unwilling, pending the decision of the Bombay High Court on a suit filed by the Company against the Secretary of State for India, to follow the suggestion of the Government of Bombay that a specific duty should be assessed on these oils.

The second question, which is illustrated by the case of the *pyramid* brand of cement imported by Messrs. Turner, Hoare & Company, refers to goods for which by reason of their special nature and the particular circumstances of their importation, as, for example, their supply on contract to Port Trusts and Railway Companies the wholesale market value cannot be ascertained under the normal procedure. On a careful consideration of the case, the Government of India are of the opinion that while brands which are placed in the open market and have a wholesale market value should, like other goods, continue to be assessed on that value, yet when a particular brand does not compete with and is not comparable with other brands, when it is not placed in the open market or when a wholesale market value is not for any reason ascertainable, the goods may be assessed on the rates stated in the contract under which they are imported. It should, however, be made clear to the importers of such goods that the contract rate will be accepted as a basis for assessment to duty only when independent evidence is not forthcoming as to the wholesale value of the goods, and that the Collector of Customs will not accept contract rates, unless he is satisfied that they represent the "real value" for the purposes of section 30 of the Sea Customs Act, as interpreted under the orders of the Government of India. Where the contract is for delivery up-country and the contract price includes railway freight from the port of importation, the freight will, of course, be deducted in arriving at the assessment. Instructions to this effect should now be given to the local Customs authorities.

4. I am accordingly to request that, with the permission of His Excellency the Governor in Council, this ruling and the decision not otherwise to amend the procedure of tariff valuations, may be communicated to the Bengal Chamber of Commerce (with reference to their letter to the Government of India, No. 794, dated the 28th April 1914) and to the Bengal National Chamber of Commerce, for information.

5. I am to add that the question of revising the procedure at present followed in the fixation of tariff valuations is still under the consideration of the Government of India and will form the subject of a further communication.

From Government of Bengal (FINANCIAL DEPARTMENT) to Chamber.

No. 302-T/S. R.—DARJEELING, 26*th October* 1915.

In continuation of my letter No. 1859-S. R., dated the 24th September 1915, I am directed to forward for the information of the Bengal Chamber of Commerce the enclosed copy of a letter from the Government of India in the Department of Commerce and Industry No. 15506-131-A., dated the 5th October 1915, regarding the revision of the procedure followed at present in the fixation of values of articles in Schedule IV of the Import Tariff.

No. 15506-131-A.—SIMLA, 5*th October* 1915.

From—The Secretary to the Government of India, Department of Commerce and Industry,

To—The Secretary to the Government of Bengal, Financial Department.

In continuation of my letter No. 14690-131, dated the 13th September 1915, I am directed to convey the orders of the Government of India on the proposals made by the Bombay and Bengal Chambers of Commerce in December 1913 and April 1914, respectively, regarding the revision of the procedure at present followed in the fixation of values of articles in Schedule IV of the Import Tariff.

2. The suggestions made by the Bombay Chamber of Commerce were that the rates proposed by Government should be communicated to the Chambers of Commerce a month before the annual conference; and that the views of importing merchants at the different ports should be obtained and circulated in cases where the proposed rates were not immediately accepted, so that the commercial bodies might be able to make a concerted representation of their opinions. The Bengal Chamber of Commerce, while admitting that the present system has worked satisfactorily in Calcutta, also suggested that there should be a longer interval between the circulation of the proposed rates and the meetings with the Bombay and the Bengal Chambers of Commerce in order that the Chambers might discuss with each other the contemplated changes in the tariff valuations. The Government of India have given their careful consideration to these suggestions, and though not finding it practicable to adopt the proposals of the Chambers in their entirety, have decided to introduce the following procedure, which will, they believe, meet the convenience of the commercial bodies and allow a more extended and complete examination of the proposed rates.

3. The revision of the tariff will, as has been the case since 1911, be based, so far as it rests on a retrospect of prices, on the average of the market prices reported monthly by the Collectors of

Customs for the full twelve months, October to September, preceding. The Collectors of Customs, at the principal ports will submit their proposals for revised valuations to the Director-General of Commercial Intelligence in time to reach him not later than the 31st October. The conference of appraisers will then be held in Calcutta about the 8th or 9th November and a copy of the provisional rates, as fixed at the conference, will be sent to the Bengal and Bombay Chambers of Commerce about the 12th or 13th November. At the same time, a copy will also be sent to the Collectors of Customs at Madras, Rangoon and Karachi, who will communicate the proposed valuations to the local Chambers of Commerce and forward the views of the latter with their own remarks to the Director-General of Commercial Intelligence in time to reach him not later than the 8th December. The Director-General will proceed to Bombay and discuss the proposals with the Collector of Customs and the Bombay Chamber of Commerce during the fourth week of November, as at present. The Government of India consider that the Director-General of Commercial Intelligence should also be in possession of the views of the Indian Merchants' Chamber and Bureau, Bombay, and if possible, it should be arranged that one or more representatives of the Indian Merchants' Chamber and Bureau should also be invited to attend the Conference. Copies of the proof schedule, as revised at this Conference, will be sent to the Bengal Chamber of Commerce as soon as possible after the conference and about a week in advance of the meeting with their representatives, the date of which will be arranged by the Director-General of Commercial Intelligence. The valuations finally determined, after the conference with the Bengal Chamber of Commerce, will be submitted to the Government of India in time to reach them not later than the 17th December and the revised schedule, as approved by the Government of India, will be published by the third week of December and will come into force from the 1st January.

4. It will be observed that the Bombay Chamber will thus have had at least ten days more in which to examine the proposals than is now the case; and the Bengal Chamber also having been in possession of the proposals of the conference of appraisers from the 13th November, will have been allowed a much more extended period in which to consider possible modifications in the rates. The arrangements now sanctioned contain a further improvement, *viz.*, the consultation of other local Chambers of Commerce. In the short time in which the work must be completed, it is not possible for the Director-General of Commercial Intelligence to visit all the chief ports and discuss the proposals personally with the various Chambers of Commerce, but he will give full weight to their views as forwarded to him through the Collectors of Customs.

5. I am to request that, with the permission of His Excellency the Governor in Council, the orders of the Government of India may be communicated to the local Customs authorities and commercial bodies for information.

From Chamber to Calcutta Import Trade Association.

No. 2242-1915.—CALCUTTA, 1*st November* 1915.

I am directed to invite an expression of the opinion of your Committee upon the points raised in the marginally noted correspondence, with reference to the valuations in Tariff Schedule IV of the Import Tariff. Copies of the correspondence are attached hereto.

Letter No. 302-T/S.R., dated 26th October 1915, from the Government of Bengal, Financial Department, enclosing a letter No. 15506-131-A., dated 5th October 1915, from the Government of India, Department of Commerce and Industry.

From Chamber to Piece-Goods Sub-Committee and Calcutta Import Trade Association.

Nos. 2251 and 2252-1915.—CALCUTTA, 3*rd November* 1915.

I am directed to refer to the correspondence resting with your No. $\frac{152\text{-A.}}{135\text{-M.}}$, dated $\frac{21st}{22nd}$ August 1914, on the subject of section 30 of the Sea Customs Act, and the method whereby the valuations in Schedule IV of the Tariff Act are fixed yearly.

2. I am to submit for your information and consideration the attached copies of the marginally noted letters and I am to ask for an expression of the views of your Sub-Committee Association on the points raised in No. 15506-131-A., dated 5th October 1915, from the Government of India to the Government of Bengal.

1. Letter No. 1655, dated 1st September 1914, from the Bengal Chamber of Commerce, to the Collector of Customs, Calcutta.
2. Chamber Circular No. 537, dated 19th October 1915.
3. Letter No. 302-T/S.R., dated 26th October 1915, from the Government of Bengal, Financial Department, to the Bengal Chamber of Commerce, forwarding a copy of letter No. 15506-131-A., dated 5th October 1915, from the Government of India, Department of Commerce and Industry, to the Government of Bengal, Financial Department.

From Calcutta Import Trade Association to Chamber.

No. 100-M.—CALCUTTA, 12*th November* 1915.

The Indian Tariff Act: Schedule IV.

I have to acknowledge the receipt of your letter No. 2242-1915, dated 1st November, forwarding copy of a letter from the Government of India, Department of Commerce and Industry, No. 15506-131-A., dated 26th October 1915, regarding the revision of the procedure in connection with the fixation of values of articles in Schedule IV of the Import Tariff.

In response to your request for an expression of the Association's views on the points raised in the Government letter, I am directed to say that the Association is in favour of the proposals, and will be glad to assist in the fixing of rates, if so desired.

From Piece-Goods Sub-Committee to Chamber.

No. 119-A.—CALCUTTA, *16th November* 1915.

The Sea Customs Act and the Indian Tariff Act.

I am directed by the Piece-Goods Sub-Committee to acknowledge the receipt of your letter No. 2251-1915, dated the 3rd November, forwarding copies of correspondence on the above subject, and asking for an expression of the Sub-Committee's opinion on the points raised in the letter No. 15506-131-A. of 5th October 1915 from the Government of India to the Government of Bengal.

The Piece-Goods Sub-Committee have read the correspondence particularly the letter of 5th October from the Government of India to the Government of Bengal, to which you refer. They think the procedure (detailed in paragraph 3 of the letter from the Government of India) which will be followed in connection with the annual revision of the tariff in future, is satisfactory. The Bombay Chamber of Commerce is more directly interested in this question, and should that Chamber not consider the proposed procedure satisfactory, this Chamber could give its support to any representation which might be hereafter addressed to Government.

From Piece-Goods Sub-Committee to Chamber.

No. 120-A.—CALCUTTA, *19th November* 1915.

I am directed by the Piece-Goods Sub-Committee to acknowledge the receipt of your letter No. 2243-1915 of 1st November, enclosing, for an expression of the Sub-Committee's opinion, copy of a letter No. 15506-131-A. of 5th October 1915 from the Department of Commerce and Industry, regarding the revision of the procedure followed at present in the fixation of values of articles under Schedule IV of the Import Tariff.

The Sub-Committee have read the letter from the Department of Commerce and Industry. As the Government proposals refer only to tariff valuation goods, and as imported piece-goods are not therefore affected, the Sub-Committee have no special remarks to offer as regards these. It appear to them, however, that the proposals of Government as affecting the fixation of tariff valuation goods are a step in the right direction.

THE COTTON DUTIES ACT, II OF 1896: TARIFF VALUATIONS OF COTTON GOODS.

From Government of Bengal (FINANCIAL DEPARTMENT) to Chamber.

No. 942-S.R.—CALCUTTA, *18th May* 1915.

With reference to the correspondence ending with your letter No. 1723—1914, dated 9th September 1914, I am directed to inform you that the Government of India have now decided that the tariff values of cotton goods, fixed under Section 7 of the Cotton Duties Act, 1896 (II of 1896), shall in future be revised annually in the month of February instead of, as hitherto, in the month of December, and that the revised rates shall take effect from the 1st March each year. The Government of India reserve, however, the right to revise the valuations at any period in the event of a material fluctuation occurring in the prices of cotton goods.

From Chamber to all Members.

No. 248—1915.—CALCUTTA, *25th May* 1915.

Cotton Duties Act, II of 1896 : Tariff values of cotton goods.

MEMO :—The foregoing letter, on the above subject, is circulated for the information of members of the Chamber.

CUSTOMS DAILY LISTS OF IMPORTS & EXPORTS.

From Collector of Customs to Chamber.

No. 14791.—CALCUTTA, 1*st February* 1915.

I have the honour to address you on the subject of the publication of the Customs Daily Lists. It is not yet decided what form the Customs publications will take when the procedure permitting the deferring of shipping bills is brought into force. The Sea Customs Act has been amended to admit of this procedure but owing to the strict supervision over exports which is necessary during the war it has not yet been possible to introduce this measure.

2. It is not possible to say when hostilities will terminate but in the event of our continuing to issue Daily Export and Import Lists, I have the honour to enquire of your Chamber whether you would have any objection to these two lists being published a day later, *i.e.*, to-day's list would cover the transactions not of the day before but of the day before yesterday. This will mean that the information will be a day older, but it will do away with various inconveniences from which we now suffer and the lists would be more accurate and consequently there would be fewer errata.

From Chamber to Collector of Customs.

No. 414—1915.—CALCUTTA, 17*th February* 1915.

In reply to your letter No. 14791, dated 1st February 1915, I am directed to say that the Committee of the Chamber take no exception to your proposal that the Daily Lists of Imports and Exports should be published a day later than at present.

HINDU MYTHOLOGICAL PICTURES AS DESIGNS FOR TICKETS ON IMPORTED GOODS.

From Marwari Chamber to Chamber.

No. 19.—CALCUTTA, 23*rd June* 1915.

I am directed by the Committee of the Marwari Chamber of Commerce to forward herewith copy of a resolution passed at a meeting of the Chamber on the 28th instant on the question of the use of the Hindu mythological pictures as design for stamps, tickets, labels, etc., for imported goods. The resolution will speak for itself and I need hardly dilate on the subject.

In conclusion, I am to express the earnest hope of this Chamber that your Chamber will see the desirability of bringing the practice to an end and be pleased to take the necessary action for the purpose. It need hardly be pointed out that the discontinuance of the practice is in no way calculated to have a detrimental effect upon trade.

WHEREAS the practice of using the pictorial representations of Hindu gods and goddesses as design for stamps, tickets and labels on boxes, packages and pieces of various kinds of goods and articles of merchandise imported into India from foreign countries as also for wall calendars and other kinds of advertisements to push on the sale of such goods and articles of merchandise has become very common.

AND WHEREAS the practice necessarily leads, as this Chamber has noticed with regret, to those pictures of the gods and goddesses, whose images form the objects of worship in Hindu homes and temples, being thrown away in the streets, trampled under foot and otherwise irreverently dealt with or disposed of in contravention of and contrary to the doctrines of the Hindu religion which cannot but hurt the religious feelings of the Hindus.

IT IS HEREBY RESOLVED that both the European and Indian Importing houses be and hereby are requested through the different Chambers of Commerce to gradually reduce the use of the standard stamps, tickets and labels of this kind with a view to their ultimate abandonment and to give up the adoption of Hindu mythological pictures or any other religious subjects as new designs for stamps, tickets, labels, wall calendars or other kinds of trade advertisements from the next year.

2. It is further resolved that a copy of the above resolution be forwarded to the Bengal, Bombay, Karachi, Madras, Rangoon and other Chambers of Commerce with an expression of the earnest hope of this Chamber that they will see the desirability of putting an end to the practice referred to in the above resolution and exert their influence to bring about its discontinuance.

From Chamber to Marwari Chamber.

No. 1090—1915.—CALCUTTA, 14*th August* 1915.

The use of Hindoo Mythological Pictures as Designs for Tickets on Imported Goods.

I am directed to acknowledge the receipt of your letter of 23rd June, forwarding a copy of a resolution passed at a meeting of your Chamber, held on the 20th idem, with reference to the above subject.

2. You express the hope that this Chamber will see the desirability of bringing to an end the practice of the use of Hindu Mythological pictures as designs for stamps on imported goods.

3. The Committee have carefully considered the subject in consultation with their Piece-Goods Sub-Committee. The question raised is one of considerable importance, and the Committee sympathise with any wishes or feelings which your Chamber may have on the subject. It must, of course, be realised that, unless any change regarding the ticketing of goods is very gradual, the dislocation to trade would be extremely serious, causing very considerable losses both to buyers and to merchants. It seems to the Committee that the subject is one for arrangement between individual firms and their buyers.

THE RUSSIAN IMPORT TARIFF.

Copy of telegram, dated 1st May 1915, from the Department of Commerce and Industry, Simla, to the Bengal Chamber of Commerce, Calcutta.

Reference correspondence ending with your letter No. 862—1914, dated 9th May last. Government of India have received copy of proposed Russian Tariff as published in Monthly Organ of Moscow Manufacturers. Information not official but is probably substantially correct. Tariff provides for increase of duty on articles by following amounts. Tea imported by European frontier brick black and green 1 Rouble twelve and a half Copecks other kinds 8 Roubles Black Bohea flower green and yellow brought to frontiers of Semiryechensk Province or of the Governor Generalship of the Steppes Irkutsk or the Amur 8 Roubles per pound. Jute raw thirty Copecks yarn untwisted up to number seventy inclusive English ninety-five Copecks above seventy 1 Rouble thirty Copecks yarn twisted on wooden spools below number sixty four Roubles 5 Copecks from sixty to eighty four Roubles fifty Copecks above eighty five Roubles fifteen Copecks other kinds below sixty four Roubles thirtyfive Copecks between sixty and eighty four Roubles ninetyfive Copecks above eighty five Roubles seventyfive Copecks cables rope and twine of jute ten and a half Copecks sacks 42 1/10 Copecks per poud. Jute ticking and tissues for carpet etc., 22½ Copecks canvas nine Copecks per Funt. Rice husked 32 Copecks Rice unhusked six Copecks Rice threshings one and a half Copecks per poud. If you have any representations to make they should be made through local Government at earliest possible date. Letter follows.

From Chamber to all Members.

Circular No. 198—1915.—CALCUTTA, *3rd May* 1915.

Revision of Russian Import Tariff.

MEMO:—The foregoing telegram in this connection is published for information. Should members of the Chamber wish to make any representation they should place their views before the Committee at the earliest possible date.

From Government of India (DEPARTMENT OF COMMERCE AND INDUSTRY) to Chamber.

No. 5302-5304-128.—SIMLA, 1st *May* 1915.

In continuation of the telegram from this Department No. 5299-128, dated the 1st May 1915, I am directed to forward an extract from the proposed Russian Customs Tariff showing the new rates of import duty on tea, rice and jute. I am to enquire whether your Chamber desires to submit any representations on the subject and to request that, if so, they may

Prefatory note and British Equivalents of Weights, Measures and Money and Items Nos. 220, 179 (2), 183 (5) and (6), 184 and 190 to 192 of Tariff and General Notes to Numbers 183-220.

be submitted to the Government of India, through the local Government at the earliest possible date.

Prefatory Note.

The Board of Trade are in receipt, through the Foreign Office, of a translation of an article, entitled "The Temporary Customs Tariff," which was published in the January number of the "Izvestia obshchestva zavedchikov o fabrikantov Moskovskago promyshlennago rayona" (the monthly organ of the Moscow factory owners and manufacturers), giving particulars of certain projected modifications of the Russian Customs Tariff, which, it is understood, have been under the consideration of the Russian Government. H. M. Ambassador at Petrograd, in forwarding the translation, states that the information furnished in this article is in no way official, but is probably substantially correct.

It appears that the proposals for tariff modification are, in their latest and revised form, as follows:—

(1) The "conventional" rates of duty resulting from the Russian Commercial Treaties with Germany and Austria-Hungary are to be abrogated, and the goods covered by those rates are to be cleared at the "General" Tariff rates of duty increased by 10 per cent. (except as regards certain goods mentioned under (3) below, in respect of which specially increased rates are to be imposed).

(2) No change is to be made as regards goods, the duties on which are fixed by the Russian Commercial Treaties with France, Italy and Portugal.

(3) Certain goods, including coffee, tea, tobacco, spirits and beer, dressed furs and skins, fur trimmings, certain leather wares, certain glass wares, rubber (crude), certain colours, cutlery, clock and watch makers' wares, vehicles, cotton, jute, wool, cotton yarns, and certain cotton tissues, are to be subject to special augmented rates of duty.

(4) The existing rates on a small number of articles are to be maintained in force. These articles are: cocoa in the bean and cocoa husks; cooking salt of all kinds; manures; bones, prepared or not; sulphate of ammonia; coal iron in pigs, scrap, and shavings, except manganese (ferro manganese), ferrosilicon and ferro-chrome; portable engines connected with complex threshing machines and steam ploughs, spare parts for agricultural machines and apparatus imported together with such machines and apparatus; paper pulp (mechanical)—wood pulp; paper clippings and waste; paper pulp (chemical)—cellulose pulp made from rags, &c.

(5) All other goods are to pay the existing "General" Tariff rates of duty, increased by 10 per cent.

The following pages contain a comparison of the present and proposed new rates of duty, and show in detail the effect of the proposals set out in a summary manner above. In the column showing the present rates of duty, the existing "conventional" rates of duty are indicated by the addition of a letter to the rate thus (C Germany; A, by the Treaty with Austria-Hungary; F, by the Treaty with France; I, by the Treaty with Italy; and P, by the Treaty with Portugal. The special tariff provisions which are incorporated in the Russian Tariff in the form of Notes to various Tariff headings are also shown; such of these "conventional" Notes as result from the Russian Treaties with Germany and Austria-Hungary being printed in Italic type.

The comparative statement of import duties is followed, for the sake of completeness, by a list of the articles of which the importation is prohibited, as given in the official (French) edition of the Tariff of the 1st March 1906. The Tariff of Export Duties is not here printed.

No information is at present available as to the date from which it is proposed that this temporary Tariff shall come into operation.

Board of Trade,
Commercial Department,
March 1916.

H. FOUNTAIN.

British Equivalents of Weights, Measures and Money used in the Russian Customs Tariff.

Pound	... ...	36·114 lbs. avoirdupois.
Funt (96 zolotniks of 96 doli each) ...	...	= 0·9028 „ „ (14·45 oz

Doli	...	= 0·686 grains troy.
Lot	...	= 0·45 ounce avoirdupois.
Kilogramme	...	= 2·2046 lbs. „
Arshine (16 vershoks) ...	...	= 28 inches.
Sajen (3 arshines) ...	...	= 7 feet.
Metre	...	= 1·0936 yards = 3·281 feet.
Centimetre (10 millimetres)	...	= 0·39 inch.
Square arshine ...	...	= 5·44 sq. feet.
100 square vershoks ...	...	= 2·13 sq. feet.
Square metre	...	= 1·196 sq. yard.
Rouble (100 copecks ...	...	= 2s. 1½d.
1 rouble per pound ...	...	= { 0·7½d. per lb. 6s. 7d. per cwt. £6 11s. 8d. per ton.
1 „ „ funt ...	...	= { 1·024d. per oz. troy. 2s. 4d. per lb. avoir.
1 copeck per sq. vershok ...	...	= 11·89d. per sq. foot.

Tariff Classification.	Rates of Duty. Present.	Proposed.
179. Vegetable textile materials, raw:	Roub. cop.	Roub. cop.
(2) Raw jute, also jute sunnbangs, even though impregnated with tar ...	Pood 1 20	Pood 1 50
183. Cotton, yarn and thread:		
(5) Cotton twist, of two or more threads, on wooden spools, prepared from yarn of the following numbers (English):—		
(a) Below No. 60	„ (gross) 13 50	„ (gross) 17 55
(b) From No. 60 to No. 80, inclusive	„ „ 18 00	„ „ 22 50
(c) Above No. 80	„ „ 24 50	„ „ 29 65
(6) Cotton twist of all kinds, of two or more threads, with the exception of that mentioned in sub-division (5), prepared from yarn of the following numbers (English):		
(a) Below No. 60	„ 16 50	„ 20 85
(b) From No. 60 to No. 80, inclusive	„ 22 50	„ 27 45
(c) Above No. 80	„ 30 50	„ 36 25
184. Yarns spun from the textile materials mentioned in sub-divisions (2) and (3) of No. 179, not twisted:—		
(1) Up to No. 70, inclusive (English) ...	„ 9 50	„ 10 45
(2) Above No. 70 (English)	„ 13 00	„ 14 30
Note.—If twisted, the yarns mentioned in the present No. (184) are assessed for duty under sub-divisions (5) and (6) of No. 183.		
190. Cables, rope, and twine of jute, hemp, flax, of hemp tow, or flax tow or of other vegetable fibres mentioned in sub-division (3) of No. 179, tarred or not; fishing nets ...	„ 1 05	„ 1 15½
Note. 1.—Rope, twine, and the like, containing silk, wool, or silk waste, pay duty as trimmings according to the material of which they are respectively composed.		
Note. 2.—Twine, of which 5 sajenes (35 feet) weigh less than 1 lot (0·45 oz.) pay duty under sub-division 5 of No. 185.		

Tariff Classification.	Rates of Duty. Present.	Proposed.
Note. 3—Exemption from Customs duty is accorded, until the 18th/31st December 1917, and under regulations approved by the Minister of Commerce in concurrence with the Ministers of Finance and Agriculture, in respect of twine of Manila hemp or of sisal fibre for sheaf-binding reapers whether imported separately or with the machines. Such twine must satisfy the following conditions:—(1) the ball of twine must be from 6 to 8 inches in diameter? (2) the twine must consist of one strand; and (3) from 380 to 650 feet of twine must go to the funt.		
191. Jute and linen sacks, also coarse tissues of jute for sacking and packing purposes ...	.. 4 20	,, 4 71⅓
Note.—Floor-matting of jute, Manila hemp and kindred materials, pays the duty fixed by the present No. 191 increased by 20 per cent. [Bags, in which certain categories of Russian merchandise have been exported, are admitted free (to the extent of 75 per cent. of the number of bags exported) on re-importation, under special regulations].		
192. Tissues of jute, flax, hemp, and other materials named in sub-division (3) of No. 179, except the tissues named in Nos. 191 and 193:—		
(1) Ticking for mattresses and for furniture; heavy tissues for carpets, furniture and the like	Funt 0 60G	Funt 0 82½
(2) Canvas, satinets, drills, ticks, and other similar tissues for clothing ...	,, 0 90	,, 0 99
(3) Table cloths, serviettes, and towels' ...	,, 1 35G	,, 1 65
Note to sub-divisions 1 and 3.—Tissues specified under No. 192, sub-divisions 1 and 3, will pay the conventional rates of duty established for these sub-divisions, even if they are mixed with cotton. (Treaty with Germany).		
Note to sub-division 3.—Table-cloths, serviettes, and towels will pay duty under this sub-division, even if ornamented with a plain open-worked hem of a maximum width of ¼ inch, and with a fringe not sewn on to the tissue, but formed merely by the prolongation of the threads of the tissue. (Treaty with Germany).		
220. Gunpowder, composition for gunpowder, and detonating compounds. *Note.*—The Minister of Finance is empowered to permit the importation from abroad of explosives, of which the importation is otherwise prohibited,		

when the said explosives have been ordered from abroad by Government establishments, companies, or private individuals, and are to be used for works of excavation, pile-driving, coal and other mining, or signalling, and subject to their paying the following rates of duty:—

(a) Gunpowder: 2 roubles 10 copeks per pood.*

(b) Dynamite and all other explosives and detonating compounds; also all accessories for blasting, such as fuses, slow match, electrical charge igniters and other similar accessories not separately designated in the Tariff, 4 roubles 50 copeks per pood.*

The permits in question are granted on the certificate of the competent Government authorities, and so far as concerns owners of depots for explosives, mining enterprises (owners or concessionaires of mines, or their deputies), on a certificate of the Department of Mines to the effect that the said explosives, &c., and the quantities thereof ordered, are really necessary for the companies, institutions, or persons ordering the same.

GENERAL NOTES TO NUMBERS 183-209.

(1) Manufactures (spun, woven, knitted, &c., materials) prepared from several textile materials, except silk, tinsel, gold, or silver, pay duty under those numbers of the Tariff which relate to such of the component materials as have to pay the highest rate of duty.

(2) Yarns of any kind containing an admixture of silk or tinsel (or of gold or silver) not exceeding 20 per cent. of the total weight of all the component materials, pay 20 per cent. in excess of the duty which they did not contain the admixture in question.

(3) Yarns of any kind containing an admixture of silk or of tinsel (or of gold or silver) exceeding 20 per cent. of the total weight of the component materials, shall be deemed to be yarns of silk, tinsel, gold or silver, as the case may be.

(4) Woven tissues, containing an admixture of silk or of tinsel (or of gold or silver), are dutiable as follows:—

(a) If the quantity of silk or tinsel (or gold or silver) exceeds 50 per cent. of the total quantity of threads composing the warp and weft—under No. 195, under No. 148, sub-division (6), according to the circumstances.

(b) If the quantity of silk or tinsel (or gold or silver) constitutes from 50 per cent. to 20 per cent. of the total number of threads of the warp and weft—under No. 197, or under No. 148, sub-division (6) according to the circumstances. (Treaty with France).

(c) If the quantity of silk or tinsel (or gold or silver) does not exceed 20 per cent. of the total quantity of threads of the warp and weft—under those Nos. of the Tariff which relate to the respective tissues with an addition of 20 per cent. to the rates of duty fixed by the said Nos. (Treaty with France).

(5) Knitted materials are admitted on the same footing as knitted wares under No. 205.

(6) Knitted or plaited wares and trimmings containing an admixture of silk or tinsel (or of gold or silver) are dutiable according to the following classification:—

(a) As silk wares:—Those of which the surface is covered on the front or on the reverse side (the combined surfaces of the principal material and the lining being taken into account) with silk in any proportion from 50 to 100 per cent.

(b) As half-silk wares:—Those wares of which the surface is covered with silk in any proportion from 20 to 50 per cent. inclusive.

(c) As wares with an admixture of silk:—Those wares of which the surface is covered with silk in any proportion not exceeding 20 per cent.

(d) As wares of tinsel (or of gold or silver) dutiable under No. 148, sub-division (6):—Those of which the surface is covered with tinsel (or with gold or silver) on the front and on the reverse side (the combined surfaces of the principal material and the lining being taken into account), in any proportion exceeding 20 per cent.

(e) As wares with an admixture of silk or tinsel (or gold or silver):—Those of which the surface is covered with tinsel (or with gold or silver) in a proportion not exceeding 20 per cent.

* These rates are presumably to be increased by 10 per cent.

The aforesaid wares, with an admixture of silk or tinsel not exceeding 20 per cent. pay duty according to the materials of which they are composed, with an addition of 20 per cent. (Treaty with France).

(7) Shawls, serviettes, table-cloths, table-covers, curtains, blinds, and other similar wares of textile materials, pay the duties fixed by those numbers of the Tariff which relate to woven or knitted wares of these materials.

(8) Shawls, serviettes, table-cloths, table-covers, curtains, blinds, and other similar wares, hemmed but not trimmed, pay duty according to the material of which they are composed with an addition of 10 per cent. The same wares, trimmed (but not embroidered) with silk, tinsel (or gold or silver), lace or tulle of any kind, or with other materials, pay duty according to the material of which they are composed with an addition of 40 per cent. (Treaty with France).

Notes to General Notes to numbers 183-200.

To Notes 2, 4c and 6.—In cases where conventional duties have been established for yarns, tissues, knitted or plaited wares and trimmings, without admixture of silk or tinsel (or of gold or silver), the surtaxes leviable on account of such admixtures in accordance with Notes 2, 4c and 6, will be calculated on the basis of the conventional duties. (Treaty with Germany).

To Notes 7 and 8.—The conventional duties established for the material of which the articles are made govern the assessment for duty of the articles specified, as well as the calculation of the surtaxes. (Treaty with Germany).

From Chamber to all Members.

Circular No. 227—1915.—CALCUTTA, 17*th May* 1915.

Revision of Russian Import Tariff.

MEMO :—The foregoing letter from the Government of India, Department of Commerce and Industry, in this connection is published for the information of members of the Chamber in continuation of Circular No. 198-1915, dated 3rd May 1915.

From Chamber to all Members.

Circular No. 79-1915.—CALCUTTA, 24*th February* 1915.

The Indian Tariff Act VIII of 1894—Schedule IV (Import Tariff).

MEMO :—The subjoined notification fixing the Tariff valuation of sugar from Egypt is published for the information of members.

Customs Circular No. I of 1915.

Notification by the Government of India,—Department of Commerce and Industry.

SIMLA, 20*th February* 1915.

No. 1486-16. In exercise of the power conferred by section 22 of the Sea Customs Act, 1878 (VIII of 1878), the Governor-General in Council is pleased to direct that in entry No. 8 in the Schedule to the Notification of the Government of India in this Department No. 11590-120, dated the 19th December 1914, after

the item "Sugar, crystallised soft, refined in China" the following shall be inserted, namely :—

	Rs.	A.
Sugar, crystallised and soft from Egypt. Cwt.	9	8 five per cent.

From Chamber to all Members.

Circular No. 104-1915.—CALCUTTA, 16*th March* 1915.

MEMO :—The following Customs Circular, issued by the Government of India, Department of Commerce and Industry, is published for the information of members of the Chamber, in continuation of Circular No. 79—1915 dated 24th January 1915.

Customs Circular No. II of 1915.

Notification by the Government of India,—Department of Commerce and Industry.

No. 2089-79.—DELHI, 6*th March* 1915.

In exercise of the power conferred by Section 23 of the Sea Customs Act, 1878 (VIII of 1878), the Governor General in Council is pleased to exempt springs used for air-guns from the duty leviable thereon on importation into British India, under head 5 of the Second Schedule to the Indian Tariff Act, 1894 (VIII of 1894) as amended by the Indian Tariff Act, 1894; Amendment Act, 1896 (III of 1896).

From Chamber to all Members.

Circular No. 177-1915.—CALCUTTA, 23*rd April* 1915.

MEMO :—The following Customs Circular, issued by the Government of India, Department of Commerce and Industry, is published for the information of members of the Chamber, in continuation of Circular No. 456—1913, dated 18th November 1913.

Customs Circular No. III of 1915.

Notification by the Government of India,—Department of Commerce and Industry.

SIMLA, 7*th April* 1915.

The Government of India have decided to include the Indian medicinal preparation known as "Barsh" in the list of preparations containing opium and morphia attached to Customs Circular No. III

of 1913, the importation of which may be permitted by Collectors of Customs under the proviso to the Notification in this Department No. 729-79, dated the 4th February 1911 (Customs Circular No. II of 1911).

From Chamber to all Members.

Circular No. 178-1915.—CALCUTTA, 23*rd April* 1915.

MEMO :—The following Customs Circular, issued by the Government of India, Department of Commerce and Industry, is published for the information of members of the Chamber in continuation of Circular No. 3—1915, dated 4th January 1915.

Customs Circular No. IV of 1915.

Notification by the Government of India,—Department of Commerce and Industry.

No. 3554-59.—SIMLA, 10*th April* 1915.

In exercise of the power conferred by Section 22 of the Sea Customs Act, 1878 (VIII of 1878), the Governor-General in Council is pleased to direct that, for the item "Sugar, crystallised and soft, refined in China" of entry No. 8 in the Notification of the Government of India in this Department, No. 11590-120, dated the 19th December 1914, the following shall be substituted, namely :—

No.	Name of Articles.	Per.	Tariff valuation.	Duty.
			Rs. A.	
8	* * * * *			
	Sugar, crystallised and soft, refined in China or Japan.	Cwt.	11 0	Five per cent.
	* * * * *			

From Chamber to all Members.

Circular No. 194-1915.—CALCUTTA, 30*th April* 1915.

MEMO :—The following Customs Circular, issued by the Government of India, Department of Commerce and Industry, is published for the information of members of the Chamber in continuation of Circular No. 178—1915, dated 23rd April 1915.

Customs Circular No. V of 1915.

No. 3950-28, SIMLA, 15*th April* 1915.

From—The Under-Secretary to the Government of India, Department of Commerce and Industry,

To—The Chief Secretary to the Government of Bombay, Revenue Department.

With reference to your letter No. 2565, dated the 3rd March 1915, I am directed to convey the sanction of the Government of India to the proposal that calcium chloride should be added to the list of articles specified in the letter from the Government of India in the Finance and Commerce Department No. 768-S. R., dated the 14th February 1896, which are exempted from payment of Customs duty when imported by the owner of a cotton weaving mill and shown to the satisfaction of the Collector of Customs to be intended for use in the weaving of cotton or the baling of woven cotton goods. The above sanction is, however, subject to reconsideration after the war.

2. I am to request that, with the permission of His Excellency the Governor in Council the necessary instructions on the subject may be issued to the Customs authorities concerned.

From Chamber to all Members.

Circular No. 375-1915.—CALCUTTA, 28*th July* 1915.

MEMO :—The following Customs Circular issued by the Government of India, Department of Commerce and Industry, is published for the information of members of the Chamber in continuation of Circular No. 194—1915 dated 30th April 1915.

Customs Circular No. VI of 1915.

Notification by the Government of India,—Department of Commerce and Industry.

SIMLA, 9*th July* 1915.

The Government of India have decided that only the medicinal preparations containing cocaine and other derivatives of the coca plant which are specified in the list appended to this circular shall in future be exempted from customs and excise restrictions in the various provinces of India. The principles governing the selection of preparations included in this list, and the conditions which must be satisfied in the case of any medicinal preparation which it may be proposed to add to the list, under heads 16, 17 and 18, are as follows :—

(1) All preparations to be exempted should contain not more than $\frac{1}{10}$th grain of cocaine hydrochloride, or other derivatives of the coca plant, per tabloid, trochiscum,

pastil, solube, sterule, enule, lamella or fluid drachm, so intimately blended with other drugs as to render it impossible for such preparations to be used as a source of cocaine.

(2) Every such preparation should be labelled with the manufacturer's name and the amount of cocaine hydrochloride or other derivatives of the coca plant contained in it.

2. No modification of the list may in future be made by a Local Government or Administration without a previous reference to the Government of India. The exemption referred to in paragraph 1 above, will not apply to the import of the preparations mentioned in the list by sea through the post. All these articles will, however, be admissible in future for inland transport by the post.

List of preparations containing cocaine or other derivatives of coca to be exempted from customs and excise restrictions.

	NAMES OF PREPARATIONS.	MAKERS' NAMES.
1.	Tonic Coca Wine ...	Ambrecht.
2.	" " " ...	Hall.
3.	" " " ...	Arnold.
4.	" " " ...	Army and Navy Co-operative Society.
5.	" " " ...	F. Stearn and Co.
6.	" " " ...	Dr. Dubois.
7.	" " " ...	Bolivian.
8.	" " " ...	Mariani.
9.	Coca Cordial	Parke Davis and Co.
10.	Kola Compound ...	" " "
11.	Kola Cordial	" " "
12.	Elixir Damiana Compound	Dakin Bros.
13.	Ixidama	Burgoyne Burbidges and Co.
14.	Mist: Hepatica Compound	C. J. Hewlett.
15.	Pigment Cocaine and Hydrarg: Perchoride.	

16. Pastilles, pills, tabloids or soloids containing cocaine, or other derivatives of coca in admixture with other drugs the percentage of which would render it impossible for any pastille, pill, tabloid or soloid to be taken for the effects of cocaine alone, as:—

(*a*)	Pill Damiana Compound ..	Dakin Brothers.
	Pastilles or tabloids of:—	
(*b*)	Benzoic Acid Compound ...	Allen and Hanbury and Co.
(*c*)	Atropine and Cocaine ...	Burgoyne Burbidges and Co.
(*d*)	Homatropine and Cocaine	Burroughs Wellcome and Co.
(*e*)	Pilocarpine and Cocaine ...	Parke Davis and Co.
(*f*)	Tablets Zinc, Sulphate and Cocaine	Evans Son Lescher and Webb.
(*g*)	Tablets Chlorate of Potash, Borax and Cocaine ...	Burroughs Wellcome and Co.

(*h*)	Tablets Krameria and Cocaine	Parke Davis and Co.
(*i*)	Tablets Menthol and Cocaine	Burgoyne Burbidges and Co.
(*j*)	Tablets Menthol, Eucalyptus and Cocaine ...	Allen and Hanbury and Co.
(*k*)	Tablets Menthol, Red Gum and Cocaine ...	" " "
(*l*)	Tablets Benzoin and Cocaine	" " "
(*m*)	Tablets Throat Mentholated	" " "

17. Ointments containing cocaine or other derivatives of coca in admixture with other drugs and rendered nauseous to the taste, as:—

(*a*)	Ungt: Adrenine and Cocaine.	
(*b*)	" Suprarmalin and Cocaine.	
(*c*)	" Atropine and Cocaine.	

18. Opthalmic tabloids:—

(*a*)	Atropine and Cocaine ...	Burroughs Wellcome and Co.
(*b*)	Homatropine and Cocaine	Parke Davis and Co.
(*c*)	Physostygmine and Cocaine.	
(*d*)	Pilocarpine and Cocaine.	
(*e*)	Zinc, Sulphate and Cocaine.	

From Chamber to all Members.

Circular No. 664—1915.—CALCUTTA, *30th December* 1915.

MEMO:—The following Customs Circular, issued by the Government of India, Department of Commerce and Industry, is published for information of the members of the Chamber, in continuation of Circular No. 3—1915, dated the 4th January 1915.

Customs Circular No. VII of 1915.

Notification by the Government of India,—Department of Commerce and Industry, No. 949-C., dated Delhi, the 18th December 1915.

In exercise of the powers conferred by sections 22 and 23 of the Sea Customs Act, 1878 (VIII of 1878), in modification of the tariff values fixed by the Indian Tariff Act, 1894 (VIII of 1894), as amended by the Indian Tariff Act (1894) Amendment Act, 1896 (III of 1896), and as further altered from time to time by notifications of the Governor-General in Council, the Governor-General in Council is pleased to fix, with effect from the 1st January 1916, for the articles specified in column 2 of the schedule hereto annexed, the tariff values stated in column 4 of the said schedule.

SCHEDULE IV.—(IMPORT TARIFF).

GENERAL DUTIES.

No.	Names of Articles.	Per	Tariff Valuation.	Duty.
	Animals Living.		Rs. A.	
1	HORSES, CATTLE, SHEEP, and all other living animals of all kinds ...	...	...	Free.
	Articles of Food and Drink			
2	COFFEE	cwt.	45 0	Five per cent
3	FRUITS AND VEGETABLES (except fresh fruits and vegetables not separately enumerated which are free)—			
	Almonds without shell	,,	80 0	,,
	,, in the shell	,,	20 0	,,
	,, (kágazi) (Persian ...	,,	75 0	,,
	,, (kágazi) (European ...	,,	45 0	,,
	Cashew or cajoo kernels ...	,,	25 0	,,
	Cocoanuts, Straits	thousand	75 0	,,
	,, other	,,	60 0	,,
	,, kernel (khopra) ...	cwt.	21 0	,,
	Currants	,,	28 0	,,
	Dates, dry, in bags	,,	7 12	,,
	,, wet ,, baskets and bundles	,,	6 8	,,
	,, ,, in pots, boxes, tins and crates	,,	8 0	,,
	Figs, Persian, dried	,,	12 0	,,
	Garlic	,,	6 0	,,
	Hops	...	...	Free.
	Pistachio nuts	cwt.	45 0	Five per cent.
	Prunes, Bussora (álu-Bokhara) ...	...	*ad valorem*	,,
	Raisins, black	...	,,	,,
	,, Kishmish, Persian Gulf ..	...	,,	,,
	,, Munakka	...	,,	,,
	,, other sorts	cwt.	12 0	,,
	Walnuts, all description	...	*ad valorem*	,,
	All other sorts of fruits and vegetables	...	,,	,,
4	GRAIN AND PULSE, including broken grain and pulse, but not including flour	...	,,	,,
5	MINERAL AND AERATED WATERS, and all unfermented and non-alcoholic beverages	...	...	Free.
6	PROVISIONS, OILMANS' STORES AND GROCERIES—		*ad valorem*	Five per cent.
	Bacon	...	,,	,,
	Beef and Pork	...	,,	,,
	Bêche de mer	...	,,	,,
	Butter	lb.	1 6	,,
	Cassava, Tapioca or Sago ...	cwt.	11 0	,,
	Cheese	...	*ad valorem*	,,
	China preserves in syrup ...	cwt. (nett)	25 0	,,
	,, ,, dry, candied ...	lb.	0 5	,,
	Cocum	cwt.	5 0	,,
	Fish-maws	...	...	Free.
	Flour	...	*ad valorem*	Five per cent.

SCHEDULE IV.—(IMPORT TARIFF)—*contd.*

GENERAL DUTIES—*contd.*

No.	Names of Articles.	Per.	Tariff Valuation.	Duty.
	Articles of Food & Drink—*concld.*		Rs. A.	
	Ghi	cwt.	70 0	Five per cent.
	Margarine	...	*ad valorem*	,,
	Pork hams	...	,,	,,
	Shark-fins	...	...	Free.
	Singally and sozille	...	...	,,
	Vinegar, in casks	...	*ad valorem*	Two and one-half per cent.
	,, not in casks—Persian	...	,,	Five per cent.
	Indian	...	,,	,,
	All other sorts of provisions, oilman's stores and groceries ...	...	,,	,,
7	SPICES—			
	Betelnuts, raw, whole, split, or sliced, from Goa	cwt.	14 0	,,
	Betelnuts, raw, whole, split or sliced, from Straits and Dutch East Indies	,,	9 0	,,
	Betelnuts, whole, from Ceylon ...	,,	11 8	,,
	,, raw, split (sun dried) from Ceylon	,,	25 0	,,
	,, all other sorts ...	...	*ad valorem*	,,
	Chillies, dry	cwt.	15 0	,,
	Cloves	,,	26 0	,,
	,, exhausted	,,	14 0	,,
	,, stems and heads	,,	10 0	,,
	,, in seeds narlavang ...	,,	13 0	,,
	Ginger, dry	,,	15 0	,,
	Mace	lb.	1 6	,,
	Nutmegs	,,	0 5	,,
	,, in shell	,,	0 3	,,
	Pepper, Black	cwt.	34 0	,,
	,, White	,,	60 0	,,
	All other sorts of spices ...	...	*ad valorem*	,,
8	SUGAR, crystallised, beet	cwt.	15 12	,,
	,, ,, and soft, refined in China	,,	15 12	,,
	,, ,, ,, ,, from Japan ...	,,	15 12	,,
	,, ,, ,, ,, from Egypt ...	,,	15 12	,,
	,, ,, ,, ,, from Java, 23 Dutch standard and above ...	,,	14 12	,,
	,, ,, ,, ,, from Java, 16 to 22 Dutch standard	,,	13 4	,,
	,, ,, ,, ,, from Java, 15 Dutch standard and under ...	,,	11 0	,,
	,, ,, ,, ,, from Mauritius, equal to 16 Dutch standard and over	,,	15 4	,,
	Molasses from Java	,,	2 8	,,
	,, ,, other countries ...	,,	2 8	,,
	Sugar, all other sorts, including confectionery produce of all kinds and confectionery	...	*ad valorem*	,,
9	TEA, black	lb.	0 10	,,
	,, green	,,	0 9	,,

SCHEDULE IV.—(IMPORT TARIFF)—*contd.*

GENERAL DUTIES—*contd.*

No.	Names of Articles.	Per.	Tariff Valuation.	Duty.
	Chemicals, Drugs Medicines and Narcotics, and Dyeing and Tanning Materials.		Rs. A.	
10	CHEMICAL PRODUCTS AND PREPARATIONS—			
	Acid, sulphuric	...	*ad valorem*	Five per cent.
	Alkali, Indian (sajji-khar) ...	cwt.	3 0	,,
	Alum	,,	6 8	,,
	Arsenic (China mansil)	,,	17 0	,,
	,, other sorts	...	*ad valorem*	,,
	Copperas, green	...	,,	Two and one-half per cent.
	Explosive namely blasting gelatine, dynamite, robnite, tonite, and all other descriptions, including detonators and blasting fuse	...	,,	Five per cent.
	Sal ammoniac	cwt.	36 0	,,
	Soda ash	,,	4 0	,,
	Soda bicarbonate	,,	5 8	,,
	Sulphate of copper ...	,,	20 0	,,
	Sulphur (brimstone), flour ...	,,	7 0	,,
	,, ,, roll ...	,,	6 0	,,
	,, ,, rough ...	...	*ad valorem*	,,
	All other sorts of chemical products and preparations, including saltpetre, borax, grape-sugar and glucose, but excluding nitrate of soda, muriate of potash, sulphate of ammonia, sulphate of potash, kainit salts, nitrate of lime, calcium cyanamide, and mineral superphosphates, which are free ..	...	,,	,,
11	DRUGS, MEDICINES, AND NARCOTICS -			
	Aloes, black	...	*ad valorem.*	Five per cent.
	,, Socotra	...	,,	,,
	Aloe-wood	...	,,	,,
	Anti-plague serum	...	...	Free.
	Asafœtida (hing) ...	cwt.	120 0	Five per cent.
	,, coarse (hingra)	...	20 0	,,
	Atáry, Persian	,,	*ad valorem*	,,
	Bamlochan (bamboo camphor) ...	lb.	0 6	,,
	Brimstone (sunabara)	...	*ad valorem*	,,
	Calumba root	cwt.	7 0	,,
	Camphor, refined other than powder	lb.	1 1	,,
	Camphor, in powder	...	*ad valorem*	,,
	Cassia lignea	cwt.	17 0	,,
	China root (chobchini), rough ...	,,	10 0	,,
	,, ,, ,, scraped ...	,,	19 0	,,
	Cocaine	...	*ad valorem*	,,
	Cubebs	cwt.	85 0	,,
	Galangal, China	,,	10 8	,,
	Pellitory (akalkara)	...	*ad valorem*	,,
	Peppermint, crystals	...	,,	,,
	Quinine and other alkaloids of cinchona....	...	...	Free.
	Salep	cwt.	140 0	Five per cent.
	Senna leaves	...	*ad valorem*	,,
	Storax, liquid (rose mellos or salaras)	cwt.	40 0	,,

SCHEDULE IV.—(IMPORT TARIFF)—*contd.*

GENERAL DUTIES—*contd.*

No.	Names of Articles.	Per.	Tariff Valuation.	Duty.
	Chemicals, Drugs, Medicines, and Narcotics, and Dyeing and Tanning Materials—*contd.*		Rs. A.	
11	DRUGS, MEDICINES, AND NARCOTICS—*contd.*			
	All other sorts of drugs, medicines, and narcotics, except opium and tobacco (for which see Schedule III)	...	*ad valorem*	Five per cent.
12	DYEING AND TANNING MATERIALS.—			
	Alizarine dye, dry, 40 per cent. ...	lb.	5 0	,,
	,, ,, ,, 50 ,, ...	,,	5 8	,,
	,, ,, ,, 60 ,, ...	,,	6 0	,,
	,, ,, ,, 70 ,, ...	,,	6 8	,,
	,, ,, ,, 80 ,, ...	,,	7 0	,,
	,, ,, ,, 100 ,, ...	,,	7 8	,,
	,, ,, moist, 10 ...	,,	2 12	,,
	,, ,, ,, 15 ,, ...	,,	3 4	,,
	,, ,, ,, 20 ,, ...	,,	4 0	,,
	Aniline	,,	2 0	,,
	,, dry	,,	4 0	,,
	,, salts	...	*ad valorem*	,,
	Avar bark	cwt.	3 12	,,
	Bazgaad (gulpista) ...	...	*ad valorem*	,,
	Cochineal	lb.	1 4	,,
	Gallnuts (myrabolams) ...	...	*ad valorem*	,,
	,, Persian ...	cwt.	70 0	,,
	Madder or manjit ...	...	*ad valorem*	,,
	Orchilla weed	...	,,	,,
	Sappan wood and root ...	...	,,	,,
	Turmeric	...	,,	,,
	All other sorts of dyeing and tanning materials	...	,,	,,
	Metals and Manufactures of Metals.			
13	HARDWARE AND CUTLERY, including ironmongery and plated-ware, and also including machines, tools, and implements to be worked by manual or animal labour. [*Exceptions which are free*: (i) Water-lifts, sugar-mills, oil-presses, and parts thereof, and any other machines and parts of machines ordinarily used in processes of husbandry, or for the preparation for use or for sale of the products of husbandry, which the Governor-General in Council may, by notification in the *Gazette of India*, exempt; (ii) the following agricultural implements, when constructed so that they can be worked by manual or animal power, namely, winnowers, threshers, mowing and reaping machines, elevators, seed-crushers, chaff-cutters, root-cutters,			

No.	Names of Articles.	Per.	Tariff Valuation.	Duty.
	Metals and Manufactures of Metals—*contd.*		Rs. A.	
13	HARDWARE AND CUTLERY—*contd.* horse and bullock gears, ploughs, cultivators, scarifiers, harrows, clod-crushers, seed-drills, hay tedders, and rakes; (iii) the following dairy appliances when constructed so that they can be worked by manual or animal power, namely, cream separators, milk sterilizing or pasteurizing plant, milk aërating and cooling apparatus, churns, butter dryers, and butter workers; (iv) the following articles used in the manufacture of cotton, namely, bobbins (warping), forks for looms, healds, heald cords, heald knitting needles, laces, lags and needles for dobbies, pickers (buffalo and others), picking bands, picking levers, picking sticks (over and under), reed pliers, reeds, shuttles (for power looms), springs for looms, strappings, and weft forks; (v) box backs and swells and rough unshaped bobbin ends, when imported by or on behalf of a manufacturer or millowner, and certified by him to be intended exclusively for use in his mill)			
14	MACHINERY, namely, prime-movers and component parts thereof, including boilers and component parts thereof; also including locomotive and portable engines, steam-rollers, fire-engines, and other machines in which the prime-mover is not separable from the operative parts	..	*ad valorem*	Five per cent.
	MACHINERY (and component parts thereof), incoming machines or sets of machines to be worked by electric, steam, water, fire or other power not being manual or animal labour, or which, before being brought into use, required to be fixed with reference to other moving parts; and including belting of all materials for driving machinery	...	...	Free.
	Provided that the term does not include tools and implements to be worked by manual or animal labour, and provided also that only such articles shall be admitted as component parts of machinery as are indispensable for the working of the machinery and are owing to their shape or other special quality, not adapted for any other purpose.	...	...	,,
	Note.—Machinery and component parts thereof made of substances other than metal are included in this entry.			

No.	Names of Articles.	Per.	Tariff Valuation.	Duty.
	Metals and Manufactures of Metals—*contd.*		Rs. A.	
15	METALS, unwrought and wrought, and articles made of metals—			
	Brass, orsidue and leaves, European ..	...	*ad valorem*	Five per cent.
	,, ,, ,, China ...	...	,,	,,
	,, patent or yellow metal, sheets and sheathing, weighing 1 lb. or above per square foot, and braziers, and plates ...	cwt.	65 0	,,
	,, patent or yellow metal (old) ...	,,	35 0	,,
	,, sheets, flat or in rolls, and sheathing, weighing less than 1 lb. per square foot ..	...	*ad valorem*	,,
	,, wire	...	,,	,,
	,, all other sorts ...	...	,,	,,
	Copper, bolt and bar, rolled ...	...	,,	,,
	,, braziers, sheets, plates and sheathing ...	cwt.	65 0	,,
	,, nails and composition nails ...	...	*ad valorem*	,,
	,, old	cwt.	45 0	,,
	,, pigs, tiles, ingots, cakes, bricks, and slabs ...	,,	62 0	,,
	,, China, white, copper ware ...	lb.	2 4	,,
	,, foil or dankpana, white, 10 to 11 in. × 4 to 9 in. ...	hundred leaves.	3 8	,,
	,, foil or dankpana, coloured, 10 to 11 in. × 4 to 9 in.	,,	3 12	,,
	,, wire, including phosphor-bronze	...	*ad valorem*	,,
	,, all other sorts, unmanufactured and manufactured, except current coin of the Government of India, which is free ...	...	,,	,,
	German silver	...	...	Free.
	Gold bullion and coin	...	...	Free.
	,, leaf	...	*ad valorem*	Five per cent.
	Iron, anchors and cables ...	...	,,	One per cent.
	,, Lowmoor and similar qualities, all descriptions	..	,,	,,
	,, angle, T, other than Lowmoor or Swedish, ...	ton	145 0	,,
	,, angle, T, and hoop, other than Lowmoor or Swedish, if galvanized, tinned, or leadcoated ...	...	*ad valorem*	,,
	,, bar, Swedish and similar qualities	ton	200 0	,,
	,, ,, Swedish and similar qualities, nail-rod, round-rod and square, under half an inch in diameter	,,	210 0	,,
	,, ,, other kinds	,,	145 0	,,
	,, ,, ,, ,, nail-rod, round-rod, and square, under half an inch in diameter ...	,,	155 0	,,
	,, ,, ,, ,, if galvanized, tinned, or lead-coated ..	...	*ad valorem*	,,

SCHEDULE IV.—(IMPORT TARIFF)—*contd.*

GENERAL DUTIES—*contd.*

No.	Names of Articles.	Per.	Tariff Valuation.	Duty.
	Metals and Manufactures of Metals—*contd.*			
15	METALS unwrought and wrought, and articles made of metals—*contd.*			
	,, beams, joists, pillars, girders, screw-piles, bridge-work, and other such descriptions of iron, imported exclusively for building purposes	...	*ad valorem*	One per cent.
	,, channel, including channel for carriages	...	,,	,,
	,, plate and sheet, Swedish and charcoal	...	,,	,,
	,, bars, plates and sheets, Swedish and charcoal, if galvanised, tinned, or lead-coated	...	,,	,,
	,, plate, other kinds, above ¼ inch thick and strips	...	,,	,,
	,, sheets, other kinds, up to ¼ inch thick	ton	150 0	,,
	,, sheets (other than corrugated), plates or other strips, other kinds, if galvanised, tinned, lead-coated, aluminium coated, chequered, or planished	,,	155 0	,,
	,, sheets, corrugated, galvanised or black	...	*ad valorem*	,,
	,, hoop	ton	240 0	,,
	,, nails, rose, wire, and flat headed ...	,,	180 0	,,
	,, ,, other kinds, including galvanised, tinned, or lead-coated	cwt.	14 0	,,
	,, nuts and bolts, also hook-bolts and nuts for roofing, galvanised or black	...	*ad valorem*	,,
	,, old	...	,,	,,
	,, pig	cwt.	2 8	,,
	,, pipes and tubes, including fittings therefor, such as bends, boots, elbows, tees, sockets, flanges, and the like	...	*ad valorem*	,,
	,, rails, chairs, sleepers and bearing-and fish-plates, spikes (commonly known as dog-spikes), switches, and crossings, other than those described in No. 60, also lever-boxes, clips and tie-bars ...	...	,,	,,
	,, rice-bowls	...	,,	,,
	,, ridging, guttering, and continuous roofing	...	,,	,,
	,, rivets and washers, all sorts ...	...	,,	,,
	,, wire, including fencing wire and wire-rope, but excluding wire-netting	...	,,	,,
	,, cans or drums, when imported containing petroleum, which is separately assessed to duty at	...	,,	,,

SCHEDULE IV.—(IMPORT TARIFF)—*contd.*

GENERAL DUTIES—*contd.*

No.	Names of Articles.	Per	Tariff Valuation. Rs. A.	Duty.
	Metals and Manufactures of Metals—*contd.*			
15	METALS, unwrought and wrought, and articles made of metals—*contd.*			
	one anna and six pies per Imperial gallon under No. 16, namely:—			
	Iron cans, tinned, other than petroleum of two gallons capacity ...	can	0 3½	Five per cent.
	Iron cans, or drums, not tinned of two gallons capacity ...	,,	0 2	,,
	Iron drums, of four gallons capacity—			
	(a) With faucet caps ...	drum	1 0	,,
	(b) Ordinary	,,	0 8	,,
	,, all other sorts, including discs or circles and wire-netting ...	...	*ad valorem*	,,
	Lametta	...	,,	,,
	Lead, all sorts (except sheets for tea chests which are free)	...	,,	,,
	Quicksilver	lb.	3 0	,,
	Shot, bird	cwt.	26 0	,,
	Steel, anchors and cables ...	...	*ad valorem*	One per cent.
	,, blooms	...	,,	,,
	,, angle, T	ton.	145 0	,,
	,, ,, ,, and hoop, if galvanised, tinned, or lead-coated...	...	*ad valorem*	,,
	,, bars (other than cast steel) ...	ton.	145 0	,,
	,, ,, Swedish and similar qualities	...	*ad valorem*	,,
	,, ,, nail-rod, round-rod and square, under ½ inch in diameter	ton.	155 0	,,
	,, bar, galvanised, tinned, lead-coated, planished, or polished	...	*ad valorem*	,,
	,, channel, including channel for carriages	...	,,	,,
	,, plates above ¼ inch thick, and strips	ton.	150 0	,,
	,, sheets up to ½ inch thick ...	,,	155 0	,,
	,, sheets (other than corrugated), plates, or strips, if galvanised tinned, lead-coated, chequered or planished	...	*ad valorem*	,,
	,, sheets, corrugated, galvanised or black	ton.	240 0	,,
	,, hoop	,,	180 0	,,
	,, nails	...	*ad valorem*	,,
	,, nuts and bolts, also hooks and nuts for roofing, galvanised or black	...	,,	,,
	,, old	cwt.	2 8	,,
	,, beams, joists, pillars, girders, screwpiles, bridge-work, and other such descriptions of steel, imported exclusively for building purposes	...	*ad valorem*	,,

No.	Names of Articles.	Per.	Tariff Valuation.	Duty.
	Metals and Manufactures of Metals—*concld.*		Rs. A.	
15	METALS, unwrought and wrought, and articles made of metals—*contd.*			
	Steel, cast and blistered, including spring and tub steel	...	*ad valorem*	One per cent.
	,, ridging, guttering, and continuous roofing	...	,,	,,
	,, pipes and tubes, including fittings therefor, such as bends, boots, elbows, tees, sockets, flanges and the like ...	...	,,	,,
	,, rails, chairs, sleepers and bearing, and fish-plates, spikes (commonly known as dog-spikes), switches and crossings, other than those described in No. 69, also lever-boxes, clips and tie-bars	...	,,	,,
	,, rivets and washers, all sorts ...	...	,,	,,
	,, wire, including fencing wire and wire rope, but excluding wire netting	...	,,	,,
	,, cans or drums, when imported containing petroleum, which is separately assessed to duty at one anna and six pies per Imperial gallon under No. 16, namely :—	...	,,	,,
	Steel cans, tinned, other than petrol tins of two gallons capacity	can	0 3½	Five per cent.
	Steel cans, or drums, not tinned, of two gallons or capacity	,,	0 2	,,
	Steel drums of four gallon capacity :—			
	(a) With faucet caps ...	drum	1 0	,,
	(b) ordinary	,,	0 8	,,
	,, all other sorts, including discs or circles and wire-netting ...	...	*ad valorem*	,,
	Tin, block	cwt.	125 0	,,
	,, foil, and other sorts	...	*ad valorem*	,,
	Zinc or spelter, nails	...	,,	,,
	,, ,, tiles or slabs, soft ...	...	,,	,,
	,, ,, ,, ,, hard ...	cwt.	50 0	,,
	,, ,, all other sorts, including boiler tiles	,,	40 0	,,
	All other sorts of metals	...	*ad valorem*	,,
		...	,,	,,
	Oils.			
16	PETROLEUM, including also naphtha and the liquids commonly known by the names of rock-oil, Rangoon oil, Burma oil, kerosene, paraffin oil, mineral oil, petrolina, gasoline, benzol, benzoline, benzine, and any inflammable liquid			

No.	Names of Articles.	Per	Tariff Valuation.	Duty.
	Oils—*contd.*		Rs. A.	
16	PETROLEUM—*contd.*			
	which is made from petroleum, coal, schist, shale peat or any other bituminous substance, or from any products of petroleum.	Imperial gallon.	...	One anna and six pies.
	PETROLEUM which has its flashing point at or above two hundred degrees of Fahrenheit's thermometer and is proved to the satisfaction of the Customs Collector to be intended for use exclusively for the batching of jute or other fibre, or for lubricating purposes	...	*ad valorem*	Five per cent.
	PETROLEUM which has its flashing point at or above one hundred and fifty degrees of Fahrenheit's thermometer and is proved to the satisfaction of the Customs Collector to be intended for use exclusively as fuel or for some sanitary or hygienic purpose ...	...	,,	,,
	Cocoanut oil	cwt.	28 0	,,
	All other sorts of oil, animal or vegetable (including otto of all kinds), and mineral, including paraffin wax ...	...	*ad valorem*	,,
	Other Articles, unmanufactured and manufactured.			
17	APPAREL, including drapery, haberdashery, and millinery, and military and other uniforms and accoutrements; but excluding cotton hosiery (for which see No. 30) and boots and shoes (for which see No. 45), and excluding also uniforms and accoutrements appertaining thereto, imported by a public servant for his personal use, which are free	...	,,	,,
18	ART WORKS or, except (1) stationary and pictures intended to be put up for the public benefit in a public place, and (2) memorials of a public character intended to be put up in a public place, including the materials used, or to be used in their construction, whether worked or not, which are free	...	*ad valorem*	Five per cent.
19	BAMBOOS, common grass, hay, rushes, straw, and leaves	...	...	Free.
20	BOOKS, printed, including covers for printed books, maps, charts and plans, proofs, music, and manuscripts ...	...	...	,,

SCHEDULE IV.—(IMPORT TARIFF)—*contd.*

GENERAL DUTIES—*contd.*

No.	Names of Articles.	Per.	Tariff Valuation.	Duty.
	Other Articles, unmanufactured and manufactured—*contd.*		Rs. A.	
21	BRISTLES AND FIBRE, for brushes and brooms	...	...	Free.
22	BRUSHES AND BROOMS, all sorts ...	...	*ad valorem*	Five per cent.
23	BUILDING AND ENGINEERING MATERIALS, namely, asphalt, bricks, and tiles, cement of all kinds, fireclay, earthenware piping, lime, and other kinds, not otherwise described	...	,,	,,
24	CABINETWARE AND FURNITURE ...	...	,,	,,
24a	CHALLENGE CUPS OR TROPHIES which have been won by any military unit (including volunteer corps) or by a particular member or members of any such unit in India or which have been sent by donors resident abroad for presentation or competition in India: Provided that the articles are certified by the Officer Commanding the unit or brigade or any higher military authority or any of their staff officers as having been offered for competition or presented with the sole or main object of encouraging military efficiency; and that they have had engraved on them, before being shipped, the object for which presented and, except in the case of those sent by donors resident abroad for competition in India, the name of the winner or winners.	...	...	Free.
25	CARRIAGES AND CARTS, including motor cars, bicycles, tricycles, jinrikshas, bath chairs, perambulators, trucks, wheelbarrows, and all other sorts of conveyances and component parts thereof, but excluding motor cars designed to carry goods and containing a prime-mover, which are free ...	...	*ad valorem*	Five per cent.
26	CHINESE AND JAPANESE WARE, including lacquered-ware, but excluding earthenware, china, and porcelain (for which see No. 32)	...	,,	,,
27	CLOCKS, WATCHES, and other time-keepers, and parts thereof ...	...	,,	,,
28	COAL, COKE, AND PATENT FUEL ...	...	,,	,,
29	CORDAGE, Rope and Twine made of any vegetable fibre	...	...	Free.
		...	*ad valorem*	Five per cent.

SCHEDULE IV.—(IMPORT TARIFF)—*contd.*

GENERAL DUTIES—*contd.*

No.	Names of Articles.	Per.	Tariff Valuation.	Duty.
	Other Articles unmanufactured and manufactured—*contd.*		Rs. A.	
30	COTTON, AND ARTICLES MADE OF COTTON—			
	COTTON, RAW	...	...	Free.
	,, twist and yarn	...	...	,,
	,, sewing and darning thread...	...	...	,,
	,, piece-goods, hosiery, crochet cotton thread, and all other manufactured cotton goods not otherwise described ...	...	*ad valorem*	Three and one-half per cent.
31	EARTH, COMMON CLAY, AND SAND ...	...	...	Free.
32	EARTHENWARE (except earthenware piping, for which see No. 23), china, china clay, porcelain, and imitation or false coral	...	*ad valorem*	Five per cent.
33	FANS OF ALL KINDS, except common palm-leaf fans, which are free ...	..	,,	,,
34	FIREWORKS, all sorts, including fulminating-powder	...	,,	,,
35	FLAX, AND ARTICLES MADE OF FLAX, including linen-thread	...	,,	,,
36	FURNITURE, TACKLE, AND APPAREL, not otherwise described, for steam, sailing, rowing, and other vessels ...	...	,,	,,
37	GUMS, GUM-RESINS, and articles made of gum or gum-resins—			
	Copal	...	,,	,,
	Catch and gambier (natural) ...	cwt.	20 0	,,
	Gamboge	lb.	1 12	,,
	Gum Ammoniac	cwt.	30 0	,,
	,, Arabic	,,	16 0	,,
	,, Bdellium	...	*ad valorem*	,,
	,, Benjamin, ras ...	cwt.	34 0	,,
	,, ,, cowrie ...	,,	80 0	,,
	,, Byzabol (commo myrrh) ...	,,	24 0	,,
	,, Olibanum or frankincense ...	...	...	Free.
	,, Persian (false)	cwt.	10 0	Five per cent.
	Myrrh	,,	30 0	,,
	Rosin	,,	11 0	,,
	All other sorts of gums, gum-resins, and articles, made of gum or gum-resin, including caoutchouc and gutta-percha	...	*ad valorem*	,,
38	HEMP, including Manila hemp, and articles made therefrom	...	,,	,,

SCHEDULE IV.—(IMPORT TARIFF)—*contd.*

GENERAL DUTIES—*contd.*

No.	Names of Articles.	Per.	Tariff Valuation.	Duty.
	Other Articles unmanufactured and manufactured—*contd.*		Rs. A.	
39	HIDES AND SKINS (except raw or salted hides and skins, which are free), including parchment and vellum, gold-beaters' skins, and all other descriptions of hides or skins ...	...	"	"
40	HORNS	...	...	Free.
	" articles made of, not otherwise described	...	*ad valorem*	Five per cent.
41	INSTRUMENTS, APPARATUS, AND APPLIANCES, and parts thereof—Computing, Dental, Distilling, Diving, Drawing, Educational, Electric, Electric lighting, Galvanic, Measuring, Musical, Optical, Philosophical, Phonographic, Photographic (including materials for Photography), Scientific, Surgical, Surveying, Telegraphic, Telephonic, Typewriters, and all other sorts, except Telegraphic instruments and apparatus, and parts thereof, when imported by or under the orders of a railway company, and any instruments, apparatus, and appliances when imported by a passenger as part of his personal baggage and in actual use by him in the exercise of his profession or calling, which are free. All band instruments (other than stringed instruments), imported by a Native regiment of His Majesty's regular forces in India, or by a unit of the Imperial Service Troops, or by a Military Police Battalion, and certified by the Officer Commanding the regiment or unit or the officer in charge of the Military Police Battalion to be for the *bonâ fide* exclusive use of the regimental band, or the band attached to the Military Police Battalion as the case may be, and the following accessories thereto, are also free of duty :— Bags for bagpipes. Cardholders. Carringes (brown or black). Cases for reeds and mouthpieces. Cases (leather or wooden). Chanters, pipe, and practice. Cleaners for brass and reed instruments. Cord for bag pipes. Crooks. Drones for bagpipes. Drum heads. Drum sticks. Drum flesh hoops. Fingertops. Green broadcloth for drums. Green silk ribbon for drums. Key pads for reed instruments.			

SCHEDULE IV.—(IMPORT TARIFF)—*contd.*

GENERAL DUTIES—*contd.*

No.	Names of Articles.	Per	Tariff Valuation.	Duty.
	Other Articles, Unmanufactured and Manufactured—*contd.*		Rs. A.	
41	INSTRUMENTS, APPARATUS, AND APPLIANCES—*contd.* Ligatures for reed instruments. Mouthpieces and caps therefor. Mutes for brass instruments. Pipe tassels for bagpipes. Reeds. Ribbons for bagpipes. Ropes for drums. Sanks and slides for brass instruments. Silver buckles for drums. Silver buttons for drums. Springs. Snares. Taps for brass instruments. Valve corks. Valve tops and needles.	...	*ad valorem*	Five per cent.
42	IVORY AND IVORY-WARE— Unmanufactured— Elephants' grinders	cwt.	300 0	"
	" tusks (other than hollows, centres, and points) each exceeding 20 lb. in weight, and hollows centres, and points each weighing 10 lb. and over ...	"	850 0	"
	Elephants' tusks (other than hollows centres, and points) not less than 10 lb. and not exceeding 20 lb. each, and hollows, centres, and points each weighing less than 10 lb.	"	750 0	"
	Elephants' tusks, each less than 10 lb. (other than hollows, centres, and points)	"	450 0	"
	Sea-cow or moye teeth, each not less than 4 lb.	"	200 0	"
	Sea-cow or moye teeth, each less than 3 lb. and under 4 lb. ...	"	175 0	"
	Sea-cow or moye teeth, each less than 3 lb.	"	115 0	"
	All other sorts manufactured and unmanufactured	...	*ad valorem*	"
43	JEWELLERY AND JEWELS, including plate and other manufactures of gold and silver— Silver-ware, plain } other than " embossed } European " or chased }	tola "	1 2 1 6	" "
	All other sorts except precious stones and pearls, unset, which are free.	...	*ad valorem*	"
44	JUTE, RAW	...	...	Free.
	" articles made of, except second-hand or used gunny bags, which are free	...	*ad valorem*	Five per cent.

SCHEDULE IV.—(IMPORT TARIFF)—*contd.*

GENERAL DUTIES—*contd.*

No.	Names of Articles.	Per.	Tariff Valuation.	Duty.
	Other Articles Unmanufactured and manufactured—*contd.*		Rs. A.	
45	LEATHER, and articles made of leather, including boots and shoes, harness and saddlery, except saddlery of a military pattern imported by an officer of His Majesty's regular forces and forming part of the equipment with which he is required to supply himself under Army Regulations, which is free ...	...	*ad valorem*	Five per cent.
46	MALT	...	,,	,,
47	MANURES of all kinds, including animal bones	...	...	Free.
48	OILCAKE, also bran, fodder and cattle-food of all kinds	...	...	,,
49	OIL-CLOTH AND FLOOR-CLOTH, including linerusta, linoleum, and tarpaulins ...	...	*ad valorem*	Five per cent.
50	PAINTS, COLOURS, PAINTERS' MATERIALS and compositions for application to leather, wood, and metals—			
	Lead, red, dry	cwt.	25 0	,,
	,, white, dry	,,	28 0	,,
	Ochre, other than European, all colours	...	...	...
	Paints, composition	,,	3 0	,,
	,, patent driers	...	*ad valorem*	,,
	Turpentine	...	...	,,
		Imperial gallon.	3 4	,,
	Verdigris	...	*ad valorem*	,,
	Vermilion, Canton	box of 60 bundles	150 0	,,
	Zinc, white, dry	...	*ad valorem*	,,
	All other sorts, including glue and putty	...	,,	,,
51	PAPER, PASTEBOARD, MILLBOARD, AND CARDBOARD of all kinds, including ruled or printed forms and account and manuscript books, labels, advertising circulars, sheet or card almanacs and calendars, Christmas, Easter and other cards, including cards in booklet form, including also waste paper and old newspapers for packing, but excluding trade catalogues and advertising circulars imported by packet, book or parcel post which are free ...	...	,,	,,
	PAPER, articles made of paper and papier-mâché	...	,,	,,
52	PERFUMERY—			
	Gowla, husked and unhusked ...	cwt.	110 0	,,
	Kapurkachri (zedoary)	,,	20 0	,,

SCHEDULE IV.—(IMPORT TARIFF)—*contd.*

GENERAL DUTIES—*contd.*

No.	Names of Articles.	Per	Tariff Valuation.	Duty.
	Other Articles, Unmanufactured and Manufactured—*contd.*		Rs. A.	
52	PERFUMERY—*contd.*			
	Patch leaves (patchouli) ..	,,	12 0	Five per cent.
	Rose-flowers, dried	,,	25 0	,,
	Rose-water	Imperial gallon.	2 8	,,
	All other sorts, except perfumed spirit (for which see Schedule III) ...	...	*ad valorem*	,,
53	PITCH, TAR, AND DAMMER—			
	Bitumen	...	,,	,,
	Dammer	...	,,	,,
	Pitch, American and European ..	...	,,	,,
	,, coal	...	,,	,,
	Tar, American and European ...	...	,,	,,
	,, coal	...	,,	,,
	,, mineral	...	,,	,,
54	PLANTS AND BULBS, living, also dried for herbaria	...	...	Free.
55	PRECIOUS STONES AND PEARLS, unset (including the stones generically known as Cambay stones, such as agates, cornelians, and onyx)	...	...	,,
56	PULP of wood, straw, rags, paper, and other materials	...	...	,,
57	PRINTING AND LITHOGRAPHING MATERIAL, namely, presses, type, ink, brass rules, composing sticks, chases, imposing tables, and lithographic stones, stereo-blocks, roller moulds, roller frames and stocks, roller composition, standing screw and hot presses, perforating machines, gold blocking presses, stereotyping apparatus, metal furniture, paper folding machines and paging and numbering machines, but not including paper	...	...	,,
58	RAGS	...	...	,,
59	RACKS for the withering of tea leaf ...	...	...	,,
60	RAILWAY MATERIAL for permanent-way and rolling-stock, namely, cylinders, girders, and other material for bridges, rails, sleepers, bearing and fish-plates, fish-bolts, chairs, spikes, crossings, sleeper fastenings, switches, interlocking apparatus, brake gear, couplings and springs, signals, turn-tables, weigh-bridges, engines tenders, carriages, wagons, traversers, trollies, trunks and component parts thereof; also			

SCHEDULE IV.—(IMPORT TARIFF)—*contd.*

GENERAL DUTIES—*contd.*

No.	Names of Articles.	Per.	Tariff Valuation.	Duty.
	Other Articles Unmanufactured and Manufactured—*contd.*			
60	RAILWAY MATERIALS—*contd.* the following articles when imported by or under the orders of a railway company, namely, cranes, water cranes, water tanks, and standards, wire and other materials for fencing ... Provided that for the purpose of this exemption "railway" means a line of railway subject to the provisions of the Indian Railways Act, 1890, and includes a railway constructed in a Native State, under the suzerainty of His Majesty, and also such tramways as the Governor-General in Council may, by notification in the *Gazette of India*, specifically include therein.	...	...	Free.
61	SEEDS, except oil-seeds imported into British India by sea from the territories of any Native Prince or Chief in India which are free— All sorts ...	...	*ad valorem*	Five per cent.
62	SHELLS AND COWRIES— Chanks—large shells, for carcass ...	...	,,	,,
	,, white, live ...	...	,,	,,
	,, ,, dead ...	...	,,	,,
	Cowras	...	,,	,,
	Cowries, bazar, common	...	,,	,,
	,, yellow, superior quality ...	cwt.	4 0	,,
	,, Maldive ...	,,	5 0	,,
	,, Sankhli ...	,,	7 0	,,
	Mother-of-pearl, nacre ...	,,	125 0	,,
	Nakhla	...	...	Free.
	Tortoise-shell	cwt.	105 0	Five per cent
	,, nakh ...	lb.	13 0	,,
	All other sorts, including articles made of shell, not otherwise described	,,	5 0	,,
63	SHIPS AND OTHER VESSELS for inland and harbour navigation, including steamers, launches, boats, and barges, imported entire or in sections ...	...	*ad valorem*	,,
64	SILK AND ARTICLES MADE OF SILK— Bokhara	...	...	Free.
	Pheas	lb.	6 0	Five per cent.
	Piece-goods	...	*ad valorem*	,,
	Sewing thread, China ...	...	,,	,,
	Raw silk—Yellow Shanghai, including re-reeled ...	...	,,	,,
	,, from Indo-China and places in China other than Shanghai including re-reeled ...	lb.	5 0	,,
	,, ,,	,,	5 2	,,

SCHEDULE IV.—(IMPORT TARIFF)—*contd.*

GENERAL DUTIES—*contd.*

No.	Names of Articles.	Per.	Tariff Valuation.	Duty.
			Rs. A.	
	Other Articles, Unmanufactured and Manufactured—*contd.*			
64	SILK AND ARTICLES MADE OF SILK—*contd.* Raw Silk—Mathow	,,	3 8	,,
	Panjam	,,	2 8	,,
	Persian	,,	4 8	,,
	Siam	,,	3 6	,,
	White Shanghai, Thonkoom or Dappion	,,	3 8	,,
	White Shanghai, other kinds including re-reeled	,,	5 10	,,
	White other kinds of China, including re-reeled ...	,,	6 10	,,
	Waste and Kashra ...	...	*ad valorem*	,,
	All other sorts, including cocoons ...	...	,,	,,
65	SOAP	...	,,	,,
66	SPECIMENS ILLUSTRATIVE OF NATURAL SCIENCE, including also antique coins and medals	...	...	Free.
67	STATIONERY, excluding paper (for which see No. 51)	...	*ad valorem*	Five per cent.
68	STONE AND MARBLE and articles made of stone and marble	...	,,	,,
69	TALLOW AND GREASE, including stearine	...	,,	,,
70	TEA CHESTS of metal or wood, whether imported entire or in sections, provided that the Customs Collector is satisfied that they are imported for the purpose of the packing of tea for transport in bulk	...	...	Free.
71	TEXTILE FABRICS, not otherwise described	...	*ad valorem*	Five per cent.
72	TOILET REQUISITES, not otherwise described	...	,,	,,
73	TOYS, including toy-books, and requisities for all games	...	,,	,,
74	UMBRELLAS, parasols, and sun-shades of all kinds	...	,,	,,
75	WALKING STICKS and sticks for umbrellas, parasols and sun-shades of all kinds, mounted and unmounted, driving, riding, and other whips, fishing-rods and lines	...	,,	,,
76	WOOD AND TIMBER (except firewood, which is free), and articles made of wood, not otherwise described	...	,,	,,
77	WOOL, raw	...	...	Free.
	,, articles made of, including felt...	...	*ad valorem*	Five per cent.
78	ALL OTHER ARTICLES, manufactured or unmanufactured, not described in the Schedule	...	,,	,,

From Chamber to all Members.

Circular No. 250—1916.—CALCUTTA, *8th April* 1916.

MEMO :—The following Customs Circular, issued by the Government of India, Department of Commerce and Industry, is published for information of members of the Chamber, in continuation of Circular No. 664—1915, dated the 30th December 1915.

Customs Circular No. IV of 1916.

Notification by the Government of India,—Department of Commerce and Industry.

No. 2473.—DELHI, *1st April* 1916.

In exercise of the powers conferred by section 3 of the Indian Tariff Act, 1894, (VIII) of 1894, as subsequently amended and in supersession of the Notification of the Government of India in the Commerce and Industry Department No. 949-C., dated the 18th December 1915, the Governor-General in Council is pleased to fix, for the Articles specified in column 2 of the schedule hereto annexed, the tariff values stated in column 4 of the said schedule.

SCHEDULE.

No.	Names of Articles.	Per.	Tariff Valuation.	Duty.
	1.—Food, Drink and Tobacco.			
	FISH.		Rs. a.	
1	FISH, SALTED, wet or dry ...	Indian maund of 82⅔ lbs. avoirdupois weight.	...	Such rate or rates of duty not exceeding twelve annas as the Governor-General in Council may, by notification in the *Gazette of India*, from time to time prescribe.
2	FISHMAWS, including singally and sozille, and sharkfins ...	...	*ad valorem*	Seven and a half per cent.
3	FISH, excluding salted fish (see No. 1)	...	,,	,,

SCHEDULE—*contd.*

No.	Names of Articles.	Per.	Tariff Valuation.	Duty.
	1.—Food, Drink and Tobacco—*contd.*			
	FRUITS AND VEGETABLES.		Rs. a.	
4	FRUITS AND VEGETABLES, all sorts, fresh, dried, salted or preserved—			
	Almonds without shell ...	cwt.	80 0	Seven and a half per cent.
	,, in the shell ...	,,	20 0	,,
	,, (kâgazi) Persian ... / European	,,	75 0	,,
		,,	45 0	,,
	Cashew or cajoo kernels ...	,,	25 0	,,
	Cocoanuts, Straits ...	thousand	75 0	,,
	,, other ...	,,	60 0	,,
	,, kernel (khopra) ...	cwt.	21 0	,,
	Currants	,,	28 0	,,
	Dates, dry, in bags ...	,,	7 12	,,
	,, wet ,, baskets and bundles ...	,,	5 8	,,
	,, ,, in pots, boxes, tins and crates ...	,,	8 0	,,
	Figs, Persian, dried ...	,,	12 0	,,
	Garlic	,,	6 0	,,
	Pistachio nuts	,,	45 0	,,
	Prunes, Bussora (alu-Bokhara) ...	...	*ad valorem*	,,
	Raisins, black	...	,,	,,
	,, kishmish, Persian Gulf	...	,,	,,
	Raisins Munakka ...	cwt.	12 0	,,
	,, other sorts ...	...	*ad valorem*	,,
	Walnuts, all descriptions ...	...	,,	,,
	All other sorts of fruits and vegetables, fresh, dried, salted or preserved.	...	,,	,,
	GRAIN, PULSE AND FLOUR.			
5	GRAIN AND PULSE, all sorts, including broken grain and pulse, but excluding flour (see No. 6.)	...	,,	Two and a half per cent.
6	FLOUR	...	,,	Seven and a half per cent.
	LIQUORS.			Rs. a. p.
7	ALE, Beer, and Porter ...	Imperial gallon or 6 quart bottles.	...	0 4 6
8	CIDER and other fermented liquors	,,	...	0 4 6
9	LIQUEURS, Cordials, Mixtures and other preparations containing spirit—			
	(*a*) Entered in such a manner as to indicate that the strength is not to be tested.	,,	...	14 10 0

SCHEDULE—*contd.*

No.	Names of Articles.	Per.	Tariff Valuation.	Duty.
	1.—Food, Drink and Tobacco—*contd.*			
	LIQUORS—*contd.*		Rs. A.	
9	LIQUEURS, Cordials, Mixtures and other preparations containing spirit—*contd.*			
	(b) If tested	Imperial gallon or 6 quart bottles of the strength of London proof.	...	Rs. A. P. 11 4 0 and the duty to be increased or reduced in proportion as the strength of the spirit exceeds or is less than London proof.
10	PERFUMED SPIRITS	Imperial gallon or 6 quart bottles.	...	18 12 0
11	SPIRIT, which has been rendered effectually and permanently unfit for human consumption.	...	*ad valorem*	Seven and a half per cent.
12	All other sorts of SPIRIT ...	Imperial gallon or 6 quart bottles of the strength of London proof.	...	Rs. A. P. 11 4 0 and the duty to be increased or reduced in proportion as the strength of the spirit exceeds or is less than London proof.
13	WINES—			
	Champagne and all other sparkling wines not containing more than 42 per cent. of proof spirit.			
	All other sorts of wines not containing more than 42 per cent. of proof spirit.	,,	...	4 6 0
	Provided that all sparkling and still wines containing more than 42 per cent. of proof spirit shall be liable to duty at the rate applicable to "All other sorts of Spirit."	,,	...	1 12 0
	PROVISIONS AND OILMANS STORES,			
14	VINEGAR, in casks	...	*ad valorem*	Two and a half per cent.
15	PROVISIONS, OILMAN'S STORES, AND GROCERIES, all sorts, excluding vinegar in casks (see No. 14)—			
	Bacon	...	,,	Seven and a half per cent.

SCHEDULE—*contd.*

No.	Names of Articles.	Per.	Tariff Valuation.	Duty.
	1.—Food, Drink and Tobacco—*contd.*			
	PROVISIONS AND OILMANS STORES.—*contd.*		Rs. A.	
15	PROVISIONS, OILMAN'S STORES, AND GROCERIES, all sorts, excluding vinegar in casks (see No 14)—*contd.*			
	Beef and Pork	...	*ad valorem*	Seven and a half per cent.
	Bêche de mer	...	,,	,,
	Butter	lb.	1 6	,,
	Cassava, Tapioca or Sago ...	cwt.	11 0	,,
	Cheese	...	*ad valorem*	,,
	China preserves in syrup ...	cwt. (nett).	25 0	,,
	,, ,, dry, candied	lb.	0 5	,,
	Coemn	cwt.	5 0	,,
	Ghi	,,	70 0	,,
	Margarine	...	*ad valorem*	,,
	Vinegar not in casks—			
	Persian	...	,,	,,
	Indian	...	,,	,,
	All other sorts of provisions, oilman's stores, and groceries	...	,,	,,
	SPICES.			
16	SPICES, all sorts—			
	Betelnuts, raw, whole, split, or sliced, from Goa	cwt.	14 0	Seven and a half per cent.
	Betelnuts, raw, whole, split, or sliced, from Straits and Dutch East Indies	,,	9 0	,,
	Betelnuts, whole, from Ceylon	,,	11 8	,,
	Betelnuts, raw, split (sun-dried) from Ceylon	,,	25 0	,,
	Betelnuts, all other sorts ...	...	*ad valorem*	,,
	Chillies, dry	cwt.	15 0	,,
	Cloves	,,	36 0	,,
	,, exhausted	,,	14 0	,,
	,, stems and heads ...	,,	10 0	,,
	,, in seeds, mutlavang	,,	13 0	,,
	Ginger, dry	,,	15 0	,,
	Mace	lb.	1 6	,,
	Nutmegs	,,	0 5	,,
	,, in shell	,,	0 3	,,
	Pepper, black	cwt.	34 0	,,
	,, white	,,	60 0	,,
	All other sorts of spices ...	...	*ad valorem*	,,
	SUGAR.			
17	CONFECTIONERY	...	,,	,,

SCHEDULE—*contd.*

No.	Names of Articles.	Per	Tariff Valuation.	Duty.
	I.—Food, Drink and Tobacco—*contd.*			
	SUGAR—*contd.*		Rs. A.	
18	SUGAR, all sorts, including Molasses and Saccharine produce of all sorts, but excluding confectionery (*see* No. 17)—			
	Sugar, crystallised, beet ...	cwt.	15 12	Ten per cent.
	,, ,, and soft, refined in China ...	,,	15 12	,,
	Sugar, crystallised, and soft, from Japan	,,	15 12	,,
	Sugar, crystallised, and soft from Egypt	,,	15 12	,,
	All other sorts of Sugar—			
	Sugar, crystallised, and soft, from Java, 23 Dutch standard and above	,,	14 12	,,
	Sugar, crystallised, and soft, from Java, 16 to 22 Dutch standard	,,	13 4	,,
	Sugar, crystallised, and soft, from Java, 15 Dutch standard, and under	,,	11 0	,,
	Sugar, crystallised, and soft, from Mauritius, equal to 16 Dutch standard and over ...	,,	15 4	,,
	Molasses from Java	,,	2 8	,,
	,, ,, other countries ...	,,	2 8	,,
	Sugar, all other sorts, including saccharine produce of all kinds	...	*ad valorem*	,,
	TEA.			
19	TEA—			
	Tea, black	lb.	0 10	Seven and a half per cent.
	,, green	,,	0 9	,,
	OTHER FOOD AND DRINK.			
20	COFFEE	cwt.	45 0	,,
21	HORSE	...	...	Free.
22	SALT	Indian maund of 82⅔ lbs. avoirdupois weight.	...	The rate at which excise duty is for the time being leviable on salt manufactured in the place where the import takes place.
23	SALT imported into British India and issued in accordance with rules made with the previous			

SCHEDULE—*contd.*

No.	Names of Articles.	Per.	Tariff Valuation.	Duty.
	I.—Food, Drink and Tobacco—*concld.*			
	OTHER FOOD AND DRINK—*concld.*		RS. A.	
23	SALT—*contd.* sanction of the Governor-General in Council, for use in any process of manufacture; also salt imported into the port of Calcutta and issued with the sanction of the Government of Bengal to manufacturers of glazed stone-ware; also salt imported into any port in the provinces of Bengal and Bihar and Orissa and issued, in accordance with rules made with the previous sanction of the Governor-General in Council, for use in curing fish in those provinces	...	...	Free.
24	ALL OTHER SORTS OF FOOD AND DRINK not otherwise specified...	...	*ad valorem*	Seven and a half per cent. Rs. A.
	TOBACCO.			
25	TOBACCO, unmanufactured ...	lb.	...	1 0
26	CIGARS AND CIGARETTES ...	...	*ad valorem*	Fifty per cent. Rs. A.
27	All other sorts of TOBACCO, manufactured	lb.	...	1 8
	II.—Raw materials and produce and articles mainly unmanufactured.			
	COAL, ETC.			
28	COAL, COKE AND PATENT FUEL ...	ton.	...	0 8
	GUMS, RESINS AND LAC.			
29	GUMS, RESINS AND LAC, all sorts—			
	Copal	...	*ad valorem*	Seven and a half per cent.
	Catch and gambier (natural) ...	cwt.	20 0	,,
	Gamboge	lb.	1 12	,,
	Gum Ammoniac	cwt.	30 0	,,
	,, Arabic	,,	16 0	,,
	,, Bdellium	...	*ad valorem*	,,
	,, Benjamin, ras ...	cwt.	34 0	,,
	,, ,, cowrie ...	,,	80 0	,,
	,, Bysabol (coarse myrrh) ...	,,	24 0	,,
	,, Olibanum or frankincense ...	...	*ad valorem*	,,
	,, Persian (false) ...	cwt.	10 0	,,
	Myrrh	,,	30 0	,,
	Rosin	,,	11 0	,,

SCHEDULE—*contd.*

No.	Names of Articles.	Per	Tariff Valuation.	Duty.
	II.—**Raw materials and produce and articles mainly unmanufactured**—*contd.*			
	GUMS, RESINS AND LAC—*contd.*		Rs. A.	
29	GUMS, RESINS AND LAC, all sorts—*contd.* All other sorts of gums, gum-resins, and articles made of gum or gum-resin ...	...	*ad valorem*	Seven and a half per cent.
	HIDES AND SKINS, RAW.			
30	HIDES AND SKINS, raw or salted...	...	...	Free.
	METALLIC ORES, AND SCRAP IRON OR STEEL FOR RE-MANUFACTURE.			
31	IRON OR STEEL, old	cwt.	2 8	Two and a half per cent.
32	METALLIC ORES, all sorts	...	*ad valorem*	Seven and a half per cent.
	OILS.			
33	PETROLEUM, including also naphtha and the liquids commonly known by the names of rock-oil, Rangoon oil, Burma oil, kerosine, paraffin oil, mineral oil, petroline, gasoline, benzol, benzoline, benzine, and any inflammable liquid which is made from petroleum, coal schist, shale, peat or any other bituminous substance, or from any products of petroleum, but excluding the following classes of petroleum	Imperial gallon.	Rs. A. P. ...	0 1 6
	Petroleum which has its flashing point at or above two hundred degrees of Fahrenheit's thermometer and is proved to the satisfaction of the Collector of Customs to be intended for use exclusively for the batching of jute or other fibre, or for lubricating purposes	...	*ad valorem*	Seven and a half per cent.
	Petroleum which has its flashing point at or above one hundred and fifty degrees of Fahrenheit's thermometer and is proved to the satisfaction of the Collector of Customs to be intended for use exclusively as fuel or for some sanitary or hygienic purpose	...	,,	,,

SCHEDULE—*contd.*

No.	Names of Articles.	Per.	Tariff Valuation.	Duty.
	II.—**Raw materials and produce and articles mainly unmanufactured**—*contd.*		Rs. A.	
	OILS—*contd.*			
34	All other sorts of animal, essential, mineral, and vegetable non-essential oils— Cocoanut oil	cwt.	28 0	Seven and a half per cent.
	All other sorts of oils ...	...	*ad valorem*	,,
	SEEDS.			
35	OIL-SEEDS, imported into British India by sea from the territories of any Native Prince or Chief in India	...	...	Free.
36	SEEDS, all sorts, excluding oil-seeds specified in No. 35 ...	...	*ad valorem*	Seven and a half per cent.
	TALLOW, STEARINE AND WAX.			
37	TALLOW AND STEARINE, including grease and animal fat, and wax of all sorts, not otherwise specified	...	,,	,,
	TEXTILE MATERIALS.			
38	COTTON, raw	..	...	Free.
39	WOOL, raw	....	...	,,
40	TEXTILE MATERIALS, the following :— Silk waste and raw silk including cocoons :— Bokhara	lb.	6 0	Seven and a half per cent.
	Floss	...	*ad valorem*	,,
	Raw silk—Yellow Shanghai, including re-reeled ...	lb.	5 0	,,
	Raw silk—Yellow from Indo-China, and places in China other than Shanghai including re-reeled ...	,,	5 2	,,
	Mathow	,,	3 8	,,
	Panjam	,,	3 8	,,
	Persian	,,	4 8	,,
	Siam	,,	3 6	,,
	White Shanghai, Thonkoon or Dupplon	,,	3 8	,,
	White Shanghai, other kinds of China, including re-reeled ...	,,	5 10	,,
	White other kinds of China including re-reeled ...	,,	6 10	,,
	Waste and Kachra ...	...	*ad valorem*	,,

SCHEDULE—*contd.*

No.	Names of Articles.	Per.	Tariff Valuation.	Duty.
	II.—Raw materials and produce and articles mainly unmanufactured—*contd.*		Rs. A.	
	TEXTILE MATERIALS—*concld.*			
40	TEXTILE MATERIALS, the following :—*concld.*			
	All other sorts, including GROUNDS	...	*ad valorem*	Seven and a half per cent.
	RAW FLAX, Hemp, Jute and all other unmanufactured textile materials not otherwise specified	...	,,	,,
	WOOD AND TIMBER.			
41	FIREWOOD	....	,,	Two and a half per cent.
42	WOOD AND TIMBER, all sorts, not otherwise specified, including all sorts of ornamental wood ...	...	,,	Seven and a half per cent.
	MISCELLANEOUS.			
43	CANES AND RATTANS	...	,,	,,
44	COWRIES AND SHELLS, including Tortoise-shell—			
	Chanks—large shells, for cameos ...	...	,,	,,
	,, white, live ...	...	,,	,,
	,, ,, dead ...	...	,,	,,
	Cowras	...	,,	,,
	Cowries, bazar, common ...	cwt.	4 0	,,
	,, yellow, superior quality	,,	5 0	,,
	,, Maldive	,,	7 0	,,
	,, Sankhli	,,	125 0	,,
	Mother-of-pearl, mere ...	...	*ad valorem*	,,
	Nakhla	cwt.	105 0	,,
	Tortoise-shell ...	lb.	13 0	,,
	,, nakh ...	,,	5 0	,,
	All other sorts, including articles made of shell, not otherwise described ...	...	*ad valorem*	,,
45	IVORY, unmanufactured—			
	Elephants' grinders ...	cwt.	300 0	,,
	,, tusks (other than hollows, centres, and points), each exceeding 20 lb. in weight, and hollows, centres, and points each weighing 10 lb. and over	,,	850 0	,,
	Elephants' tusks (other than hollows, centres, and points), not less than 10 lb. and not			

SCHEDULE—*contd.*

No.	Names of Articles.	Per.	Tariff Valuation.	Duty.
	II.—Raw materials and produce and articles mainly unmanufactured—*concld.*		Rs. A.	
	MISCELLANEOUS—*concld.*			
45	IVORY, unmanufactured—*concld.*			
	exceeding 20 lb. each, and hollows, centres, and points each weighing less than 10 lb.	cwt.	750 0	Seven and a half per cent.
	Elephants' tusks, each less than 10 lb. (other than hollows, centres, and points) ...	,,	450 0	,,
	Sea-cow or morse teeth, each not less than 4 lb.	,,	200 0	,,
	Sea-cow or morse teeth, each not less than 3 lb. and under 4 lb.	,,	175 0	,,
	Sea-cow or morse teeth, each less than 3 lb.	,,	115 0	,,
	All other sorts unmanufactured not otherwise specified ...	,,	*ad valorem*	,,
46	MANURES, all sorts, including animal bones and the following chemical manures :—Basic slag, nitrate of soda, muriate of potash, sulphate of potash, kainit salts, nitrate of lime, calcium cyanamide and mineral superphosphates	...	...	Free.
47	PRECIOUS STONES AND PEARLS unset	...	*ad valorem*	Seven and a half per cent.
48	PULP OF WOOD, RAGS and other paper-making materials ...	...	...	Free.
49	ALL OTHER RAW MATERIALS, and produce and articles mainly unmanufactured, not otherwise specified	...	*ad valorem*	Seven and a half per cent.
	III.—Articles wholly or mainly manufactured.			
	APPAREL.			
50	APPAREL, including drapery, boots and shoes, and military and other uniforms and accoutrements but excluding uniforms and accoutrements exempted from duty (No. 51) and silver thread (No. 99) ...	...	,,	,,
51	UNIFORMS AND ACCOUTREMENTS appertaining thereto, imported by a public servant for his personal use	...	...	Free.

SCHEDULE—*contd.*

No.	Names of Articles.	Per.	Tariff Valuation.	Duty.
	III.—Articles wholly or mainly manufactured—*contd.*		Rs. A.	
	ARMS, AMMUNITION AND MILITARY STORES.			
52	Subject to the exemptions specified in No. 55, ARMS, AMMUNITION AND MILITARY STORES, that is to say,—			
	(1) Firearms other than pistols, including gas and air guns and rifles	Each.	...	50 0
	(2) Barrels for the same, whether single or double	,,	...	30 0
	(3) Pistols	,,	...	15 0
	(4) Barrels for the same, whether single or double	,,	...	10 0
	(5) Main springs and magazine springs for firearms, including gas guns and rifles	,,	...	8 0
	(6) Gun stocks and breech blocks	,,	...	5 0
	(7) Revolver-cylinders, for each cartridge they will carry	,,	...	2 8
	(8) Actions (including skeleton and wester), breech bolts and their heads, cocking pieces, and locks (for muzzle loading arms) ...	,,	...	1 8
	(9) Machines for making, loading or closing cartridges for rifled arms ...	,,	...	10 0
	(10) Machines for capping cartridges for rifled arms	,,	...	2 8
				or 20 per cent. *ad valorem* whichever is higher.
	Proviso 1.—No duty in excess of 20 per cent. *ad valorem* shall be levied upon any of the articles specified in items Nos. 1 to 10 of this entry when they are imported in reasonable quantity, for his own private use by any person lawfully entitled to possess the same.			
	Proviso 2.—When any articles which have been otherwise imported, and upon which duty has been levied or is leviable under items Nos. 1 to 10, are purchased retail from the importer by a person lawfully entitled as aforesaid, in reasonable quantity for his own private use, the importer may apply to the Collector of Customs for refund or remission (as the case may be) of so much of the duty thereon as is in excess of 20 per cent. *ad valorem*; and if such Collector is satisfied as to the identity of the articles and that such importer is in other respects entitled to such refund or remission, he shall grant the same accordingly.			
53	GUNPOWDER for cannons, rifles, guns, pistols and sporting purposes	...	...	*ad valorem* Twenty per cent.
54	Subject to the exemptions specified in No. 55 all ARTICLES, other than those specified in entry No. 52, which are ARMS OR PARTS OF ARMS within the meaning of the Indian Arms Act, (excluding springs used for air-guns which are dutiable as hardware, under No. 68), all tools used for cleaning or putting together the same, all machines for making, loading, closing or capping cartridges for arms other than rifled arms and all other sorts of ammunition and military stores, and any articles which the Governor-General in Council may by notification in the *Gazette of India* declare to be "ammunition" or "military stores" for the purposes of this Act ...	...	...	,, ,,
55	The following classes of ARMS, AMMUNITION AND MILITARY STORES:—	...	...	Free.
	(*a*) Articles falling under the 5th, 6th, 8th, 9th or 10th item of No. 52 when they appertain to a firearm falling under the 1st or 3rd item and are fitted into the same case with such firearm;			
	(*b*) Arms forming part of the regular equipment of an officer entitled to wear diplomatic, military, naval or police uniform;			
	(*c*) A sword, a revolver, or a pair of pistols, when accompanying an officer of His Majesty's regular			

SCHEDULE—*contd.*

No.	Names of Articles.	Per.	Tariff Valuation.	Duty.
	III.—Articles wholly or mainly manufactured—*contd.*		Rs. A.	
	ARMS, AMMUNITION AND MILITARY STORES—*contd.*			

SCHEDULE—*contd.*

No.	Names of Articles.	Per.	Tariff Valuation.	Duty.
	III.—Articles wholly or mainly manufactured—*contd.*		Rs. A.	
	ARMS, AMMUNITION AND MILITARY STORES—*concld.*			
	forces, or a commissioned officer of a volunteer corps, or certified by the commandant of the corps to which such officer belongs, or, in the case of an officer not attached to any corps, by the officer commanding the station or district in which such officer is serving, to be imported by the officer for the purpose of his equipment ;			
	(*d*) Swords and revolvers which are certified by an Inspector General of Police to be part of the ordinary equipment of members of the Police force under his charge ;			
	(*e*) Swords forming part of the equipment of Indian commissioned officers of His Majesty's army ;			
	(*f*) Swords for presentation as army or volunteer prizes ;			
	(*g*) Arms, ammunition, and military stores imported with the sanction of the Government of India for the use of any portion of the military forces of a Native State in India which may be maintained and organized for Imperial Service ;			
	(*h*) Morris tubes and patent ammunition imported by officers commanding British and Indian regiments or volunteer corps for the instruction of their men.			
56	EXPLOSIVES, namely, blasting gunpowder, blasting gelatine, blasting dynamite, blasting roburite, blasting tonite, and all other sorts, including detonators and blasting fuse ...	...	*ad valorem*	Seven and a half per cent.
	CARRIAGES AND CARTS.			
57	CARRIAGES AND CARTS including motor-cars, motor-cycles and			

SCHEDULE—*contd.*

No.	Names of Articles.	Per.	Tariff Valuation.	Duty.
	III.—Articles wholly or mainly manufactured—*contd.*		Rs. A.	
	CARRIAGES AND CARTS—*concld.*			
57	CARRIAGES AND CARTS—*contd.* motor wagons, bicycles, tricycles, jinrikshas, bath chairs, perambulators, trucks, wheelbarrows, and all other sorts of conveyances and component parts thereof	...	*ad valorem*	Seven and a half per cent.
	CHEMICALS, DRUGS AND MEDICINES.			
58	ANTI-PLAGUE SERUM ...	...	...	Free.
59	COPPERAS, green ...	...	*ad valorem*	Two and a half per cent.
60	OPIUM and its alkaloids ...	Seer of 80 tolas.	...	Rs. A. 24 0
61	QUININE and other alkaloids of cinchona	...	...	Free.
62	CHEMICALS, DRUGS AND MEDICINES all sorts not otherwise specified :—			
	Acid sulphuric	...	*ad valorem*	Seven and a half per cent.
	Alkali, Indian (sajji-khar) ...	cwt.	3 0	,,
	Alum — ...	,,	6 8	,,
	Arsenic (China mansil) ...	,,	17 0	,,
	,, other sorts ...	...	*ad valorem*	,,
	Sal ammoniac ...	cwt.	36 0	,,
	Soda ash ...	,,	4 0	,,
	Soda Bicarbonate ...	,,	5 8	,,
	Sulphate of copper ...	,,	20 0	,,
	Sulphur (brimstone) flour ...	,,	7 0	,,
	,, ,, roll ...	,,	6 0	,,
	,, ,, rough ...	...	*ad valorem*	,,
	All other sorts of chemical products and preparations not otherwise specified ...	...	,,	,,
	Aloes, black	...	*ad valorem*	,,
	,, Socotra	...	,,	,,
	Aloe-wood	...	,,	,,
	Asafœtida (hing)	cwt.	120 0	,,
	,, coarse (hingra) ...	,,	30 0	,,
	Attary, Persian	...	*ad valorem*	,,
	Bánslochan (bamboo camphor)	lb.	0 6	,,
	Brimstone (annalsara) ...	...	*ad valorem*	,,
	Calumba root	cwt.	7 0	,,
	Camphor, refined, other than powder	lb.	1 4	,,
	Camphor, in powder ...	...	*ad valorem*	,,
	Cassia lignea	cwt.	17 0	,,

SCHEDULE—*contd.*

No.	Names of Articles.	Per	Tariff Valuation.	Duty.
	III.—Articles wholly or mainly manufactured—*contd.*		Rs. A.	
	CHEMICALS, DRUGS AND MEDICINES—*concld.*			
62	CHEMICALS, DRUGS AND MEDICINES all sorts not otherwise specified—*concld.*			
	China root (chulchina), rough	cwt.	10 0	Seven and a half per cent.
	,, ,, ,, scraped	,,	19 0	,,
	Cocaine	...	*ad valorem*	,,
	Cubebs	cwt.	85 0	,,
	Galangal, China	,,	10 8	,,
	Pellitory (akalkara) ...	...	*ad valorem*	,,
	Peppermint, crystals ...	...	,,	,,
	Salep	cwt.	140 0	,,
	Senna leaves	...	*ad valorem*	,,
	Storax, liquid (rose mellos or sularas) ...	cwt.	40 0	,,
	All other sorts of drugs, medicines, and narcotics ...	...	*ad valorem*	,,
	CUTLERY, HARDWARE, IMPLEMENTS AND INSTRUMENTS.			
63	The following AGRICULTURAL IMPLEMENTS, when constructed so that they can be worked by manual or animal power, namely, winnowers, threshers, mowing and reaping machines, elevators, seed-crushers, chaff cutters, root-cutters, horse and bullock gears, ploughs, cultivators, scarifiers, harrows, clod-crushers, seed-drills, hay-teddlers, and rakes ...	,,	...	Free.
64	CLOCKS AND WATCHES, and parts thereof	...	*ad valorem*	Seven and a half per cent.
65	CUTLERY	...	,,	,,
66	The following DAIRY APPLIANCES, when constructed so that they can be worked by manual or animal power, namely, cream separators, milk sterilizing or pasteurizing plant, milk aerating and cooling apparatus, churns, butter dryers, and butter workers	...	...	Free.
67	ELECTROPLATED WARE ...	...	*ad valorem*	Seven and a half per cent.

SCHEDULE—*contd.*

No.	Names of Articles.	Per.	Tariff Valuation.	Duty.
	III.—Articles wholly or mainly manufactured—*contd.*		Rs. A.	
	CUTLERY, HARDWARE, IMPLEMENTS AND INSTRUMENTS—*concld.*			
68	HARDWARE, IRONMONGERY AND TOOLS, all sorts, not otherwise specified ...	...	*ad valorem*	Seven and a half per cent.
69	INSTRUMENTS, APPARATUS, AND APPLIANCES imported by a passenger as part of his personal baggage and in actual use by him in the exercise of his profession or calling ...	...	...	Free.
70	TELEGRAPHIC INSTRUMENTS AND APPARATUS, and parts thereof, imported by or under the orders of a railway company ...	...	*ad valorem*	Two and a half per cent.
71	WATER-LIFTS, SUGAR-MILLS, OIL-PRESSES, and parts thereof, when constructed so that they can be worked by manual or animal power	...	...	Free.
72	All other sorts of IMPLEMENTS, INSTRUMENTS, APPARATUS AND APPLIANCES and parts thereof, not otherwise specified ...	...	*ad valorem*	Seven and a half per cent.
	DYES AND COLOURS.			
73	DYEING AND TANNING SUBSTANCES, all sorts, and PAINTS AND COLOURS and painters' materials, all sorts—		Rs. A.	
	Alizarine dye, dry, 40 per cent.	lb.	5 0	,,
	,, ,, ,, 50 ,,	,,	5 8	,,
	,, ,, ,, 60 ,,	,,	6 0	,,
	,, ,, ,, 70 ,,	,,	6 8	,,
	,, ,, ,, 80 ,,	,,	7 0	,,
	,, ,, ,, 100 ,,	,,	7 8	,,
	,, ,, moist, 10 ,,	,,	2 12	,,
	,, ,, ,, 16 ,,	,,	3 4	,,
	,, ,, ,, 20 ,,	,,	4 0	,,
	Aniline ,, moist ...	,,	2 0	,,
	,, ,, dry ...	,,	4 0	,,
	,, salts ...	...	*ad valorem*	,,
	Avar bark ...	cwt.	3 12	,,
	Dargaud (gulpists) ...	...	*ad valorem*	,,
	Cochineal ...	lb.	1 4	,,
	Gallnuts (myrabolams) ...	...	*ad valorem*	,,
	,, Persian ...	cwt.	70 0	,,
	Madder or manjit ...	...	*ad valorem*	,,
	Orchilla weed ...	...	,,	,,
	Sappan wood and root ...	...	,,	,,

SCHEDULE—*contd.*

No.	Names of Articles.	Per.	Tariff Valuation.	Duty.
	III.—Articles wholly or mainly manufactured—*contd.*		Rs. A.	
	DYES AND COLOURS—*concld.*			
73	DYEING AND TANNING SUBSTANCES, all sorts and PAINTS AND COLOURS and painters' materials, all sorts—*concld.*			
	Turmeric	...	*ad valorem*	Seven and a half per cent.
	All other sorts of dyeing and tanning materials ...	...	,,	,,
	Lead, red dry ...	cwt.	25 0	,,
	,, white, dry ...	,,	28 0	,,
	Ochre, other than European, all colours ...	,,	3 0	,,
	Paints, composition ...	...	*ad valorem*	,,
	,, patent driers ...	...	,,	,,
	Turpentine	Imperial gallon.	3 4	,,
	Verditgris	...	*ad valorem*	,,
	Vermilion, Canton ...	box of 90 bundles.	150 0	,,
	Zinc, white, dry	..	*ad valorem*	,,
	All other sorts of paints, colours and painters' materials not otherwise specified, including glue and putty	...	,,	,,
	FURNITURE, CABINET-WARE AND MANUFACTURES OF WOOD.			
74	FURNITURE, CABINETWARE, and all manufactures of wood not otherwise specified ...	...	,,	,,
	GLASSWARE AND EARTHENWARE.			
75	GLASS AND GLASSWARE, all sorts, Chinese and Japanese ware, lacquered ware, earthenware, China and porcelain ...	...	,,	,,
	HIDES, SKINS AND LEATHER.			
76	HIDES AND SKINS not otherwise specified, LEATHER AND LEATHER MANUFACTURES, all sorts, not otherwise specified ...	...	,,	,,
	MACHINERY.			
77	MACHINERY, namely, prime-movers and component parts thereof, including boilers and component parts thereof; also			

SCHEDULE—*contd.*

No.	Names of Articles.	Per	Tariff Valuation.	Duty.
	III.—Articles wholly or mainly manufactured—*contd.*		Rs. A.	
	MACHINERY—*contd.*			
77	MACHINERY—*contd.* including locomotive and portable engines, steam-rollers, fire-engines, and other machines in which the prime-mover is not separable from the operative parts.			
	MACHINERY (and component parts thereof), meaning machines or sets of machines to be worked by electric, steam, water, fire or other power not being manual or animal labour or which, before being brought into use, require to be fixed with reference to other moving parts; and including belting of all materials for driving machinery	...	*ad valorem*	Two and a half per cent.
	Provided that the term does not include tools and implements to be worked by manual or animal labour, and provided also that only such articles shall be admitted as component parts of machinery as are indispensable for the working of the machinery and are, owing to their shape or to other special quality, not adapted for any other purpose.			
	Note.—This entry includes machinery and component parts thereof made of substances other than metal, but excludes the articles exempted under Nos. 78, 79 and 80.			
78	MACHINERY AND COMPONENT parts thereof as defined in No. 77 imported by the owner of a cotton spinning or weaving mill and proved to the satisfaction of the Collector of Customs to be intended for use in a cotton spinning or weaving mill ...	...	...	Free.
79	The following ARTICLES USED IN THE MANUFACTURE OF COTTON, namely, bobbins (warping), forks for looms, healds, heald cords, heald knitting needles, laces, lags and needles for dobbies, pickers (buffalo and			

SCHEDULE—*contd.*

No.	Names of Articles.	Per.	Tariff Valuation.	Duty.
	III.—Articles wholly or mainly manufactured—*contd.*		Rs. A.	
	MACHINERY—*concld.*			
	others), picking bands, picking leavers, picking sticks (over and under), reed pliers, reels, shuttles (for power looms), springs for looms, strappings, and wept forks	...	..	Free.
80	DRAWING-IN-FRAMES imported by the owner of a cotton weaving mill and proved to the satisfaction of the Collector of Customs to be intended for use in the weaving of cotton ...	...	...	,,
81	MACHINERY and component parts thereof, meaning machines or parts of machines to be worked by manual or animal labour ...	...	*ad valorem*	Seven and a half per cent.
	METALS, IRON AND STEEL.			
82	IRON, Angle, T, Lowmoor or Swedish and similar qualities ...	...	,,	Two and a half per cent.
	IRON, Angle, T, other than Lowmoor or Swedish and similar qualities	ton	145 0	,,
	IRON, Angle, T, other than Lowmoor or Swedish and similar qualities, if galvanized, tinned, or lead coated	...	*ad valorem*	,,
	IRON, Angle, T, All other sorts ...	...	,,	,,
	BAR, ROD AND CHANNEL, INCLUDING CHANNEL FOR CARRIAGES—			
	Bar, Lowmoor and similar qualities	...	,,	,,
	Bar, Swedish and similar qualities ...	ton	200 0	,,
	Bar, Swedish and similar qualities, nail-rod, round-rod, and square under ½ inch in diameter	,,	210 0	,,
	Bar, Swedish and charcoal, if galvanised, tinned, or lead coated	...	*ad valorem*	,,
	Bar, other kinds	ton	145 0	,,
	,, ,, ,, rail-rod, round-rod and square under ½ inch in diameter ...	,,	155 0	,,
	Bar, other kinds if galvanised, tinned, or lead coated ...	...	*ad valorem*	,,
	Channel, including channel for carriages	...	,	,,
	All other sorts	...	,,	,,
	PIG	...	,,	,,
	RICE BOWLS	...	,,	,,

SCHEDULE—*contd.*

No.	Names of Articles.	Per.	Tariff Valuation.	Duty.
	III.—Articles wholly or mainly manufactured—*contd.*		Rs. A.	
	METALS IRON AND STEEL—*contd.*			
83	IRON OR STEEL, Anchor and cables ...	...	*ad valorem*	Two and a half per cent.
	BEAMS, JOISTS, pillars, girders, screw-piles, bridge work and other such descriptions of iron or steel imported exclusively for building purposes; including also ridging, guttering and continuous roofing	...	,,	,,
	BOLTS and nuts, including hook bolts and nuts for roofing ...	...	,,	,,
	HOOPS, AND STRIPS—			
	Hoops, Lowmoor or Swedish and similar qualities ...	...	,,	,,
	Hoops, other than Lowmoor or Swedish if galvanised, tinned, or lead coated ...	...	,,	,,
	Hoops, other kinds	ton	180 0	,,
	Strips, Lowmoor or Swedish and similar qualities ...	...	*ad valorem*	,,
	Strips, if galvanised, tinned, lead coated, aluminium coated, chequered or planished ...	...	,,	,,
	Strips, other kinds ...	ton	150 0	,,
	NAILS, RIVETS AND WASHERS, ALL SORTS—			
	Iron nails, rose, wire and flat-headed	Cwt.	14 0	,,
	Iron nails, other kinds, including galvanised, tinned or lead coated	...	*ad valorem*	,,
	Steel nails, all sorts ...	...	,,	,,
	Rivets and Washers, iron or steel	...	,,	,,
	PIPES AND TUBES, and fittings therefor, such as bends, hoots, elbows, teas, sockets, flanges and the like	...	,,	,,
	RAILS, CHAIRS, sleepers, bearing and fish plates, spikes, (commonly known as dog spikes) switches, and crossings, other than those described in No. 84, also lever boxes, clips and tie-bars	...	,,	,,
	SHEETS AND PLATES, all sorts excluding discs and circles which are dutiable under No. 85.			
	Sheets and plates, Lowmoor and similar qualities ...	...	,,	,,
	Sheets and plates, Swedish and charcoal	...	,,	,,

SCHEDULE—*contd.*

No.	Names of Articles.	Per	Tariff Valuation.	Duty.
	III.—Articles wholly or mainly manufactured—*contd.*		Rs. A.	
	METALS, IRON AND STEEL—*contd.*			
	SHEETS AND PLATES—*concld.*			
	Sheets and plates, Swedish and charcoal, if galvanized, tinned, or lead coated ...	...	*ad valorem*	Two and a half per cent.
	Plates, other kinds, above ¼ inch thick	ton	150 0	,,
	Sheets, other kinds, up to ¼ inch thick	,,	155 0	,,
	Sheets (other than corrugated), and plates, other kinds, if galvanized, tinned, lead coated, aluminium coated, chequered or planished	...	*ad valorem*	,,
	Sheets, corrugated, galvanized or black	ton	240 0	,,
	WIRE, including fencing wire and wire rope, but excluding wire-netting (which is dutiable under No. 83)	...	*ad valorem*	,,
84	STEEL—			
	ANGLE—			
	Angle, T	ton	145 0	,,
	,, ,, if galvanized, tinned or lead coated ...	...	*ad valorem*	,,
	,, ,, all other sorts ...	...	,,	,,
	BAR, ROD, AND CHANNEL, including channel for carriages—			
	Bar (other than cast steel) ...			
	,, Swedish and similar qualities ...	ton	145 0	,,
	,, nail-rod, round-rod, and square, other than Swedish or similar qualities, under ½ inch in diameter ...	...	*ad valorem*	,,
	,, galvanized, tinned, lead coated, planished or polished	ton	155 0	,,
	,, all other sorts ...	...	*ad valorem*	,,
	Channel including channel for carriages	...	,,	,,
	Cast including spring, blistered and tub steel	...	,,	,,
	INGOTS, BLOOMS, BILLETS AND SLABS	...	,,	,,
85	All sorts of IRON AND STEEL and manufactures thereof, not otherwise specified—	...	,,	,,
	Iron or steel cans or drums, when imported containing			

SCHEDULE—*contd.*

No.	Names of Articles.	Per.	Tariff Valuation.	Duty.
	III.—Articles wholly or mainly manufactured—*contd.*		Rs. A.	
	METALS IRON AND STEEL—*concld.*			
	petroleum, which is separately assessed to duty under No. 33, namely :—			
	Iron or steel cans, tinned, other than petrol tins of two gallons capacity ..	can	0 3½	Seven and a half per cent.
	Iron or steel cans or drums, not tinned, of two gallons capacity	,,	0 2	,,
	Iron or steel drums of four gallons capacity—			
	(a) with faucet caps ...	drum	1 0	,,
	(b) ordinary ...	,,	0 8	,,
	Iron or steel, all other sorts, including discs or circles and wire-netting	...	*ad valorem*	,,
	METALS, OTHER THAN IRON AND STEEL.			
86	CURRENT SILVER, NICKEL, BRONZE, AND COPPER COIN of the Government of India	...	...	Free.
87	GOLD BULLION AND COIN ...	...	...	,,
88	LEAD, sheets, for ten chests ...	...	*ad valorem*	Two and a half per cent.
89	SILVER BULLION OR COIN, not otherwise specified ... (*See* Nos 86 and 136).	ounce	...	Four annas.
90	SILVER PLATE, SILVER THREAD and wire, and SILVER MANUFACTURES, all sorts ...	...	*ad valorem*	Fifteen per cent.
	Provided that where the silver contained in an article can be ascertained, or where an official or recognised certificate of assay, in such form as the Government of India may prescribe, is presented showing the amount of silver contained in an article, the Collector of Customs shall levy duty at the rate of 4 annas per ounce on the amount of silver so determined, and at the rate of 7½ per cent. *ad valorem* on the difference between value of such silver calculated at the market value of silver and the real value of the article.			

SCHEDULE—*contd.*

No.	Names of Articles.	Per	Tariff Valuation.	Duty.
	III.—Articles wholly or mainly manufactured—*contd.*		Rs. A.	
	METALS, OTHER THAN IRON AND STEEL—*contd.*			
91	ALL SORTS OF METALS, OTHER THAN IRON AND STEEL, and manufactures thereof, not otherwise specified—			
	Brass, orsidue and leaves, European	...	*ad valorem*	Seven and a half per cent.
	Brass, orsidue and leaves China ...	...	,,	,,
	Brass, patent or yellow metal sheets and sheathing, weighing 1 lb. or above per square foot, and braziers, and plates ...	cwt.	65 0	,,
	Brass, patent or yellow metal (old)	,,	35 0	,,
	Brass, sheets, flat or in rolls, and sheathing weighing less than 1 lb. per square foot ...	...	*ad valorem*	,,
	Brass, wire	...	,,	,,
	Brass, all other sorts	...	,,	,,
	Copper, bolt and bar, rolled ...	...	,,	,,
	Copper, braziers, sheets, plates and sheathing	cwt.	65 0	,,
	Copper nails and composition nails	...	*ad valorem*	,,
	Copper old	cwt.	45 0	,,
	Copper, pigs, tiles, ingots, cakes, bricks, and slabs	,,	62 0	,,
	Copper, China, white copper ware	lb.	2 4	,,
	Copper, foil or dankpana, white 10 or 11 in. × 4 to 5 in. ...	hundred leaves.	3 8	,,
	Copper, foil or dankpana, coloured, 10 to 11 in. × 4 to 5 in.	,,	3 12	,,
	Copper, wire, including phosphor-bronze	...	*ad valorem*	,,
	Copper, all other sorts, unmanufactured and manufactured, except current coin of the Government of India, which is free	...	*ad valorem*	,,
	German silver	...	,,	,,
	Gold leaf	...	,,	,,
	Lametta	...	,,	,,
	Lead, all sorts (except sheets for tea chests)	...	,,	,,
	Quicksilver	...	,,	,,
	Shot, bird	lb.	3 0	,,
	Tin	cwt.	26 0	,,
	,, foil, and other sorts ...	,,	125 0	,,
	Zinc or spelter, nails ...	...	*ad valorem*	,,
	Zinc or spelter, tiles or slabs, soft	...	,,	,,
		cwt.	50 0	,,

SCHEDULE—*contd.*

No.	Names of Articles.	Per.	Tariff Valuation.	Duty.
	III.—Articles wholly or mainly manufactured—*contd.*		Rs. A.	
	METALS, OTHER THAN IRON AND STEEL—*concld.*			
	Zinc or spelter, tiles or slabs, hard	,,	40 0	Seven and a half per cent.
	Zinc or spelter, all other sorts including boiler tiles ...	...	*ad valorem*	,,
	All other sorts of metals, and manufactures thereof ...	...	,,	,,
	PAPER, PASTEBOARD AND STATIONERY.			
92	TRADE CATALOGUES AND ADVERTISING CIRCULARS imported by packet, book, or parcel post...	...	*ad valorem*	Free.
93	PAPERS AND ARTICLES MADE OF PAPER AND PAPIER MACHE, PASTEBOARD, MILLBOARD, AND CARDBOARD all sorts, and STATIONERY, including ruled or printed forms and account and manuscript books, labels, advertising circulars, sheet or card almanacs and calendars, Christmas, Easter and other cards, including cards in booklet form; including also wastepaper and old newspapers for packing; but excluding trade catalogues and advertising circulars imported by packet, book, or parcel post ...	...	*ad valorem*	Seven and a half per cent.
	RAILWAY PLANT AND ROLLING STOCK.			
94	RAILWAY MATERIAL for permanent-way and rolling-stock, namely, cylinders, girders, and other material for bridges, rails, sleepers, bearing and fish-plates, fish-bolts, chairs, spikes, crossings, sleeper fastenings, switches, interlocking apparatus, brake gear, couplings and springs, signals, turn-tables, weigh-bridges, engines, tenders, carriages, wagons, traversers, trollies, trucks, and component parts thereof; also the following articles when imported by or under the orders of a railway company, namely, cranes,			

SCHEDULE—*contd.*

No.	Names of Articles.	Per.	Tariff Valuation.	Duty.
	III.—Articles wholly or mainly manufactured—*contd.*		Rs. A.	
	RAILWAY PLANT AND ROLLING STOCK.—*contd.*			
94	RAILWAY MATERIAL—water cranes, water tanks and standards, wire and other materials for fencing ...	...	*ad valorem*	Two and a half per cent.
	Provided that for the purpose of this entry "railway" means a line of railway subject to the provisions of the Indian Railway Act 1890, and includes a railway constructed in a Native State under the suzerainty of His Majesty and also such tramways as the Governor-General in Council may, by notification in the *Gazette of India*, specifically include therein.			
	Provided also that only such articles shall be admitted as component parts of railway material as are indispensable for the working of railways and are, owing to their shape or to other special quality, not adapted for any other purpose.			
	YARNS AND TEXTILE FABRICS.			
95	COTTON TWIST AND YARN, and COTTON SEWING OR DARNING THREAD	...	...	Free.
96	COTTON piece-goods, hosiery, thread other than sewing or darning thread, and all other manufactured cotton goods otherwise specified ...	...	*ad valorem*	Three and a half per cent.
97	SECOND-HAND OR USED GUNNY BAGS made of jute ...	...	...	Free.
98	YARNS AND TEXTILE FABRICS, that is to say :—			
	Flax twist and yarn and manufactures of flax ...	...	*ad valorem*	Seven and a half per cent.
	Haberdashery and Millinery ...	...	...	,,
	Hemp manufactures ...	...	...	,,
	Hosiery, excluding cotton hosiery (see No. 96) ...	...	,,	,,

SCHEDULE—*contd.*

No.	Names of Articles.	Per.	Tariff Valuation.	Duty.
	III.—Articles wholly or mainly manufactured—*contd.*		Rs. A.	
	YARNS AND TEXTILE FABRICS—*contd.*			
98	YARNS AND TEXTILE FABRICS, that is to say :—*contd.*			
	Jute twist and yarn and jute manufactures, excluding second-hand or used gunny bags (see No. 97) ...	...	*ad valorem*	Seven and a half per cent.
	Silk yarn, noils, and warps, silk thread, silk piece-goods and other manufactures of silk ...	...	,,	,,
	Woollen yarn, knitting wool and other manufactures of wool including felt ...	...	,,	,,
	All other sorts of yarns and textile fabrics, not otherwise specified	...	,,	,,
	MISCELLANEOUS.			
99	ART, the following works of :—(1) statuary and pictures intended to be put up for the public benefit in a public place, and (2) memorials of a public character intended to be put up in a public place, including the materials used or to be used in their construction, whether worked or not ...	...	,,	Free.
100	ART, work of, excluding those specified in No. 99 ...	...	...	Seven and a half per cent.
101	BOOKS, printed, including cover for printed books, maps, charts and plans, proofs, music and, manuscripts	...	...	Free.
102	BRUSHES AND BROOMS ...	...	*ad valorem*	Seven and a half per cent.
103	BUILDING AND ENGINEERING MATERIAL, including asphalt, bricks, cement, chalk and lime, clay, pipes of earthenware, tiles and all other sorts of building and engineering materials not otherwise specified ...	...	,,	,,
104	CANDLES	...	,,	,,
105	CORDAGE AND ROPE AND TWINE OF VEGETABLE FIBRE	...	,,	,,

SCHEDULE—*contd.*

No.	Names of Articles.	Per	Tariff Valuation.	Duty.
	III.—Articles wholly or mainly manufactured—*concld.*		Rs. A.	
	MISCELLANEOUS—*contd.*			
106	FIREWORKS	...	*ad valorem*	Seven and a half per cent.
107	FURNITURE, TACKLE AND APPAREL, not otherwise described, for steam, railway, rowing and other vessels	...	,,	,,
108	IVORY manufactured	...	,,	,,
109	JEWELLERY AND JEWELS including gold plate and other manufactures of gold, but excluding silver plate and other manufactures of silver (see No. 99) ...	...	,,	,,
110	MATCHES	...	,,	,,
111	MATS AND MATTING	...	,,	,,
112	OILCAKES	...	,,	,,
113	OILCLOTH AND FLOOR CLOTH ...	...	,,	,,
114	PACKING—ENGINE AND BOILER—all sorts, excluding packing forming a component part of any article included in No. 77 and No. 94	...	,,	,,
115	PERFUMERY, excluding perfumed spirits (see No. 10)—			
	Gowla, husked and unhusked...	cwt.	110 0	,,
	Kapurkachri (zedoary) ...	,,	20 0	,,
	Patch leaves (patchouli) ...	,,	12 0	,,
	Rose-flowers, dried ...	,,	25 0	,,
	Rose-water ...	Imperial gallon.	2 8	,,
116	PITCH, TAR AND DAMMER ...	...	*ad valorem*	,,
117	POLISHES AND COMPOSITIONS ...	...	,,	,,
118	PRINTING AND LITHOGRAPHING MATERIAL, namely, presses, type, ink, brass rules, composing sticks, chases, imposing tables, and lithographic stones, stereo-blocks, roller moulds, roller frames and stocks, roller composition, standing screw and hot presses, perforating machines, gold blocking presses, stereotyping apparatus, metal furniture, paper folding machines, and paging and numbering machines, but excluding paper (see No. 93)	...	,,	Two and a half per cent.

SCHEDULE—*contd.*

No.	Names of Articles.	Per.	Tariff Valuation.	Duty.
	III.—Articles wholly or mainly manufactured—*contd.*		Rs. A.	
	MISCELLANEOUS—*contd.*			
119	PRINTS, ENGRAVINGS AND PICTURES, including photographs and picturecards	...	*ad valorem*	Seven and a half per cent.
120	RACKS for the withering of tea leaf	...	,,	Two and a half per cent.
121	RUBBER tyres for motor and motor cycles, and rubber tubes for tyres, and other manufactures of rubber, not otherwise specified	...	,,	Seven and a half per cent.
122	SHIPS AND OTHER VESSELS for inland and harbour navigation, including steamers, launches, boats and barges, imported entire or in sections ...	...	,,	Two and a half per cent.
123	SMOKERS' REQUISITES, excluding tobacco (see Nos. 25 to 27) ...	...	,,	Seven and a half per cent.
124	SOAP	...	,,	,,
125	STARCH AND FARINA	...	,,	,,
126	STONE AND MARBLE, and articles made of stone and marble ...	...	,,	,,
127	TEA-CHESTS of metal or wood whether imported entire or in sections, provided that the Collector of Customs is satisfied that they are imported for the purpose of the packing of tea for transport in bulk ...	...	,,	Two and a half per cent.
128	TOILET REQUISITES, not otherwise specified ...	...	,,	Seven and a half per cent.
129	TOYS, playing cards and requisites for games and sports ...	...	,,	,,
130	UMBRELLAS, including parasols and sunshades, and fittings therefor	...	,,	,,
131	The following ARTICLES, when imported by the owner of a cotton weaving mill and proved to the satisfaction of the Collector of Customs to be INTENDED FOR USE IN THE			

SCHEDULE—*concld.*

No.	Names of Articles.	Per.	Tariff Valuation.	Duty.
	III.—Articles wholly or mainly manufactured—*concld.*		Rs. A.	
	MISCELLANEOUS—*concld.*			
	WEAVING OF COTTON or the baling of woven cotton goods :— Aniline blue, Bisulphate of soda, China clay, Chloride of magnesium, Chloride of zinc, Dyessalts, Epsom salts, Farina, Farinina Flannel taping, Glauber salts, Glutina, Glycerine substitutes, Henkl varnish, Hoop iron, Hoop steel, Rivets for bales, Sewing needles, Sizing paste, Sizing wax, Soda ash, Starch, Velvet pulp ...	...	...	Free.
132	ALL OTHER ARTICLES wholly or mainly manufactured, not otherwise specified	...	*ad valorem*	Seven and a half per cent.
	IV.—Miscellaneous and unclassified.			
133	ANIMALS, living, all sorts ...	...	...	Free.
134	CORAL	...	*ad valorem*	Seven and a half per cent.
135	FODDER, bran and pollards ...	...	,,	,,
136	SPECIMENS illustrative of natural science, including, also antique coins and medals	...	...	Free.
137	ALL OTHER ARTICLES NOT OTHERWISE SPECIFIED including articles imported by post ...	...	*ad valorem*	Seven and a half per cent.

MARINE.

WORKING OF THE PORT: COLLECTION OF PILOTAGE AND HOSPITAL PORT DUES.

From Port Officer of Calcutta to Chamber.

No. 6192.—1915.—CALCUTTA, 2*nd June* 1915.

I am directed by Government to ascertain from you, if the collection of pilotage and hospital port dues in future through this office, instead of through the Port Commissioners as heretofore, will in any way inconvenience you.

2. The reason of the proposed alteration of the present system is, because Government finds it can do the work for very much less through the Port Office than the Port Commissioners want for continuing the work on behalf of Government.

Extract from the Proceedings of the Port Commissioners' 1555th Meeting held on the 15th November 1914.

1a Collection of Pilotage Dues for Government.

Read the following :—

Note dated the 13th November 1914, by the Offg. Vice-Chairman to the Finance Committee.

The Finance Committee in dealing with the estimates of income and expenditure for the current year drew attention to the inadequacy of the payment of Rs. 2,800 per annum made by Government to the Commissioners for collecting the pilotage and hospital dues, and directed that the matter should be taken up with Government with a view to a revision of the arrangement on the basis of a fixed percentage of the amount of the collections.

2. I find that the Committee of Enquiry in 1901 raised the same point, and Government were addressed in the Vice-Chairman's letter No. 2156 dated the 4th September 1901 in which the Commissioners asked for a payment at the rate of 1 per cent. To this letter no reply was received and the matter was apparently allowed to drop.

3. It appears from the old Proceedings that the origin of the present payment was as follows. In 1872 shortly after the formation of the Trust it was arranged that the Commissioners should collect the pilotage dues *and port dues* on behalf of Government. The annual cost to Government of collecting these receipts was stated to be Rs. 4,284, and as it was held that their collection would entail little extra expense to the Commissioners, Government considered that an annual payment of Rs. 3,500 would be equitable. Subsequently when in 1881 the Port Approaches were made over to the Commissioners, the *port dues* became the *Commissioners' own revenue*, and the subsidy was reduced proportionately to Rs. 2,800.

4. The following statement shows the increase in the number of vessels, their tonnage and the amount of the collections between the time the payment was fixed, the date of the Commissioners' previous representation and the present time.

	1881-82.	1901-02.	1913-14.
Number of vessels	1,611	2,404	3,308
Aggregate tonnage	1,512,046	7,452,136	13,075,466
Pilotage and Hospital dues ...	Rs. 9,14,711	Rs. 12,02,654	Rs. 15,62,027

5. The supposed cost of collection is not the usual, and does not appear to be the correct, method of assessing the payment for such services. The East Indian Railway get from the Improvement Trust 1¾% of the terminal tax on passenger traffic which they collect for the Trust; for the collection of income tax by public bodies 2½% is allowed. It is proposed, following the former precedent, to ask Government for payment at the rate of 1¾% on the amount collected.

Letter No. 4156 dated the 4th September 1901, from the Vice-Chairman, Calcutta Port Commissioners, to the Secretary to the Government of Bengal, Marine Department.

In paragraph 163 of their Report, the Committee of Enquiry have drawn attention to the inadequacy of the allowance made to the Port Commissioners for services rendered in connection with the collection, on behalf of Government, of Pilotage and Hospital dues.

2. The amount of this allowance is Rs. 2,800 per annum, at which it was fixed under an arrangement made about 30 years ago when the Commissioners first undertook the duty. As the Committee of Enquiry have observed, this payment is insufficient for the services rendered. The shipping of the Port since the arrangement was made has increased from 1,611 vessels (inwards and outwards), with an aggregate tonnage of 1,512,046 to 2,404 vessels, with an aggregate tonnage of 7,452,136 tons.

3. The Committee of Enquiry have recommended a payment by percentage instead of a fixed sum, and the Commissioners consider that this would be the fairest way of adjusting the matter. They are also prepared, in the circumstances, to accept the rate of one per cent. which the Committee have suggested.

4. I am accordingly to request that the recommendation of the Committee may receive the sanction of Government.

The Committee approved.

Resolution No. 611—Resolved that a request be made for payment at the rate of 1¾ per cent. on the pilotage and hospital dues collected for Government.

From Chamber to Port Officer of Calcutta.

No. 1437—1915.—CALCUTTA, *3rd July* 1915.

I am directed to refer to your letter, No. 6192, dated 2nd June 1915, on the subject of the collection of pilotage and hospital port dues.

2. You ask for an expression of the opinion of the Chamber on a proposal that these dues should be collected in future by the Port Officer, instead of by the Calcutta Port Commissioners.

3. In reply I am to say that the Committee have submitted this proposal to those members of the Chamber by whom the dues are paid. They find that opinion is not altogether unanimous, but that on the whole there is no strong objection to the contemplated

change. At the same time it has been pointed out that the arrangement will mean that the port dues, being a part of the port revenue, will still be collected by the Port Commissioners; and that the pilotage and hospital dues will be collected through another channel. Such an arrangement will naturally entail increased work in shipping offices, and may tend to delay in the clearing of steamers. It would appear to be a more business-like arrangement for all the various dues to be collected, as they now are, by the same agency.

4. The Committee of the Chamber observe that the Port Commissioners have suggested that their charge for collection should be very greatly enhanced, namely, from a fixed sum of Rs. 2,800 annually to a sum equivalent to 1¾ per cent. on the amount of the collections. It occurs to them that possibly the Commissioners would be willing to reconsider the matter, and to accept a more moderate increase; and they venture to recommend that Government should take action with this end in view. Should no arrangement with the Commissioners be possible, the proposal that the pilotage and hospital dues should be collected by your office might then be put into practice.

WORKING OF THE PORT: BROKEN AND DAMAGED IMPORT PACKAGES.

From Traffic Manager, Calcutta Port Commissioners to Chamber.

No. G.-4942-2.—CALCUTTA, *5th October* 1915.

Imports—Broken and damaged packages.

The question of improving the arrangements in connection with the care of broken and damaged packages received into the transit sheds at the Jetties is under consideration; and I am addressing you in the hope that the Chamber will be able to assist me in the matter.

2. As your Chamber is aware each shed is provided with a lockfast in which broken and damaged packages are secured; but occasions arise—and they are more or less frequent—on which there are a much larger number of broken and damaged packages than can be accommodated in the lockfast and the surplus packages have in consequence to be left outside the lockfast.

3. It may be argued that the lockfasts should be enlarged. Where they are found obviously too small this enlargement is being undertaken, but however large they are made within reasonable limits they would not on all occasions contain all the broken or damaged packages that are received in the shed, unless the off-take by means of deliveries keeps pace with the intake and it is in regard to this point that I solicit your good offices.

4. Broken or damaged packages are at present taken delivery of in the usual course with sound packages and, therefore, may lie on hand for several days blocking up the lockfasts. I suggest that steps be taken by the consignees to make a permanent arrangement whereby delivery may specially be taken of broken or damaged packages as soon after landing as possible, preference being given to such packages. The removal, I recognize, depends on the time the surveys are held but these I suggest be held promptly.

5. Under Section 113 of the Port Trust Act the Commissioners are not liable to pay compensation for packages after the expiry of 3 clear days from date of landing so that when this time has elapsed any packages which have been in the lockfast can be removed and placed in the open shed to make room for later arrivals, and it will be necessary for us to make room in the lockfasts by this means unless the Mercantile and Trading public can expedite the removal of broken and damaged packages.

6. I shall be much obliged if you will have the subject ventilated amongst the members of your Chamber and inform me at your earliest convenience of their decision.

From Chamber to Traffic Manager, Calcutta Port Commissioners.

No. 2368-1915.—CALCUTTA, *23rd November* 1915.

Imports—Broken and damaged packages.

I am directed to acknowledge the receipt of your letter, No. G-4942-2 dated 5th October 1915, on the question of improving the arrangements in connection with the care of broken and damaged packages received into the transit sheds at the jetties.

2. You ask that your letter should be put before the members of the Chamber, and I am to say that this request has been complied with. Those members who have expressed their views are all strongly antagonistic to your proposal that broken and damaged packages, if not cleared within the three days free time, should be placed in the open shed. The Committee of the Calcutta Import Trade Association are of the same opinion, and they protest emphatically against the adoption of such a procedure. The objection is of course that to leave the packages in the open shed would be directly to encourage theft.

3. The Committee of the Chamber agree with this view, and they recommend that the proposal should not be acted upon. The general opinion of importers seems to be that the existing lockfasts should be enlarged; and such enlargement might, the Committee think, be undertaken. The lockfasts of some of the sheds are said to be far too small; and it is recommended that their capacity should be brought up to that of the lockfasts attached to some of the two-storied sheds. The Import Trade Association suggests that the Commissioners should provide a special godown for the accommodation of such damaged packages as cannot be cleared within the free time. This suggestion would also appear to be worthy of serious attention.

4. The procedure followed at present is that notice of damaged packages is given by the Commissioners to steamship agents by means of qualified receipts. Steamship agents then advertise that these particular goods must be surveyed before removal from the jetty; and the consignee thereupon arranges for their survey and delivery. It is pointed out by steamship agents, and importers, that this procedure occupies too much time. Agents complain that they cannot get the qualified receipts from the Commissioners until 10 o'clock in the morning of the day following that on which the damaged packages have been discharged from the steamer. And importers complain that the free time has frequently passed before they are in a position to hold the survey, as it takes so long for them to get the necessary permission from the steamship agents.

5. From these complaints the Committee gather that there is a possibility of expediting the delivery of the packages; and they suggest that this aspect of the question be considered by your department. If quicker delivery can be ensured, and if the lockfasts are enlarged in the manner suggested, they would be disposed to think that the difficulties which now occur would be obviated. In any case they trust that the Commissioners will not strictly enforce section 113 of the Port Act until a trial has been given to these counter proposals.

From Traffic Manager, Calcutta Port Commissioners, to Chamber.

No. C. W.-4942-9.—CALCUTTA, 1*st December* 1915.

Imports—Broken and damaged packages.

I beg to acknowledge receipt of your letter No. 2368—1915 of the 23rd November 1915 and to point out that there appears to be some misapprehension.

2. I did not propose as a primary step that broken and damaged packages if not cleared within the three days free time should be placed in the open shed. What I proposed was that "steps should be taken by consignees to make a permanent arrangement whereby delivery may specially be taken of broken or damaged packages as soon after landing as possible, preference being given to such packages," and, that if some such steps could not be taken it would, as an alternative be necessary to make room in the lockfast by moving out packages which had not been taken delivery of within the three clear days from date of landing. The point therefore is that it is desired that delivery should be taken more promptly, not whether consignees will agree to damaged packages being removed from the lockfast on the expiry of the free time.

3. You tell me that "Agents complain that they cannot get the "qualified receipts from the Commissioners until 10 o'clock in the "morning of the day following that on which the damaged packages "have been discharged from the steamer and that the Importers "complain that the free time has frequently passed before they are "in a position to hold the survey as it takes so long for them to get "the necessary permission from the steamship Agents." Here there are two questions—

(1) Whether the Commissioners cannot give qualified receipts earlier, and

(2) Whether the Steamship Agents cannot be moved to give the necessary permission to survey, without delay.

4. With regard to (1) I am looking into this matter but with regard to (2) may I ask that the Chamber and the Calcutta Import Trade Associations take steps to induce the Steamship Agents to expedite their permission?

From Chamber to Traffic Manager, Calcutta Port Commissioners.

No. 2477-1915.—CALCUTTA, 10*th December* 1915.

Imports—Broken and damaged packages.

I am directed to acknowledge the receipt of your letter No. C.-W-4942-9., dated 1st December 1915, on this subject.

2. In reply I am to say that the Committee were not under any misapprehension as to your proposals. They quite understood that you did not contemplate enforcing section 113 of the Port Act as a primary step. Their object was to point out to you that importers would take strong exception to such a course at any stage. And

they also wished to make clear, with reference to the concluding remark in the fifth paragraph of your letter of 5th October, that steamship agents and importers cannot expedite the removal of damaged packages without the co-operation of your department.

3. The remedies that, at the instance of importers, the Committee suggested were:—

(*a*) That the lockfasts should be enlarged; and

(*b*) That the Commissioners should endeavour to give the qualified receipts earlier than they give them at present, with the object of expediting delivery.

4. It may be, as you state in your letter of 5th October, that the enlargement of the lockfasts would not of itself solve the problem without quicker delivery. But the Committee propose that not only should measures be taken to expedite delivery, but that simultaneously the lockfasts should be enlarged also. A combination of these two remedies might, it seems to them, prove to be a satisfactory way out of the difficulty. They trust therefore that you will be able to arrange for the enlargement of the lockfasts and, after hearing from you on the point, and also as to the result of your enquiries with respect to qualified receipts, they will probably be able to approach steamship agents in regard to the giving to importers of permission to survey more expeditiously. They think that you may be assured of the co-operation of steamship agents in this matter.

WORKING OF THE PORT: BOAT DEMURRAGE.

From Chamber to all Members.

Circular No. 49—1916.—CALCUTTA, 22*nd January* 1916.

Boat-demurrage in connection with the shipment of jute goods.

In June last the Committee of the Chamber appointed a Special Sub-Committee to enquire into, and to report upon, the question of the detentions occurring to cargo boats carrying jute goods for export.

2. The Sub-Committee made a very full investigation which extended over a number of months. Their object in so extending it was to gain experience of specific instances of detention, so that they might be able accurately to trace the causes, and to locate responsibility. They have now submitted a report, a copy of which is annexed hereto for the information of members. It deals with the question in considerable detail presenting, the Committee think, a comprehensive review of the position, and making a number of useful recommendations. I am to express a hope that the various sections of the jute goods trade—shippers, steamships, and mills—will endeavour to conduct their business in accordance with the recommendations, in order that the detentions which necessitated the enquiry may be put an end to.

3. The Committee would also take this opportunity of putting on record an expression of their thanks to the members of the Sub-Committee for the care and attention with which they conducted the enquiry, and for their valuable report. The members of the Sub-Committee were: Mr. D. Carmichael, (Chairman), Mr. W. E. Crum, Mr. C. N. Douetil, Mr. R. Langford James, Mr. A. J. W. Christie and Mr. J. Robertson.

Report of Demurrage Sub-Committee.

CALCUTTA, 15*th January* 1916.

We, the undersigned, appointed by you to enquire into the question of demurrage in the port of Calcutta, beg to report as follows:—

2. We have held four meetings, and have carefully examined the question. The present is not, we think, the most opportune time at which to hold the enquiry as, owing to the war, tonnage is scarce, and conditions have been, and still to some extent are, abnormal. But nevertheless we have proceeded with it, and we now submit our conclusions and recommendations.

3. The terms of reference were:—

"To examine and to report upon the causes and incidence "of demurrage in the port of Calcutta, and to make "such recommendations as will in the opinion of the "Sub-Committee, by mutual agreement between all the "intérests concerned, reduce it to a minimum."

This covers all classes of goods for shipment, but we understand that the troubles leading to the present enquiry have been mainly in the case of shipments of jute goods, and we have consequently dealt with demurrage on such goods. Demurrage claims in respect of other cargo are of rare occurrence.

4. In the first place we would point out that the word "demurrage" is inaccurately used in the present connection. The word implies the payment of a fixed rate for a fixed period—day, week, or month—for the detention of a wagon, or boat, or steamer. But the questions which we have been asked to investigate are really the following:—

(*a*) Why boats bringing goods to steamers are frequently detained for unduly long periods;

(*b*) Whether such detentions cannot be avoided; and

(*c*) Who is liable for them, in the event of their occurrence.

5. We do not propose to detail actual cases in this report. Sufficient evidence has however been put before us to show that the detentions have become increasingly serious of recent years. The congestion produced by the war has of course greatly accentuated matters; and we believe that the worst cases have been due primarily to this cause. At the same time detentions occurred before the war, and they were undoubtedly tending to increase in number and in importance. Our main object has been to endeavour to determine:—(*a*) the causes for the detentions; and (*b*) the particular party—manufacturer, or shipper, or steamer—to whom each specific case is due.

6. The causes for the detentions are numerous, and steamship agents, shippers, and manufacturers, are all to some extent responsible for them. The following list of the causes may not be exhaustive, but it includes, we believe, all the more important:—

(a) *Causes traceable to Steamship Agents*:—

(*i*) Steamships are overbooked, and goods that are shut out are not hoisted;

(*ii*) Cargo is booked for shipment by a specific date, and shipping-orders are issued for a steamer which is already fully booked in order that goods may be registered as being alongside on a specific date. These goods are subsequently transferred to another steamer due to arrive in port some days later.

(*iii*) Agents fail to supply shippers with accurate information as to the dates on which cargo is required to be alongside.

(b) *Causes traceable to Shippers*:—

(*i*) Goods are brought down before a steamer is due, so that a specific alongside date may be obtained, or before she is ready to receive cargo for the specified port of destination.

(*ii*) Goods are, for the same reason, placed alongside a steamer which is not loading for the specified port of destination.

(*iii*) Goods are, for the same reason, placed alongside in the absence of a shipping-order and an export pass.

(*iv*) Goods are, for the same reason, placed alongside in excess of the quantity shown in the shipping-order and Customs pass, in the hope that perhaps shipment may be effected if other goods fail to arrive.

(*v*) Goods are placed alongside, but delay occurs in obtaining shipping-orders and Customs passes.

(*vi*) Goods are ordered to the docks to be hoisted, and no arrangements are made to have them hoisted, or no crane is available, or there is no space in the shed, or they arrive before exports are open for the ship for which they are to be hoisted.

(*vii*) Shipping instructions are withheld until the last eight or ten days of the month, with the result that cargo accumulates alongside the only then available steamer, so that a portion of it is shut out.

(*viii*) When goods are shut out insufficient attention is sometimes given to the need for making fresh arrangements promptly, so that the goods may be hoisted, or returned to the mills, and the boats released.

(c) *Causes traceable to Mills* :—

(*i*) Goods ordered down for a particular date are late in being placed alongside, with the result that the steamer, having finished taking in cargo for the particular port for which the goods are marked, cannot find suitable space for such goods, which are accordingly shut out.

(*ii*) Two or more parcels of goods are placed alongside, in the same boat, loaded in such a manner that particular parcels cannot always be shipped. This may be due to wrong loading at the mills through insufficient attention being paid to the rotation in which goods will be taken on board the steamer for different ports. As a rule, however, this cause of delay is due to shippers ordering down small parcels—forming portions only of their original contracts—without having taken out shipping-orders, or Customs passes, with the result that other goods in the same boat, for the same port of destination, for which the necessary papers are on board, cannot be shipped unless they happen to be on top.

(d) *Causes traceable to Boating Companies and/or Mills* :—

(*i*) Insufficient manning of boats. Many cases can be cited where the steamer's stevedores have to put labour into lighters to facilitate discharge.

(*ii*) Inattention to orders from steamers particularly regarding shifting of boats.

7. It is unnecessary for us to consider each of the fore-going causes in detail. But we agree that one of the most important of them is the over-booking by steamship agents of their vessels. At this point we should say that the detentions are not general throughout all lines of steamers. They are confined chiefly to those lines running steamers at more or less infrequent intervals. That is to say, lines such as those running one vessel, or two vessels, monthly, at varying dates to Australia, South Africa, the Pacific, the Far East, and so on. The main object of steamship agents in overbooking is of course to ensure a full cargo. But if, in those instances where it can be shown that the steamer has been unnecessarily overbooked, the boat-owners and shippers wish to claim the cost of detention of boats from the steamship agents, the latter maintain they will be compelled, when shippers do not ship in terms of their shipping-orders, to enforce their rights to dead-freight, or demurrage to steamers, for which shippers are liable. We believe, however, that neither shippers, nor ships' agents, would desire that these rights should be strictly enforced.

8. Dealing with the causes traceable to shippers, we incline to the view that some of the principal of these might be obviated by a change in the method of transacting the business. There appears to us to be no doubt that both boating companies and mills are frequently compelled to suffer loss, by the detention of their boats, because shippers insist on their goods being brought down before the arrival of the steamer. The shippers are of course forced to insist upon this in order to implement their contracts with their buyers. Detentions occur but the shipper declines to pay for them on the ground that he cannot recover anything from the steamship company. In other words it is impossible, under the present system, to locate liability. The position may be shown by an illustration :—A is a shipper; B is a mill; and C is a steamship owner. A contracts with B to buy gunnies for July delivery. It is B's option as to the particular date in July when he will deliver: he fulfils his contract if he delivers on the 31st July. In practice, however, A often buys for the 25th of the month: it is not then obligatory for B to deliver on any date before the 25th; and if he delivers before that date it is an act of grace on his part.

9. A also makes a contract with C for July shipment. But here again the option of date is not with A, but with C. And if the latter declares a steamer for any date prior to the 25th, A can only implement his freight engagement if B can conveniently let him have the goods. It follows that if a steamer is declared before the 25th, A has difficulty in obtaining his cargo in time; and it is undoubtedly the custom for the bulk of shipments to be made after the 25th. Hence there are so many steamers loading at the end of the month that the facilities are taxed, and detentions occur. It seems to us that what is required is that the two contracts into which A enters, with B and C respectively, should be brought more closely into conformity each with the other. If A, when making

his contract with B. stipulated for delivery on the last day of the previous month, say, 30th June, he would have his goods ready, and be in a position to ship, at any time in July whenever the steamer might be declared. Whether B would agree to store the goods would require to be ascertained. But even if A were to buy for an early date in July it would be an improvement. We recognise of course that a large proportion of the gunnies shipped pass through several hands before shipment, and are not bought direct from the mill by the shipper. This constitutes a great difficulty, but it does not affect our contention, which is that until the contract for the goods and the contract for freight synchronise, it will always be difficult to fix liability for the damages caused by the detention of the boats.

10. Those detentions that are caused by shippers in not providing shipping orders and Customs passes, or failing to have goods hoisted, or withholding shipping instructions, might be largely avoided by stricter supervision, and more efficient management. Shippers ought in all cases to be careful to see that Customs passes are promptly obtained; and that goods are not sent alongside without shipping orders. Shipping instructions ought also of course to be issued in every case in ample time.

11. Mills have pointed out that the supervision exercised by the steamers for the discharge of the cargo boats is inadequate. They express the opinion that too much is left to subordinates, and that better results would be obtained if more systematic instructions for the discharging dates of cargo boats were introduced, with the object of obtaining discharge in rotation of arrival dates. We agree that this is desirable, and we also support a further suggestion that the mills have made. This is that the steamship agents should place on the steamer a special officer to receive boat-notes, and to stamp on the counterfoil,—which is left with the manjhee,—the name of the steamer, and the date and time, provided that the shipping documents have been produced on board. This acknowledgment would be proof that the boat was alongside at the time stated on it, and that the relative shipping documents had been produced.

12. The delay to cargo boats at the entrance to the docks is frequently excessive, and although this does not often affect the subject of our enquiry it constitutes a hardship to boat owners, inasmuch as it results in boats being under load for an unnecessarily long time.

13. We believe that an improvement might be effected if shippers were not to issue, and mills were not to accept, shipping instructions which do not bear the numbers and dates of the shipping-orders; and further if steamers were to refuse to recognise boat-notes that do not also declare such numbers and dates. We strongly recommend that this procedure should be generally adopted, for it seems to us that if mills could prove that shippers ordered down goods for which no shipping-orders were issued they would have no difficulty in recovering detention charges from those shippers.

14. In conclusion we briefly summarise our recommendations as follows:—

(*a*) That steamer agents should endeavour not to over-book their steamers—para 7.

(*b*) That the two contracts into which, when buying goods, a shipper enters with a steamship owner and a seller respectively should be brought more closely into conformity, in the matter of time, with each other—paras 8 and 9.

(*c*) That shippers should in all cases be careful to see that Customs passes are promptly obtained; and that goods are not sent alongside without shipping-orders—para. 10.

(*d*) That shipping instructions should be always issued in ample time—para. 10.

(*e*) That more effective supervision should be exercised by steamship companies over the discharge of boats—para. 11.

(*f*) That steamship agents should depute to each steamer a special officer to receive boat-notes, and to stamp on the counterfoil left with the manjhee the name of the steamer and the date and time—para. 11.

(*g*) That shippers should not issue, and mills should not accept, shipping instructions which do not bear the numbers and dates of the shipping-orders—para. 13.

(*h*) That steamship companies should refuse to recognise boat-notes that do not declare the numbers and dates of shipping-orders—para. 13.

POWERS OF THE PORT OFFICER, CALCUTTA.

CALCUTTA, 7*th December* 1914.

From—Captain J. Campbell,

To—The Port Officer, Calcutta.

I have the honour to bring the following facts to your notice. I am Master of the s.s. *City of Paris*. The Dock crew were shipped at Bombay, and joined ship on 4th July. They got the usual month's advance, and £ 1/- (Rs. 15/-) at Glasgow. On Saturday 28th November they were offered one month's pay, and refused to take it demanding 2 months' pay. On Monday morning 30th, 10 of the Lascars mustered and said that as I would not give them 2 months' pay, they refuse to work.

Warrants for their arrest were issued by the Chief Presidency Magistrate, and on 1st December they were charged before the 3rd Presidency Magistrate with refusal of duty, etc., under Chapter 83, Section VII of Indian Shipping Act 1859.

As the Magistrate seemed inclined to take the view of the men's pleader that they were entitled to demand their wages and if refused justified in refusing duty, he was requested to remand the case till the following day, when Captain Sharp, Assistant Shipping Master, was called as a witness and gave evidence, the final result being that they were convicted.

You will see from the above that I had to attend Court on 3 days and my object in bringing this matter to your notice is that some means may be found to alter the procedure to the custom of other ports, say, Karachi for instance, where the Port Officer has magisterial powers, and could settle a case like the above, when there was no dispute as to facts, in a few minutes.

From Chamber to Calcutta Liners' Conference.

No. 2397-1914.—CALCUTTA, 16*th December* 1914.

Powers of the Port Officer.

Letter dated 7th December 1914, from the Captain of the s. s. "City of Paris", to the Port Officer, Calcutta.

I am directed to ask if you will be good enough to favour the Committee of the Chamber with an expression of the views of the Conference on the proposal which is made in the concluding paragraph of the marginally noted letter. Messrs. Gladstone, Wyllie & Co. have brought the proposal to the attention of the Chamber.

From Calcutta Liners' Conference to Chamber.

CALCUTTA, 22*nd December* 1914.

Powers of the Port Officer.

I am in receipt of your letter No. 2397-1914, dated the 16th instant, asking for an expression of the views of the Conference on the proposal to vest the Port Officer with magisterial powers to settle cases arising in connection with the refusal of lascars to work on board steamers.

The Conference are very much in favour of the proposal, which has been brought to the attention of the Chamber by Messrs. Gladstone, Wyllie & Co., and think that the same procedure should be adopted in Calcutta as is the custom at other ports.

From Chamber to Government of Bengal (MARINE DEPARTMENT).

No. 26—1915.—CALCUTTA, 6*th January* 1915.

I am directed to attach hereto, for your information, a copy of a letter, dated 7th December 1914, from the Master of the s.s. *City of Paris* to the Port Officer, Calcutta.

2. Difficulties in connection with native crews are now becoming acute and serious; and the case cited in the letter is an example of the inconvenience caused to ships' officers by attendance at the Police Courts. The suggestion made in the last paragraph of the letter, namely, that the Port Officer should be vested with the powers of a magistrate, commends itself to the Committee, and as apparently at Karachi the Port Officer is permitted to exercise these powers a similar arrangement might be introduced in this port. It would be undoubtedly advantageous to all parties, and it would ensure that the cases would be tried by a magistrate possessing the necessary technical knowledge of ships and shipping matters. The Committee trust that the proposal will be favourably considered by the Government, and that it will be if possible adopted.

From Chamber to Calcutta Liners' Conference.

No. 28—1915.—CALCUTTA, 6*th January* 1915.

Powers of the Port Officer.

Adverting to your letter dated 22nd December 1914, I am directed to say that the Committee of the Chamber have suggested to the Government of Bengal that the Port Officer of Calcutta should be vested with the powers of a magistrate. They will inform the Conference of the result of the reference on a reply being received.

From Government of Bengal (MARINE DEPARTMENT) to Chamber.

No. 354-T.-Mne.—DARJEELING, 26*th June* 1915.

I am now directed to reply to your letter No. 26, dated the 6th January last on the subject of the proposal to vest the Port Officer of Calcutta with the powers of a magistrate to enable him to try minor offences against discipline, etc., on the part of the crew of vessels in the port of Calcutta.

2. The proposal originated with the Master of the *City of Paris* who complained of the delay and inconvenience he was put to in prosecuting members of his crew for refusal to work unless their demands with regard to advances of pay were complied with It was argued that if the case could have been tried by the Port Officer instead of by one of the Presidency Magistrates much delay and inconvenience would have been saved to all parties concerned. The Chamber take the view that the Port Officer possesses technical knowledge of ships and shipping matters such an arrangement would be of advantage to all parties, and suggest that, as has been done at Karachi, the Port Officer of Calcutta should be vested with the powers of a magistrate.

3. It has been ascertained that the circumstances at Karachi are quite different from those of Calcutta, and that at Bombay and Madras, which are similar to Calcutta, it has not been found necessary to vest the Port Officer with magisterial powers. In Calcutta, as in Bombay, the Central Police Court is situated close to the port and the port office. All shipping cases are disposed of by the Chief Presidency Magistrate who has a technical knowledge of ships and shipping matters as well as practical experience of the ways and habits of seamen. He is also the Judge for the trial of pilots, and presides over Marine Courts held under the Merchant Shipping Acts. He is thus thoroughly conversant with all cases relating to seamen.

4. I am also to point out that that the Port Officer, Calcutta, is *ex-officio* Shipping Master, and that he has more or less to do, in that capacity, with disputes such as those which occurred on the *City of Paris*. He would therefore be disqualified from dealing with them in the capacity of a magistrate under the provisions of section 556 of the Criminal Procedure Code. It appears that this difficulty is experienced in Karachi. The duties of the Port Officer, Calcutta, are moreover already so heavy that he would not have the time to devote to magisterial work. Further, as the nautical adviser of Government this officer by abstaining from the exercise of magisterial powers secures the advantage of being in an impartial position in regard to disputes between officers and crews which are often settled out of court through his intervention.

5. In these circumstances the Governor in Council does not consider it necessary or desirable to vest the Port Officer of Calcutta with the powers of a magistrate.

6. I am to add that in order to avoid delay in the disposal of shipping cases in future arrangements have been made that they will

be tried by a European Magistrate. In the event of the Chief Presidency Magistrate being prevented by illness or any other cause from attending the court on any day on which such cases are to be tried will be transferred to the Police Magistrate at Kyd Street to dispose of.

From Chamber to Calcutta Liners' Conference.

No. 1410—1915.—CALCUTTA, 30*th June* 1915.

Powers of the Port Officer.

In continuation of my No. 28 dated 6th January 1915 I am now directed to hand you a copy of marginally cited letter with reference to the proposal that the Port Officer of Calcutta should be vested with the powers of a magistrate.

Letter No. 354-T.-Mne., dated 26th June 1915, from the Government of Bengal, Marine Department, to the Chamber.

I am to say that in view of the difficulties indicated by the Government of Bengal the Committee doubt if any useful purpose would be served by their taking further action. But should the Conference have any remarks to offer or suggestions to make they will be glad to consider such.

From Calcutta Liners' Conference to Chamber.

CALCUTTA, 30*th October* 1915.

I am enclosing a copy of letter received from Messrs. Gladstone, Wyllie & Co., on a matter which has come up for discussion before the Conference. I am instructed to ask you to refer the matter to your Committee with a request that Government should call for a report on the case from the Port Officer and Shipping Master, Calcutta, and from the Government's Legal Advisers. When this report has been received, it is the wish of the Conference that the question of the decision of such cases by the Presidency Magistrate should be reopened with a view to transferring the trial of all such cases to the Port Officer or some other competent authority.

CALCUTTA, 23*rd October* 1915.

From—Messrs. Gladstone, Wyllie & Co.,

To—The Secretary, Calcutta Liners' Conference.

We beg to address you on the subject of the decision of cases dealing with ships' crews by the Presidency Magistrates, and in this connection would refer you to the correspondence between your goodself and the Secretary, Bengal Chamber of Commerce, ending with his letter of 30th June, enclosing copy of letter No. 354-T.-Mne. of

26th June, from the Secretary to the Government of Bengal, Marine Department.

A case has recently occurred in connection with the crew of the *City of Athens*, which seems to strengthen very materially our contention that power should be given to the Port Officer to decide these cases, as is the practice in Karachi.

On 25th September the Master of the *City of Athens* prosecuted 2 men of his crew before Mr. Keays, Presidency Magistrate, for refusal of duty. Without examining the Articles which the men had signed and without apparently considering the legal aspect of the case, the magistrate dismissed the case on the grounds that the men had signed the Articles under a misapprehension. These men having been acquitted others immediately refused duty, and application was made to the Shipping Master to pay off the men on the grounds that the Magistrate would not give the Captain authority to make the men work.

The Port Officer knowing that the Articles must have been read to the men at Cape Town by the Shipping Master before they were signed refused to accept the magistrate's view, and refused to sign off the crew. There was therefore no course open to the Master but to obtain a reversal of the magistrate's decision. The case was therefore brought to the notice of the High Court on 28th September, and after hearing the evidence of the Shipping Master and Mr. Keays, the Judge ordered a retrial by another magistrate according to law.

Meanwhile the vessel, fully loaded, had already been delayed two days, and unless she sailed the following day would be neaped owing to low tides for a further 4 or 5 days. In order to avoid this, the Master and Agents decided to sign on a new crew and despatch the vessel, this being only allowed by the Shipping Master on consideration that the old crew should be sent as passengers to London at the expense of the Line, and that their wages should continue to be paid till they arrived in London.

Owing to the departure of the Master and his witnesses on board the *City of Athens*, the retrial ordered by the High Court had to be abandoned but we feel no doubt that had it been proceeded with Mr. Keays' decision would have been reversed.

The loss to the Line due to Mr. Keays' decision was very heavy, consisting of 2 days' demurrage of the steamer, the wages of 43 Europeans for at least 6 weeks (until arrival in London) amounting to not less than £500, and the cost of their passage to London amounting to not less than £600.

We would ask that the matter be referred to the Committee of the Chamber of Commerce with a request that Government be asked to call for a report on the case from the Port Officer and Shipping Master, Calcutta, and from the Government's Legal Advisers, and that on receipt of their report the question of the decision of such cases by the Presidency Magistrate should be re-opened with a view to transferring the conduct of all such cases to the Port Officer, or to some other competent authority as was formerly proposed by us.

We believe that the question is one of extreme importance to all shipowners and agents in Calcutta, and should the Conference agree

with us we shall be much obliged if you will support our proposal as strongly as possible.

From Chamber to Government of Bengal (MARINE DEPARTMENT).

No. 2557—1915.—CALCUTTA, 30*th December* 1915.

I am directed to refer to the correspondence, resting with your letter No. 354-T.-Mne., dated 26th June 1915, on the subject of the proposal to vest the Port Officer of Calcutta with the powers of a magistrate.

2. You define in your letter the reasons which have led the Government of Bengal to refuse to accept this proposal. These reasons the Committee have considered, and they are inclined to agree that difficulties might arise in respect of section 556 of the Criminal Procedure Code, seeing that the Shipping-master has sometimes to institute, or to conduct, prosecutions in disputes between masters and seamen. They do not therefore desire to press the proposal further. At the same time they confess their inability to follow your remark "that the circumstances at Karachi are quite different from those of Calcutta." They do not know what circumstances are here referred to, and they will be glad if the point can be explained.

3. The serious difficulties in which agents and masters of steamships are involved in Calcutta under the existing system are aptly illustrated by a recent case which ought, the Committee think, to be brought prominently before the notice of the Government. The facts of the case are as follows. On the 25th September last the master of the Elderman Liner *City of Athens* prosecuted two men of his crew before Mr. E Keays, Presidency Magistrate, for refusal of duty. Without examining the Articles which the men had signed, and apparently without considering the legal aspects of the case, the magistrate dismissed it, on the ground that the men had signed the Articles under a misapprehension. On the acquittal of the men in question others immediately refused duty; and an application was thereupon made to the Port Officer and Shipping-master to pay off the crew, for the reason that the magistrate would not give the captain authority to make them work. But the Port Officer, knowing that the Articles must have been read to the men by the Shipping-master at Cape Town before they were signed, refused to accept the view taken by the magistrate, and declined to sign off the crew. There was therefore no course open to the master but to obtain a reversal of the magistrate's decision. The case was consequently brought before the High Court on the 28th September; and, after hearing the evidence of the Shipping-master and the magistrate, the Judge ordered a re-trial by another magistrate.

4. In the meantime the steamer, fully loaded, had already been delayed two days, and unless she sailed on the following day would be neaped, owing to low tides, for a further four or five days. To avoid this contingency, the agents and the master decided to sign

on a new crew, and to despatch the vessel. The Shipping-master consented to this procedure, on the understanding that the old crew should be sent as passengers to London at the expense of the line, and that their wages should continue to be paid until they arrived in London. By reason of the departure of the master, and his witnesses, the re-trial ordered by the High Court had to be abandoned. The case involved the line in a loss of not less than £1,100, consisting of two days' demurrage, the wages of the crew for six weeks, and the cost of their passage to London.

5. In view of the importance of the case, and of the heavy loss incurred, the Committee of the Chamber have no hesitation in bringing it to the notice of Government. For it affords, as I have said, an apt illustration of the difficulties with which the agents and masters of steamers have to contend under the existing system. I am to suggest that the Government should call upon the Port Officer and Shipping-master for a report on the case; and that they should also consult their legal advisers regarding its legal aspects. It certainly does not seem to the Committee to support the view that the Presidency Magistrates have a technical knowledge of ships and shipping matters, or a working knowledge of the ways and habits of seamen. On the other hand, it unquestionably shows how essential it is that shipping cases should be tried by a magistrate who does possess those qualifications.

From Government of Bengal (MARINE DEPARTMENT) to Chamber.

No. 240-Misc.—CALCUTTA, *24th January* 1916.

I am directed to acknowledge the receipt of your letter No. 2557, dated the 30th December 1915, regarding the difficulty experienced by the Master of the Ellerman Liner *City of Athens* in prosecuting two men of his crew before Mr. E. Keays, Presidency Magistrate, for refusal of duty and to state that the matter is being dealt with.

THE WIRELESS STATION AT THE SANDHEADS.

From Chamber to Government of Bengal (MARINE DEPARTMENT).

No. 887—1915.—CALCUTTA, *19th April* 1915.

The Committee have been informed by members of the Chamber that private wireless messages cannot now be accepted for steamships in the Bay of Bengal. A case has been reported in which the agents of a steamer, bound from Calcutta to Europe, wished to send an urgent and important telegram to the master, when the vessel was in the Bay. The wireless station at Fort William could not however accept the message; and the Port Officer said that the station at the Sandheads is now reserved exclusively for State traffic.

2. I am directed to enquire if the Government will not be pleased to consider the advisability of modifying this restriction. State traffic must of course have priority, but as the Bay of Bengal is now understood to be clear of enemy vessels, it would seem that the station might be open, in special cases, to commercial traffic. It is sometimes of great importance to steamship agents that they should be able to communicate with vessels in the Bay; and the special value of the wireless station at the Sandheads in this connection has always been recognised. The messages offered for transmission are not likely to be numerous. But, as the Committee pointed out in the correspondence which passed in 1908-09, the service is of great utility in emergent cases. They trust therefore that their proposal for the relaxation, in special cases only, of the restriction which is now enforced will be favourably considered by the Government.

*Letter No. 1637, dated 20th October 1908, from the Bengal Chamber of Commerce, to the Government of Bengal, Marine Department.

†Letter No. 467, dated 23rd March 1909, from the Bengal Chamber of Commerce, to the Government of Bengal Marine Department.

From Government of Bengal (MARINE DEPARTMENT) to Chamber.

No. 454-W.—CALCUTTA, *3rd May* 1915.

I am directed to acknowledge the receipt of your letter No. 887, dated 19th April 1915 representing the inconvenience that is being felt especially by the Shipping Community by reason of the restrictions that have been imposed on the working of the wireless station at Fort William and the Sandheads. The Chamber of Commerce ask Government under the circumstances represented in your letter to consider the advisability of modifying the restrictions.

2. In reply, I am to say that the present restrictions were imposed by the Government of India for paramount reasons of State, and that the Governor in Council regrets he cannot, on the materials before him, ask the Government of India to modify their orders.

* *Vide* Chamber Report Vol. II for 1908, page 300.
† Ditto. Ditto. for 1909, page 324.

From Chamber to Government of Bengal (MARINE DEPARTMENT).

No. 1097—1915.—CALCUTTA, *8th May* 1915.

I am directed to acknowledge the receipt of your letter, No. 454-W., dated 3rd May 1915, with reference to the restrictions imposed on the working of the wireless stations at Fort William and the Sandheads.

2. The Committee observe that these restrictions have been imposed by the Government of India for paramount reasons of State; and that, on the materials before him, His Excellency the Governor in Council cannot ask for their modification. This decision is of course accepted by the Chamber without reserve, but I am instructed to enquire if there is in Calcutta a central authority to whom a specially important message could be submitted, as for instance in the case of a vessel in distress, or in other circumstances of urgency, and by whom it would be transmitted, or not, at his discretion. If such an authority does not exist, and the suggestion that it should be constituted commends itself to the Government of Bengal, I am to express a hope that His Excellency the Governor in Council may be able to see his way to submit it to the Government of India for consideration.

From Government of Bengal (MARINE DEPARTMENT) to Chamber.

No. 81-T-W.—DARJEELING, *20th May* 1915.

I am directed to acknowledge the receipt of your letter No. 1097, dated the 8th May 1915, regarding the restriction which has been imposed on the use of the wireless stations at Fort William and the Sandheads.

2. The Chamber while recognising the necessity at the present time of war for the action taken by Government enquire if there is in Calcutta a central authority to whom a specially important message could be presented by the public, as for instance in the case of a vessel in distress, or in other circumstances of urgency, and by whom the message could be transmitted or withheld at his discretion. If such an authority does not exist, and the suggestion that it should be constituted commends itself to the Government of Bengal the Chamber ask that it may be submitted for the consideration of the Government of India.

3. In reply, I am to explain that, apart from military purposes, the wireless station at the Sandheads is maintained for signals of distress or any vessel in urgent need of assistance. It is not intended that it should be used for any other purpose. As a matter of fact the Government of India when war broke out wanted to close it altogether, and it was only at the request of this Government that they allowed the station to be retained in order to meet the requirements of the military authorities and the case of vessels in distress. In these circumstances the Governor in Council regrets he cannot see his way to ask the Government of India to open the wireless station for any other messages at present.

EMPLOYMENT OF BOYS AS WINCHMEN ON STEAMERS.

From Government of Bengal (MARINE DEPARTMENT) to Chamber.

No. 160-T Mne.—DARJEELING, 21*st May* 1915.

I am directed to forward for the information of the Chamber the accompanying copy of a letter No. 201, dated the 1st ultimo and of its enclosure from the Coroner of Calcutta touching the death of one Bagwan Barik. In the course of the enquiry it transpired that a lad named Noor Mahomed was working as a winchman at a winch on the s. s. "Kutsang" on the 29th January 1915, the sling chain of which suddenly ran out dropping its load on Bagwan Barik who was at the time in the hatch. As the result of the accident the latter died. The Coroner's jury in returning their verdict added a rider that a lad like Noor Mahomed ought not to have been permitted to work as winchman.

2. Although there appears to be no law or Port rule prohibiting the employment of boys upon winches, it is obviously dangerous to employ inexperienced youths on such work. The stevedore responsible might well be prosecuted under Section 287 Indian Penal Code for putting a wholly incompetent person in charge of machinery, and thereby doing a rash act endangering human life. Government does not however propose to take such action in the present case, but in order to minimise such accidents in future it is desirable that Shipping firms and Agents should be requested to insert in their agreements with Stevedores a clause forbidding the employment of youths under 18 years of age as winchmen. Government will be glad if the Chamber will be so good as to advise the firms concerned accordingly.

No. 201.—CALCUTTA, 1*st April* 1915.

From—The Coroner of Calcutta,

To—The Secretary to the Government of Bengal, Public Works Department.

I have the honour to forward you herewith copy of a verdict returned and rider added to it by the jury at an Inquest held by me on the 12th February 1915, touching the death of one Bagwan Barik.

It transpired at the enquiry that Noor Mahomed, whose age is not more than 14 years, was working as a winchman on the 28th January 1915 on the s. s. "Kutsang," then lying at No. 3 Esplanade Moorings. Bags of suparis were being hoisted out of the hatch of the steamer by means of a sling attached to the winch. Suddenly, the sling chain rant out dropping the load on to the deceased

who was then in the hatch and he received injuries thereby. He was removed to the Sambhu Nath Pandit Hospital on the same day, where he died on the 5th February 1915.

Copy of a verdict of the jury and rider added to it, at an Inquest held on the 12th February 1915, touching the death of Bagwan Barik.

We, the said Jurors, find unanimously that the death of the said Bagwan Barik was caused in Calcutta, on or about 5th day of February 1915, by natural causes, to wit, heart failure.

We add—that Noor Mahomed, whose age is not more than 14 years, ought not to have been permitted to work as a winchman.

From Chamber to Government of Bengal (MARINE DEPARTMENT).

No. 1214—1915.—CALCUTTA, 28*th May* 1915.

I am directed to acknowledge the receipt of your letter No. 160-T-Mne., dated 21st May 1915, together with its enclosures with reference to an accident which occurred on the s. s. "Kutsang" on the 29th January last.

2. In reply I am to say that the Committee of the Chamber have forwarded copies of these papers to all shipping firms and agencies in Calcutta, at the same time asking them to comply with your request that stevedores should be forbidden to employ youths under eighteen years of age as winchmen.

From Chamber to Shipping Firms and Agencies.

No. 1215—1915.—CALCUTTA, 28*th May* 1915.

Accident on the s. s. "Kutsang".

Letter No. 160-T-Mne., dated 31st May 1915, from the Government of Bengal, Marine Department, with enclosures.

I am directed to attach hereto, for your information and consideration, the attached copies of the marginally noted papers with regard to an accident which occurred on this steamer on the 29th January 1915. The Committee of the Chamber trust that you will comply with the request made by the Government in the second paragraph of their letter, namely, that you will prohibit your stevedores—by the insertion of a clause in their agreements—from employing youths under eighteen years of age as winchmen.

CALCUTTA LINERS' CONFERENCE: PAYMENT OF HOMEWARD FREIGHT.

From London Jute Association to Chamber.

LONDON, 26*th October* 1915.

Homeward Freight.

I beg to hand you, attached, copies of correspondence between this Association and the Secretaries to the Liners' Conference regarding the present practice of making all freight on Homeward cargo payable in Calcutta.

As the financial crisis which led to this practice being enforced no longer exists, my Committee think that a strong remonstrance from your Chamber to the local Secretary might be useful in urging the Liners to revert to the former practice.

Copy of correspondence between London Jute Association and Messrs. J. B. Westray & Co., of 138, Leadenhall Street, E.C., Secretaries to the Calcutta Liners' Conference.

LONDON, 7*th October* 1915.

From—The Secretary, London Jute Association,

To—Messrs. J. B. Westray & Co.

As you are aware, owing to the financial difficulties which arose at the outbreak of War, the Calcutta Liners' Conference made all freights on homeward cargo payable in Calcutta, but as these financial difficulties no longer exist, my Committee desire to know whether the Liners cannot now revert to the ordinary custom of having freight on homeward cargo made payable on delivery of the goods on arrival of the steamer at port of destination.

LONDON, 8*th October* 1915.

From—Messrs. J. B. Westray & Co.,

To—The Secretary, London Jute Association.

We are in receipt of your letter of yesterday.

The question of pre-payment of freight has several times received the consideration of the Lines, with the result that during the present crisis, no deviation can be made to the existing practice.

LONDON, 25*th October* 1915.

From—The Secretary, London Jute Association,

To—Messrs. J. B. Westray & Co.

I am instructed by my Committee to refer to your favour of the 8th instant regarding pre-payment of freight on homeward cargo from India, and to again point out that the financial crisis, owing to which the practice of pre-payment was brought into force, has to a very large degree passed away, in fact practically it no longer exists, and I am to press for an early re-consideration of this matter by your Conference.

The prepayment of freight in Calcutta is causing serious loss to shippers, as they have to pay the freight at the demand draft rate and include the amount in their drafts at three m/st, a loss of 5/16ths per rupee; moreover, it also becomes necessary to insure the freight so prepaid against both marine and war risk at a further cost of about 1½%.

LONDON, 26*th October* 1915.

From—Messrs. J. B. Westray & Co.,

To—The Secretary, London Jute Association.

We are in receipt of your letter of yesterday.

Circumstances are such that it is impossible for us to secure the agreement of the Calcutta Lines to the proposal contained therein for the payment of freight in London.

From Chamber to Calcutta Liners' Conference.

No. 2391—1915.—CALCUTTA, 25*th November* 1915.

Payment of Homeward Freight.

Letter dated 26th October, from the London Jute Association, forwarding copies of correspondence between the Association and the London Secretaries of the Conference.

I am directed to hand you the attached copies of the marginally noted papers with reference to this subject.

2. I am to ask that the protest recorded by the London Jute Association against the continuance of the system of paying freight in Calcutta may be considered by the Conference, and that their opinion with respect to it may be communicated to the Chamber.

From Calcutta Liners' Conference to Chamber.

CALCUTTA, *30th November* 1915.

I am in receipt of yours of the 25th instant, enclosing correspondence passed between the London Jute Association and the London Secretaries of the Conference. The matter was placed before the Conference at their meeting this morning; but, as all matters of this description are settled in London, I fear there is little use in pressing the point with the London Secretaries. I will take the opportunity of bringing the matter to their notice by this mail.

From Chamber to London Jute Association.

No. 2466—1915.—CALCUTTA, *8th December* 1915.

I am directed to acknowledge the receipt of your letter dated 26th October with which you forwarded copies of correspondence between your Association and the London Secretaries to the Calcutta Liners' Conference, with reference to the rule under which Homeward freight is now payable in Calcutta.

2. The Committee of the Chamber forwarded your letter and the correspondence accompanying it to the Calcutta Secretary of the Conference who, on the 30th November, replied in the following terms:—

> "I am in receipt of yours of the 25th instant, enclosing "correspondence passed between the London Jute Associa- "tion and the London Secretaries of the Conference. "The matter was placed before the Conference at their "meeting this morning; but, as all matters of this descrip- "tion are settled in London, I fear there is little use in "pressing the point with the London Secretaries. I will "take the opportunity of bringing the matter to their "notice by this mail".

3. In the circumstances it does not appear to the Committee of the Chamber that they can usefully take further action in the matter, but they will be glad to consider any additional remarks, or suggestions, that your Association may wish to put before them.

BILL TO AMEND THE INLAND STEAM VESSELS ACT, VI OF 1884.

From Government of Bengal (MARINE DEPARTMENT) to Chamber.

No. 1465-Marine.—CALCUTTA, *4th May* 1915.

I am directed to forward herewith a copy of a Bill to amend the Inland Steam Vessels Act, 1884, with statement of objects and reasons, and to request that the Chamber will be so good as to favour Government with an expression of their opinion on the provisions of the Bill in communication with the Inland Steamer Companies.

2. The reply to this letter should be sent not later than the 1st June 1915.

From Chamber to Inland Steamer Companies.

No. 1114—1915.—CALCUTTA, *12th May* 1915.

I am directed to forward herewith copies of the marginally noted papers with reference to a Bill further to amend the Inland Steam Vessels Act. The Committee of the Chamber will be glad if you will be good enough to favour them with an expression of your views upon the provisions of the Bill.

Letter No. 1465-Mne., dated 4th May 1915, from the Government of Bengal, Marine Department, enclosing Bill further to amend the Inland Steam Vessels Act, VI of 1884.

From Inland Steamer Companies to Chamber.

No. 3436-M.—CALCUTTA, 25*th May* 1915.

The Inland Steam Vessels Act, VI of 1884.

We beg to acknowledge receipt of your letter No. 1114—1915 of the 12th instant with enclosure and have the following remarks to offer :—

Taking the sections of the Amending Bill in order we agree to Nos. 1 to 4.

Clause 5 provides that the validity of a certificate granted by a Local Authority shall be limited to the province in which it is granted and that it will be only valid in any other province after endorsement by the authority of that province.

The object of this clause is clear. It is intended to prevent a man who obtained a certificate obtained on local knowledge of (say) Karachi or Rangoon from availing himself of this certificate for use on the Hooghly where local conditions are entirely different.

We venture to point out, however, that our services traverse the provinces of Bengal, Behar (including Orissa) Assam and a portion of the United Provinces of Agra and Oudh. The conditions are similar over all these waters and it is a common occurrence for a steamer to ply from Patna (Behar) through Goalundo (Bengal) to Dibrugarh (Assam) on one and the same trip.

We suggest that certificates granted in Calcutta should be valid over the whole of the Ganges and Brahmaputra systems and be available throughout the whole of the navigable rivers of Bengal, Behar (including Orissa), United Provinces and Assam, and that no endorsement should be necessary so far as these provinces are concerned.

To Clause 6 as it stands we must offer our respectful objection. The original clause stood :—

> "Whenever any Inland Steam Vessel has caused loss or "damage to any other vessel".

The proposed alteration is as follows :—

> "Whenever any Inland Steam Vessel *has collided with* or "caused loss or material damage to any other "vessel."

This would mean that every collision, whether resulting in damage or not would have to be reported. In the Statement of Objects and Reason this is expressly stated as the object of the alteration.

> "It has been suggested that Masters should be required "to give notice in every instance of collision whether "such loss or material damage has occurred or "not."

This is an impossible proposition if the words "has collided with" are taken literally. At crowded ghats Inland Steam Vessels berth three and four deep, and in berthing against each other they collide with each other. The impact in some cases may be considerable amounting technically to a collision but the vessels are in their construction strengthened for such working and damage does not result. In certain narrow rivers vessels pass each other in contact, and their meeting is a collision in the strict acceptance of the term. The procedure is usual in certain cases, being actually a measure of safety and damage never results.

We suggest that the clause should read :—

> "Whenever any Inland Steam Vessel has collided with and "caused loss or material damage to any other vessel."

The collision cannot be avoided in many cases but a prudent and careful Master can regulate the striking together so that it does not cause loss or damage and this, we presume, is what is intended in the amendment.

Sections 7 to 10 call for no comment. Section 11 has reference to the regulation or restriction of speed within certain specified areas. While agreeing that it is but reasonable that steamers should be precluded from plying at a speed which is liable to lead to erosion or cause damage to floating or fixed property abutting on navigable channels we beg to point out that this section might be worked to

our detriment if the rules under the Act were drafted without due consideration of the conditions under which many of our services are worked, *e.g.*, the Mail Service between Khoolna and Barisal plies for a considerable part of its course through narrow rivers and to limit the speed of our vessels through all these narrow waterways would result in the collapse of the service.

As another example of the care with which this section should be drafted we are at this present moment appealing against the decision of an Indian Sub-Divisional Officer who gave judgment that one of our large Goalundo-Chandpur Mail Steamers was plying in a rash and dangerous manner because she was steaming at ordinary full speed in the Padda which at this point was four miles wide.

Before any rules are issued in connection with this section we suggest that the Steamer Companies concerned should be consulted as to how far these may be formulated without injury to the travelling public.

Sections 12 and 13 are approved.

From Chamber to Government of Bengal (MARINE DEPARTMENT).

No. 1315—1915.—CALCUTTA, *16th June* 1915.

I am directed to refer to your letter, No. 1465-Marine, dated 4th May 1915, in which you invite an expression of the opinion of the Chamber, after communication with the inland steamer companies, on the provisions of the Bill to amend the Inland Steam Vessels Act, 1884.

2. In reply I am to say that the Committee of the Chamber have examined the Bill themselves, and have also consulted the inland steamer companies with respect to it. On its provisions generally they have no particular remarks to offer, but they commend the following suggestions, regarding the clauses noted, to the favourable attention of the Government:—

Clause 5.—This clause provides for the insertion in the Act of a new section, 29A, designed to limit the validity of masters' or serangs' certificates of competency to the province in which they are granted, with the proviso that they shall be valid in any other province also if so endorsed by the authority empowered under the Act to grant certificates in such province. The inland steamer companies apprehend that this new section may operate harshly as against them. They quite understand that its object is to prevent a man, who has obtained a certificate on local knowledge of, say, Karachi or Rangoon, using such certificate on, say, the Hooghly, where local conditions are entirely different. But they point out that their services traverse the provinces of Bengal, Behar (including Orissa), Assam, and a part of the United Provinces of Agra and Oudh. The conditions are similar all over these waters. Indeed it is a common occurrence for a steamer to ply from Patna (Behar) through Goalundo (Bengal) to Dibrugarh (Assam) on the same trip. The companies accordingly suggest that certificates granted in Calcutta should be valid over the whole of the Ganges and Brahmaputra systems; and should be available without endorsement throughout the whole of the navigable rivers of Bengal, Behar and Orissa, the United Provinces and Assam. This suggestion appears to the Committee of the Chamber to be reasonable, and they trust that it will be favourably considered by the Government.

Clause 6.—By clause 6 it is proposed to insert the words "has collided with, or" in section 30 (*c*) of the Act, after the words "steam vessel." Clause (*c*) will then read:—"Whenever any inland "steam vessel has *collided with* or caused loss or material damage "to any other vessel." According to the Statement of Objects and Reasons the amendment is brought forward because it has been "suggested that masters should be required to give notice in every "instance of collision whether such loss or material damage has "occurred or not." The inland steamer companies point out that if the words "has collided with" are to be taken literally the proposition is really impossible. Inland steam vessels berth three and four deep at crowded ghats; and in berthing they frequently collide with each other. The impact in some cases may be considerable, amounting technically to a collision. But in their construction the vessels are strengthened for such work, and damage does not result. Again in certain narrow rivers vessels pass each other in contact, and their meeting is a collision in the strict sense of the term. The procedure is usual in certain cases, being actually a measure of safety, and damage never results. The steamer companies suggest, and the Committee of the Chamber support the suggestion, that for the word "or" the word "and" should be substituted after the word "with," making the clause read:—"Whenever any inland "steam vessel has collided with and caused loss or material damage "to any other vessel." The collision cannot be avoided in many cases, but the companies point out that a prudent and careful master can regulate the striking together so that it does not cause loss or damage. And this is presumably what is intended by the proposed amendment.

Clause 11.—By clause 11 a new section, 50B, will be inserted in the Act. The section empowers the local Government to make rules with reference to the speed at which vessels may travel. It is stated in the Objects and Reasons that the practice of steaming at excessive speed has led in some cases to erosion of the banks; and that the section will enable local Governments to control this practice. The Committee of the Chamber agree with the steamer companies that steamers ought to be precluded from plying at a speed which is liable to lead to erosion, or to cause damage to floating, or fixed, property abutting on navigable channels. But obviously, the section might be worked to the detriment of the companies if the rules were drafted without due consideration of the conditions under which many of their services are run. The mail service between Khoolna and Barisal, for example, plies for a considerable part of its course through narrow rivers. To limit the speed of the

vessels through all these narrow waterways would, the companies apprehend, result in the collapse of the service. In support of their contention that great care will require to be exercised in the drafting of the rules, they also quote a case in which they are appealing against the decision of an Indian Sub-divisional officer. In this case the Magistrate found that one of their large Goalundo-Chandpur mail steamers was plying in a rash and dangerous manner because she was steaming at ordinary full speed in the Pudda which, at the particular point in question, is four miles wide. In the circumstances the Committee of the Chamber suggest that any rules which may be deemed necessary under the section should be submitted to the steamship companies for consideration before enactment.

3. The Committee of the Chamber have no remarks to offer on the other clauses of the Bill, namely, 1 to 4, 7 to 10, and 12 and 13.

From Government of Bengal (MARINE DEPARTMENT) to Chamber.

No. 2597-Mne.—CALCUTTA, 30*th August* 1915.

I am directed to refer to your letter No. 1315, dated the 16th June 1915, communicating the views of the Chamber of Commerce on the Bill further to amend the Inland Steam Vessels Act, 1884. The Chamber take exception to clauses 5, 6 and 11 of the Bill.

2. Clause 5 is objected to on the grounds that in some lines, steamers have to traverse the waters of three provinces, viz., Bengal, Bihar, and Assam on the same trip, and when that is the case the effect of this clause, it is said, would be to render the appointment of Masters or Serangs to such vessels very difficult. I am to point out that there need be no difficulty at all, as the Masters' or Serangs' certificates can easily be endorsed, by the authorities concerned to have effect in all the waters they traverse. That being so, there is no necessity to alter clause 5.

3. With regard to clause 6 (1) the effect of which is to require every collision to be reported to the Police, the Chamber remark that collisions are in most cases technical, involving no damage, as for instance when vessels collide with each other in berthing at crowded ghats, or touch in passing each other in certain narrow rivers. It is contended that it would be impossible to report every such case to the police. The Chamber therefore suggest that for the word "or" the word "and" should be substituted after the word "with" making the clause read—"whenever any inland steam-vessel has collided with *and* caused loss or material damage to any other vessel," I am to say that Government are unable to accept this suggestion as it would exempt the Serang of a vessel from reporting a case in which he had sunk a boat by his wash without touching it. Government however agree that technical collisions should not be counted for the purposes of the Act. It has therefore been suggested to the Government of India that unless collision can be defined

to exclude technical collisions, such as those referred to by the Chamber, section 30 of the Act should remain in its present form.

4. As regards the practice referred to by the Chamber, of vessels passing each other in touch in certain narrow rivers, I am to invite attention to Article 21 of the rules, issued under Bengal Government Notification No. 148 Marine dated the 23rd August 1900, for the protection of inland steam-vessels from danger by collision, which requires that in narrow rivers the steamer going with the tide shall make fast to the bank to allow the one going against the stream to pass her. I am also to point out that a breach of this article is punishable under article 24 of the rules.

5. With reference to the Chamber's suggestion regarding clause 11 of the Bill, that steam-ship companies should be consulted prior to the issue of any rules under the provisions of the clause, I am to say that this will invariably be done through the Chamber.

THE INLAND STEAM VESSELS ACT, VI OF 1884: CERTIFICATES OF COMPETENCY FOR ENGINEERS AND ENGINE-DRIVERS.

From Government of Bengal (MARINE DEPARTMENT) to Chamber.

No. 1087-Mne.—CALCUTTA, *6th April* 1915.

I am to forward herewith copies of the notifications noted in the margin*, publishing, for criticism, a draft set of rules relating to the examination of engineers and engine-drivers of inland steam and motor vessels, and to ask for an expression of opinion of the Chamber as to the suitability of the proposed rules.

* 1. B. G. Notification No. 158-Marine, dated 21st December 1914.
2. B. G. Notification No. 38-Marine, dated 23rd March 1914.

From Chamber to Inland Steamer Companies.

No. 919—1915.—CALCUTTA, *16th*, *22nd April* 1915.

I am directed to invite an expression of your opinion upon the accompanying draft set of rules relating to the examination of engineers and engine-drivers of inland steam and motor vessels.

From Inland Steamer Companies to Chamber.

No. $\frac{\text{M. 602}}{\text{C. No. 1613}}$—CALCUTTA, *7th May* 1915.

Inland Steam Vessels Act, VI of 1884: *Certificates of Competency for Engineers and Engine-drivers.*

In acknowledging receipt of your letter No. 919-1915 of the 16th/22nd ultimo, we have already been in communication with the Secretary to the Government of Bengal, Irrigation Department, on this subject, and we beg to send you herewith copies of correspondence relative to the same in which the expressions of opinion of the Superintending Engineers of the R. S. N. Co., Ld., and of this Company are embodied.

No. M.-602-C., No. 1613.—CALCUTTA, *25th January* 1915.

From—The India General Navigation & Railway Co., Ld., and Rivers Steam Navigation Co., Ld.,

To—The Secretary, Government of Bengal, Irrigation Department.

With reference to your Notification No. 158-Marine of the 21st December 1914, we have the following remarks to offer:—

The qualifications for certificates of competency as Second Class Engine-Drivers of inland motor vessels appear to us

to be framed on the assumption that motor driven craft are of sufficient number in India to form a training ground for candidates. This is not the case and if our Companies were to acquire a motor driven vessel in the near future it might be impossible to obtain a certified driver for her.

We have referred the matter to our respective Superintending Engineers and they write as follows:—

"In the early stages of the adoption of vessels propelled by "internal combustion engines there would be difficulty in "obtaining men in Bengal who have had the necessary "experience in a motor vessel to qualify for a certificate "as a driver of one, and this being the case, could it not "be arranged that a certificated steam engine driver who "could show his practical qualifications by actually work-"ing the engines of the motor vessel for which he was "required might have his certificate endorsed to the effect "that he was qualified to take charge of its machinery.

"Failing some arrangement on these lines it appears not im-"probable under the draft rules in question that it might "be impossible to obtain certificated motor vessel drivers "for any craft that the companies might acquire."

We commend these remarks to your attention and as motor propelled craft are rare in India it might be advisable to adopt some such modification in the rules as suggested by our experts to meet the requirements of a new system.

No. 1086-Mne.—CALCUTTA, *6th April* 1915.

From—The Offg. Secretary to the Government of Bengal, Marine Department,

To—The India General Navigation & Railway Co., Ld., and the Rivers Steam Navigation Co., Ld., Calcutta.

I am directed to refer to your joint letter No. M. 602-C., No. 1613, dated the 25th January 1915, on the draft rules 15 (c) and 17 relating to the qualifications of candidates for certificates as second class engine-drivers of inland motor vessels published under Notification No. 158 Marine dated the 21st December 1914.

2. You commend, for the consideration of Government, the suggestion of your superintending engineers that the rules may be modified so as to provide that a certificated steam engine-driver who can show his practical qualifications by actually working the engines of a motor vessel, might have his certificate endorsed to the effect that he is qualified to take charge of its machinery. In support of this suggestion it is contended that as motor-driven craft are rare in India there is at present hardly any training ground for candidates for certificates of competency as second class engine-drivers of inland motor vessels, and thus difficulty would be experienced in obtaining certificated drivers for such vessels if the proposed rules are enforced.

3. I am to say that Government sees no reason why the proposed rules should be modified as suggested by your superintending engineers. There are motor vessels in which men with certificates as engine-drivers of inland steam vessels could easily put in the six months' training required by draft rule 15 (*c*) to meet likely demands. This Government is also advised that less experience would be disappointing in many ways. Endeavours should therefore be made to give such men six months' systematic training in preparation for the gradual increase in the number of motor vessels that may occur.

4. I am to state, for your information, that under Sec. 25 C of the Inland Steam Vessels Act as applied to motor vessels, *vide* the Notification by the Government of India, Commerce and Industry Department No. 1571-52 dated 14th March 1914 (copy enclosed), the certificate as engine-driver in respect of an inland motor vessel granted to the holder of a similar certificate in respect of an inland steam-vessel takes the form of an endorsement on such certificate.

MARINE DEPARTMENT.

The 17th March 1915.

No. 39-Marine.—The following notification, issued by the Government of India, is republished for general information.

H. H. GREEN,
Secy. to the Govt. of Bengal.

No. 1571-52.—DELHI, *14th March* 1914.

Notification.—By the Government of India, Department of Commerce and Industry.

MERCHANT SHIPPING.

In exercise of the power conferred by section 68A., of the Inland Steam-Vessels Act, 1884 (VI of 1884), the Governor General in Council is pleased to declare that the provisions of the said Act shall apply to vessels which ordinarily ply on inland waters in the Presidency of Bengal, and are propelled by electricity of other mechanical power, except steam, with the following modifications :—

1. For clause (2) of section 3 of the said Act, the following shall be substituted, namely :—
   "(2) 'Motor-vessels' means every description of vessel propelled wholly or in part by the agency of electricity or other mechanical power, except steam."
2. The words "motor-vessel" shall be substituted for the words "steam-vessels", wherever these words occur throughout the said Act after clause (2) of section 3.
3. For sub-section (2) of section 23 of the said Act, the following shall be substituted, namely :—
   "(2) Every certificate granted under this section in respect of an inland motor-vessel, shall be in form prescribed in the case of an inland steam-vessel, mutatis mutandis."
4. After section 25A of the said Act, the following shall be inserted, namely :—
   "25B. The Local Government may, by rule, delegate to the Port Officer of Calcutta or Chittagong, all or any of its powers under sections 23, 24, 25 and 27, subject to such restrictions or conditions as it may consider desirable."

Delegation of Powers of Local Government.

"25C. The Certificate granted under the provisions of this Chapter to a holder of a similar certificate in respect of an inland steam-vessel shall take the form of an endorsement on such certificate."

Endorsement of certificates granted in respect of inland steam-vessels.

5. In section 28 of the said Act—
   (1) For the words "eighty nominal horse-power," in the two places where they occur, the words "one thousand brake horse-power" shall be substituted ;
   (2) For the words "thirty nominal horse power," in the two places where they occur, the words "two hundred and fifty brake horse-power" shall be substituted ; and
   (3) After the words "first-class engine-driver's certificate," and after the words "second-class engine-driver's certificate," in the two places where these words respectively occur, the words "for motor-vessels" shall be inserted.

R. E. ENTHOVEN,
Secy. to the Govt. of India.

No. 1065.—CALCUTTA, *3rd May* 1915.

From—The Superintending Engineer, I. G. N. & Ry. Co., Ld.,

To—The Managing Agents, I. G. N. & Ry. Co., Ld.

Inland Steam Vessels Act, VI of 1884 :
Certificates of Competency for Engineers and Engine-Drivers.

With reference to your letter No. M.-2948 of the 23rd ultimo and subsequent letter No. M.-3146 of 30th idem, the rules sent with the former appear to be similar to those sent with your letter No. M.-10404 of 28/29th December 1913, and I have nothing to add to my comments on them that were made in my letter No. 26 of the 5th January last, except to remark that in the meantime I have noted that Government sees no reason that the Rules should be modified as suggested, as according to its advisers there are motor vessels in which men could easily put in the six months' training required. It would certainly have been a convenience to us in the event of motor propelled vessels being adopted if our certificated steam-engine drivers could, subject to a practical demonstration of their ability to do so, have been permitted to take charge without being sent outside to put in a qualifying period of training.

From Chamber to Government of Bengal (MARINE DEPARTMENT).

No. 1404—1915.—CALCUTTA, *29th June* 1915.

I am directed to refer to your letter No. 1087-Mne., dated 6th April 1915, in which you ask for the views of the Committee of the Chamber on a draft set of rules relating to the examination of engineers and engine-drivers of inland steam and motor-vessels.

2. In reply I am to express the regret of the Committee that their reply to this enquiry should have been delayed. This delay has

been however unavoidable, as they have found it necessary to consult the various companies interested. They understand that the draft is generally approved, except that certain suggestions have been made for the amendment of rules 12, 15 and 19.

3. Rules 12 and 19 may be dealt with together. The first defines the qualifications that must be possessed by a candidate for a certificate of competency as a second-class driver of an inland steam vessel. And the second defines the qualifications that must be possessed by a candidate for a certificate of competency as a first-class driver of an inland steam vessel. In both the rules sub-clause (*a*) requires that the candidate must have served an apprenticeship in the making or repairing of steam-engines. The following sub-clauses of each of the two rules provide various alternatives which make it possible for a certificate to be obtained by a candidate who has no personal experience as a mechanic, or an artificer.

4. It is stated that certificates of competency have been given in the past to drivers whose only previous experience has been that of coal-trimmers, firemen, or tindals. Such men know how to drive, but they cannot carry out the simplest temporary repairs. Indeed cases are reported in which steamers have been held up, and a service suspended, until a skilled workman could be sent from Calcutta. The engines and boilers also deteriorate when entrusted to drivers of the class in question. For such men are without the technical knowledge necessary to enable them to maintain the boilers in proper order. To meet the difficulty it is suggested that every candidate for a certificate of competency as an engine-driver should be required to have worked for at least one year, or two years, at the making or repairing of engines and boilers.

5. Rule 15 prescribes the qualifications which must be possessed by a candidate for a certificate of competency as a second-class driver of an inland motor-vessel. It is suggested that sub-clause (*b*) should be modified to read as follows:—"He must have served two years "as an assistant motor-boat driver, or three years in the engine-room "of a sea-going or inland steam vessel as serang, tindal, or engine "oil-man, and six months as an assistant motor-boat driver." The Committee understand that there is a scarcity of motor-boat drivers; and they are informed that the rule, if amended in the manner shown, would bring in men with experience specially fitting them for the intelligent handling of motor-engines. The first part of the rule would enable an opening to be provided for motor craft driving for the class of men who rise to be second-class drivers on inland steam vessels. These men would require an extended period of motor training. The second part of the rule provides for a more intelligent class of men who have no certificates, but who with three years engine-room experience, usually under European supervision, would be much more rapidly able to qualify in motor-engine driving.

6. Both the foregoing recommendations are, the Committee of the Chamber think, worthy of careful consideration, and I am accordingly to commend them to the favourable attention of His Excellency the Governor in Council.

From Government of Bengal (MARINE DEPARTMENT) to Chamber.

No. 2550-Mne.—CALCUTTA, 21*st August* 1915.

I am directed to acknowledge the receipt of your letter No. 1404, dated the 29th June 1915 communicating an expression of the views of the Chamber on the draft rules for the examination of engineers and engine-drivers of inland steam and motor vessels in this Presidency.

2. The Chamber suggest, for the reasons given in paragraphs 3 and 4 of your letter, that candidates for certificates of competency as 1st and 2nd class engine-drivers of inland steam-vessels should be required to have some previous experience of the making or repairing of engines and boilers, and that rules 12 and 19 should be redrafted accordingly. The Chamber further suggest that sub-rule (*b*) of rule 15 prescribing the qualifications of candidates for certificates as 2nd class drivers of inland motor vessels may be modified in the manner indicated so as to facilitate the securing of men with experience specially fitting them for the intelligent handling of motor engines.

3. In reply, I am to say that Government has taken expert advice and has come to the conclusion that the draft rules referred to need not be modified in the way suggested by the Chamber as the rules will, it is hoped, fully serve the purpose for which they are intended. Existing rules 12 and 17, which are the same as the draft rules 12 and 19, are working satisfactorily and appears most suitable to present circumstances. It is reported that the men recruited by the present method do good work, after executing temporary and permanent repairs when away from their head-quarters and maintain the machinery and boilers in their charge in fair condition. The Governor in Council does not therefore think that any alteration of the rules is necessary in the interests of owners of inland steam vessels.

4. As regards the Chamber's remarks about sub-rule (*b*) of rule 15 prescribing the qualifications required of candidates for certificates as 2nd class engine-drivers of inland motor-vessels, I am to say that the suggestion made by the Chamber involves two years' previous service in the first case and three and a half years in the second. The draft rule, on the other hand, provides for 3 years' service in both cases and is in keeping with the rules for certificates of engine-drivers of steam-vessels, making due allowance for the difference of responsibility and at the same time providing for men of at least the same efficiency as that suggested by the Chamber. The draft rule, it will be seen, also provides for a quicker supply of qualified engine-drivers of motor-boats, for under this rule some men will be able to get certificates as soon as it is brought into force, while others will be able to do so after six months' service in motor vessels against two years suggested by the Chamber. His Excellency in Council regrets that he cannot, in the circumstances, accept the suggestion of the Chamber.

THE INLAND STEAM VESSELS ACT, VI OF 1884: LIST OF INLAND STEAMERS.

From Chamber to all Members.

Circular No. 166—1915.—CALCUTTA, 19*th April* 1915.

The Inland Steam Vessels Act, 1884.

The Secretary to the Government of Bengal, in the Marine Department, has addressed the Chamber in the following terms with reference to a matter connected with the administration of this Act:—

"For the purposes of the administration of the Inland Steam "Vessels Act, 1884, a list is compiled by the Port Officer, "Calcutta, of all inland steam vessels plying in the waters "of Bengal, and Bihar and Orissa. As however these "vessels are not required to be registered under the Act "some difficulty is experienced in obtaining particulars in "regard to them, especially concerning newly constructed "vessels, and changes in old vessels. It would be of great "assistance to the Port Officer if the required particulars "were supplied to him by the firms owning or working as "Agents of such vessels. I am accordingly to ask if the "Chamber could help in the matter by influencing these "firms to keep the Port Officer informed of all changes "that may take place in their steamers, and also to furnish "him with the following particulars in regard to newly "constructed vessels—

"(1) Name of Vessel,
"(2) Nominal horse power,
"(3) Owner,
"(4) Particulars of the certificates held by person in "charge of the deck and engine-room."

2. The Committee suggest that those members of the Chamber who may be interested in the class of vessels referred to, should furnish the particulars required to the Port Officer, and should notify him of all changes that may take place in their steamers.

From Chamber to Government of Bengal (MARINE DEPARTMENT).

No. 884—1915.—CALCUTTA, 19*th April* 1915.

I am directed to acknowledge the receipt of your letter, No. 1088-Mne., dated 6th April 1915, with reference to the list, which is compiled by the Port Officer, Calcutta, of inland steam vessels plying in the waters of Bengal, and Behar and Orissa.

2. In reply I am to say that the Committee have placed your letter before the members of the Chamber, and have requested those interested to furnish the Port Officer with the required particulars, and to inform him from time to time of changes that may take place in their steamers.

THE INDIAN PORTS ACT, XV OF 1908—USE OF SEARCHLIGHTS AT CALCUTTA AND CHITTAGONG.

From Government of Bengal (PUBLIC WORKS DEPARTMENT) to Chamber.

No. 222-W.—CALCUTTA, 2*nd March* 1915.

I am directed to forward herewith a copy of this Department Notification, No. 18 Mne., dated the 22nd instant publishing the draft of a rule which the Governor in Council proposes to make under Section 6, Sub-Section (1), Clause (*l*) of the Indian Ports Act, XV of 1908, for regulating the use of search-lights by sea-going vessels in the ports of Calcutta and Chittagong. I am to ask that the views of the Chamber on the provisions of the proposed rule may be communicated to this Department on or before the 26th March 1915.

MARINE DEPARTMENT.

The 22nd February 1915.

No. 18-Marine.—The following draft of a Notification which the Governor in Council intends to issue under sub-section (*1*) of section 6 of the Indian Ports Act, 1908 (XV of 1908), is published for the information of persons likely to be affected thereby.

II. The draft will be taken into consideration on or after the 26th March 1915, and any objections or suggestions with regard thereto which are received by the undersigned before that date will be duly considered.

Draft Notification.

In exercise of the power conferred by section 6, sub-section (*1*), clause (*l*) of the Indian Ports Act, 1908 (XV of 1908), the Governor in Council is pleased to make the following rule to regulate the use of search-lights by sea-going vessels in the ports of Calcutta and Chittagong and in the navigable channels of the rivers Hooghly and Karnafuli leading to the said ports, in which that Act is in force, in order to ensure the safety of the shipping:—

"The use of search-lights on board any sea-going vessel of the burden of 200 tons or upwards whilst in the ports of Calcutta and Chittagong or in any of the navigable channels of the rivers Hooghly and Karnafuli leading to the said ports, to which the Indian Ports Act, 1908, applies, is strictly prohibited, save and except under special circumstances and under the special orders of the Pilot, the Harbour Master, or such other Port official as may be duly empowered to pass such orders."

F. A. A. COWLEY,
Offg. Secy. to the Govt. of Bengal.

From Chamber to Government of Bengal (PUBLIC WORKS DEPARTMENT).

No. 872—1915.—CALCUTTA, 16*th April* 1915.

I am directed to acknowledge the receipt of your letter No. 222-W., dated 2nd March 1915, forwarding a draft of a rule

which His Excellency the Governor in Council proposes to make under section 6 (1) (*l*) of the Indian Ports Act, XV of 1908 for regulating the use of search-lights by sea-going vessels in the ports of Calcutta and Chittagong.

2. The rule prohibits the use of search-lights on board any sea-going vessel of the burden of 200 tons, or upwards, in the ports of Calcutta and Chittagong, or in any of the navigable channels of the rivers Hooghly and Karnafuli leading to those ports respectively. The Committee of the Chamber do not take exception on general grounds to this prohibition. But they have been favoured by the inland steamer companies with a copy of a representation that the companies have made to your department in regard to it. They gather that the prohibition, if carried into effect, would prejudicially affect the small coasting steamers engaged in the trade between Barisal and Chittagong. There are at present six vessels of a gross tonnage ranging from 272 to 291 engaged in this trade. These vessels ply between Chittagong, the island of Sandip, Hatiya, and the district of Backergunj; and they afford a valuable means of communication between those isolated places. They are all fitted with electric search-lights, and are timed to leave Chittagong at about 3 A.M. If the use of search-lights were prohibited they would fail to make the more important connections during the hours of daylight. It would cause the greatest inconvenience to passengers if they were to arrive at any other time; and it is therefore suggested that they should be exempted from the provisions of the proposed rule.

3. The Committee of the Chamber think that this suggestion is worthy of consideration, and they commend it to the attention of Government. The steamers in question are not, strictly speaking, sea-going vessels. They are engaged partly in an inland and partly in a sea-going trade, and they carry both an inland, and a sea-going certificate. There seems to be no doubt that the service which they maintain would be dislocated if the use of search-lights were prohibited. If it is not possible to exempt them from the rule perhaps the tonnage minimum might be raised from 200 or 300 tons. This modification of the rule would satisfactorily meet the case.

No. 26-T.-W.

GOVERNMENT OF BENGAL.

MARINE DEPARTMENT.

Darjeeling, 11th May 1915.

Copy of the undernoted letter is forwarded to the Secretary, Bengal Chamber of Commerce, for the information of the Chamber, with reference to his letter No. 872, dated the 16th April 1915.

By order of the Governor in Council,

A. PRICE,
Assistant Secretary.

No. 24-T.-W.—DARJEELING, 11*th May* 1915.

From—The Officiating Secretary to the Government of Bengal, Marine Department,

To—The Agents, Rivers Steam Navigation Co., Ld.; and the Managing Agents, India General Navigation and Railway Co., Ld.

With reference to the correspondence resting with this Department letter No. 286-W., dated the 16th March 1915, I am directed to say that in the circumstances represented in your letter No. M.-40-141, dated the 10th idem, the Governor in Council is pleased to exempt the six steamers* named in the margin at present engaged in the coasting trade between Barisal and Chittagong, from the operation of the rule published with this Department Notification No. 52 Mne., dated the 1st instant prohibiting the use of search-lights by sea-going vessels of the burden of 200 tons and upwards whilst in the ports of Calcutta and Chittagong.

Name of Steamer.	Gross Tonnage.
1. Sitakoond	280
2. Selima	291
3. Sandoway	290
4. Kelchira	272
5. Radora	272
6. Sandip	272

Extract, page 357, from the Calcutta Gazette, Part I, dated 5th May 1915.

MARINE DEPARTMENT.

The 1st May 1915.

No. 52-Marine.—In exercise of the power conferred by section 6, sub-section (1), clause (*l*) of the Indian Ports Act, 1908 (XV of 1908), the Governor in Council is pleased to make the following rule to regulate the use of search-lights by sea-going vessels in the ports of Calcutta and Chittagong and in the navigable channels of the rivers Hooghly and Karnafuli leading to the said ports, in which that Act is in force in order to ensure the safety of the shipping:—

"The use of search-lights on board any sea-going vessel of the burden of 200 tons or upwards whilst in the ports of Calcutta and Chittagong or in any of the navigable channels of the rivers Hooghly and Karnafuli leading to the said ports, to which the Indian Ports Act, 1908, applies, is strictly prohibited, save and except under special circumstances and under the special orders of the Pilot, the Harbour Master or such other Port official as may be duly empowered to pass such orders."

F. A. A. COWLEY,
Offg. Secy. to the Govt. of Bengal.

THE INDIAN PORTS ACT, XV OF 1908: REGULATIONS IN RESPECT OF INFECTIOUS OR CONTAGIOUS DISEASES.

From Government of Bengal (MARINE DEPARTMENT) to Chamber.

No. 986-Mne.—CALCUTTA, 23*rd March* 1915.

With reference to your letter No. 645, dated the 15th March 1915, I am directed to state, for the information of the Chamber, that the question raised by them regarding rule 45 of the Rules for the prevention of the spread of infectious or dangerous diseases, is still under the consideration of this Government.

From Chamber to Government of Bengal (MARINE DEPARTMENT).

No. 1461—1915.—CALCUTTA, *7th July* 1915.

Indian Ports Act 1908: Prevention of the spread of infectious or dangerous diseases.

I have the honour to refer to your letter No. 986-Marine, dated 23rd March 1915, on the above subject, and to enquire if orders have yet been passed upon it.

From Government of Bengal (MARINE DEPARTMENT) to Chamber.

No. 2224-Mne.—DACCA, 22*nd July* 1915.

With reference to your letter No. 1461, dated the 7th July 1915, I am directed to state, for the information of the Chamber, that no orders have yet been passed on the question raised by the Chamber regarding a modification of Rule 45 of the Infectious Diseases Rules to provide that a second medical examination and a second Bill of Health should not be required when a steamer does not leave within 24 hours after first inspection. This Government is awaiting the views of the Port Commissioners, Calcutta.

From Government of Bengal (MARINE DEPARTMENT) to Chamber.

No. 3613-Mne.—CALCUTTA, 30th *August* 1915.

I am directed to refer to your letter No. 2290, dated the 30th November 1914, in which the Chamber demur to the provisions of

rule 45 of the rules for the prevention of the spread of infectious diseases by means of ships arriving at or departing from the Port of Calcutta. The Chamber ask that their original suggestion, *viz*, that a second medical examination and a second bill of health should not be required when a steamer does not leave the port within 24 hours after the first examination, may be again brought to the notice of the Government of India. The contention is:—

(*a*) that when a ship has had no communication with the shore—except orally or by signal—an endorsement to that effect on the original bill of health, as ordered by the Government of India will not quite meet the case, and

(*b*) that as night navigation is permitted in the Hooghly the statement by the Government of India that steamers leaving Calcutta have two tides to work on in the 24 hours, is not correct.

2. I am to say that the Governor in Council does not consider that the Chamber have made out a case for any alteration of the existing procedure. His Excellency in Council is advised that a second bill of health is only required when something of the nature of an accident prevents a vessel from sailing, and that such cases are rare. The object of the preventive measure is to have the examination as near as possible to the time of departure, and the 24 hours time is, in the opinion of the Governor in Council a liberal allowance.

3. As regards the Chamber's contention (b) I am to say that masters of out-going vessels will no doubt make use of the facilities which have recently been provided by the Port Commissioners for navigation at night, between Mud Point and Saugor, which is another argument in support of the statement of the Government of India that steamers leaving Calcutta have two tides to work on in the 24 hours.

4. In these circumstances, the Governor in Council does not consider that there is any reason to address the Government of India again on the subject.

BILL FURTHER TO AMEND THE INDIAN PORTS ACT, XV OF 1908.

From Government of Bengal (MARINE DEPARTMENT) to Chamber.

No. 618-T-Mne.—DARJEELING, 11*th October* 1915.

I am directed to forward for the information of the Chamber, the accompanying copy of a bill further to amend the Indian Ports Act 1908, with statement of objects and reasons and to request that the Chamber will be so good as to favour this Government with an expression of opinion on the provisions of the Bill not later than the 1st of December next.

From Chamber to Government of Bengal (MARINE DEPARTMENT).

No. 2528—1915.—CALCUTTA, 22*nd December* 1915.

I am directed to acknowledge the receipt of your letter No. 618T/Marine, dated 11th October 1915, in which you ask for an expression of the opinion of the Chamber on the provisions of a Bill further to amend the Indian Ports Act 1908.

2. The Committee of the Chamber have examined the Bill, and have consulted the Calcutta Liners' Conference, and the various boating companies, with reference to it. Taking the clauses in order, they find that objection is raised to 4 (2), which provides for the modification of the rule-making section of the Act. According to clause 6 (1) (k) as the Act stands, the local Government may make rules for licensing and regulating cargo and passenger boats, whether plying for hire or not, and for determining the quantity of cargo, or number of passengers, to be carried by such boats. By clause 4(2) of the Bill a drastic change is contemplated. If the Committee understand the clause correctly it means that the local Governments are in future to be empowered to compel boats to ply for hire, and to fix the rates to be charged. The Committee are inclined to think that the intention of the Government is that this control should be restricted to passenger boats; but this is not expressed in the clause. Obviously the rates for cargo boats depend upon supply and demand, and cannot be fixed by legislation.

3. The various boating companies in Calcutta employ most of their boats on regular contracts for bringing import stores from sea-going vessels to the railways, mills, engineering-shops, etc., for taking jute from inland flats to the mills, salt from steamers to the Government golahs, and jute and gunnies from the presses and mills to the exporting steamers. It would be manifestly wrong for the local Government, or the Port authorities, to be empowered to divert these boats from their regular work, and to compel them to ply for hire; and the Committee do not think that such can be the intention

of the Government. The note on clause 4, in the "Notes on clauses", suggests that the object in view is the exercise of stricter control over passenger boats plying for hire; and the Committee recommend that the clause be so re-drafted as clearly to restrict it to this object.

4. The modification of section 31 of the Act, which is proposed by clause 5 of the Bill, abolishes the defence of "compulsory pilotage." It is of course a very important change in the law, which is regarded with apprehension by steamship agents. The Committee feel however that to raise objection to it is useless, seeing that it is necessitated by the adherence of India to the International Maritime Convention for the unification of rules of law relating to collisions and salvage.

5. With reference to clause 7 of the Bill, the Committee support a recommendation, which has been made by the Calcutta Port Commissioners, namely, that the words "on the recommendation of a "port authority" should be inserted after the words "the local Govern-"ment may" in the first line of section 34 of the Act. It does not appear to be desirable that such wide powers as those contemplated by the amendment should be given to the local Government entirely irrespective of the Port authority. And the modification which the Calcutta Port Commissioners have suggested would ensure that the interests of the port would be in all cases considered.

6. The Committee of the Chamber also support the Calcutta Port Commissioners in their suggestion that the proposed new section—68A—should be so amended as to be clearly referable to peace manœuvres only. As the section stands, in clause 11 of the Bill, it might be interpreted to mean that Government have the right to use the vessels, staff, etc., of a Port authority, free of charge, for military operations in time of war. The intention, as expressed in the "Notes on clauses," is that the Port authorities should be required to provide, during times of peace, vessels and *personnel* for the periodical practices of examination services. There is no objection to this requirement, but the section, as drafted, appears to go beyond it. As the Calcutta Port Commissioners rightly point out, the impressment of vessels in times of war should proceed by a special enactment passed for that purpose.

7. I am also to refer to two other matters, which are not mentioned in the Bill, but which have arisen in the course of its discussion. The first of these is raised by the Calcutta Port Commissioners, and is the matter of the exemption from port dues, under section 2(1) of the Act, of all vessels in the service of His Majesty, or the Government of India. As is pointed out by the Commissioners, comparatively few Government vessels entered the port of Calcutta prior to the outbreak of war. But since the war began such vessels have largely increased in number, with the result that a considerable revenue has been lost to the port. The Committee of the Chamber agree with the Commissioners that it is incorrect in principle for the Government to claim exemption for these ships, many of which are in ballast, or are carrying horses other than the horses of troops embarking, or disembarking, at the port. And they support the suggestion that the Act should be so amended as to limit the

exemption to war-ships, and ships actually engaged in the conveyance of troops, military animals, equipment, munitions and stores.

8. The second matter to which I am to advert is that of the present system of measuring boats for licenses. It may be that this does not come, strictly speaking, within the scope of the present reference. But the rules under which boats are measured for licenses are made by the local Government, in accordance with the provisions of section 6(k) of the Act. The Committee feel therefore that the matter is one to which attention may fitly be called in this letter. The boating companies carrying on business in Calcutta have pointed out that, under the existing system, the tonnage shown on the license is the tonnage upon which the fees are payable. The carrying capacity is regulated by a mark indicating the free-board, or the greatest depth to which the boat may be immersed when loaded. The discrepancy, between the licensed tonnage and the carrying capacity, varies in some cases by as much as 75%; and this is a frequent cause of dispute as to the tonnage upon which hire is payable. It has also given trouble with the Customs authorities as to the exact quantity of salt that may be carried by a boat. The companies suggest that on the licenses the actual deadweight carrying capacity of the boat should be given. It follows of course that the fees would have to be proportionately reduced, as otherwise they would be unreasonably high. The Committee commend the suggestion to the Government of Bengal, and hope that it may be adopted. It is supported by all the principal owners of boats in the port.

CODE OF STORM-WARNING SIGNALS.

From Government of Bengal (MARINE DEPARTMENT) to Chamber.

No. 3091-Mne.—CALCUTTA, 27*th November* 1915.

With reference to the Chamber's letter No. 1658, dated 1st September 1914, and its enclosures, I am directed to forward herewith a copy of the Code of Storm-warning Signals for use at Indian Ports as finally approved by the Government of India, together with a copy of this Department notification No. 129-Marine, dated 23rd November 1915, promulgating the adoption with effect from 1st January 1916 of the Storm Warning Service for ports in the Bay of Bengal situated in the Presidency of Bengal.

2. I am to communicate the following observations on the points raised in the Chamber's letter: —

(*a*) *Signals for inland ports in Bengal.*—The Government of India have sanctioned the retention with slight modification, of the special signals at present in use by the India General Navigation and Railway Company Limited on the waters of the Ganges Delta, as included in appendix D to the Code. The Managing Agents and Agents, River Steam Navigation Company, have been asked to arrange for the hoisting of these signals according to stages detailed in Appendix E to the Code.

(*b*) *Suggestion of Messrs. Turner, Morrison & Company, that signals regarding the port of Calcutta itself should be included in the new system.*—This suggestion is based on the fact that winds are stronger to the south than to the north of a storm. In nearly every case a storm which threatens Calcutta also threatens the mouth of the Hooghly; but the Government of India point out that even if this were not so it is not true that the proposed system provides for the mouth of the Hooghly only. In the very unlikely event of Calcutta being in grave danger which did not threaten Saugor Island, the danger signals would be hoisted at Calcutta but not at Saugor Island and *vice versa*. In the circumstances the Government of India do not consider that any action is called for in regard to the suggestion made by the Company.

(*c*) *Suggestion of the Agent to the Java-Bengal Line that in the case of a cyclone the probable direction in which it is travelling might be signalled.*—The Government of India regret that they are unable to accept the suggestion. Both in the Bay of Bengal and the Arabian Sea, it is, in general, only when a storm is fairly close to the shore that its direction of movement can be given and the Director-General of Observatories is therefore of opinion that the number of cases in which a signal of this kind would be useful would not make up for loss of simplicity that would result from the acceptance of the proposal. In those cases in which the direction of motion of a storm is known, the telegrams to the ports and the broadcast wireless messages sent out should give sufficient information.

(*d*) *Signalling station at Victoria Point.*—The Government of India have decided that there is no necessity for such station at that port.

3. I am to request that the Companies interested may be informed of the decision of Government.

MARINE DEPARTMENT.

The 23rd November 1915.

No. 129-Marine.—The following revised scheme of storm-warning signals as finally approved by the Government of India, is published for general information, so far as it relates to ports in the Bay of Bengal situated in the Presidency of Bengal. The scheme shall come into force with effect from the 1st January 1916.

Storm-Warning Service.

The Government of India have decided to revise the distribution of meteorological information to ports and shipping. At present information is given by the hoisting of storm-signals, by the exhibition of flags, and by telegrams in code to Port Officers. The meaning of the storm-signals now in use is different at different ports, and the new system is so arranged that the meaning of any given signal will be the same throughout the Indian seas, the only difference between different ports being that a larger or smaller number of signals will be in use. The flag-signals will be replaced by signals giving the locality of disturbances, and the sending of eight-word-code telegrams to Port Officers will be discontinued. The scheme now to be brought into use may be shortly described as—

(a) *a general system* of eleven signals, two of which will indicate the existence of distant disturbed weather, eight will indicate that local bad weather threatens the port, while the remaining one will indicate that communication with the Meteorological Department has broken down and that in the opinion of the local officer there is danger of bad weather.

(b) *a brief system* consisting of four only of the above signals. This system will be used at a few ports frequented mainly by small Indian boats engaged in local traffic.

(c) *the general system combined with additional daily signals* either to indicate that weather is undisturbed or if bad weather exists to show the position of the disturbance. This system will be in daily operation at certain stations in the Bay of Bengal and has been devised to replace the flag-signals at present in use.

The following are the ports in the Presidency of Bengal situated in the Bay of Bengal which will come under the different systems:—

General system.	General system with additional signals.
Cox's Bazar.	Chittagong.
Calcutta.	Saugor Island.
Budge-Budge	Sandheads.
Mud Point.	
Diamond Harbour.	

I.—GENERAL SYSTEM.

The Meteorological Department will keep Port Officers informed of the latest information with respect to all disturbances, and ships' officers should apply to them for information to supplement the storm-signals.

Distant signals to indicate danger to ships after they have left the harbour.

Day. Night.

I. *Cautionary.*—There is a region of squally weather in which a storm may be forming.

NOTE:—This signal will be hoisted at ports situated with reference to the disturbed weather such that a ship leaving the port might run into danger during its voyage.

II. *Warning.*—A storm has formed.

NOTE:—This signal will be hoisted when there is no immediate danger of the port itself being affected, but ships leaving the port might run into the storm.

Local signals to indicate that the port and ships in it are threatened.

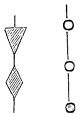
Day. Night.

III. *Cautionary.*—The port is threatened by squally weather.

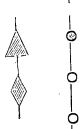
IV. *Warning.*—The port is threatened by a storm but it does not appear that the danger is as yet sufficiently great to justify extreme measures of precaution.

NOTE:—The existence of a storm can often be determined before its direction of motion can be fixed. In this case all those ports which the storm could possibly strike will be warned by this signal.

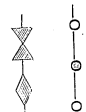
V. *Danger.*—The port will experience severe weather from a storm of slight or moderate intensity that is expected to cross the coast to the south of the port (or to the east in the case of the Hooghly Ports).



VI. *Danger.*—The port will experience severe weather from a storm of slight or moderate intensity that is expected to cross the coast to the north of the port (or to the west in the case of the Hooghly Ports and Chittagong).

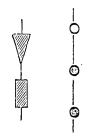


VII. *Danger.*—The port will experience severe weather from a storm of slight or moderate intensity that is expected to cross over or near to the port.

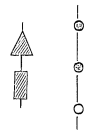


Day. Night.

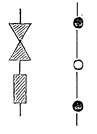
VIII. *Great danger.*—The port will experience severe weather from a storm of great intensity that is expected to cross the coast to the south of the port (or to the east in the case of the Hooghly Ports).



IX. *Great danger.*—The port will experience severe weather from a storm of great intensity that is expected to cross the coast to the north of the port (or to the west in the case of the Hooghly Ports and Chittagong).



X. *Great danger.*—The port will experience severe weather from a storm of great intensity that is expected to cross over or near to the port.



XI. *Failure of Communications.*—Communication with the meteorological head-quarters has broken down and the local officer considers that there is danger of bad weather.

II.—Brief System

FOR USE AT CERTAIN SMALL PORTS.

In the brief system only the four following signals will be hoisted, but the Port Officers will be kept informed of the progress of bad weather for the general information of shipping:—

Signal No. III—Cautionary
Signal No. IV—Warning
Signal No. VII—Danger
Signal No. X—Great danger

} Meaning day and night signals as in the General system.

N.B.—Under this system there are no ports in the Presidency of Bengal situated in the Bay of Bengal.

III.—Additional Daily Signals for the Bay of Bengal.

In order to give daily information to a port regarding weather in the Bay it is necessary to provide for the following cases:—

(*a*) if no disturbance exists in the Bay of Bengal the fact will be indicated by hoisting a ball,

(*b*) if the port itself is threatened the appropriate local signal of the "general system" will be hoisted,

(*c*) if there be an area of squally weather or a storm that does not threaten the port, the "distant cautionary" or "distant warning" of the "general system" will be hoisted; and additional signs will be hoisted under these to indicate the position of the disturbance in the Bay. For this purpose the Bay has been divided into six sections** and the following shapes have been allotted to each of the divisions:—

Division I II III IV V VI

Signal

Thus if there is squally weather in section V of the Bay the signal

would be hoisted at the various ports; and if a storm has formed in section II

the signal would be hoisted at all ports which were not directly threatened;

as already stated the ports threatened would hoist one or other of the local signals. The Meteorological Department will endeavour to keep the number of locality signals on each hoist as few as possible and generally only the number of locality signals on each hoist as few as possible and generally only the number of the section in which the centre of the storm is situated will be given. If however the centre of the storm is near the boundary of a division two locality signals will be given, the first indicating the division in which the centre is supposed to be and the second the neighbouring division near to which it is. In the event of a storm centre being near to the angles where three divisions meet, three locality signals will be hoisted. The first will give the division in which the storm is supposed

to be, the second the nearest adjoining division and the third the remaining division.

EXAMPLES.

Storm centre.	Locality signals.
Lat. 16 N Long. 86 E	II.
Lat. 16 N Long. 88 E	II and III.
Lat. 16 N Long. 89 E	III and II.
Lat. 18 N Long. 87½ E	II, I and III.
Lat. 19 N Long. 89½ E	I, III and II.

** The sections may be defined as follows:—

I.—Contains the area north of lat. 18½°;

II.—Lies south of I; it is bounded on the south by lat. 13° and to the east by long. 88½°;

III.—Lies south of I and east of II; it is bounded to the south by lat. 13° and to the east by a line from the point 13° N. 92° E. to Diamond Island together with the Arakan coast thence up to 18½° N.;

IV.—Lies south of II and west of 86°;

V.—Lies east of IV, south of II, III and west of 93°;

VI.—Lies east of III, IV and represents the Andaman Sea.

A map illustrating these sections accompanies the Code of Storm-warning Signals, published by the Government of India which will be lent on application to the Port Officer, Calcutta, or Chittagong.

F. A. A. COWLEY,
Secretary to the Government of Bengal.

CALCUTTA TONNAGE SCHEDULE: THE MEASUREMENT OF JUTE.

From Calcutta Hydraulic Press Association to Chamber.

No. 42-H. P.—CALCUTTA, 31*st March* 1915.

At the annual general meeting of the Calcutta Hydraulic Press Association, held on the 24th March 1915, the members resolved to recommend the Chamber of Commerce to alter the Calcutta Tonnage Schedule so as to provide that the measurement ton for jute shall be 54 cub. ft. instead of 52 cub. ft.

2. It is understood that the question of the measurement of jute was last before the Chamber early in 1910, when the idea was that the measurement and weighment should take place at the docks instead of at the press-house. This proposed change would almost certainly commend itself to the members of the Hydraulic Press Association, but they feel that it would not be of real service to them unless it were accompanied by the alteration of the Tonnage Schedule, which I have indicated. Under their contracts with their balers, pressing companies are required to pay for any excess measurement which may be levied on a particular parcel of jute. Exception would not be taken to this provision of the contract, but for the fact that it is difficult to press to 52 cub. ft. without risking damage to the jute. Complaints of the cutting of the fibre by excessive pressure have been numerous of recent years, during which the charges for excess measurement have been more rigorously enforced than they formerly were. The question has consequently now become one of urgency and importance to pressing companies.

3. The members of the Association trust that your Committee will give the proposal their careful consideration, and endeavour to have it adopted by the Chamber, after consultation with all interested.

From Chamber to Calcutta Liners Conference.

No. 915—1915.—CALCUTTA, 21*st April* 1915.

Calcutta Tonnage Schedule: The Measurement of jute.

I am directed to invite an expression of the views of the Conference on the proposal made in this connection in the accompanying letter from the Calcutta Hydraulic Press Association. A copy of the Calcutta Tonnage Schedule and Measurement Rules is appended hereto.

From Calcutta Liners Conference to Chamber.

CALCUTTA, 27*th April* 1915.

I am in receipt of your letter of the 21st instant, enclosing copy of letter received by you from the Calcutta Hydraulic Press Association, and in reply I beg to inform you that the Calcutta Liners' Conference would take the strongest exception to any alteration in the Calcutta Tonnage Schedule which would provide for the measurement ton for jute being taken at 54 c. ft. instead of at 52 c. ft. The Calcutta Liners Conference do not agree that it is difficult to press to 52 c. ft. as the Conference are advised that up-to-date pressess can press well under this figure without doing damage to the jute.

From Chamber to Calcutta Hydraulic Press Association.

No. 1085—1915.—CALCUTTA, 6*th May* 1915.

I am directed to acknowledge the receipt of your letter No. 42 H. P. dated 31st March 1915, in which you asked that the Chamber of Commerce should alter the Calcutta Tonnage Schedule so as to provide that the measurement ton for jute shall be 54 cubic feet, instead of 52 cubic feet.

2. In reply I am to say that this proposal has been carefully considered by the Committee of the Chamber in consultation with their Shipping Sub-Committee and the Calcutta Liners Conference. They find that very strong exception is taken to it, and that it would not be likely to be accepted by the Chamber. In these circumstance they regret that they do not see their way to take further action upon it.

MEASUREMENT OF CASE CARGO.

From Chamber to Calcutta Liners Conference.

No. 539—1915.—CALCUTTA, 6*th March* 1915.

The following enquiry has been addressed to the Committee by a firm of exporters:—

"Can you ascertain for us whether it is the general custom
"for Steamship Companies in Calcutta to include frac-
"tions of an inch when calculating measurements on
"case cargo.
"It is the custom of the Licensed Measurers' Department
"to issue measurement certificates showing fractions
"of an inch but we are of opinion that in actual prac-
"tice the Steamship Companies when making calcula-
"tions for freight payment, either discard the fraction
"when it is less than $\frac{8}{8}$ in., or call it 1 in. when over
"that amount."
"We understand in London and other places fractions of
"an inch are not taken into account.

2. I am directed to ask if you will be good enough to favour the Committee with an expression of the views of the Conference on the point in question.

From Calcutta Liners Conference to Chamber.

CALCUTTA, 16*th March* 1915.

In reply to your letter of the 6th instant, regarding the general custom of Steamer Companies in Calcutta in calculating measurements on case cargo, I have to inform you that some Companies calculate to the nearest $\frac{1}{4}$" while other Companies entirely disregard any fraction up to $\frac{1}{2}$", over $\frac{1}{2}$" being regarded as 1".

From Chamber to Calcutta Liners Conference.

No. 805—1915.—CALCUTTA, 1*st April* 1915.

I am directed to acknowledge the receipt of your letter dated 16th March 1915, with reference to the practice of steamship companies in calculating freight on case cargo.

2. It would be in the general interest if a uniform practice were to be followed by the Companies, and this suggestion might, the Committee think, receive the attention of the Conference. Perhaps all the Companies would agree to disregard any fraction below $\frac{1}{2}$", and to calculate anything above $\frac{1}{2}$" as 1". This would be, the Committee believe, a satisfactory arrangement, and they do not anticipate that those Companies who now calculate to the nearest $\frac{1}{4}$" would object to it.

THE WATERWAYS QUESTION—THE GRAND TRUNK CANAL PROJECT.

BENGAL CHAMBER OF COMMERCE.

ROYAL EXCHANGE BUILDING,
Calcutta 16th March 1915.

A SPECIAL MEETING OF THE COMMITTEE OF THE CHAMBER was held this day.

Present:

THE HON'BLE MR. F. H. STEWART, C.I.E., *President*,
" " " E. H. BRAY, *Vice-President*.
MR. D. CARMICHAEL,
" H. HARRIS,
" R. V. MANSELL,
" W. ROSS SMITH,
" A. A. VLASTO.

The following gentlemen were also present by invitation :—

THE HON'BLE MR. C. J. STEVENSON MOORE, C.V.O., Member of the Board of Revenue, L. P., and Chairman of the Calcutta Port Commissioners,
THE HON'BLE MR F. A. A. COWLEY, Secretary to the Government of Bengal, Irrigation Department,
MR. C. ADDAMS WILLIAMS, Superintending Engineer, S. W. Circle,
" R. S. HIGHET, Agent, East Indian Railway,
" G. C. GODFREY, Agent, Bengal-Nagpur Railway,
" J. COATES, Deputy Agent, Eastern Bengal State Railway,
THE HON'BLE MR. H. J. HILLEY, Vice-Chairman, Calcutta Port Trust,
" " " C. H. BOMPAS, I.C.S., Chairman, Calcutta Improvement Trust,
MR. R. R. TOYNBEE, Representing the Indian Tea Association and the Calcutta Tea Traders' Association,
" A. C. PATTESON, Chairman, Calcutta Baled Jute Association, and the Calcutta Wheat and Seed Trade Association,
" C. N. DUCKETT, Chairman, Baled Jute Shippers' Association,
" T. N. WALSH, Chairman, Calcutta Import Trade Association,
" E. W. BOWREY, Chairman, Indian Mining Association,
" JOHN TAYLOR, Chairman, Indian Engineering Association,
" J. MACKENZIE, } Representing the R. S. N. Co., Ld , and the
" S. EUSTACE, } I. G. N. R. Co., Ld.,
" A. POINTON, } Representing the R. S. N. Co., Ld , and the
" JAMES E. ROY, } I. G. N. R. Co., Ld.,

MR. W. E. CRUM wrote regretting his inability to attend, and COLONEL C. A. R. BROWNE, R.E., was absent from Calcutta.

The meeting was called in connection with the question of the proposed Grand Trunk Canal to connect Calcutta with Eastern Bengal.

On the 16th February 1915 the Government of Bengal, Irrigation Department, addressed the following letter to the Chamber, with regard to this project :—

"I am directed to invite a reference to Bengal Government letter No. 57-T.I.I., "dated the 24th September 1913, with which was forwarded a copy of a printed "report by Mr. O. C. Lees on the project for a Grand Trunk Canal for inland "steamers and boats between Calcutta and Eastern Bengal for an expression of the "Chamber's views on the project. At the same time the various public bodies "interested in trade were also consulted in the matter. As the original proposal met "with the general approval of the trade, and as the Government of Bengal were also "satisfied as regards the financial aspects of the scheme, the project was submitted "to the Government of India for their approval and for the sanction of the "Secretary of State.

"2. As the tentative alignment adopted in Mr. O. C. Lees' report did not "altogether meet the demands of inland water transport particularly in respect

"of terminal facilities, another alignment has been chosen with an outlet at Chitpur "and an inland harbour on the east side of northern Calcutta instead of the align- "ment with an outlet in lower Garden Reach (Badartola) with an inland harbour "at Tollygunge.

"3. The proposed revised alignment was discussed at a meeting of the Standing "Waterways Committee held on the 16th December 1914 and it was decided to invite "public opinion on the revised alignment. The alignment now proposed runs from "Chitpur to Kulti with an inland harbour in Maniktolla: the advantages of this "alignment can be summed up as follows :—

"(1) It affords better terminal facilities to the Trade generally than the "terminal arrangements proposed by Mr. Lees.

"(2) The land to be acquired for the canal proper will cost less than the "acquisition of the land proposed under Mr. Lees' Scheme.

"(3) The length of the canal from Calcutta to Kulti will be reduced from "32 miles to 18½ miles.

"(4) The feeder channel 10 miles long in Mr. Lees' proposals will be consider- "ably reduced in length.

"(5) There will only be one railway crossing instead of two as proposed in "Mr. Lees' report.

"(6) The time for completion will be reduced.

"(7) The cost of the work will be reduced.

"(8) The Income will remain the same as in the proposals before the Govern- "ment of India.

"(9) The maintenance charges will be reduced.

"The proposed revised alignment and Mr. Lees' original alignment are shown "on the accompanying map.

"4. In the project as revised the Inland Harbour is proposed to be located at "Maniktola whereas in Mr. Lees' scheme it was proposed to locate it at Tollygunge. "As the Inland Harbour could only be connected with the docks by railways com- "munication it has been considered that the better site for the Inland Harbour would "be as now suggested at Maniktola. This Inland Harbour can without difficulty "be linked up by railway communication with the Eastern Bengal State Railway "yard at Chitpur and thus adequate railway connection between the dock systems "and the canal exchange station provided.

"The proposed Inland Harbour will be located at a comparatively short dis- "tance from the foreign imports depôt proposed to be constructed by the Commis- "sioners of the Port of Calcutta in accordance with the recommendations of the "Port Facilities Enquiry Committee, connected by good roads with the new "inland steamer wharves on the Hooghly and the business quarters of Calcutta. "Sites suitable for warehouses and merchants' godown will be easily obtainable in "the Inland Harbour basin frontages and there is ample room for railway sidings "for working traffic communication to the railway, the docks and the inland water- "way service.

"5. Under the scheme as now proposed it is anticipated that the operations of "traffic will to a large extent be gradually transferred from the river bank to the "New Inland Harbour and for this transition period it is proposed to make provision "in the estimates for a canal connection via Chitpur between the river Hooghly and "the Inland Harbour suitable for the large majority of flats now being utilized in "the various services running to and from Calcutta. It has been proposed to make "this proposed provision for flats only on the ground of expense as it is believed "that after the transition period when the New Inland Harbour and the sites for "warehouses, workshops, etc., have been fully developed, it will not be necessary "for large steamers to go into the Hooghly in connection with cargo operations.

"6. More detailed plans can be seen at the office (Imperial Secretariat Build- "ings) of the Superintending Engineer, South Western Circle, Mr. Addams Williams "who is now getting out the revised estimates and he will be glad to receive any "representative the Chamber may be pleased to appoint to consider with the Superin- "tending Engineer more fully the details of the harbour scheme.

"7. It is anticipated that the schemes as outlined above will work in with the "Improvement Schemes which the Calcutta Improvement Trust propose for the "north and east sides of Calcutta, especially in the Maniktolla Municipal "area. The reclamation of the Upper Section of the Salt Lake area east of "Maniktola will also be facilitated.

"8. In conclusion I am directed by the Governor in Council to invite the opinion "of the Bengal Chamber of Commerce on the proposed alignment of the canal and "to invite suggestions which in the opinion of the Chamber will tend to increase the "utility of the proposed scheme."

In view of the suggestion made in paragraph 6 of the letter the Committee invited the Hon'ble Mr. F. A. A. Cowley, and Mr. Addams Williams, to meet them for the discussion of the proposed new alignment.

The PRESIDENT, in opening the proceedings, said that all those present were, he believed, more or less acquainted with the Grand Trunk Canal project as proposed by Mr. Oswald C. Lees, and as described in his report which was published in 1913. The Chamber of Commerce had been for many years past in favour of some such scheme, and they had expressed the opinion that it would be a paying proposition commercially. When Mr. Lees' report was published the project, as set forth in it, was generally approved by most of the mercantile Associations in the city. The Government of Bengal were also satisfied as to its financial prospects, and they passed it on to the Government of India for submission to the Secretary of State in due course. Since then it had been proposed that the alignment, as suggested by Mr. Lees, should be modified. Mr. Lees provided for an inland harbour at Tollygunj. In the revised scheme the inland harbour would be at Maniektolla, and access to the river Hooghly would be afforded through Chitpur. The total length of the canal from Calcutta to Kulti was also considerably reduced in the revised scheme; and the feeder channel was likewise much shorter than that contemplated by Mr. Lees.

The PRESIDENT added that the meeting was quite informal. The position was that the Chamber had been asked for an expression of opinion on the revised project, and that the Committee desired to consult the various Associations before coming to any conclusion. The feeling was, he believed, that the commercial public did not know enough about the revised scheme to give an opinion that would be of any particular value. The Committee of the Chamber thought, therefore, that the opportunity might be taken to consult with the Hon'ble Mr. Cowley, and Mr. Addams Williams, and to obtain from them such further information and assistance as would be helpful in forming an opinion on the project. Certain advantages were claimed for the alterations that had been proposed, and he thought that perhaps Mr. Cowley, and Mr. Addams Williams, might give them such particulars as would bear out these claims. Then no doubt, those present would desire to raise other points for discussion, and he was sure that Mr. Cowley, and Mr. Addams Williams, would answer as far as possible any questions that might be put to them.

In reply to a request from the President, Mr. ADDAMS WILLIAMS then briefly explained the general lay-out of the scheme. He showed on a plan how it was proposed to bring the canal through the northern portion of the Salt Lakes, and to provide an inland harbour on land to the north of the Narkeldanga road. It was hoped that ultimately three harbours would be provided. At present, however, the scheme contemplated only one harbour. Accommodation would be provided for the various principal trades, coal, jute, tea, etc., and railway communication would be obtained from the Chitpur yard. There would also be a direct connection with the docks, taking off the Ballighatta chord line. It was proposed to improve the existing Chitpur Canal, so as to enable steamers and flats to pass out into the river. That would necessitate a new lock at Chitpur, between the Chitpur and Barrackpur bridges. The existing lock would be dismantled, and the Port Commissioners' lift bridge would be developed into an opening bridge.

Mr. BOWRY enquired if the proposed new coal berths would be provided with railway communication.

Mr. ADDAMS WILLIAMS replied that they would be connected with the main line of the Eastern Bengal State Railway.

The PRESIDENT then referred to the statement in the letter, dated 16th February, from the Government of Bengal, to the effect that by adopting the proposed new alignment the cost of the canal would be reduced. He asked if figures showing this were available.

The HON'BLE Mr. COWLEY replied that the total cost of Mr. Lees' scheme was estimated at Rs. 270 lakhs, while the estimate for the new alignment was Rs. 150 lakhs. This estimate included the Canal proper, the lock at Kulti, railway sidings, and transit sheds, supply sluice, buildings, drainage sluices and docks, but did not pass out into the river.

The PRESIDENT then enquired if it were a fact that the Government had already sanctioned the acquisition of the required land.

Mr. COWLEY replied in the negative. The land had not been acquired, but the preliminary notifications had been issued.

The PRESIDENT then suggested that the present scheme did not in any way include the proposal for the canalisation of Tolly's Nullah, and that that project had been abandoned.

Mr. ADDAMS WILLIAMS said that the canalisation project was no part of the scheme as now framed, and if it were taken up it would have to be as an entirely separate scheme.

The question of passing steamers out into the river at Chitpur was next raised. Mr. MACKENZIE stating that it would be essential that there should be an arrangement by which steamers could be passed out into the river. The Inland Steamer Companies would not be able to approve of any scheme of which this was not a part. They had always had it in view, for they held that there would always be trade on the river, although they quite recognised that some branches of the trade would be transferred to the proposed inland harbours. Moreover, there would be a transition period which would last probably from five to ten years.

The PRESIDENT then referred to the statement in the Government letter that the time required for the completion of the canal would be reduced if the proposed alignment were substituted for that suggested by Mr. Lees.

The HON'BLE Mr. COWLEY replied that that was so, but when that statement was made the proposed access to the river at Chitpur was not in contemplation.

In reply to an enquiry from the PRESIDENT as to the income from tolls, Mr. MACKENZIE said that he did not anticipate that the receipts would be less under the new scheme than under that recommended by Mr. Lees. There was no reason to anticipate that there would be any difference.

The PRESIDENT next enquired as to the statement in the letter that the maintenance charges would be reduced.

As regards this point, Mr. ADDAMS WILLIAMS said that the reduction depended upon the extent to which the development would be carried. With access to the river at Chitpur, and with inland harbours at Maniektolla, there might not be a reduction. The statement in the letter had reference to the canal only, and not to these additional works as well.

With reference to the length of the canal, Mr. ADDAMS WILLIAMS stated, at the instance of the PRESIDENT, that it would be reduced from 22 miles, according to Mr. Lees' scheme, to 17½ miles—not 18½ as stated in the letter from the Government of Bengal. The feeder channel would be reduced from 10 miles to 3 miles.

The question of the proposed new bridge over the Hooghly river at Belly was next raised. Mr. ADDAMS WILLIAMS said that this would not complicate the scheme in any way. He had made provision for the lines which would be required.

Mr. HUGHES and Mr. GODFREY said that they would of course require to be satisfied in this connection before they could express any opinion on the revised alignment.

The position of the Port Trust was then considered, and the HON'BLE Mr. HILLS stated that the Commissioners had not yet dealt with the scheme. Their river frontage for inland vessels traffic was insufficient, and he presumed therefore that some relief would have to be found in the shape of an inland harbour. That part of the scheme the Commissioners would be, he believed, disposed to accept. In the Tea Warehouses they had a vested interest, and also in other accommodation for the inland trade above the bridge; and he believed that in that respect the Commissioners would require some declaration of policy as to what the intention was. That is to say as to whether it was intended that ultimately the whole of the inland steamer traffic should be transferred to the inland harbour. In addition to the tea warehouses at Garden Reach the Commissioners were building other large riverside transit sheds for this traffic, and if the latter were to be transferred to some inland point these facilities would be in a sense thrown away. That is to say they would be wasted, so far as their original purpose was concerned, but possibly they would be utilised for other purposes. There was also a suggestion that the Commissioners should remove their import yard to the new harbour, but that had been, he believed, abandoned.

Mr. COATES said that the Eastern Bengal State Railway were antagonistic to the last mentioned proposal. They believed that is would cramp the future development of the inland harbour, and that it would tend to block with traffic the roads into Calcutta; and that as there would not be much traffic interchanged between the import yard and the inland harbour, there would seem to be no good reason for placing them together.

In reply to an enquiry from the PRESIDENT as to the adequacy of the railway communication, Mr. ADDAMS WILLIAMS said that he was about to consider that question with Colonel Browne, the Agent of the Eastern Bengal State Railway. He believed that it would be quite possible to provide all the facilities required.

Mr. PATTERSON asked as to how far the scheme would affect Hathkola. If the idea were to stop the steamers coming into the river, Hathkola would obviously be affected. He was not clear as to whether the proposed access to the river was, or was not, intended to be a permanent measure.

MR. ADDAMS WILLIAMS replied that it would be a permanent part of the scheme; it was not intended to be temporary in any way. As regards bridges for the canal he said, in reply to an enquiry from MR. PATTERSON, that the headway would be 30 feet.

With reference to the tea trade MR. TOYNBE said that at present the trade is provided for in two warehouses. If one warehouse could be substituted it would be obviously advantageous. The location of the trade at the inland harbour would suit that section which sells in Calcutta, that is to say roughly about a little under one-fourth of the trade. The balance of the teas would go to the docks to be shipped. That would be a matter for the Port Commissioners.

The HON'BLE MR. HILARY said that it would rather be a matter for the Waterways Trust and the Eastern Bengal State Railway. If there were rail communication between the inland harbour and Kidderpore it would be used for shipment teas. There was another very important question which had to be considered. This was whether, when the tea trade was transferred from Garden Reach to the new inland harbour, the cost of handling and shipping would not be affected. There would be heavy capital expenditure on the new accommodation. That would have to be met in some way, and it was a point whether the result would not be an increase in the charges on the trade, unless the cost of carrying could be proportionately reduced.

The VICE-PRESIDENT raised the question of the cost of the acquisition of the land. In reply to this MR. COWLEY said that the actual estimates had not been yet prepared. The new alignment would pass through open land, and it was anticipated that the cost would be less than for the alignment previously suggested. Moreover, a portion of the land for widening the Chitpur Canal could be obtained without payment, as it was Government property.

The general question of the advantages of the new scheme, as compared with Mr. Lees' project, was then briefly discussed. The VICE-PRESIDENT said that he found it difficult to come to a conclusion. What it seemed to him, was really wanted was a comparison of the advantages and disadvantages of both the schemes. The commercial public would then be able to judge as between the two. As matters stood it was not easy to form an opinion, seeing that all the best features of the one scheme had been put against the weaknesses of the other. But he presumed that there must be points to be raised in favour of Mr. Lees's project, and he would like to have some indication of what these points were. Perhaps it might be that the Government would not consent to a scheme so costly as that projected by Mr. Lees, and that would be of course an argument in favour of the cheaper project.

MR. COWLEY said that it would not be possible to finance a scheme so costly as that proposed by Mr. Lees. The Government of India had examined the scheme, and had expressed the opinion that it would not be a paying proposition. They would not consider any scheme that did not provide for a reasonable margin of profit. Their position was that if a scheme could be shown on paper to be likely to give a fair return then they might be prepared to provide the necessary finance. And it was believed that the project now under discussion would be more likely to show such a return than the former scheme which, as he had said, the Government of India regarded unfavourably.

The PRESIDENT then briefly thanked Mr. Cowley and Mr. Addams Williams for their assistance, and said that the Chamber would consult the various Associations, and others interested, and would reply to the Government in due course. For the cost of the scheme, was necessary before definite conclusions could be arrived at, himself he was inclined to take the view that a great deal more information as to and it would therefore be necessary to await the revised estimates.

MR. COWLEY explained that alternative estimates are being prepared for (*a*) the Canal as proposed with minor improvements to the existing Chitpur Canal; and (*b*) the Canal as proposed with all improvements to the existing Chitpur Canal which the inland steamer companies and other interested Associations are suggesting to permit of access to the river for steamers and flats. He added that he or Mr Addams Williams would be very glad to answer at any time any questions which members of the Chamber interested in the matter might address to them.

F. H. STEWART,
President.

From Chamber to all Members.

Circular No. 159—1915.—CALCUTTA, 15*th April* 1915.

The Grand Trunk Canal Project.

I am directed to invite your attention to the attached copy of the proceedings of a special meeting of the Committee of the Chamber held on the 16th March 1915, on the subject of the proposed modification of the alignment of this project.

2. The Committee of the Chamber will be glad if you will be good enough to consider the proposal, and to favour them as soon as possible with an expression of your views upon it. You will observe from the concluding paragraph of the proceedings that the Hon'ble Mr. Cowley and Mr. Addams Williams will be glad to give any further information that may be required concerning the project.

From Chamber to Government of Bengal (IRRIGATION DEPARTMENT).

No. 1447—1915.—CALCUTTA, 5*th July* 1915.

I am directed to refer to the special meeting of the Committee of the Chamber held on the 16th March last, at which the Grand Trunk Canal project was discussed with the Hon'ble Mr. F. A. A. Cowley, Secretary to the Government of Bengal, in the Irrigation Department, and Mr. C. Addams Williams, Superintending Engineer, S. W. Circle.

2. The Hon'ble Mr. Cowley stated at the meeting that alternative estimates were being prepared for (*a*) the Canal as proposed with minor improvements to the existing Chitpur Canal; and (*b*) the Canal as proposed with all improvements to the existing Chitpur Canal which the inland steamer companies and other interested Associations were suggesting, to permit of access to the river for steamers and flats.

3. I am to ask if the Government are yet in a position to favour the Committee with particulars of these estimates. The request is made as members of the Chamber have been consulted, but they are apparently finding difficulty in expressing their views in the absence of estimates of cost.

From Government of Bengal (IRRIGATION DEPARTMENT) to Chamber.

No. 2061-I.—CALCUTTA, 12*th July* 1915.

With reference to your letter No. 1447, dated the 5th July 1915, regarding the Grand Trunk Canal project as it is now being revised, I am directed to state that the estimates for the same are not yet

ready, but it is hoped that they may be completed by the end of September next.

From Chamber to Government of Bengal (IRRIGATION DEPARTMENT).

No. 2118—1915.—CALCUTTA, *6th October* 1915.

The Grand Trunk Canal Project.

With reference to your letter No. 2061-I, dated 12th July 1915, on the above subject, I am to enquire when the estimates mentioned therein may be expected.

From Government of Bengal (IRRIGATION DEPARTMENT) to Chamber.

No. 270-T-I.—DARJEELING, *17th October* 1915.

In reply to your letter No. 2118, dated the 6th October 1915, I am directed to inform you that it is hoped the revised Grand Trunk Canal project will be ready by the middle of December next.

PORT OF CHITTAGONG: LANDING ARRANGEMENTS FOR COASTING STEAMERS.

From Government of Bengal (MARINE DEPARTMENT) to Chamber.

No. 4699-Mne.—CALCUTTA, 18*th December* 1915.

I am directed to forward herewith for the information of the Chamber a copy of a letter from the Chairman, Port Commissioners, Chittagong, No. 2013, dated the 27th November 1914, submitting a scheme for the provision by the Commissioners of landing arrangements for coasting steamers in the port of Chittagong and to request that the Chamber will be so good as to favour Government with an expression of their views on the subject, particularly as regards the charges proposed to be levied by the Commissioners as compared with those levied by private firms.

2. As it is proposed to take the matter into consideration shortly I am to ask that the Chamber will be so good as to send their reply by the 15th January 1916.

Copy of a letter No. 2013, dated the 27th November 1914, from the Chairman of the Commissioners for the Port of Chittagong, to the Secretary to the Government of Bengal, Marine Department, Calcutta.

I have the honour to invite reference to your letter No. 3617-Marine, dated the 7th October 1914, stating that Government would be glad to see the report of the Sub-Committee which was appointed to enquire into the proposed scheme for the provision of landing arrangements for coasting steamers in this port, together with the views of the Commissioners on the subject.

2. I beg to inform you that the report of the Sub-Committee was laid before the Commissioners at their ordinary meeting held on the 13th instant when the following resolution was passed:—

"Resolved that it be accepted and forwarded to Government with the request that necessary funds may be allotted as convenient".

A copy of the report, together with its appendices (as per annexed list) giving full details of the figures on which the report is based, is forwarded herewith for the information of Government. I beg to request that Government may be moved to sanction the scheme estimated to cost 7½ lakhs of rupees and to allot necessary funds for the purpose.

Your Committee recommend that facilities for the Coasting trade should be provided by the Port Commissioners, and base their recommendation on the following:—

Yearly Revenues.—Investigation has been made concerning the expected export and import cargo to be handled and the number of passengers embarking and disembarking, and the Committee consider that for the purpose of making an estimate, 75,000 tons may be taken although the average for the 3 years 1911-12-13 equals 81,295 tons, also 1,04,928 passengers.

The revenue earnings from landing and shipping charges on this tonnage has had careful consideration and it is agreed that a fair charge will be Rs. 2 per ton, such a charge will provide a revenue of Rs. 1,50,000. A large proportion of this tonnage is, however, rice for which the special charge at present levied is Rs. 0-12-0 per ton but as the landing and shipping charges would be based on a schedule varying with

the different classes of cargo, the average estimated charge of Rs. 2/- is considered fair, reasonable, and one which the public can pay.

The charge for passengers, the Committee consider, should be Rs. 0-2-0 for the third class passengers, Rs. 0-4-0 for the second class and Rs. 0-8-0 for the 1st class. This will produce a revenue of Rs. 24,254. The Committee consider that Rs. 0-2-0 might, possibly, be, at first sight, considered too high by the public, but in consideration of the absence of all risk to life and property in embarking and disembarking from the Port Commissioners' pontoon, in comparison with the present risky practice of using Sampans, it is reasonable to expect the public to pay this charge.

The Committee estimate that a revenue to the amount of Rs. 8,040 will be earned from the charges leviable on steamers using the Port Commissioners' pontoons, based on Rs. 10 per day.

The total revenue estimated, therefore, is :—

			Rs.
Income on landing & shipping charges	...	...	1,50,000
,, passengers	...	...	24,254
Receipt from vessels using pontoons	...	...	8,040
Total		...	1,82,294

PONTOONS.

Cost of Works.—The Committee carefully considered the relative advantages of pontoons to fixed jetties, and recommend that pontoons will be more suitable. They further recommend that 4 pontoons should be provided, the size of each pontoon proposed to be 230×30 feet. These with the necessary gang ways, will cost Rs. 3,14,640.

SHEDS.

The Committee investigated the present shed area in use by the various shipping Companies, and estimate that 25 per cent. in excess will meet requirements, and recommend therefore, 5 sheds of which 4 should be 100×202 feet and 1 shed 165×100 feet. The cost of these sheds is estimated at Rs. 2,41,250. The necessary alterations and provision of roads, rail connection and earth work, &c., will bring the total cost of pontoons, sheds, &c., up to Rs. 7,50,000. The approximate estimates for these works have been prepared by the port Engineer.

Yearly Expenditure.—The yearly expenditure will be divided into (a) repayment of loans, (b) Establishment charges, (c) Handling charges.

In connection with (a), it is estimated that an annual charge of Rs. 43,372 will be required for the repayment of the loan for the capital cost of the scheme, namely, Rs. 7,50,000 to be repayable in 30 years including interest at 4 per cent. per annum in addition repairs at 3 per cent. on the capital cost of the pontoons, and 2 per cent. on permanent buildings, &c., will amount to Rs. 16,760.

(b) The establishment charges as estimated, will amount to Rs. 27,288. The necessary number of clerks has been estimated on the average staff now found necessary by the different Shipping Companies ; in addition, a charge of Rs. 3,000 is allowed annually for contingencies.

(c) For handling charges yearly an estimate of Rs. 75,000 is calculated based on Rs. 1 per ton. This rate is estimated on the actual cost now paid for similar handling in Chittagong.

Financial Results.—On the estimated total annual revenues it is calculated that a net revenue of Rs. 16,874 will be available.

As above shown the income to be expected will be	...	...	Rs. 1,82,291
against expenditure	...	...	,, 1,65,420
Net revenue	...		Rs. 16,874

Financially, therefore, the Committee consider that scheme appears to be sound.

Site.—As regards the site, the Committee consider that the present land on which the Port Commissioners' workshop and Salt Golahs are situated will be eminently suitable, and that such a site will be generally convenient to the Shipping Companies and to the public.

(Sd.) E. A. MARTIN,
(Sd.) G. A. BAILEY,
(Sd.) UPENDRALAL ROY,
Members of the Sub-Committee.

Dated 26th August 1914.

From Chamber to Government of Bengal (MARINE DEPARTMENT).

No. 1086—1915.—CALCUTTA, *6th April* 1915.

I am directed to refer to your letter No. 4699-Mne., dated 18th December 1914, with which you forwarded a copy of the marginally noted letter, submitting a scheme for the provision, by the Chittagong Port Commissioners, of landing arrangements for coasting steamers in that port.

No. 2013, dated 27th November 1914, from the Chairman, Chittagong Port Commissioners, to the Government of Bengal.

2. I am to express the regret of the Committee of the Chamber that so much delay should have occurred in complying with your request for their views upon this scheme. They have however found it necessary to make more than one reference to those interested, and the importance of the project has also demanded for it careful attention and consideration.

3. Briefly stated it is a scheme for the expenditure of Rs. 7½ lakhs on the construction of four pontoons and five sheds, with the necessary alterations of existing, and the provision of new, roads, railway connections, etc. The yearly expenditure will be divided into :—(*a*) repayment of loans ; (*b*) establishment charges ; and (*c*) handling charges. Under (*a*) the annual repayment charge is estimated at Rs. 43,372, in addition to which there will be a charge of Rs. 16,760 for repairs. The establishment charges and contingencies are estimated at Rs. 30,288. And for handling charges an estimate of Rs. 75,000 is allowed. The income to be expected is estimated at Rs. 1,82,294. The items of expenditure just quoted total Rs. 1,65,420 ; and there will remain therefore an estimated net revenue of Rs. 16,674.

4. You invite the opinion of the Chamber on the scheme, particularly as regards the charges proposed to be levied by the Commissioners as compared with those levied by private firms In reply I am to say that the Committee of the Chamber, after having given the scheme their most careful attention, are not in favour of its adoption. For it seems to them that the expenditure is to be incurred to provide accommodation for goods, and passenger traffic, which is already otherwise adequately provided for. The traffic is to be diverted from its present accommodation to the new jetties and sheds. But there seems to be no need for such a diversion. On the contrary it must surely be both unwise and unnecessary for the port to build, at so heavy a cost, a jetty for passengers who are satisfactorily accommodated elsewhere. The present conditions under which passengers embark and disembark are not apparently such as to require interference by the port ; and if this is so there can be no valid reason for incurring the expenditure.

5. It has also to be remembered that the shipping companies interested in the port have spent considerable sums of money in order to ensure the comfort of their passengers. Under the existing arrangements the latter get for nothing the use of the landing facilities provided by one of the companies. But if they are to be forced

to use a jetty belonging to the port, they will obviously have to pay for so doing. For the companies will not be able to pay the dues which the port will impose in addition to providing their own private facilities, which the passengers will not be allowed to use any longer. It follows that the dues payable to the port will be added to the price of the ticket, which will be a hardship on the poorer classes of Indian passengers. It would also seem to be hardly reasonable to expect that the passengers themselves will prefer a public pontoon for which they have to pay, to a private landing-stage the use of which they can have for nothing.

6. Similarly it does not seem to the Committee that the proposed accommodation is required for the coasting cargo trade. There is already more accommodation for cargo in Chittagong than the trade needs; and the coastwise trade is amply provided for. As matters stand the cargo is, in the case of one of the Shipping Companies, shipped to, or landed from, the Company's steamers so as to pass over their own pontoons and through their own sheds. In the case of the other company the cargo is shipped to, or landed from, the company's steamers by the company's own flats. The companies are thus responsible for the cargo, and they naturally take care of it; and it is probably more carefully handled than it would be if it were landed at the proposed jetty. From the point of view of the shipper there does not therefore appear to be any particular advantage in the scheme. Financially also it is not attractive. It will entail a heavy capital cost; it will bring no profit to the port; and it will not improve, nor increase, the volume of trade. On the other hand it will cause heavy loss to the steamship companies by the virtual confiscation of their property.

7. With these considerations before them the Committee of the Chamber have, as I have indicated, come to the conclusion that the scheme should not be proceeded with. They have no special remarks to make on the proposed scale of charges. But they understand that the charges on cargo are based on those at present levied by the steamship companies; and it is difficult therefore to see that any advantage would result to merchants from their adoption.

8. The Committee venture to suggest that the dredging of the port, with the object of deepening the river and allowing steamers to proceed up to Chittagong on a greater draught than is now possible, is a measure which is worthy of earlier consideration than a scheme for the provision, by the Port Commissioners, of landing arrangements for coasting steamers.

THE PARIS SANITARY CONVENTION, 1912.

No. 122-Mne.

GOVERNMENT OF BENGAL.

MARINE DEPARTMENT.

Calcutta 12th January 1915.

Copy of the undernoted letter is forwarded to the Secretary, Bengal Chamber of Commerce, for information.

By order of the Governor in Council,

A. A. PRICE,

Assistant Secretary to the Government of Bengal.

No. 121-Mne.,—CALCUTTA, *12th January* 1915.

From—The Assistant Secretary to the Government of Bengal, (Marine Department),

To—The Shipping Master, Calcutta.

In continuation of this office endorsement No. 4455, dated the 5th December 1914, I am directed to forward herewith a copy of a letter* No. 2494, dated the 29th December from the Secretary, Bengal Chamber of Commerce, regarding the evasion in the Port of Calcutta of the rules prescribed by the Paris Sanitary Convention for the protection of countries from infection carried by means of ships and to request that you will be so good as to warn the licensed shipping brokers and ghat serangs that the malpractice of presenting healthy substitutes for unhealthy members of the crew, at the time of the Port Health Officer's medical inspection, will, in future, be seriously dealt with.

No. 124-Mne.

GOVERNMENT OF BENGAL,

MARINE DEPARTMENT,

Calcutta 12th January 1916.

Copy of the following letter is forwarded to the Secretary, Bengal Chamber of Commerce, for information.

By order of the Governor in Council,

A. A. PRICE,

Assistant Secretary to the Government of Bengal.

* *Vide* Chamber Report for 1914, page 577.

No. 123-Mne.—CALCUTTA, 12*th January* 1915.

From—The Assistant Secretary to the Government of Bengal, (Marine Department),

To—The Sanitary Commissioner, Bengal.

In continuation of this office endorsement No. 4454-Marine, dated the 5th December 1914, I am directed to forward herewith for information, a copy of a letter No. 2494, dated the 29th December 1914, from the Secretary, Bengal Chamber of Commerce, regarding the evasion in the Port of Calcutta of the rules prescribed by the Paris Sanitary Convention for the protection of countries from infection carried by means of ships. It will be seen that the Chamber is taking steps to ensure the strict observance of the rules of the Convention in future. In the meanwhile drastic measures should not be adopted by the Port Health Officer in this connection. A report should be submitted to Government six months hence on the effect of the Chamber's action, and the warning which the Shipping Master is being asked to convey to the licensed shipping brokers and ghat serangs. A copy of the Government orders to him are enclosed for your information.

From Chamber to Government of Bengal (MARINE DEPARTMENT).

No. 300—1915.—CALCUTTA, *4th February* 1915.

I am directed to refer to the previous correspondence, resting with your endorsements Nos. 122 and 124-Mne., dated 12th January on copies of letters to the Sanitary Commissioner, Bengal, and to the Shipping Master, Calcutta, with reference to the alleged evasion, in the port, of the rules prescribed by the Paris Sanitary Convention.

2. In your letter dated 12th January to the Shipping Master that officer is requested "to warn the licensed shipping brokers, "and ghat serangs, that the malpractice of presenting healthy "substitutes for unhealthy members of the crew, at the time of the "Port Health Officer's medical inspection will in future be seriously "dealt with." The Committee of the Chamber notice that this practice of substitution was referred to in your letter dated 5th December to their address, and they agree that it should be put an end to. At the same time they venture to point out that the warning which the Shipping Master is to convey to the brokers is not in accord with the suggestion that they made in my letter, *No. 2494, dated 29th December 1914, to your Department, and might be taken to mean that substitution is condoned so long as healthy men are not presented at the medical examination in place of unhealthy ones. The practice which they had in mind, and

which is the root of the trouble, was that whereby inferior seamen, who have to be shipped, are substituted by the brokers for the good men selected by the ship's officers. It was against the continuance of this practice that the Committee wished the brokers to be warned; and they think that it would be advantageous if the warning could be given. They have accordingly instructed me again to bring the matter to the attention of the Government.

From Government of Bengal (MARINE DEPARTMENT) to Chamber.

No. 1210-Marine.—CALCUTTA, 17*th April* 1915.

With reference to the correspondence ending with your letter No. 300, dated the 4th February 1915, regarding the evasion in the port of Calcutta of the rules laid down by the Paris Sanitary Convention for the protection of countries from infection carried by means of ships, I am directed to forward herewith, for the information of the Chamber, a copy of a letter from the Sanitary Commissioner, Bengal, No. 2538, dated the 9th March 1914, on the subject. It will be seen from that letter that substitutes are sometimes presented at the medical examination with the knowledge of the ships' officers and without the knowledge of the brokers. As it is very desirable that this evil practice should be put a stop to, I am to request that the Chamber will be so good as to ask the owners or Agents of ships to take the necessary steps to stop it.

2. I am also to state that the Shipping Master, Calcutta, has again been asked to warn the licensed brokers against the substitution of crews in any form.

3. With reference to the suggestion of the Port Health Officer to adopt the system of stamping the crews examined by him, I am to say that Government does not desire to introduce any new procedure at the present moment.

Copy of a letter No. 2538, dated the 9th March 1915, from the Sanitary Commissioner for Bengal, to the Secretary to the Government of Bengal, Marine Department.

With reference to your letter No. 123-Marine, dated the 12th January 1915, I have the honour to state that probably the best answer to the Bengal Chamber of Commerce is the following incident:—

"On returning from inspection of Muttra with Chickenpox case Dr. Hanuck found Dr. Bhattacharjee, Assistant Surgeon, had in 4 tests of Begum's crew detected 2 cases of substitution by the thumb prints.

(1) Sk. Golam Rasul when questioned admitted that he was appearing for Open Chander butler. Open had gone to his home to get cloths and asked Sk. Golam to come as his substitute. Open promised him Re. 1 for the day's work including doing *bodli* at medical examination.

(2) Abdul Rahim admits that he has come as *bodli* for Peer Box deck topaz. The deck serang asked him to come. The serang promised him annas eight. He does not know if Peer Box is going on the ship. He himself is willing to go if they will take him.

Captain Aikin first stated that he could identify Sk. Golam Rasul as the man he signed on in the morning but afterwards withdrew the statement. Hence it is possible that the transaction was not outside his knowledge.

The broker did not seem responsible on the occasion. No action has been taken beyond re-examining the crew at the point of sailing."

Dr. Hossack is anxious to try the arrangement for stamping the khalasis inspected by him. I have no objection to its trial but I am fairly certain in my own mind that it would be of no use and in some cases, particularly that of Chinamen, may give rise to trouble. Personally I don't see why the Port Health Officer and still less the Government should be obliged to suggest remedies for a matter which the ship owners can stop at once if they care to do it.

From Chamber to Government of Bengal,
(MARINE DEPARTMENT).

No. 1023—1915.—CALCUTTA, 28*th April* 1915.

I am directed to acknowledge the receipt of your letter No. 1210-Mne., dated 17th April 1915, with which you forward a copy of a letter, dated 9th March, from the Sanitary Commissioner, Bengal, regarding the alleged evasion, in the Port of Calcutta, of the rules laid down by the Paris Sanitary Convention for the protection of countries from infection carried by means of ships.

2. In reply I am to say that the Committee of the Chamber have drawn the urgent attention of steamship agents to the points raised in this correspondence, and have expressed the hope that every effort will be made to ensure compliance with the rules prescribed by the Convention. They feel sure that steamship agents will do everything possible to put an end to the practice complained of.

From Chamber to Steamship Agents.

No. 1026—1915—CALCUTTA, 28*th April* 1915.

I am directed to forward the attached copies of the marginally noted papers with reference to the alleged evasion, in the port of Calcutta, of the rules laid down by the Paris Sanitary Convention for the protection of countries from infection carried by means of ships.

Letter No. 1210-Mne., dated 17th April 1915, from the Government of Bengal, Marine Department, with enclosure.

2. I am to invite your urgent attention to the statement made in the letter regarding the presentation of substitutes at the medical examination, and to the request that owners, and agents, of ships should take steps to stop this practice. The Committee of the Chamber trust that steamship agents will do everything possible in this direction, in order that the rules prescribed by the Convention may be strictly observed.

CALCUTTA LINERS CONFERENCE—NEW WAR CLAUSE IN FREIGHT AGREEMENTS.

From London Jute Association to Chamber.

LONDON, 10*th September* 1915.

I am instructed by the Committee of this Association to hand you for your information, the enclosed copy of a letter which has been addressed to the Calcutta Liners Conference, 138, Leadenhall Street, E. C.

LONDON, 10*th September* 1915.

From—The Secretary, London Jute Association,

To—The Secretary, Calcutta Liners Conference.

The attention of my Committee has been called to the proposal of Ship-owners to insert in Freight Agreements the following clause:—

"The ship-owners shall be at liberty to suspend their obligations under this contract if in their opinion the existing War or the imminence of existence of any other War (whether Great Britain is a belligerent or not) interferes in any way with the due performance by them of the said obligations or renders it impracticable for them to fulfil same."

As you are aware, jute is an article of very considerable importance in the Calcutta Trade, and my Committee are somewhat surprised that any proposal affecting this interest should not have been directly brought under their notice by you.

My Committee instruct me to enter our strong formal protest against the adoption of the above clause. It is not equitable, and would leave ship-owners the liberty to act in any way they might consider advisable without taking into consideration shippers' interests.

A copy of this letter has been forwarded to the Board of Trade, the Bengal Chamber of Commerce, and the Calcutta Baled Jute Association.

From Calcutta Baled Jute Association to Chamber.

No. 616-T.—CALCUTTA, 13*th October* 1915.

The Committee of this Association understand that the attention of the Bengal Chamber of Commerce has been drawn, by the London Jute Association, to the following clause which the Calcutta Liners Conference is inserting in freight agreements:—

"The ship-owners shall be at liberty to suspend their obligations under this contract if (in their opinion) the existing

"War or the imminence of existence of any other War "(whether Great Britain is a belligerent or not) interferes "in any way with the due performance by them of the "said obligations or renders it impracticable for them to "fulfil same."

2. The Committee entirely agree with the protest that the London Jute Association has lodged against the adoption of this clause. No reference has been made to the jute trade concerning it, and no opportunity has been given them of expressing their views upon it. As the London Association has rightly pointed out it is an inequitable clause enabling ship-owners to act as they may deem to be advisable irrespective of the interests of shippers.

3. I am to express a hope that the Chamber of Commerce will seriously consider the clause, and will support the protest that the jute trade has entered against it.

From Chamber to Calcutta Baled Jute Association.

No. 2190—1915.—CALCUTTA, 25*th October* 1915.

In reply to your letter No. 616-T., dated 13th October, I am directed to say that the Committee of the Chamber have made a reference to the Calcutta Liners Conference on the subject of the new war clause in freight agreements. They have asked for information with regard to the clause, and on receiving a reply they will communicate with you again.

From Chamber to Calcutta Liners Conference.

No. 2191—1915.—CALCUTTA, 25*th October* 1915.

The attention of the Committee of the Chamber has been drawn by the London Jute Association, and the Calcutta Baled Jute Association, to the following new clause which the Conference is said to be including in freight arrangements :—

"The ship-owners shall be at liberty to suspend their obliga- "tions under this contract if (in their opinion) the existing "War or the imminence of existence of any other War "(whether Great Britain is a belligerent or not) interferes "in any way with the due performance by them of the "said obligations or renders it impracticable for them to "fulfil same."

2. I am to ask if you will favour the Committee with information as to what steps have been taken by the Conference in this connection, and as to whether the clause has been yet included in freight agreements. Any information that you may be able to afford as to the reasons which have prompted steamship owners to put the clause forward would also be useful to the Committee in their consideration of the matter.

From Calcutta Liners Conference to Chamber.

CALCUTTA, 26*th October* 1915.

Proposed new clause in Freight Agreements.

I am in receipt of your letter of the 25th instant, which was brought before the Conference at their meeting to-day. The clause to which you refer has already been accepted by the majority of shippers in Calcutta. It was inserted in the Bills of Lading under instructions received from the London Secretaries, but I understand that the question of the wording of the clause is being further considered in London, and I now await instructions from the London Secretaries.

From Chamber to Calcutta Baled Jute Association.

No. 2274—1915.—CALCUTTA, 8*th October* 1915.

Proposed new clause in Freight Agreements.

In continuation of my No. 2190, dated 25th October, I am directed to say that the Calcutta Liners Conference has now informed the Committee that this clause has been accepted by the majority of shippers in Calcutta. It was inserted in Bills of Lading under instructions from the London Secretaries to the Conference, but the question of its wording is still under consideration in London, and a final decision is awaited.

PROPOSED EMPLOYMENT OF LASCARS IN THE SOUTH AMERICAN TRADE.

No. 67-W.

GOVERNMENT OF BENGAL.

MARINE DEPARTMENT.

Calcutta, the 16th January 1915.

The undermentioned document is forwarded to the Secretary, Bengal Chamber of Commerce, for favour of an expression of opinion on the proposal of the Board of Trade.

By order of the Governor in Council,

A. W. DAVIS,

for *Assistant Secretary.*

Telegram dated DELHI, 15*th January* 1915.

From—Commerce, Delhi,

To—Bengal, Marine.

Following telegram dated 11th instant has been received from Secretary of State. Board of Trade state that shortage of seamen in this country very seriously felt in Mercantile Marine and suggest that difficulty might be met by increased facilities for employment of lascars specially in South America trade. Board of Trade ask for favourable consideration of following proposal. Where shipowner in the United Kingdom whose ships do not trade to India wish to employ lascar crew he should notify Board of Trade accordingly beforehand specifying numbers ratings voyage. Board of Trade would telegraph Shipping Master Bombay or Calcutta who would recruit crew and engage them on agreement in form appointed by Government of India agreement being completed by owners on arrival in England. Owners will be required to guarantee payment of expenses of engaging crew wages and expense lascars from date of engagement and proper provision for ultimate return to India. Please telegraph your views as early as possible. It might be possible if you think it preferable to require owners to appoint agents to enter into agreement in India on their behalf. I am advised proposed procedure would not be illegal though it would not come within section 125 Merchant Shipping Act. Government of India would be glad to receive views of His Excellency the Governor in Council on the proposed procedure.

From Chamber to Calcutta Liners Conference.

No. 163—1915.—CALCUTTA, 23*rd January* 1915.

Proposed employment of lascars in the South American Trade.

I am directed to invite an expression of the opinion of the Conference on the question raised in the papers in this connection. Copies of the papers are attached hereto.

From Calcutta Liners Conference to Chamber.

CALCUTTA, 29*th January* 1915.

Proposed employment of lascars in the South American Trade.

I have to acknowledge receipt of your letters of the 23rd and 28th instant. Whilst this is really not a matter for the Liners Conference, I do however think that the suggestion is quite a good one. The dearth of good European seamen, even before the War, became so acute, that ship owners were in many cases driven to employing a very objectionable type of Chinese, and of course since the War, the position has been much worse, owing to the removal of enemy subjects from British vessels.

The objection at present to the employment of lascars in many cases is purely and simply on account of restrictions which are placed in the men's Articles of Agreement. For instance, Government will not allow deck crews to be engaged in vessels crossing the North Atlantic in the winter months, nor in vessels proceeding round Cape Horn or through the Magellan Straits. This latter restriction is of course the most serious difficulty in the way of employing lascars in the South American Trade. It seems to me, that with a little consideration shown to the men, there is no reason why they should not proceed on the voyages mentioned. A great number of these men have for years been employed in the regular home trade vessels and the winter at home is often quite as severe as the winter in the North Atlantic or the Magellan Straits. It seems to me, that Government could protect these men by stipulating in their agreements that due consideration should be shown them in properly heating their quarters; also in regard to their hours and nature of their employment in cold weather.

Another serious objection is the short term allowed in their agreements, viz., 12 months, which should be increased to say 18 months or 2 years. A slightly higher rate of pay might be offered as an inducement to the men to sign on for a longer period. It takes a fair time to train a raw lascar crew and under the present agreements, their services are dispensed with when they are becoming useful.

There is another curious stipulation in the agreements which affects steamers running from here to South Africa. This round voyage occupies about 2½ to 3 months and under present conditions

the crews have to be discharged everytime the steamers return to Calcutta, which seems to me rather absurd,—particularly as I understand that steamers trading to Mauritius are allowed to carry their crews on a "running agreement," and it is difficult to see why there should be this great difference between steamers running to the latter place as against South Africa.

Possibly the lascars themselves would benefit further if their term of agreements was made longer as it would probably tend to reduce the iniquitous practices of the native boarding house people, etc.

From Chamber to Government of Bengal (MARINE DEPARTMENT).

No. 363—1915.—CALCUTTA, 10*th February* 1915.

I am directed to refer to the telegram, dated 15th January 1915, from the Government of India, Department of Commerce and Industry, which was forwarded with your memo. No. 67-W., dated 16th January.

2. The telegram requested an expression of the views of the Government of Bengal on a proposal that increased facilities might be afforded for the employment of lascars in the South American trade. It appears that the Board of Trade have pointed out that the shortage of seamen in the United Kingdom is being very seriously felt in the mercantile marine. They have accordingly put forward a suggestion that where a ship-owner in the United Kingdom, whose ships do not trade to India, wishes to employ a lascar crew, he should notify the Board of Trade accordingly, specifying numbers, ratings, voyage, etc. The Board of Trade would telegraph to the Shipping-master of Bombay, or Calcutta, who would recruit the crew and engage them on an agreement in the form appointed by the Government of India. The agreement would be completed by the owners on the arrival of the men in England. The owners would be required to guarantee the payment of the expenses of engaging the crew, and also their wages, and likewise to provide for their return to India. Upon this suggestion you solicit an expression of the views of the Chamber.

3. In reply I am to say that the Committee have examined the question very carefully, and have also consulted their Shipping Sub-Committee, and the Calcutta Liners Conference, regarding it. They have had occasion more than once recently to point out to Government that ship-owners trading with India are now experiencing very serious difficulties with their lascar crews. To provide the required number of competent men to meet the present demand is no easy task; and the Committee feel bound therefore to protest strongly against any new departure which would certainly make matters worse. All the competent men available are required for vessels trading with this country; and moreover the lascar is not, the Committee consider, a suitable type of seaman for voyages such as those round Cape Horn.

4. I am to add that the Calcutta Liners Conference, while not fully supporting the foregoing views, admit that the matter is not one for them to discuss. The Committee regret that the Conference are not in accord with their opinion, but they have no hesitation in urging that the Government of Bengal should take strong exception to the proposal at the present time, and should ask the Government of India to protest against it.

POSTS AND TELEGRAPHS.

POSTS AND TELEGRAPHS: INDIAN TELEGRAPH GAZETTE.

From Superintendent Central Telegraph Office, Calcutta to Chamber.

D. O. No. 657.—CALCUTTA, 27/28*th January* 1915.

I enclose a copy of the *Telegraph Gazette* and would invite your attention to the Traffic notices, which cover two and a half page of each issue. There are six issues of the *Gazette* daily, *viz.*, at 8, 10, 12, 14, 16 and 19 hours and so the same matter is now being repeated six times daily to every subscriber.

It seems to me this is quite unnecessary and does not serve any useful purpose to any body. I therefore propose instead that the Traffic notices should issue once only daily with the first issue at 8 hours.

I shall be obliged if you kindly let me know at your earliest convenience if you see any objection to this proposal.

From Chamber to Superintendent, Central Telegraph Office, Calcutta.

No. 291-1915.—CALCUTTA, 3*rd February* 1915.

I am directed to acknowledge the receipt of your D. O. letter No. 657 dated 27th/28th January, with reference to the traffic notices which appear in the *Telegraph Gazette*.

2. In reply to your enquiry I am to say that the Committee of the Chamber agree with you that it is unnecessary for these notices to be published daily in all six issues of the *Gazette*. One publication daily would be, they think, sufficient, but they recommend that this should be, not in the 8 a.m. issue, but in the evening summary. If during the day there should be a new notice ready for publication it should be included in the first available issue and should be repeated in the evening summary. The latter would then be—as it is already in regard to shipping information—a complete record; and the publication of new notices in the issues which do not include other notices would specially direct attention to the former.

THE HOMEWARD MAIL.

From Chamber to Postmaster-General, Bengal and Assam Circle.

No. 1318—1915.—CALCUTTA, 16*th June* 1915.

The attention of the Committee of the Bengal Chamber of Commerce has been drawn to the fact that the departure from Bombay of the mail steamer *Moultan* was delayed for twenty-four hours from Saturday to Sunday the 6th June. It is stated that no steps were taken in Calcutta to make up mail bags on the Friday to be put on board the steamer in Bombay on the Sunday. The Committee believe that it would be a convenience if, on occasions when the mail steamer is so delayed, action in this direction were taken, and a supplementary mail despatched from Calcutta on the Friday. The mail steamer may be delayed several times for twenty-four hours in the course of the year, and there would seem to be no reason why Calcutta should not take advantage of such delay. I am accordingly to bring the proposal to your notice, and to suggest that it should be put into practice if possible.

From Postmaster-General, Bengal and Assam Circle to Chamber.

No. T. 7-21.—DARJEELING, 21*st June* 1915.

In acknowledging the receipt of your letter No. 1318-1915 of the 16th June 1915, I have the honour to say that, under existing arrangements, notice is given to the public that a supplemental mail is closed in Calcutta when the mail steamer is detained in Bombay for 2 days or more. Your present suggestion for the extension of the system when the departure of the mail packet is deferred by 24 hours is receiving consideration and a further communication will be sent to you on the subject.

From Chamber to Postmaster-General, Bengal and Assam Circle.

No. 1400—1915.—CALCUTTA, 29*th June* 1915.

I am directed to acknowledge, with thanks, the receipt of your letter No. T. 7-21 dated 21st June 1915 on the subject of the proposed supplemental mail to Bombay when the homeward mail steamer is delayed by twenty-four hours. The Committee of the Chamber note that their suggestion in this connection is under consideration.

From Postmaster-General, Bengal and Assam Circle to Chamber.

No. T. 7-21-II.—CALCUTTA, *5th August* 1915.

With reference to the correspondence ending with your letter No. 1400-1915 dated the 29th June 1915, I have the honour to say that henceforth an attempt will be made to close a supplementary mail in Calcutta when the homeward mail steamer is detained for twenty-four hours or more provided intimation of the late departure is received by the Presidency Postmaster, Calcutta, from Bombay in time to allow of a supplementary mail being closed.

CALCUTTA GENERAL POST OFFICE: BOOKING OF INLAND PARCELS.

From Postmaster-General, Bengal and Assam Circle to Chamber.

No. T.-24-34.—CALCUTTA, *16th July* 1915.

I have the honour to state for the information of your Chamber that it is proposed with effect from the 1st of August 1915 to transfer the booking of *inland* parcels from the General Post Office to the Dalhousie Square Post Office.

2. Under the proposed arrangement parcels will be booked in the actual building where they are to be sorted and much delay and duplication of work will be avoided. Ample counter space has been provided in the Dalhousie Square Office and it is believed that the new arrangement will conduce to the public convenience as well as to the more expeditious handling of parcels.

3. *Foreign* parcels will continue to be booked at the General Post Office.

4. I shall be glad to give any further information your Chamber may desire.

From Chamber to all Members.

Circular No. 365—1915.—CALCUTTA, *22nd July* 1915.

Calcutta General Post Office: Booking of inland parcels.

MEMO:—The foregoing letter on this subject is published for the information of members of the Chamber.

RAILWAYS.

EASTERN BENGAL RAILWAY: HEADWAY OF BRIDGES ON THE SARA-SERAJGANJ EXTENSION.

From Inland Steamer Companies to Chamber.

Reference No. $\frac{\text{G. 4073}}{\text{C. No. 1291}}$.—CALCUTTA, 24*th October* 1914.

Headway of Bridge over the Phuljore river—Sara-Serajganj Railway.

We beg to enclose herewith a copy of our joint letter No. G.-4914 of the 22nd instant to the Secretary to the Government of Bengal, Railway Department, in connection with the above, for your information.

No. $\frac{\text{G. 4914}}{\text{C. No. 1291}}$.—CALCUTTA, 22*nd October* 1914.

From—The Managing Agents, I. G. N. & R. Co., Ld., the Agents, R. S. N. Co., Ld.,

To—The Secretary to the Government of Bengal, Railway Department.

Headway of Bridge over the Phuljore river—Sara-Serajganj Railway.

We have the honour to refer you to the Minutes of the Conference held at Writers' Building on the 21st August when it was stated by a Railway representative that the river channels running up past Ullapara were deteriorating, which statement the Inland Steamer Companies' representatives took the liberty of questioning.

We have since had the Corasagor and Phuljore rivers from Ullapara to the main river carefully examined by one of our qualified Pilot Inspectors and he reports as follows:—

"Soundings obtained on the 4th October varied from 10 feet "to 30 feet. Above the Bridge at Ullapara 30 feet "soundings were obtained, and 18 feet where the bridge "is to be constructed.

"In former years during the cold weather there were 6 bars "which in January have from 2'–6" to 5' of water. "Between these bars soundings varying from 9' to 12' "were usually obtained throughout the cold weather.

"Old inhabitants of the district state that the river never "dries up. The Corasagor is not a difficult river to "navigate and has certainly not deteriorated during the "last few years. It obtains its water from the Brahmma-"putra and any change in the main river above has a "tendency to work over to the Serajganj side, which is "certain to improve all the various western offshoots "including the Corasagor."

From this it will be seen that a steamer service to Ullapara can be maintained for the greater portion of the year, probably all the year round with a little improvement work; and the suggestion that the rivers in that district are deteriorating is evidently incorrect.

This is the second occasion recently—the first being the case of the Old Brahmaputra near Mymensingh—that we have had to contradict statements by railway engineers regarding river deterioration. Presumably the "wish is father to the thought" in their desire to make out as good a case as possible for new railways and depreciate the value of the river borne services. We would earnestly ask Government not to accept such statements without proper verification.

When the Gorai Bridge was built in 1871 the railway experts pronounced the river practically dead for navigation purposes. The protests of those interested, from the navigation point of view, were over-ruled, and a low headway was sanctioned. About 1912 a change took place in the main Ganges. A larger volume of water found its way down the Gorai and the river deepened. The consequence is that at the present day though the Gorai route is navigable and offers a shorter route between Goalundo and Calcutta a large proportion of the Companies' fleet is debarred from using it owing to the low headway of the bridge at Kushtea.

In regard to the rivers of Bengal it is impossible to prophesy with accuracy as to their future state, and we submit that the only satisfactory rule in the interests of the trade and communications of the country is to allow a safe and sufficient headway for all bridges built across navigable rivers.

For these reasons we would again respectfully urge that the headway for the bridge over the Phuljore river should be 35 feet, and that the decision conveyed in your No. 1177-R., of 4th July may be reconsidered.

From Chamber to Inland Steamer Companies.

No. 2070—1914.—CALCUTTA, 31*st October* 1914.

Headway of Bridge over the Phuljore river—Sara-Serajganj Railway.

I have to acknowledge, with thanks, the receipt of a copy of the Inland Steamer Companies' joint letter addressed to the Government of Bengal, Railway Department, on the above subject, and to request that this Chamber may be favoured with a copy of the reply from Government when it is received.

From Inland Steamer Companies to Chamber.

No. R.-S.-12234.—CALCUTTA, 10*th December* 1914.

Headway under Bridges—Sara-Serajganj Railway.

With reference to your No. 2070—1914 of the 31st October last we regret to advise that the Secretary to the Government of Bengal, Railway Department, has since informed us that the Governor in Council has recommended to the Railway Board that the bridge over the Phuljore River should provide a headway of 25 feet only over highest flood level and the bridge over the Burral River a headway of 14 feet only and is not prepared to reconsider these recommendations.

We desire to enlist the support of the Chamber in addressing the Railway Board for reconsideration of the arguments put forward in support of our demand for the free passage of our vessels on these two rivers.

During the last two or three months the types of our steamers plying on the Phuljore river up to Ullapara have required headways of 22 feet, 25 feet 6 inches, 26 feet and 27 feet 6 inches, respectively, and those plying on the Burral river to Ostamensha beyond the site of the proposed railway bridge have required headways of 20 feet 6 inches and 25 feet, respectively.

It is our intention next season unless prevented by obstructions across these rivers to run similar and larger vessels as the traffic develops.

We have endeavoured to make it clear to the Government officers concerned that the development of these services has been forced upon us to enable us to retain our hold on the traffic for which we have catered for many years. This traffic has hitherto found its way to our vessels on the main river, but cannot be expected to do so freely in the future with a railway intercepting it above and to meet this competition it becomes necessary for us to provide equivalent facilities by undertaking the shipment and delivery of the traffic at the point of origin and destination as the case may be.

Besides the question of the Inland Steamer Companies' interests there is the wider, and from the Chamber's point of view, the more important question of public interest. The districts concerned are being opened up commercially by improved methods of transport and it is very desirable, we submit, for the benefit of the community generally that the interests of transport by water, the demand for which will also grow with the general development, should not be sacrificed by the advent of railway communications and the possible monopoly which may thereby result.

The Officials to whom we have had the opportunity to explain the position have adduced no single argument to combat our right to ply our vessels freely over the waters concerned and have in each case promised to consider our representations. They have nevertheless arbitrarily advised the Governor in Council to recommend headways which prevent us from competing for the traffic and which must force it to the railway.

No reasons for the decisions have been communicated to us and we would direct attention to the fact that these questions as to bridge headways are dealt with by the Railway Department of the Government of Bengal whose sympathies are essentially in favour of the railway interests.

We trust the Committee of the Chamber will therefore see their way to pressing for a reconsideration of the question by higher authority.

From Inland Steamer Companies to Chamber.

No. R.-S.-12373.—CALCUTTA.—10*th December* 1914.

Headway under Bridges—Sara-Serajganj Railway.

With reference to our letter No. R.-S.-12234 of 10th instant we beg to enclose herewith a copy of a letter we yesterday addressed to the Secretary to the Government of Bengal, Railway Department, suggesting that instead of the 35 feet high level bridge we asked for over the Burral river, a bridge providing an opening by means of a swing or lift might be substituted.

No. 12340.—CALCUTTA, 15*th December* 1914.

From—The Agents, R. S. N. Co., Ld., and the Managing Agents, I. G. N. & Ry. Co., Ld.,

To—The Secretary to the Government of Bengal, Railway Department.

Proposed Headway and Span of Bridges on the Sara-Serajganj Railway.

In continuation of our letter No. R.-S.-12139, dated 7th December 1914 and with further reference to your letter No. 151-T.-R., dated 27th October 1914 we have the honour to suggest that as objection has been raised to the 35 feet high level bridge over the Burral river asked for by us, the bridge it is proposed to build over this river might be built to provide an opening by swing or lift. Provided arrangements were made to have openings sufficiently frequently to meet the requirements of our traffic, a bridge of this kind would, we consider, be suitable for the Burral river.

From Inland Steamer Companies to Chamber.

No. R.-S.-225.—CALCUTTA, 11*th January* 1915.

Sara-Serajganj Railway—Proposed Headway and Span of Phuljore and Burral Bridges.

We beg to refer to our No. R.-S.-12234 of 10th ultimo and to enquire whether any decision as to further action in this connection has been come to by the Committee.

We have since been advised by the Secretary to the Government of Bengal, Railway Department, that the Governor in Council has further recommended to the Government of India that in the case of the Burral river bridge spans of 100 feet should be provided and in the Phuljore River Bridge one central span of 200 feet.

As regards the Burral, the span suggested is adequate for the headway of 14 feet as recommended by the Bengal Government, but if this recommendation to exclude us from plying on the Burral river is to be withdrawn or amended, a span of at least 200 feet should be provided.

In the case of the Phuljore river even with the restricted headway of 25 feet suggested by the Government of Bengal one span of 200 feet is quite unsuitable. The channel is liable to shift from side to side of the bed and it is more than likely that within a short period after construction the river would not be flowing through this span.

It is therefore essential that spans of not less than 200 feet—in our opinion 250 feet is necessary for safety—should be provided from bank to bank and we trust the Chamber will emphasise this point if they decide to address Government in the matter.

From Chamber to Agents Sara-Serajganj Railway Co., Ltd.

No. 486—1915.—CALCUTTA, 25*th February* 1915.

I am directed to submit herewith a copy of my letter, No. 1441*, dated 6th August 1913, to the Government of Bengal, Railway Department, on the subject of the headways of the bridges on the Sara-Serajganj Railway.

2. It will be observed from this letter that the Chamber recommended a headway of 35 feet for the bridge over the Phuljore river. As regards the bridges over the Burral and Sotanadi rivers they suggested that a guarantee should be given by the Government. The guarantee would be to the effect that if a headway higher than that now proposed should subsequently be required, by reason of changes in the river, such headway should be provided by the railway at its own cost.

3. It is understood that the Government of Bengal have suggested to the Railway Board:—(*a*) that the headway of the Phuljore bridge should be 25 feet with one central span of 200 feet; and (*b*) that the headway of the Burral bridge should be 14 feet with spans of 100 feet. The Inland Transport Sub-Committee of the Chamber dissent from the first suggestion, as they consider that a headway of 35 feet under the Phuljore bridge is essential. Spans of 200 feet across the navigable part of the river are also, in their opinion, necessary. One span only of 200 feet would be insufficient, seeing that the channels are believed to shift. The Phuljore is

* *Vide* Vol. II Chamber Report for 1913, page 425.

admittedly an important river, and Ullapara, where the bridge will be located, is a large mart and jute-growing district which will, it is anticipated, increase in importance with the improvement of communications. In these circumstances the Inland Steamer Companies would appear to be reasonable in asking that they may be given free access to the station for their large vessels.

4. On the Burral river the Inland Steamer Companies ran a small service for about three months last season. For the remainder of the year the river was not navigable. In these circumstances the Inland Transport Sub-Committee of the Chamber do not recommend that the height (14 feet) suggested by Government should be increased. They think however that an opening span might be provided to permit the companies to use the river during the navigable period. The river is said not to shift its channel, and the opening would be therefore sufficient.

5. I am directed by the Committee of the Chamber to ask if you will be good enough to favour them with an expression of your opinion upon the foregoing proposals. Perhaps your Engineer-in-Chief may also be able to give a statement of the comparative cost of the bridges, if built as proposed by the Sub-Committee, and as provided for in the railway scheme.

From Agents Sara-Serajganj Railway Co., Ld. to Chamber.

CALCUTTA, 27*th February* 1915.

In reply to your letter No. 486—1915 of 25th ultimo regarding the headways of the bridges on the Sara-Serajganj Railway the whole question was carefully considered at a meeting held at Writers' Buildings on 21st August 1914, at which the Government of Bengal, the Steamer Companies, and the Railway Company were all represented.

The Government of Bengal after consideration of the arguments put forward at the meeting referred to, made their recommendations to the Railway Board, who we understand accepted their suggestions. The Railway Board then passed their orders in the matter and the bridges are being constructed in accordance therewith.

As far as we can see there is no occasion to reopen the matter and we should strongly oppose any such suggestion, as the girders have already been purchased, and the bridges are in course of construction.

EASTERN BENGAL RAILWAY: KHULNA-BARISAL-FARIDPUR EXTENSION.

From Government of Bengal (RAILWAY DEPARTMENT) to Chamber.

No. 37-T.-R.—DARJEELING, 22*nd May* 1915.

With reference toyour letter *No. 2146—1914, dated the 9th November 1914, I am directed to forward herewith a copy of the project report and estimates of the proposed Khulna-Barisal-Faridpur Railway together with a ferro copy of the index plan and section of the line, and to request that you will be so good as to favour Government with an expression of the views of the Chamber on the alignment and waterways proposed.

2. I am to invite the special attention of the Chamber to para. 9 of the Engineer-in-Chief's letter No. 10196 dated 21st December 1914 on pages V-IX of the printed report.

Extract para 9 from letter No. 10196, dated 21st December 1914, from the Offg. Engineer-in-Chief, Construction, Eastern Bengal Railway, to the Agent, Eastern Bengal Railway, Sealdah.

Owing to the headway required over navigable channels, the average height of bank is 12 feet. This high bank and the large yards together make the rate per mile for Land work out to over Rs. 22,000, and the rate for Formation to over Rs. 50,000. The Bridge work is very heavy, especially from Khulna to Gaurnadi; on this length the waterway provided averages 103 feet a mile, and for the whole section the rate is over Rs. 60,000 a mile. For the two principal rivers, the Bhairab at Khulna and the Madhumati at mile 23, the Steamer Companies demanded a clear span of 300 feet; in the estimates a clear span of 250 feet has been provided, which should be ample for all steamer traffic; the question has been referred to the Local Government for their approval; instead of providing fixed spans with a headway of 42 feet, an opening span has been estimated for each of these bridges, with a clear headway of 20 feet when closed to allow country boats to pass without opening the bridge; comparative estimates have been prepared, which show that the proposed bridges with the approaches will cost about Rs. 13½ lakhs, each less than fixed high level bridges would cost. The estimates for the girders of the lifting span bridges have been prepared by the Scherzer Bridge Company of Chicago (see Appendix 4). The ruling gradients are 1 in 500 up towards Calcutta, and 1 in 400 up from Calcutta.

From Inland Steamer Companies to Chamber.

Reference No. G.-4114.—CALCUTTA, 15*th June* 1915.

Proposed Khulna-Barisal Railway.

In continuation of previous correspondence resting with our No. G.†-4424, dated 29th September last, we beg to enclose for the information of your Committee copies of our letters of the 10th instant to the Secretaries to the Government of Bengal, Railway and Irrigation Departments, on this subject, which speak for themselves.

We trust that the Committee will see their way to support our demands.

* *Vide* Vol. II Chamber Report for 1914, page 655.
† *Vide* Vol. II Chamber Report for 1914, page 652.

No. R.-S.-3914.—CALCUTTA, 10*th June* 1915.

From—The Agents, R. S. N. Co., Ld. and the Managing Agents, I. G. N. & Ry. Co., Ld.,

To—The Secretary to the Government of Bengal, Railway Department.

We thank you for sending us a copy of the project report and estimates of the proposed Khulna-Barisal-Faridpur Railway together with a copy of the index plan and section of the line. We also note your request for an expression of our opinion on the waterways proposed with special reference to the bridges proposed over the Rivers Bhairab and Madhumati.

The index plan shews that it is proposed to cross the Madhumati at a point about three quarters of a mile above the bheel canal entrance and that instead of providing fixed spans with a headway of 42 feet an opening span has been estimated for.

We can only think that the proposal for an opening span has been put forward from an insufficient knowledge of the river. The Gorai-Madhumati Waterway from the Ganges to the Backerganj district is a river of uncertain channels, and slowly changing shoals. With a low level bridge over such a waterway, complete stoppage of all river steamer traffic would be possible at any time. This being the case it need only be brought to your notice to ensure the condemnation of the suggested low level bridge.

Apart from the above objection which we consider should definitely decide the class of bridge to be built, there are other objections to an opening span. The Traffic under the bridge is constant at all times of the day or night. There would be regulations about opening the bridge at certain fixed hours only which would mean delay to river traffic, and disorganisation of services. There would be constant trouble and friction about the openings which necessarily would be in the hands of the railway authorities.

We note the report estimates for a span of 250 feet, this is not sufficient. 300 feet is the minimum span compatible with safety. An ordinary tow may be from 170 to 190 feet wide, and the margin asked is not too much for safe navigation, complicated as it often is with eddy water or current setting astant.

The index plan shews the proposed bridge over the Bhairab as crossing at Khulna at a point approximately in the middle of the harbour. The bridge estimated for is low level with an opening span of 250 feet.

While the same difficulty of shifting channels does not arise on the Bhairab as on the Madhumati a low level bridge with an opening span at the proposed Khulna site would be practically unworkable.

All the difficulties and delays of an opening span would exist at Khulna. Khulna as a steamer junction will greatly increase in importance and a low level bridge over the harbour would be a constant source of delay, dislocation and loss.

A high level bridge should be provided and this should give 42' clearance with a span of 300 feet. As the report points out this part of the river is used by our largest steamers. Apart from that developments in our services from Khulna are certain. Between the proposed new line and the Goalundo railway there lies a great stretch of rich country to which it is of great importance that steamer traffic should have the freest access. The advent of a new railway does not diminish this necessity but increases it, in as much as the country as it develops will require improved communications of every kind. Our local representative with 15 years experience of these waters reports that the Bhairab is an improving river, and anticipates it becoming a main route in the future with steamers of the largest type plying on it. It is well known that the rivers of the Delta are constantly changing and the small river of today may be the main channel of tomorrow. To provide for anything less than free and untrammelled working on these particular rivers is to ignore the best interests of the great districts the rivers serve, and will still be required to serve after a railway is constructed. The lesson of the Gorai Bridge, the low headway of which is now being seriously felt as a check up on steamer traffic, should not be ignored.

No. R.-S.-3915.—CALCUTTA, *11th June* 1915.

From—The Agents, R. S. N. Co., Ld., and the Managing Agents, I. G. N. & Ry. Co., Ld.,

To—The Officiating Secretary to the Government of Bengal, Irrigation Department.

With reference to your letter No. 4553-I dated 23rd December we have now to advise you that a copy of the Report on the proposed Railway extension from Khulna to Barisal has been sent us by Government. We find from the plan sent with the report that it is proposed to cross the Madhumati River at the bheel entrance, while para. 24 of the report reads as follows:—

"The river crossings also are satisfactory, except at the "Madhumati, where conditions are somewhat complicated, "heavy protection work and the diversion of the bheel "canal being necessitated".

In this connection we invite your attention to our letter G-5836 of 28th November 1914, and wish again to strongly protest against the construction of a bridge at the proposed site. The construction of a bridge at this place constitutes, in our opinion, a grave danger to the surrounding river channels.

In our letter we drew attention to the serious effect the construction would have on the Bhil canal entrance. The report now contemplates diversion of the bheel canal. Such diversion to be clear

of the Railway could only be northward. This we consider would be a serious mistake and we understand your engineers share this opinion. Improvement of the bheel canal at this point has been considered as likely to result from an opening further south, and this has been discussed. It has we think been recognized that much of the difficulty incurred at the entrance would be avoided if the entrance was further south. It cannot be diverted to the north without increasing the difficulty and expense of upkeep, and risking serious result. In any case we are strongly of opinion that the success of this important waterway should not be endangered by the construction of a bridge and heavy embankments at the point proposed.

We further invite your attention to the situation of the proposed bridge and approaches in relation to the junction point of the Madhumati and Atharabanka rivers. These important rivers, at and near the junction, give considerable anxiety so far as the navigable channels are concerned. The construction of a bridge with approaches at this particular site on the Madhumati is bound to affect the junction channels, or the Atharabanka entrance. The risk of serious interference with the channels is we consider very great. The preservation of these important rivers should be assured by arranging for the railway to cross at some more stable and straighter part of the river, at some distance from the junction.

We also ask your attention to the alignment of the railway along the right bank of the Atharabanka river. This river has not at present too much water passing. If the drainage from the right bank is checked and the water of the feeders insufficiently provided for, the main river is sure to suffer. As the river forms part of the main river route all risk of interference with its waters should be avoided.

We trust these representations will have your sympathetic consideration, and that you will be able to assist us in ensuring the proper preservation of these most important lines of river communication.

From Chamber to Eastern Bengal Railway.

No. 1420—1915.—CALCUTTA, *30th June* 1915.

Eastern Bengal Railway: Khulna-Barisal-Faridpur extension.

(1) Letter No. 37-T-R, dated 22nd May 1915, from the Government of Bengal, Railway Department, to the Chamber.
(2) Letter No. 4114-G, dated 15th June 1915, from the Inland Steamer Companies, to the Chamber (with two enclosures).

I am directed to forward herewith the attached copies of the marginally noted papers with reference to this extension of the Eastern Bengal Railway.

2. Before replying to the request from the Government for an expression of the opinion of the Chamber on this project, the

Committee will be glad if you will favour them with your views upon it with particular reference to the points raised by the Inland Steamer Companies.

From Eastern Bengal Railway to Chamber.

No. 6395-C.—CALCUTTA, *7th September* 1915.

Khulna-Barisal-Faridpur extension.

I very much regret the delay that has occurred in replying to your letter No. 1420-1915 dated the 30th June 1915. It has been necessary to refer the matter to the Engineer-in-Chief for Construction and he in his turn has had to make several enquiries. The points raised by the inland steamer companies may be roughly divided into two heads; first, the headway and span necessary for the bridges over the waterways and secondly, the general alignment of the proposed railway.

2. With regard to the headway and span which is an oft recurring question, it is obvious that the steamer companies have no interest in keeping down the cost of a railway, and they therefore perhaps make demands in excess of their minimum requirements and are not prepared, except under compulsion, to accept anything which may possibly cause delay or inconvenience to steamers and flats using the rivers it is proposed to bridge. On the other hand, it may be argued that the railway is interested in keeping down the cost of the bridges and is therefore inclined to give the steamer companies less headway and less clear width between piers than is absolutely necessary. It therefore seems equitable to consult an independent authority and I would draw attention to the remarks made by Mr. Lees in his Report on the preliminary estimates for the Grand Trunk Canal to connect the Hooghly with the navigable rivers of Eastern Bengal. As the canal is for all classes of inland steamers we may take it that the maximum requirements of the steamer companies have been provided for, but as the toll to be levied, and therefore the cost of the project, has to be kept as low as possible, it may be assumed that more headway and larger spans of bridges than necessary have not been given.

3. As regards headway of bridges over the Grand Trunk Canal, Mr. Lees says "I have provided for fixed bridges with a headway "of 42 feet above normal dry season canal level. That is the head-"way demanded by the Steamer Companies and accepted by the "Standing Committee for waterways. It will necessarily be reduced "during the rains to 40 feet and probably, during short periods of "excessive rainfall, to 38 feet, but I do not see how this can be "avoided." The railway should not be compelled to provide anything more for the bridge over the Madhoomati than is to be given on the Grand Trunk Canal, *i.e.*, 38 feet above highest flood level.

4. As regards the headway over the Bhairab, the steamer companies ask for 42 feet but it would appear that this river is not used by the larger steamers and that a headway of 30 feet is

sufficient. The steamer companies might be asked to give a list of their steamers with height of each and show on what services the steamers are utilised.

5. As regards width of span the steamer companies state that an ordinary tow may be from 170 to 190 feet wide and ask for a clearance of 300 feet instead of the 250 feet offered by the railway. Mr. Lees, in his Report on the Grand Trunk Canal, says—"An uniform type of steel girder bridge having a central "span of 250 feet and side spans of 47 feet each has been adopted "for all bridges over the Trunk Canal. The clear width between "the piers on the water-line will be 244 feet." There is unlikely to be a very strong current in such rivers as the Bhairab and the Madhoomati and 250 feet gives a very good margin for the larger flotillas to pass safely through the proposed bridges. I therefore think that a span of 250 feet is ample and indeed we might reasonably urge that a span of 200 feet only should be provided, and that large flotillas should unlash and drop their flats astern before passing under the bridge as they will have to do when crossing each other in the Grand Trunk Canal.

6. I would point out that every foot of headway means a very heavy extra expense in the case of constructing a railway. With a gradient of 1 in 500 on one side and 1 in 400 on the other, an increase of 1 foot in headway involves 900 feet extra length in the approaches, and this extra length occurs where the bank is highest and so the extra cost is very large. In addition there is the recurring cost of lifting every train over the extra height. Similarly as regards span the weight of the girders and therefore the cost varies roughly as the square of the span so that girders of 300 feet span will cost nearly 50 per cent. more than those of 250 feet span.

7. I am therefore of opinion that in view of the very great expenditure that will be necessary to bridge these rivers even with the smaller span and headway which the railway advocates, it would be better, in the first instance, to construct the line without bridges over these two rivers and have wagon ferries. The banks are, I believe, fairly stable and the cost of working a wagon ferry would not be excessive, and such means of transport would probably be suitable for many years to come.

8. As regards the second question of the alignment of the railway it would appear that the steamer companies are pressing for the bheel route canal to be diverted to the south. This would mean that the railway crossing over the Madhoomati river must also be diverted further south, and indeed keep south of the canal entrance, otherwise it will be necessary to bridge the canal between the railway crossing over the Madhoomati and Gaila Junction Station. This will again mean the location of the railway on the opposite bank of the Atharabanka river and a crossing over the Bhairab below its junction with the Atharabanka, otherwise an extra bridge will also be required over the Atharabanka river making four large bridges instead of two.

9. Of course, if the wagon ferry arrangement now proposed were to last for all time this would not be a matter of much consequence, but we must face the fact that the Bhairab and the Madhoomati rivers must be bridged some time, and it is therefore necessary to construct the proposed line so as to lead up to the selected bridge sites. It would therefore seem very desirable that the most favourable position for the bridge crossings should be settled beforehand and for this purpose it may be necessary to appoint a Commission on which the Railway, the Steamer Companies and the Public Works Department should be represented.

From Chamber to Government of Bengal (Railway Department).

No. 2059—1915.—Calcutta, 28*th September* 1915.

I am directed to refer to your letter No. 37-T-R, dated 22nd May 1915, on the subject of the proposed Khulna-Barisal-Faridpur Railway. You forwarded a copy of the project report and construction estimates, and you asked for the views of the Chamber on the proposed alignment and bridges.

2. In reply I am to express the regret of the Committee that there should have been so much delay in dealing with your request. But so many references and enquiries have been necessary that they have not been in a position until now to deal with the matter.

3. I am first to take up the question of the two bridges, to which you invite the special attention of the Chamber. One of these two bridges will cross the Bhairab river at Khulna, and the other will cross the Madhumati opposite Gopalgunge. The railway proposes that each of these bridges should be provided with an opening span of 250 feet clear when open, and a headway of 20 feet when closed. Against these proposals the inland steamer companies have protested. In their letter dated 10th June 1915, to your department, they have set forth the reasons for their protest, and they have demanded fixed bridges with a headway of 42 feet in each case. The Agent of the Eastern Bengal Railway, on the other hand, maintains that even if fixed spans were to be provided the bridge over the Madhumati ought not to have a greater headway than that allowed by Mr. O. C. Lees for the bridges over the Grand Trunk Canal, namely, 38 feet above highest flood level. And as regards the bridge over the Bhairab, Mr. Bell expresses the opinion that a headway of 30 feet would be sufficient, as the river does not appear to be used by the larger steamers.

4. It is obviously not an easy matter for the Committee of the Chamber to express any very definite opinion in the face of these conflicting views. They experienced this difficulty last year when the question was previously before them; and in writing to you, on the 9th November 1914, they said that they did not feel competent to offer a strong expression of opinion. Generally speaking their view was then, and is now, that the railways ought not to be allowed to hamper traffic on the waterways. But at the same time they are fully alive to the great enhancement of the cost of constructing a railway if high level bridges, with their corresponding gradients, have to be built. A suggestion has been made, by the Agent of the Eastern Bengal Railway, that in the first place the line now under discussion should be constructed without bridges over the Bhairab and the Madhumati; and that on these two rivers wagon ferries should ply. The Committee are inclined to regard this as being perhaps a somewhat retrograde proposal, but it may be worthy of discussion.

5. The question of the alignment has also to be considered in this connection. The inland steamer companies have referred to paragraph 24 of the report, where it is stated that the diversion of the bheel route canal is contemplated. They apprehend that diversion northward is intended, while they, on the contrary, press strongly for diversion towards the south. The Agent of the railway points out that to divert the canal to the south would mean keeping the railway to the south of the canal entrance, which would necessitate its re-alignment on the opposite bank of the Atharabanka river.

6. In the circumstances the Committee of the Chamber are disposed to support a recommendation which has been made by Mr. Bell, namely, that the positions for the bridges their height, waterway, or opening span as the case may be, should be determined by a Commission on which the Railway, the Inland Steamer Companies, and the Public Works Department would be represented.

From Chamber to Eastern Bengal Railway.

No. 2127—1915.—Calcutta, 7*th October* 1915.

Adverting to correspondence ending with your letter No. 6395-C., dated 7th September 1915, I am directed to send you herewith, for your information, the attached copy of the marginally noted letter, on the subject of the proposed Khulna-Barisal-Faridpur Railway.

Letter No. 2059, dated 28th September 1915, from the Bengal Chamber of Commerce, to the Secretary to the Government of Bengal, Railway Department.

From Chamber to Inland Steamer Companies.

Nos. 2128 & 2129.—Calcutta, 7*th October* 1915.

Adverting to correspondence ending with your letter No. 4114, dated 15th June 1915, I am directed to send you herewith for your information, the attached copy of the marginally noted letter, on the subject of the proposed Khulna-Barisal-Faridpur Railway.

Letter No. 2059, dated 28th September 1915, from the Bengal Chamber of Commerce, to the Secretary to the Government of Bengal, Railway Department.

From Narayanganj Chamber to Chamber.

NARAYANGANJ, *24th November* 1915.

I send herewith copy of a letter from this Chamber to the Government of Bengal, Railway Department, on the subject of headways and spans of railway bridges on the proposed Khulna-Barisal-Faridpur Railway.

The proposed railway will pass over the Madhumati river which is a very important highway for direct steamer communication between Calcutta and this province, and it is very necessary that through direct communication should not be interfered with by inadequate headways and inadequate spans of bridges.

I am directed to request you to place the letter before your Committee, and trust they will give our views the benefit of their support.

NARAYANGANJ, 22*nd November* 1915.

From—The Honorary Secretary, Narayanganj Chamber of Commerce,

To—The Secretary to the Government of Bengal, Railway Department.

With reference to your No. 1565-R., dated 24th August 1914 and continuation No. 38-T. R., enclosing a copy of the project report and estimates of the proposed Khulna-Barisal-Faridpur Railway, together with a ferro plan of same, I have the honour to inform you that the scheme has been put before my Committee who have directed me to reply as follows :—

The two main points to be considered are, the bridging of the river Madhumati at Gopalgunge, and the bridging of the Bhairab river near Khulna.

The Madhumati river is one of the main natural highways between Calcutta and Eastern Bengal and also Assam and Cachar, and to bridge this river without allowing an adequate headway is in the opinion of this Chamber directly against all the opinions they have ever put forward with regard to the importance of river traffic, and free communication wherever natural navigable highways are found to be of importance to the district through which they may pass.

I am directed to say that a headway of less than 40 feet over the Madhumati river would be entirely inadequate and a serious obstruction to the heavy and constant river traffic which passes over that route. The figures before the Chamber show that from 300/400 vessels belonging to the I. G. & R. S. Companies alone, apart from vessels of other companies, passed the site of the proposed bridge during July 1914, and during the jute season (August to December) the traffic is very much larger, and in a district which is expanding very rapidly an inadequate passage would be a serious hindrance to one of the most important river routes connecting Calcutta with this province and Assam.

I am also directed to say that an opening span would in every way be unsuitable and a hindrance to all traffic. The chief reason for the unsuitableness of an opening span is the changing of the channels and the inevitable blocking of all steamer traffic. In the opinion of the Committee of this Chamber it would be impossible to fix the position of an opening span that would last indefinitely, with the heavy silting and shoals which work up and down and are so common on all the rivers in these districts.

Span. Taking into consideration the heavy steamer traffic, already mentioned above, that passes along this route, it is the opinion of this Chamber that a span of 300 ft. would be necessary for the Madhumati bridge to ensure the complete safety of navigation. It must be taken into consideration that a steamer with three large flats in tow is very difficult to handle, and with changing currents it is very necessary that a good clearance should be left on either side.

Bhairab River Bridge. This river although not at present used by large steamers has a possible large prospect before it. From information received by this Chamber it is understood to be a river which is likely to improve for navigation in the near future, and to hinder free passage on any of these rivers is directly opposing the interests of the districts which these rivers pass through, and although the Bhairab river at present is not being used by large steamers, it is quite possible it may be navigable for all steamer traffic at no distant date, and in the opinion of my Committee a headway and span equal to that of the Madhumati bridge is necessary.

I am directed to mention instances in which inadequate bridge headways have hindered river traffic within the last few months. Though the floods this year in Eastern Bengal have been exceptional and higher than anything known since 1906, allowance should be made for exceptional cases and all measurements for bridge headways should be taken at the highest flood level.

The Ghorasal bridge over the Lakhya river on the Bhairab-Tongi extension at certain times this year stopped the passage of steamers owing to a too low headway, thus disorganizing the river traffic on that particular route. It might be mentioned here that, at the time of building the Ghorasal bridge the Narayanganj Chamber strongly protested against what was obviously inadequate headway, and the necessity of it has been demonstrated within a very short period of time.

The Chamber is also informed that the A. B. Railway bridge at Badarpur obstructed steamer traffic during this September for the same reason and the resulting consequences are more serious than can be realized except by those directly affected by the disorganisation of regular river traffic which this province depends upon so much.

The advent of a new railway should help to improve through communication of every kind, and insufficient headways of navigable channels are a direct hindrance to efficient communications. It appears to my Committee from the plan of the proposed railway

under discussion that, should the "opening span" scheme be carried through as it stands at present, the probable silting up of the opening span on the Madhumati bridge, though stopping the direct river route to Calcutta, will still in no way interfere with or affect the combined traffic *vid* Khulna. As most of the very heavy jute traffic from August to December is carried through to Calcutta by the direct route, under the proposed site of the Madhumati bridge, it is very necessary that no obstruction whatever, either as regards headways or span should be put in the way of river traffic.

I am therefore directed to say that my Committee is strongly opposed to any scheme that does not provide sufficient headway or span. In their opinion opening spans are unsuitable and a headway of at least 40 feet and a span of 300 feet should be left under and across both the bridges proposed for the Madhumati and Bhairab rivers.

From Chamber to Narayanganj Chamber.

No. 2446—1915.—Calcutta, *4th December* 1915.

E. B. Ry.: Khulna-Barisal-Faridpur Extension.

I am directed to acknowledge the receipt of your letter dated 14th November 1915, forwarding a copy of a representation made by your Chamber to the Government of Bengal on the subject of the bridges, over the Madhumati and Bhairab rivers, on this projected railway.

2. The views of your Chamber as expressed in this representation are now under the consideration of the Committee of this Chamber. In the meantime I am to attach hereto, for your information, a copy of my letter No. 2059 dated 28th September 1915 from which you will see that a suggestion was made for the appointment of a Commission to determine the question of these two bridges. The orders of the local Government on the suggestion have not been yet received.

EASTERN BENGAL RAILWAY—PROPOSED EXTENSION OF THE BROAD GAUGE FROM SANTAHAR TO SILIGURI.

From Chamber to Indian Tea Association.

No. 890—1915.—Calcutta, *19th April* 1915.

E. B. Railway—Proposed extension of the broad gauge from Santahar to Siliguri.

I am directed to invite your attention to the following remarks which were made by the Hon'ble Mr. W. H. Clark, C.S.I., upon this question at a meeting of the Committee of the Chamber held on the 6th April:—

"I understand the Committee of the Chamber are specially "interested in the question of the extension of the broad "gauge north of the Ganges. The question of its exten- "sion to Parbatipur and Siliguri, or alternatively of "doubling the metre gauge line north of Santahar, is under "examination and is the subject of correspondence with "the Secretary of State. I may add that pending the "result of this examination the Secretary of State has "approved of the widening of the embankment from "Santahar to Parbatipur which will be necessary in either "case, and for this work 3¼ lakhs have been provided in "the current year."

2. I am to ask for the favour of an expression of the views of your Association upon the question with particular reference to the points mentioned by Mr. Clark.

Telegram dated Calcutta, *30th April* 1915.

From—Bengal Chamber of Commerce,

To—Mr. H. R. Irwin.

Bengal Chamber of Commerce warmly support object of tomorrow's meeting stop In their opinion it is essential in interests of trade with northern Bengal that broad gauge should be extended to Siliguri without any delay stop Present break of gauge leads to harassing delays and full benefit of Sara bridge will not be experienced until there is one gauge through from Calcutta to Siliguri stop Rapidly increasing traffic on Eastern Bengal Railway demands urgent measures and Chamber strongly hold that continuous gauge is necessary. In their view this is far preferable to suggested doubling of metre gauge from Santahar to Siliguri and Chamber trust your meeting will emphasise this stop They are convinced that result of extending broad gauge will be fully justified financially.

From Darjeeling Planters' Association to Chamber.

DARJEELING, *5th June* 1915.

I enclose for your information a print of the minutes of the public meeting held here on the 1st May 1915 in connection with the extension of the Broad Gauge line from Santahar to Siliguri.

Minutes of the proceedings of a Public Meeting convened at the instance of the Darjeeling Planters' Association and held at the Town Hall, Darjeeling, on Saturday the 1st May 1915 at 2-30 p.m.

The body of the Hall was filled with a large and representative gathering of Europeans and Indians amongst whom the following ladies and gentlemen were noticed:—Mrs. & Miss. Mackenzie, Mrs. Stonebridge, Miss Clark, J. T. Rankin, Esqr., Col. W. R. Edwards, Lt.-Col. W. J. Buchaman, Sir. R. N. Mukerjee, G. K. Clark, Esqr., B. B. Chatterjee, G. Mitra, Rai Sahib, M. M. Mukerjee, C. Kirby Esqr., G. Dominy. Esqr., G. Nash, Esqr., Dr. Dixon, H. Jones, Esqr., E. E. Savi, Esqr., Rev. H. C. Duncan, G. Langmore Esqr., Messrs. Ramprosad Ganeshilall.

The following gentlemen were present on the platform:—

N. C Bose, Esqr.	D. M. Hingun, Esqr.
K. L. Mackenzie ,,	Mr. Sharuffuddin.
Rev. J. Fallon, S. J.	E. C. Collin, Esqr. (Cooch Behar State).
A. H. Bennett, Esqr.	Rev. H. C. McColl.
R. Graham, Esqr.	Deonandan Singh, Esqr. (Messrs. Jetmull & Bhojraj).
C. Bald, ,,	G. B. Cresswell, Esqr.
H. W. Carr, ,,	Alex: Shannon ,,
Rev. Dr. Graham.	
G. Wrangham-Hardy, Esqr.	

H. R. Irwin, Esqr.

1. Mr. G. B. Cresswell proposed and Mr. K. L. Mackenzie seconded that Mr. Irwin be asked to take the Chair. *Carried unanimously.*

2. Mr. Irwin then addressed the Meeting as follows:—

LADIES & GENTLEMEN,

Nine years ago I had the honour of presiding at a Public Meeting held in this Hall for the purpose of urging the construction of a bridge over the Ganges at Sara Ghat upon Government.

That object has now been accomplished much sooner than we then anticipated and the Hardinge bridge as it is now called was as you are aware formally opened by His Excellency the Viceroy on the 4th of March last.

Not unnaturally I think, most of us expected that the extension of the broad gauge system on the main line through to Siliguri would simultaneously or, at all events, very soon after have been completed.

I regret to say however that we have been disappointed and, not only so, but to our great dismay, we are now informed by the Member for Commerce and Industry on His Excellency the Viceroy's Council that the doubling of the metre gauge from Santahar to Siliguri, as an alternative to the extension of the broad gauge, is actually under the consideration of the authorities. If want of funds is the reason of this, far rather would we wait indefinitely for better times than be condemned for ever to the inevitable change at Santahar.

Those of us who have done the journey since the bridge was opened, have experienced the increased discomfort, inconvenience and delay caused by the change necessitated in the middle of the night at Santahar.

The old journey *viâ* Sara Ghat used to be anathematised but by comparison with the present arrangement, it was luxury and comfort itself.

We have therefore called this meeting in the interests of the travelling public and also of the trade of northern Bengal generally to urge upon Government the imperative importance of completing the work, commenced only in the construction of the bridge, by extending the broad gauge system northwards from Santahar making one continuous journey from Calcutta to Siliguri.

I will not detain you with facts and figures in support of the object we have in view, as they will be placed before you much more clearly by the Gentlemen who have so kindly consented to come here to day to propose the Resolutions which we have framed, and, which I trust, you will carry unanimously.

I have received the following telegrams in support of our meeting to-day

From the Bengal Chamber of Commerce:—

"Bengal Chamber of Commerce warmly support object of to morrow's meeting. In their opinion it is essential in interests of trade with northern Bengal that broad gauge should be extended to Siliguri without any delay. Present break of gauge leads to harrassing delays and full benefit of Sara bridge will not be experienced until there is one gauge through from Calcutta to Siliguri. Rapidly increasing traffic on Eastern Bengal State Railway demands urgent measures and Chamber strongly hold that continuous gauge is necessary. In their view this is far preferable to suggested doubling of metre gauge from Santahar to Siliguri and Chamber trust your meeting will emphasise this. They are convinced that result of extending broad gauge will be fully justified financially."

From the Indian Tea Association.

"Indian Tea Association welcome opportunity of supporting strongly object of your meeting regarding extension of broad gauge to Siliguri. They feel that case for extension is very strong and that tea traffic from Darjeeling Dooars and Terai will benefit materially if present break of gauge is eliminated. Association wish your meeting every success and trust extension of broad gauge will be pressed for in preference to scheme for doubling metre gauge. Latter proposal quite inadequate as still involving transhipment and therefore delay".

From the Private Secretary, Burdwan Raj.

"Maharaja regrets unable to attend meeting Saturday being in Burdwan but has full sympathy and willing to be signatory to appeal"

From the Hon'ble Rajah of Kakina.

I desire to associate myself whole heartedly with to day's meeting in strongly opposing the suggestion that the metre gauge line from Santahar to Siliguri should be doubled as an alternative to extension of broad gauge. I thank the Planting community of our district for giving me his opportunity of expressing my views on so important a subject.

From the Anglo Indian Association, Calcutta.

"Sorry no member can attend meeting first May. Anglo Indian Association heartily agrees with your proposal".

From Koettlitz, Honorary Secretary, Terai Planters' Association.

"Terai Planters' Association send hearty support to Darjeeling Planters' Association at your meeting to-day."

I have also received letters from the following:—

The European Association, Calcutta, The Dooars Planters' Association, The Marwari Association, Calcutta, The British Indian Association, Calcutta, and H. S. Roy, Esqr., Kurseong.

Before asking Mr. Graham, Chairman of the Indian Tea Association, to propose the first Resolution I should like to propose the following:—

"That the thanks of this meeting be respectfully tendered to Government for "the building of the Hardinge Bridge at Sara, a great engineering work "which is destined to prove of enormous value to the inhabitants of this "district and to the general public of Bengal."

This Resolution was seconded by Mr. N. C. Bose and carried unanimously.

3. Mr. Graham then addressed the meeting as follows:—

Mr. Chairman, Ladies and Gentlemen.—A week ago your Chairman finding me in Darjeeling asked me to take part in this meeting. I explained to him that I was quite unprepared, and in the circumstances, while in entire sympathy with the object of the meeting I begged to be excused. Your Chairman would not however take any denial, and in view of the importance of the question to trade generally and the industry in which I personally am chiefly interested I agreed to do what I could to help. I have found, however, that the time at my disposal in which to prepare for the meeting has been all too short and on this account I must crave your indulgence if my remarks appear inadequate. Since I undertook to attend the meeting I have been asked by the Chamber of Commerce and the

Indian Tea Association to represent them. This is in response to your kind invitation to attend this meeting and it gives me much pleasure to be in a position to assure you that you have the support of the mercantile community of Calcutta in the object you have in view. Your Chairmam has asked me to propose the following resolution, and I have much pleasure in doing so :—

"That in view of the very large and increasing traffic to and from Northern "Bengal and the steadily growing importance of rapid communication "with the North East Frontier, both from a commercial and political "point of view, both of which suffer serious delay from the change "of gauge at Santahar, this meeting is of opinion that it is of imperative "importance the Board Gauge System should be extended northwards "to Siliguri with the least possible delay and strongly urges upon "Government that the same should be taken in hand without further "delay."

Gentlemen, the necessity for the extension of the broad gauge system to Siliguri seems so obvious that having proposed this resolution one has the feeling that there is little more left to be said. Recent events have, however, rendered it necessary that we should make clear our views on the subject so that there may not be any doubt as to the prevailing feeling.

Your Chairman has referred to the public meeting held here nine years ago and to the opening of the Hardinge Bridge. His Excellency the Viceroy on the latter occasion said "At the present time the territory which will be served by this "bridge contains the greatest area under jute, and probably the greatest area under "tea, in the world. *Nor has the limit of expansion been reached.*" Further he said, "Few will question the wisdom of the principal questions affecting technical matters "that the bridge should be built for a double line of railway on the broad gauge, "and that it should be constructed to a standard which, so far as can be seen, will "render it capable of carrying the heaviest loads that can ever be placed upon "railways of that gauge. These decisions we owe I believe to the foresight of the "late President of the Railway Board Sir T. R. Wynne." I would also draw attention to Mr. Gales' remarks in addressing His Excellency when he said "The outlay "will be fully justified by the increased traffic which will follow on the construction "of the bridge and the savings that will be effected by abolition of river services, "the recurring cost of which is equal to a considerable part of the interest charges "on the capital now expended." While there is nothing in these remarks to indicate that the broad gauge would be extended to Siliguri, and unfortunately I have not been able to trace any record of Government policy in the matter, I have quoted them to bring out the foresight displayed in planning the bridge with the object of promoting the expansion of trade and the desirability even at a large expenditure of money of eliminating the river services and I will refer to these points again.

On the 27th of June last year your Chairman at a meeting of the Darjeeling Planters' Association proposed—

"That understanding it is intended not to extend the broad gauge line of the "Eastern Bengal Railway beyond Santahar, for an indefinite period "at all events, to consider the advisability of promoting a petition "to Government, urging it to continue the broad gauge system north-"wards to Siliguri with the least possible delay in the interests of "the public generally."

This resolution was adopted unanimously and it was decided to send copies to the Bengal Chamber of Commerce, the Indian Association and other interested bodies asking for their co-operation. The replies received were unanimous in supporting the resolution : the general impression being that the extension was one which must come and that full advantage of the new bridge could not be gained without it. The Bengal Chamber of Commerce in their reply suggested that the conversion might be carried out in sections on a regular programme, beginning at once with the section between Santahar and Parbatipur. Nothing further was done in the matter by the Planters' Association owing to the war, and I think we would all have been content to wait until the war is over before again taking the matter up had it not been that the Hon'ble Mr. Clark, Member of Council for Commerce and Industry, at a meeting in March last with the members of the Bengal Chamber of Commerce said in reply to a question on the subject "I understand the Com-"mittee of the Chamber are specially interested in the question of the extension "of the broad gauge north of the Ganges. The question of its extension to "Parbatipur and Siliguri, or alternatively of doubling the metre gauge line north "of Santahar, is under examination and is the subject of correspondence with the "Secretary of State. I may add that pending the result of this examination the "Secretary of State has approved of the widening of the embankment from Santahar "to Parbatipur which will be necessary in either case, and for this work 3¼ lakhs

"have been provided in the current year." That briefly is the history of the present movement, and as the question is under consideration and is the subject of correspondence between the Secretary of State and the Government of India it is clear that now is the time for strong representations being made in the matter. I had hoped to find some reference to this question in the records regarding the Hardinge Bridge perhaps, but I have not been sucessful in this and the extension of the broad gauge to Siliguri seems to have been one of these matters which the general public considered so obvious that it was taken for granted. It seems to the districts concerned as only a natural result of the large expenditure incurred in the erection of the Bridge that the work begun therewith should be pushed on to completion, and I shall endeavour to show why this is necessary. You must not be disappointed if I do not refer to the present position, as it is merely temporary. We all recognise that it is unavoidable under present circumstances, and we feel sure the Eastern Bengal Railway will do their best to improve matters as rapidly as they can. It would, however, help us to meet the difficulties engendered, in a more equable frame of mind, if we knew that the broad gauge would be extended.

In considering the necessity for the extension, one is inclined to view it first from the personal standpoint, *viz.*, that of the passenger, as it is in that capacity that we actually experience the inconvenience caused by the break of gauge at Santahar. I know that in referring to the passenger traffic I run the risk of being told in reply what this class of traffic is worth to a railway, not a great deal I know, but still I think Darjeeling as a town is largely dependent on the passenger traffic. People come from all parts of the world to visit it, and it is not unreasonable to ask that facilities such as are possible in these days should be available for their transport. Darjeeling is also the place to which the invalid and the jaded dweller in the plains resort to regain their health, and surely they deserve to be relieved from the effort of making repeated changes on their journey when it is possible to do so. Think of the children too—I should have put them first. As a rule very little consideration is shown for children by the Railway and Steamer Companies, and very little provision is made for their comfort, but surely considering the necessity in India for moving children to a cool climate, the celebrity of Darjeeling as a child's paradise, and the importance of the town as an educational centre it is desirable that their transport to this Hill station should be made easy. Then there is the holiday maker. We do not get much time for holidays in India, but what time we do get we like to make the most of and we wish to save as much in travelling as we can. That the abolition of the break of gauge at Santahar would be a great boon nobody can deny. That it would be possible to save time in travelling if the broad gauge were extended to Siliguri the following figures will show. The present journey of 328 miles from Calcutta to Siliguri occupies a matter of 13 hours. The portion of this which is run over the old broad gauge system—say from Calcutta to Poradaha (I do not refer to the run from Poradaha to Santahar, as the largest part of this is at present over newly laid line where travelling must of necessity be slow) a matter of 103 miles is done in 2 hours 20 minutes or say 44 1/7 miles per hour. Apply this figure to the journey to Siliguri, and it would seem that given the broad gauge system throughout in time it would be possible to do the journey in 7½ hours, which means that a train leaving Calcutta at 10 P.M. would reach Siliguri at half past 5 the following morning. My calculations are very rough, but say it would not be possible to run a train right through at 44 1/7 miles per hour there would still be an ample margin to allow of slower travelling, and starting from Calcutta at a convenient hour after dinner bring the train into Siliguri at the present time in the morning. For the return journey it would not be necessary to leave Darjeeling until the afternoon instead of 11 o'clock in the forenoon as at present, and it would be possible to bring passengers into Calcutta at an early hour in the morning so that they would have the whole day before them, which to a business man and sometimes to a tourist is a distinct advantage.

Associated with the passenger traffic is the carriage of the mails, a matter of great importance to trade and the public generally, and it is not difficult to see the advantages which would accrue from the earlier arrival of the mail from Darjeeling and its later departure.

We will now turn to a consideration of the matter from the most important point of view, that is the traders' in respect to the carriage of his goods. Trade is the life of the country, and the case in the matter of goods traffic is very strong indeed. Unfortunately, I have not been able to obtain statistics of the traffic over the Santahar—Siliguri Section, but it is well known that railway traffic in India is under several conditions increasing by leaps and bounds and the traffic of the Eastern Bengal Railway has, I understand, practically doubled itself in the last ten years. It is also known that in a normal season the railway between Santahar and Parbatipur is worked up to its full capacity and that the development of northern

Bengal is being hampered through lack of transport facilities. There are vast areas in northern Bengal which are as yet undeveloped, and anything which can still further increase the carrying capacity of the line will make it possible to open out this area and will correspondingly benefit the trade of Bengal. I understand there are tracts of country here which would have been brought under jute at an earlier date had the railway been able to carry additional traffic, and in these circumstances alone we can claim that something should be done to increase transport facilities. There are however other interests which claim attention. In the Darjeeling and Terai districts, the outturn of tea is increasing, and is likely with the improved methods of cultivation now being adopted to go on increasing without considering any extension of the area under plant. Trade in other directions is also increasing and I find from figures which have been furnished to me that in the last ten years the weight of goods booked from the Darjeeling-Himalayan Railway to foreign lines *viâ* Siliguri and *vice versâ* has increased from 8,52,359 maunds in 1905 to 10,51,877 maunds in 1914. I may also add that the number of passengers from and to the Darjeeling Himalayan Railway *viâ* Siliguri in 1905 was 28,907 and in 1914—38,019—in 1912 they numbered 42,685. In 1882 the figures were approximately 8000 passengers and 20,000 maunds goods. There is an increasing coal traffic into the Darjeeling district to be considered, and the new extension into the Teesta Valley will also bring increased traffic into Siliguri for carriage over the Eastern Bengal Railway. Doctor Graham who, I understand, will second this resolution will be able to give you particulars regarding this traffic and the importance of its rapid carriage. As indicative of the growing importance of the Darjeeling district, I would point to the increase in population which in 1881 when the Darjeeling-Himalayan Railway was opened was 155,179 and in 1911—265,459 with an increasing population and increasing exports, imports will also increase and if the Eastern Bengal Railway is working at or nearly its full capacity now what is it going to do with all these extra traffic. Where is the foresight displayed in the construction of the Hardinge Bridge, and of what use will the bridge be to the districts north of Santahar if something is not done and done quickly to increase the carrying capacity of the line? No one at all in present circumstances. It seems to me that the scene of the congestion which prevailed at the end of 1913 and beginning of 1914 will only be shifted from Sara to Santahar Station and north of the latter station and in a short time we shall again be wrestling with the difficulties which prevailed at that time. Trade will be strangled and the development of the country be hampered. There is some little satisfaction to be gained from the knowledge that Government are considering the situation, but what little there is is very meagre and does not compensate for the disappointment one feels at the delay which has occurred and which seems likely to occur, when it is evident that if the vaunted foresight in respect to the Hardinge bridge had been displayed the question could have been settled long ago and work now in progress. One wonders if we are to see the same procrastination in this matter as occurred in deciding on the site of the Hardinge Bridge and its erection. I hope not, but we must not rest until we have seen this matter settled in the way we wish it settled.

Para. 28 of the report of the Ganges Bridge Committee (1907) stated "that in "the carrying of passengers and goods between Calcutta and the countries north of "the Ganges served by the metre gauge systems, the avoidance of transhipment is of "such advantage that no ordinary difficulties should be allowed to prevent its accom-"plishment." This seems to me a strong argument for the extension of the broad gauge system to Siliguri, and so is Mr. Gales' remarks which I have already quoted and in which he refers to the savings to be effected by the abolition of the river services justifying in part the outlay on the bridge. Savings will only be effected if transhipment is entirely abolished, as the river crossing differs little from a transhipment yard, in respect to the delay of wagons and the resulting additional expenditure, and consequently as matters stand at present one might say that the crossing at Sara Ghat has merely been transferred to Santahar. It is not part of my duty to-day to deal with the suggestion that the present metre gauge should be doubled in preference to extending the broad gauge system as I understand this will be dealt with in a second resolution and I merely bring these points forward to show that the policy dictated by the construction of the bridge should be pursued to a definite conclusion and as the necessities of the districts demand better transport facilities the change of gauge should be effected at an early date. Apart from the undoubted advantages that would accrue from the saving in time if the broad gauge was extended to Siliguri, the expenses of transhipment and the losses that inevitably occur in transhipment would be saved, and this indicates that it would be a financially sound proposition to do away with the break of gauge. Another argument in favour of the extension is that the goods traffic between Santahar and Siliguri is almost entirely to and from Calcutta, so that almost the

whole traffic on that section would benefit by the elimination of transhipment. Further, traffic from the Darjeeling district is already handicapped by the break of gauge at Siliguri, and it seems reasonable to ask that further transhipment should be avoided now that this is possible with the opening of the Hardinge Bridge. It is understood that the fear has been expressed that the change of the line north of Santahar from metre to broad gauge may interfere with the metre gauge traffic from east to west which crosses the line at Parbatipur. It is obvious to anyone acquainted with the conditions that it would do nothing of the kind, as the extension of the broad gauge to Siliguri is entirely independent of any other changes that may be proposed. In fact everything points to the extension being most necessary and most desirable. The duplicating of the present metre gauge could only be regarded as a temporary measure, as with the development which is likely to follow on the increase of railway facilities, it is not by any means an exaggeration to estimate that in the next ten years the traffic of the Eastern Bengal Railway will again double itself and a double broad gauge line would be then necessary, so why not make the change now to a single broad gauge line which will do all that a double metre gauge line will do and eliminate all the inconveniences, delays, extra expenditure, etc., incurred by transhipment? Much more could be said regarding the difficulties obtaining in respect to the transport of goods *viâ* Santahar, as we have all had experience of this and the losses which occur, but time will not permit of going into these further.

As regards the political aspect, gentlemen, I have little to say, as I am sure the advantages of improved transport to the frontier will commend themselves to Government without any remarks of mine. Trade with our neighbours, which I have no doubt it is advantageous to promote from a political point of view, would be improved by better transport facilities, and the advantages of being able to move troops rapidly to the frontier in the case of emergency are too evident to call for any comment.

The points which I would emphasize and which I have endeavoured to bring out are the necessity for increased transport facilities north of Santahar to admit of the development of the country which is at a standstill without these and for the benefit of trade generally so that this may not be strangled, and in order to take full advantage of the new bridge and the removal of transhipment difficulties effected thereby, any improvement in transport facilities should take the form of an extension of the broad gauge system. The Eastern Bengal State Railway is a State railway managed by the State, and it should show how a railway can best be run for the benefit of the State. To do this a wide outlook is required, a generous policy and foresight. The future requires as much consideration as the present, in cases of this kind it requires more, and a hand to mouth policy is to be avoided.

Dr. Graham of Kalimpong seconded this Resolution and addressed the meeting strongly in support of the same and emphasized the importance to Sikkim and the frontier both commercially and politically if the broad gauge were extended to Siliguri.

On this Resolution being put to the meeting it was carried unanimously.

4. Mr. Bahl then proposed the following Resolution :—

"That this meeting is most strongly opposed to the suggestion recently made "public at a meeting of the Bengal Chamber of Commerce that the metre gauge "line from Santahar to Siliguri should be doubled as an alternative to the extension "of the Broad Gauge."

and addressed the meeting in support of the same as follows :—

It is encouraging to see such a large gathering here to-day, brought together by the subject which is upon all our minds; but it would have been still larger if more time had been available between the announcement and the date of meeting. It is due to the meeting that some explanation should be given regarding the very short time allowed for organizing this demonstration. Only a week ago to-day it was brought to the notice of the Planters' Association that the question had become extremely urgent. The urgency was caused by the subject matter referred to in the Resolution which I am now to propose. An additional reason for having the meeting so soon was that we ascertained that the Hon'ble Mr. Graham was to have the Darjeeling after to-day, and the only way to secure his assistance was to have the meeting at once. I am quite sure that after having heard Mr. Graham just now everyone must feel that if he had not been present the cause would have suffered very serious loss.

On the surface the resolution appears to be controversial; but it is not so as regards the main issue. All parties are agreed that the broad gauge must ultimately come to Siliguri. The steady increase of traffic is bound to bring this about.

The only question is just as to when it will become necessary. Our view is that it has become urgently necessary now.

All authorities agree that it is unfortunate that so many gauges were introduced into the railway system in India during the early days. The reason for the introduction of the narrower gauges was that the material and cost of construction were necessarily cheaper while the enormous development of traffic on such a line as this was not in the least realized by the original promoters. The problem has now to be faced, and should be faced with financial courage, if the line of policy which is to adopted will ultimately prove the most economical expenditure of public funds.

The line from Sara to Siliguri has always been single. The rails for the metre gauge line are too light for carrying the rolling stock of the broad gauge, hence in transforming the line from Sara to Santahar the metre gauge rails had all to be taken up and laid aside. The rolling stock, as trucks, carriages and other vehicles are collectively described by railway men, had also to be removed from that portion of the line. To the general public it appears that the suggestion to double the metre gauge line from Santahar to Siliguri has been prompted by ideas of economy, so that the old rails and rolling stock might be made use of. This appears to be the only argument in favour of the suggestion; and yet a little consideration of the subject shows that it is not an argument at all.

The total distance from Sara to Siliguri is 196 miles. The distance from Sara to Santahar is 52 miles. This is the portion which has been converted to broad gauge, leaving 144 miles from Santahar to Siliguri. It is at once seen that the materials at present discarded would not be anything like sufficient for doubling the metre gauge to Siliguri. Supposing that the doubling were done only as far as Parbatipur what good would that do to us; and supposing that the broad gauge were extended to Parbatipur, and the metre gauge doubled from there to Siliguri, what good would it do for the general public? Absolutely no good, but it would only double the discomfort of travelling.

We have been accustomed to think along one line only, the line from Sara to Siliguri, but there are various other lines belonging to the same system, and all linked up. There is the line from Parbatipur to Gauhati, 219 miles. Godagiri to Jogbani 200 miles Santahar to Cooch Behar and Jainti 173 miles. Parbatipur to Katihar 88 miles. These are all metre gauge lines, and all inter-connected; so that if there is any question of using up second hand rolling stock there cannot be the least difficulty in finding use for it without doubling the metre line to Siliguri. The fact seems to be that there is no sound argument whatever in favour of the suggestion for doubling to Siliguri; the more especially as I believe it has already been suggested by the railway administration itself that the branch line from Parbatipur to Katihar should be doubled.

One of the most important considerations in connection with this question is the provision of the necessary funds. It does not appear that there can be any serious difficulty in this respect, as it is well known that the present year is proving the most prosperous that has ever been experienced in India, notwithstanding the great war. Crops, trade and commerce are all apparently reaching a higher level than ever before, and the markets for the products of India stronger than ever. The war is not expected to very seriously affect Indian finance, and the only real financial drain is the expenditure upon Delhi.

With regard to a comparison of the two projects, the extension of the broad gauge and the doubling of the metre gauge, even a novice can at once see that the running of a single line broad gauge must be enormously cheaper to work than a double line metre gauge; the latter meaning nearly double the number of trains, and going a long way towards doubling the whole running expenses.

About nine years ago, when the project for building a bridge across the Ganges was being discussed, there were several alternative projects suggested, as in the present instance, partly by interested persons, or by persons who had a special fad. One of the suggestions was to build a bridge much further up the Ganges, which would suit the convenience of the Bengal and North-Western Railway. Another was the absurd proposal to lay metre gauge lines inside the broad gauge lines, and have both classes of trains running on the same road right down to the Calcutta docks. Strange to say, these projects found a great deal of support from the Railway Board, and the Government of the day would certainly have been misled, had it not been for the agitation inaugurated by the Bengal Chamber of Commerce, backed up by public meetings in Darjeeling and elsewhere. In response to the wishes of the general public Government appointed a strong and a capable Committee to investigate the whole subject thoroughly, the result being the Hardinge Bridge of which the whole of India may well be proud. The Special Committee went carefully into all side issues connected with the subject, and their Report is most

valuable. One branch of the report dealt with the cost of transhipment from one system to another, at a station similar to Santahar. The figures which they give are startling. They report as follows:– "We are informed by the Agent of the "Bombay-Baroda and Central Indian Railway, who has supplied valuable informa- "tion regarding the well known Sabarmati transhipment station, that the detention "to wagons is from 18 to 20 hours. The detention of course represents a loss to "the railway, but it is a loss which cannot be easily measured in money. The delay "to goods wagons practically amounts to this that a certain quantity of rolling "stock has to be provided to do the same work which, without transhipment, could "be done by a less quantity. Similarly coaching stock will also be detained, but the "quantity and time involved are probably less than in the case of goods stock, "though the cost may be nearly as great."

The estimate which they give of the cost of transhipment between the two gauges is as follows:—

APPENDIX N.

Interest on capital outlay on transhipment yard at 3¾% on 10 lakhs	Rs.	39,375
Maintenance charges at 2½% per annum	"	26,250
Traffic expenses, exclusive of handling charges, at Rs. 2,250 per month	"	27 000
Locomotive expenses (See Appendix M)	"	81,938
Handling charges 1,000,000 tons, at 2 annas per ton ...	"	1,25,000
Cost of detention to rolling stock (See Appendix L) ...	"	2 31,410
Total cost per annum ...	Rs.	5,30,973

The capitalised cost of transhipment per annum at 3¾% is Rs. 1,41,59,280

This is a carefully prepared estimate by thoroughly competent authorities of the cost of transhipment at a station on the north bank of the Ganges. The figures are unassailable and the authority undisputable. We want Government to save all this money, and by bringing the broad gauge right up to Siliguri they will save it.

This Resolution was seconded by Mr. McColl who made the following remarks in support of the same:—

In seconding the motion before us I would insist that we cannot too strongly oppose the suggestion put forward at a recent meeting of the Bengal Chamber of Commerce. It was no doubt put forward in sincerity but the most dangerous people in the world are the people who are sincerely wrong. It is a railway proverb that facilities create and increase traffic and if any further facilities are proposed let us be sure they are real ones. Everyone realises and no one realises it more than the railway companies, that more people will travel if travelling conditions are made as pleasant as possible and that the railway will not get its full business unless it provides the right sort of train at the right time.

How will the suggestion if carried out work in practice? Will it do away with the necessity for longer trains on the metre gauge than on the broad gauge for the same loads with the consequent necessity for longer platforms for the longer trains?

Admitting the necessity for the present duplicating of long distance traffic as between Calcutta and Darjeeling it is found that there is less room for local and mixed trains on the single lines.

Should the line be doubled between Santahar and Siliguri it will undoubtedly lead to an increase of local traffic there and an increase of that kind naturally leads to an overflow into the express or mail train service and delays it. The long distance conne ctions and timings will not be kept.

The Gre at Eastern Railway in Britain has had to face this problem and has done everything possible to cope with its increasing traffic except widen its gauge to the same size as the larger railways continuous to it. It has widened its carriages, lengthened its platforms, multiplied its coaches and built more powerful locomotives and yet is said to be unsatisfactory in this respect.

The Australian Commonwealth is standardising all gauges in the through route from East to West, the various State lines having been originally constructed on differing gauges.

The Engineer of the largest narrow gauge system in Ireland gave it as his opinion that narrow gauge lines were not much cheaper to construct than railways of full or standard size. The expenses of running both are the same and greater charges are required on the smaller gauge to earn the same dividend.

In the light of our own and other people's experience and on the score of cost, facility, comfort and efficiency the suggestion of a double metre gauge line has little to commend it as compared with a broad gauge, over the present line.

The trade boom after the Franco-Prussian war was responsible for an enormous increase in railway traffic all over the world and to cope with this engineers had to produce larger engines, stronger bridges and heavier permanent ways. It is not unlikely that similar trade boom will come as the effect of the present war if it is not already upon us. With such a prospect before us we must insist upon the broad gauge being adopted as soon as possible.

On this Resolution being put to the meeting it was carried unanimously.

5. Mr. K. L. Mackenzie then addressed the meeting as follows :—

I have been asked to propose the 3rd Resolution at to-day's meeting and had prepared a long speech but the previous speakers have already dealt with the remarks I had intended to make so fully that I am inclined to think my notes have been got at. I will therefore confine my remarks to the following :—

As you are all aware, His Excellency the Viceroy, accompanied by His Excellency the Governor of Bengal recently opened the Hardinge Bridge at Sara and they with their ever ready sympathy will be the first to see the necessity and reasonableness of our Resolutions ; further, there is nothing like taking one's grievances straight to the fountain-head.

As regards the suggestion made recently at a meeting of the Bengal Chamber of Commerce, the strong opposition shown by this meeting should be in my opinion communicated to the Chamber and other Associations interested direct. I have therefore the honour to propose "That copies of the proceedings of this meeting "should be sent to His Excellency the Viceroy, Government of India and Govern- "ment of Bengal. Also that similar copies be sent to the Bengal Chamber of "Commerce and other Associations interested asking their support in the matter."

Mr. Shannon seconded this Resolution and the same was carried unanimously.

6. Mr. Irwin then proposed a sincere vote of thanks to the Gentlemen who had so kindly proposed the various Resolutions and specially to Mr. Graham, Chairman of the Indian Tea Association and Dr. Graham who had come so far to support the objects for which the meeting had been called, and the same was carried with acclamation.

7. A hearty vote of thanks was tendered to Mr. Irwin and Mr. G. Wrangham-Hardy for their efforts in connection with the meeting and with a vote of thanks to the Chair the meeting terminated.

G. WRANGHAM-HARDY.
Secretary.
Darjeeling Planters' Association.

H. R. IRWIN,
Chairman.

DARJEELING :
The 1st May 1915.

From Indian Tea Association to Chamber.

No. 715-O.—CALCUTTA, *14th June* 1915.

Eastern Bengal Railway—Proposed extension of the broad gauge from Santahar to Siliguri.

I am directed to acknowledge the receipt of your letter of 19th April 1915, which gives an extract from a speech made by the Hon'ble Mr. Clark on 6th April, and asks for an expression of the views of this Association upon this question generally, and particularly on the points set out in the extract under reference.

2. The Committee have consulted the Darjeeling and Dooars Planters' Associations in the matter. As you are aware, the question was discussed at a public meeting held in Darjeeling on 1st May 1915. The proceedings of that meeting, giving the resolutions then passed, are no doubt with you.

3. These proceedings reflect the Committee's views on the matter. They are strongly of the opinion that the broad gauge should be

extended without delay from Santahar to Siliguri, and they hope that the Chamber will press this on Government vigorously. With regard to the suggestion that the metre gauge line from Santahar to Siliguri might be doubled instead of extending the broad gauge, the Committee consider that any proposal of this nature is a mere makeshift, and in view of the necessity for improved transport facilities in Northern Bengal, it should be resisted strenuously. I am directed to ask that my Committee may be favoured with a copy of any representations which the Chamber may make to Government on the matter.

From Chamber to Government of Bengal (RAILWAY DEPARTMENT).

No. 1465—1915.—CALCUTTA, *7th July* 1915.

I am directed to address you on the question of the proposed conversion, to the broad gauge, of the existing metre gauge line from Santahar to Siliguri on the Eastern Bengal State Railway.

2. About ten years ago when the Committee of the Chamber urged the construction of a bridge over the lower Ganges at Sara, they recognised that the northern section of the Eastern Bengal State Railway would ultimately have to be converted to the broad gauge. But they took the view that the conversion would not be required for years. In the meantime, however, the traffic on the railway has doubled itself, and there is every indication that this progress will continue. For, as His Excellency the Viceroy pointed out on the occasion of the opening of the Hardinge bridge, the jute and tea growing areas of northern Bengal are by no means fully developed ; and it is not at all improbable that during the next ten years the volume of traffic on the railway may again increase beyond anticipation. Looking to this possibility the question of the conversion of the northern section should obviously not be allowed to stand over ; and the Committee of the Chamber were accordingly glad to learn, in March last, from the Honourable Member in charge of the Department of Commerce and Industry, that it was under consideration. They noted however with regret that the issue was not confined to the extension of the broad gauge, but that the Secretary of State was also examining an alternative proposal for doubling the metre gauge.

3. Since this announcement was made the Committee have again considered the question, but they have failed to find any reason for modifying their previously expressed opinion in favour of the broad gauge. On the contrary their reconsideration of the many and important points involved has confirmed their conviction that the extension of the broad gauge from Santahar, not to Parbatipur only but to Siliguri, is imperative. Prior to March last they were not aware that any alternative scheme was before the Government. They did not therefore feel it to be necessary for them to take action. But in view of what Sir William Clark said they have instructed me to put on record a statement of the considerations by

which they are influenced. I am also at the same time to express a hope that His Excellency the Governor in Council will urge the Secretary of State, through the Government of India, to decide definitely in favour of the conversion to broad gauge with the least possible delay.

4. It should not be thought that the members of the Chamber of Commerce are antagonistic to the metre gauge as such. It is true that they have consistently opposed its extension to the south of the Ganges; and they now urge that an important metre gauge line should be converted. But it must always be remembered, in this connection, that the primary concern of the Chamber of Commerce is the progress and development of the trade of the province of Bengal and the port of Calcutta. What the mercantile community want is the most efficient, and the best equipped, railway service that can be provided. Transhipment from one gauge to another on a busy line obviously does not make for efficient working. On the contrary it is a costly hindrance to traffic. The capital and recurring costs of transhipment are onerous; the losses that must inevitably occur are considerable; and the delays to traffic are irritating and serious. It is on these practical grounds that the Committee of the Chamber urge the extension of the broad gauge to Siliguri; and it has always been on similar grounds that they have opposed the extension of the metre gauge south of the Ganges.

5. Railway experts seem to agree that a break of gauge means to the wagons of both gauges a delay of at least twenty-four hours—indeed the Ganges Bridge Committee of 1907 put the time at 31½ hours. It necessitates an unduly large supply of wagons. It also entails the provision of very extensive goods yards. The capital cost of these facilities would, the Committee believe, go far towards the cost of constructing the broad gauge. Then again transhipment involves heavy daily expenditure on the handling of traffic, on a supervising staff, on the detention of rolling-stock, and so on. To show how great this expenditure is, I am to quote the figures given by the Ganges Bridge Committee, who estimated the capitalised cost of transhipment at a station north of the Ganges, at 3¾ per cent., as being close upon Rs. 142 lakhs. And it must not be forgotten that this estimate was made eight years ago, since which time the volume of traffic on the Eastern Bengal Railway has so greatly developed.

6. The foregoing considerations refer mainly to the goods traffic. But the importance of the heavy and increasing passenger traffic between Calcutta and Darjeeling must not be overlooked. It seems almost superfluous to point out what a great public convenience it would be if passenger coaches could run between Calcutta and Siliguri without break of gauge. The duration of the journey would be shortened by, it is believed, about four hours; and the comfort and convenience of the travelling public would be enormously enhanced. At present passengers for Darjeeling leave Calcutta at about 6 o'clock in the evening. They change to the metre gauge at Santahar at midnight, and again at Siliguri to the hill railway

at 6 A.M. With a through broad gauge line they could leave Calcutta at 10 P.M., and arrive at Siliguri, and also at Darjeeling, at the existing times. And on the down journey the departure from Darjeeling might be three hours later than it now is, while the time of arrival at Sealdah would be the same, namely, 7 A.M. The journey both up and down, in existing circumstances, is so full of discomfort that the popularity of Darjeeling as a hill station, and consequently its value to Bengal and to Calcutta, are seriously threatened.

7. From these facts it is manifest that the provision of a through broad gauge line would be advantageous not merely to the commercial community, but to the public generally. In the development of the trade of the province it would be of course particularly helpful. For many years past there have been, as is well-known to the Government, serious delays to the traffic, and especially to the jute traffic, on the Eastern Bengal Railway. These delays, which occurred periodically, were largely due to the difficulties at the river crossing between Damukdia and Sara. The difficulties of a wagon to wagon transhipment may not be quite so severe, but they are unquestionably serious; and, with a rapidly expanding traffic, it is apprehended by the Chamber that the construction of the bridge may merely mean that the troubles which formerly occurred at the river will now be transferred to Santahar. In other words the great advantages which a bridge, constructed at enormous cost was intended to confer upon the province will be only realised to a very small extent if the metre gauge section is allowed to remain.

8. The Committee of the Chamber cannot of course speak with authority on the financial and economic aspects of the question of conversion. But it is, they believe, generally acknowledged by railway experts that a broad gauge line carries from two to three times as much traffic as a metre gauge line. The proposed alternative to conversion is the doubling of the existing metre gauge line. In other words, provision is to be made for a volume of traffic not much greater than can be handled by a single broad gauge line. But no indication is given as to what the position would be ten or fifteen years hence under this scheme. At the present rate of traffic expansion the section between Santahar and Parbatipur would be then congested, and additional metre gauge lines, and still larger yards, would be necessitated. The Committee find it difficult to believe that such a scheme could be sound financially. It is no doubt true that the doubling of the metre gauge line to Parbatipur, or to Siliguri, would cost less than the construction of a single broad gauge line. But the heavy cost of transhipment must be added to the metre gauge estimate; and the Committee would be surprised to learn that with this addition the metre gauge has any advantage. On the contrary they would expect that the broad gauge would be the cheaper. If this be so, and if the extension of the broad gauge can be justified as the Committee believe that it can, on financial grounds, then there would appear to be no valid reason why it should not be undertaken. For they cannot conceive that the doubling of the metre gauge could possibly be

defended on any ground save that of economy. And if this argument fails then the case for the broad gauge has been fully made out.

9. The Committee have seen it stated that the extension north of Santahar might interfere with the metre gauge east and west traffic which crosses the Eastern Bengal Railway at Parbatipur. They do not however regard this objection very seriously, as they presume that such difficulties as may exist are by no means insuperable. It may perhaps be desirable for them to state here that it is not now, and never has been, their object to urge the conversion to broad gauge of the east and west lines. They are concerned now, as they were when the question was last under discussion, solely with the main line. Their object is now, as it was then, to secure unbroken communication between Calcutta and Siliguri. The construction of the Hardinge bridge was the first step in this direction. The next step is the extension of the broad gauge as far as Parbatipur—which section is already badly congested—and then to Siliguri. The distance from the last-named place to Santahar is only a hundred and forty-four miles. The project is not therefore one of very considerable magnitude, but the results which would follow from it would be great, and would be highly beneficial to the whole province.

From Chamber to Government of India (Railway Department, Railway Board).

No. 1474—1915.—Calcutta, *8th July* 1915.

I am directed to submit herewith for the information of the Railway Board a copy of the marginally noted representation to the Government of Bengal on the question of the proposed conversion to the broad guage, of the existing metre gauge line from Santahar to Siliguri on the Eastern Bengal Railway.

Letter No. 1465, dated 7th July 1915, from the Bengal Chamber of Commerce, to the Government of Bengal, Railway Department.

From Government of India (Railway Department, Railway Board) to Chamber.

No. $\frac{491}{2174}$C.—Simla, *23rd July* 1915.

I am directed to acknowledge the receipt of a copy of the representation made by the Bengal Chamber of Commerce to the Bengal Government on the question of the proposed conversion to the broad gauge of the Santahar-Siliguri Section of the Eastern Bengal Railway, which was forwarded with your letter No. 1474-1915, dated the 8th July 1915.

From Government of Bengal (Railway Department) to Chamber.

No. 92-T/R.—Dacca, *6th August* 1915.

With reference to your letter No. 1465-1915, dated the 7th July 1915 on the subject of the proposed conversion, to the broad gauge, of the existing metre gauge line from Santahar to Siliguri, I am directed to state for the information of the Chamber that the Bengal Government have strongly recommended the scheme to the Government of India, Railway Department (Railway Board)—*vide* enclosed copy of Bengal Government letter No. 90-T/R., dated the 5th August 1915.

No. 90-T-R.—Dacca, *5th August* 1915.

From—The Officiating Secretary to the Government of Bengal, Railway Department,

To—The Secretary to the Government of India, Railway Department, (Railway Board).

I am directed to forward herewith a copy of a letter No. 1465-1915, dated the 7th July 1915, from the Bengal Chamber of Commerce on the question of the conversion, to the broad gauge, of the existing metre gauge line from Santahar to Siliguri on the Eastern Bengal Railway, and to state that the Government of Bengal are strongly in favour of the proposal.

From Chamber to Government of Bengal (Railway Department).

No. 1740—1915.—Calcutta, *18th August* 1915.

I am directed to acknowledge the receipt of your letter No. 92-T/R., dated 6th August 1915, from which the Committee of the Chamber note with satisfaction that the Government of Bengal have strongly recommended their proposal that the existing metre gauge railway from Santahar to Siliguri should be converted to broad gauge. They trust that the decision of the Government of India in this important question will be expedited to the greatest extent possible.

From Chamber to Government of Bengal (Railway Department).

No. 2123—1915.—Calcutta, *6th October* 1915.

E. B. Ry.-Proposed extension of the broad gauge to Siliguri.

I have the honour to invite your attention to my letter No. 1740-1915, dated 18th August 1915, on the above subject, and

to enquire with reference to the closing part of the letter when this Chamber may be furnished with an early reply thereto.

From Government of Bengal (RAILWAY DEPARTMENT) to Chamber.

No. 2772-R.—CALCUTTA, 11*th November* 1915.

With reference to your letter No. 2123-1915, dated the 6th October 1915, on the subject of the proposed extension of the broad gauge line from Santahar to Siliguri, I am directed to say that no reply has as yet been received from the Government of India.

EASTERN BENGAL RAILWAY: RAILWAY COMMUNICATION IN NORTHERN BENGAL.

From Eastern Bengal Railway to Chamber.

No. 2981-C.—CALCUTTA, 3*rd August* 1915.

I forward herewith a dozen copies of a note I have written on the policy to be adopted in opening up the territory served by this railway immediately to the north of the Ganges and shall be glad in due course to have an expression of the views of the Chamber on the policy outlined therein, particularly with regard to paragraphs 5, 6 and 7. I would add that this note does not in any way commit the Railway Board to the policy advocated therein, nor do I even consider myself bound thereby, as it is written chiefly with a view to invite criticism, and if arguments can be adduced to show that this note is not based on correct principles and ideas, I shall be quite ready to listen to them and possibly modify the views expressed therein.

EASTERN BENGAL RAILWAY.

Railway communication in Northern Bengal.

The opening of the Hardinge Bridge has brought very much to the fore the question of the best means of developing railway communication in the country lying north of the Ganges, which need to be known generally as Northern Bengal.

2. The present position is that there is a double standard gauge line from the bridge to Ishurdi, thence a single standard gauge line to Santahar, and a standard gauge line is under construction from Ishurdi to Serajganj. The rest of the existing lines are metre and comprise—

I.—A main single line from Sara to Siliguri.
II.—A single line from Godagari to Katihar.
III.—A main east and west single line from Katihar through Parbatipur to Kaunia and Lalmanirhat.
IV.—A branch from Jogbani to Katihar continued thence to the Ganges at Manihari Ghat.
V.—A branch from Kissengunge to Barsoi.
VI.—A branch from Santahar through Bonarpara to Kaunia.
VII.—A branch from Bonarpara through Fulchhari to Teestamukh Ghat on the Brahmaputra.

3. Several proposals have been put forward for further development. These include—

I.—The carrying on of the standard gauge from Santahar to Siliguri.
II.—The construction of a standard gauge line from Ishurdi through Rampur-Boalia to join the Katihar-Godagari line somewhere near Rampur-Boalia to join the Katihar-Godagari line somewhere near Nachoul; or, as an alternative, a line from Kattore through Rampur-Boalia to Godagari.
III.—A line on the metre gauge from Malda to Santahar, or, as an alternative, a line on the same gauge from somewhere near Shamsi on the Katihar-Godagari Railway through Hili or Panchabibi to Bonarpara.
IV.—A standard gauge line from Ishurdi to Pabna and on to Bhera.
V.—A line from Bogra to Serajganj.

4. It seems, however, desirable before committing ourselves to any of these projects to arrive at some general policy to be followed as regards railway development in this area, and to do so it is necessary to consider what are the general conditions that obtain therein.

5. Briefly put, we have a very densely populated area, the population varying from 400 to 800 persons per square mile, whose chief industry is the growing of paddy and jute, and practically the whole of the area is under cultivation. The greater part of the exports of this area is conveyed to Calcutta, whence also is drawn a large percentage of the imports, or in other words, the goods traffic is very heavy and is mainly a north and south flowing traffic. There is little doubt that, had it been possible to bridge the Ganges at the time the present metre gauge system was started, that gauge would not have been elected but the standard gauge would have been carried forward from its terminus at Calcutta. Another outstanding feature is that the country is intersected by numerous large rivers which generally flow in a north and south direction. Although most of the traffic undoubtedly flows north and south, it is obvious that some communication east and west is necessary for local goods and passengers, and in addition there is a very heavy traffic between the Bengal and North-Western railway and the Dacca section of this railway which has to pass across this area and must be provided for.

6. From the foregoing it would appear that the proper way to develop this area is to open it up with lines running generally north and south, and that these lines should all be on the standard gauge, and should be focussed at Ishurdi, so as to make the fullest possible use of the Hardinge Bridge, and to "convert" to standard gauge existing north and south metre gauge lines whenever commercially possible, so as to reduce to a minimum the transhipment of the traffic flowing to and from Calcutta. Secondly that, in addition, a certain number of east and west lines is necessary, mainly to carry through traffic, and on similar grounds as the railways of origin and destination are both metre gauge, such east and west main lines should be on the metre gauge. This would not, of course, prevent short standard gauge branch lines being run out east and west from the main north and south lines in order to develop still further the country on each side of them.

7. The number of the main east and west metre gauge lines should be kept to a minimum for three reasons :—

I.—Because most of the traffic of this area is a north and south flowing traffic, and is therefore best dealt with by north and south lines.

II.—Because all east and west lines will be expensive to construct and maintain, since they must cross all the north and south flowing rivers.

III.—Because every additional metre gauge east and west line means probable additional points of transhipment, where such lines intersect the north and south standard gauge lines.

8. Having now to some extent declared the ground, it is necessary to consider what are the present traffic difficulties and limitations. In the first place there is, no doubt, the existing main line, at any rate between Santahar and Parbatipur, and probably also between Parbatipur and Siliguri, is unable to cope with the traffic that would offer if a greater carrying capacity were available, and in consequence a considerable amount of traffic goes past us and is carried down the rivers in country boats. In addition the present difficulties, which passenger traffic labours under, are, no doubt, hampering such traffic, and after their removal a considerable increase may be expected. It therefore seems imperatively necessary to extend the standard gauge to Siliguri as soon as possible.

Secondly, the existing east and west line is unable to cope with all the through traffic offering between the Bengal and North-Western Railway and the Dacca section in addition to its own local traffic, and that of the Barsoi-Kissengunge branch, for which at present the Katihar-Parbatipur line is the only route. As a consequence, a good deal of the Bengal and North-Western Railway traffic has had to be diverted to Manihari Ghat, where it has taken the water route, and thus been lost to the railway. So impressed, indeed, was Colonel Browne with the necessity of providing more facilities for this traffic, that he has for some time considered the construction of the Santahar-Malda line (which he preferred to the Shamsi-Bonarpara line) as the most urgent work on the whole system.

9. The capability of the Katihar-Parbatipur line for dealing with through east and west traffic could obviously be increased, if it could be relieved of the heavy traffic coming on to it from the Kissengunge branch, and this could be done by constructing a line following the Mahananda valley to connect with the Katihar-Godagari line. Such a line might either follow the left bank from Barsoi to Eklakhi, or the right bank by crossing the Muhananda at Barsoi, and again crossing it on the existing bridge on the Godagari-Katihar line. The right bank line would probably be shorter, cheaper to construct, and the new junction just after crossing the bridge at Barsoi would, it is believed, face in the right direction for giving a through run on to Godagari without reversing stock if returned *viâ* Katihar.

10. The whole question, of course, turns on whether this proposal would give sufficient relief to the Katihar-Parbatipur line, to enable it to deal with the present east and west through traffic offering and with a reasonable expansion of the same in the near future, and this, of course, is chiefly a matter for the Traffic Department. If this should fortunately prove to be the case, and if the country now bounded by the Sara-Parbatipur Katihar-Godahari lines could be opened up by a north and south standard gauge line, say, from the neighbourhood of Rampur-Boali to the neighbourhood of Dinagepur, before further facilities are found necessary for the east and west bound traffic, such facilities could then best be given by doubling the Katihar-Parbatipur line.

11. The chief advantages of doubling the Katihar-Parbartipur line, as compared with building another east and west line, such as the Shamshi-Bonarpara, are first and foremost, that the number of transhipment stations is not increased, and secondly it is much cheaper per mile, as there are considerable savings under Land, Earthwork, Stations and Buildings, Permanent-way, and probably General Charges. The only reason for preferring *at present* a new line to doubling the existing one, is the necessity for opening up new country, but if this has already been done by a north and south line before new east and west lines become imperatively necessary, this argument falls to the ground.

12. If the proposed relief is not sufficient, it would seem that we are faced with the necessity of at once deciding between the relative merits of the Santahar-Malda and and Shamshi-Bonarpara lines. So obvious, however, are the disabilities that future working will labour under, if transhipment points are multiplied, that it would almost appear advisable to try the effect of the proposed chord before proceeding further with another east and west line. The connecting line along the Mahananda valley would be short,-cheap, and in the absence of heavy bridging should not take long to construct.

13. If the policy outlined in paragraphs 6 and 7 of this note is accepted, one of the lines that should be constructed in the near future is a standard gauge line to connect the Katihar-Godagari line with the present main line, so as—

I.—To give the traffic coming *viâ* the Katihar-Godagari railway access to the Hardinge Bridge, and so reduce to a minimum the costly wagon ferry working at Godagari,

II.—To open up the intervening country and give railway facilities to Rampur-Boalia and its neighbourhood, and

III.—To form a base or gathering line whence new north and south lines may take off to open up the country lying between the Atrai and Mahananda rivers.

14. Two lines have been proposed more or less with this object—(*a*) a line from Nattore to Godagari through Rampur-Boalia; (*b*) a line from Ishurdia through Rampur-Boalia to Nachoul. There seems to be very little in favour of (*a*) from a traffic point of view. It does not give a straight run off to the bridge for traffic from *viâ* Katihar, but conducts it by a most round about route. It does not provide so well for the wants of the neighbourhood so far as heavy imports and exports are concerned, such business being with Calcutta, nor does it make a convenient gathering line for new north and south lines. Again it means another junction at Nattore, whereas junction arrangements already exist at Ishurdi in connection with the line to Serajganj; moreover, a line to Pabna and Bhera is a probability of the future, and it is therefore desirable to focus all these lines on Ishurdi. The one recommendation there appears to be in favour of the Nattore-Rampur-Boalia line is that there is a certain amount of local passenger traffic between these places. This should not outweigh the great advantages of the other route; and if traffic really justifies such a connection, a short chord might be built later on between Nattore and Rampur-Boalia. So much for traffic considerations. When, however, we come to engineering considerations, the advantages of the Ishurdi-Rampur-Boalia over the Nattore-Rampur-Boalia route are overwhelming. A railway bank from Nattore to Rampur-Boalia would practically form a guide bund leading the Ganges spill water eastward, and inviting it to attack our important main line between Nattore and the Hardinge Bridge. The Rampur Boalia-Ishurdi bank on the other hand would act as a guide bund tending always to head off spill water back to the main river and so under the Hardinge Bridge. In short, the Nattore scheme invites disaster, and the Ishurdi scheme spells security. It would seem, therefore, that, both from traffic and engineering considerations, the advantages lie with the Ishurdi-Rampur-Boalia-Nachoul route, and this line should take an early place in the programme of railway extensions.

15. Further extensions which should be taken in hand as soon as funds permit would be—

I.—A standard gauge line from the neighbourhood of Rampur-Boalia to the neighbourhood of Dinagepur.

II.—A standard gauge line from Ishurdi to Pabna and Bhera.

III.—The conversion of the Santahar-Bonarpara line to standard gauge. This line is already fast approaching the time, if it has not already reached it, when it would pay to convert to do away with transhipment of traffic originating and terminating at stations on its length.

This could of course, only be done, provided the Malda-Santahar line is not built as part of a main east and west metre gauge connection. With this conversion, Santahar would become an ordinary junction and not a transhipment station, a result most devoutly to be desired.

IV.—The conversion of the Godagari-Malda line to standard gauge as soon as traffic justifies it, the portion between Nachoul and Godagari would naturally be converted that same time as the Nachoul-Ishardi line is built, so as to concentrate transhipment at Nachoul.

V.—The doubling of the Katihar-Parbatipur line, provided no other east and west line has been built.

Other developments would doubtless follow, and this note is merely meant to indicate how railway development in this area might proceed, and to call attention to the great desirability of formulating some policy for such development and of making proposals for new lines fit in with such policy.

SEALDAH; *The 17th July 1915.*

E. A. S. BELL, *Agent, E. B. Railway.*

From Chamber to all Members.

Circular No. 429—1915.—CALCUTTA, *18th August* 1915.

Eastern Bengal Railway: Railway Communication in Northern Bengal.

The attached note by the Agent of the Eastern Bengal Railway upon this question, is submitted for the information and consideration of the members of the Chamber. Before attempting to formulate an opinion upon the policy defined in the note the Committee would like to be favoured with the views of members. I am accordingly to ask that all members interested in the question will be good enough to communicate to me at their early convenience any remarks or suggestions that they may wish to make.

From Landale & Clark, Ltd. to Chamber.

CALCUTTA, 20*th August* 1915.

Eastern Bengal Railway.—Railway Communication in Northern Bengal.

With reference to your Circular No. 429-1915, dated 18th instant in the above connection, as we consider the matter therein discussed is of very vital importance to all branches of the jute trade, may we suggest that the Agent of the Eastern Bengal Railway should be asked if he would add to the value of his excellent note by having a map prepared of the district covered on a sufficiently large scale showing:—

(*a*) Existing railway communications.

(*b*) The various alternative schemes for extension referred to in his note.

(*c*) The river systems indicating existing bridges and new bridges necessitated by the various schemes.

If such a map could be got and made available at the Chamber it would, we believe, materially assist members in formulating their views on the points raised.

From Chamber to Eastern Bengal Railway.

No. 1812—1915.—CALCUTTA, 25*th August* 1915.

Railway Communication in Northern Bengal.

With reference to your No. 2981-C., dated 3rd August, I am now directed to hand you the attached copy of a letter, dated 20th August, from Messrs. Landale & Clark, Ld. The Committee of the Chamber have instructed me to ask if you can kindly see your way to favour them with such a map as Messrs. Landale & Clark suggest. A comprehensive map on a fairly large scale would be undoubtedly very useful to all interested in the various projects referred to in your recently published note.

2. The Committee would also take this opportunity of expressing their appreciation of your note which, as you will observe from Messrs. Landale & Clark's letter, is being attentively considered by those interested in the trade of Northern Bengal.

From Eastern Bengal Railway to Chamber.

No. 5643-C.—CALCUTTA, 30*th August* 1915.

With reference to your letter No. 1812—1915, dated the 25th August 1915, I beg to send herewith a map showing the various projects referred to in my recent note regarding railway communication in Northern Bengal.

2. I would however again emphasize that my note was not written with a view to urging the construction of any particular lines, but to settle a policy. The lines suggested all fall in with the suggested policy, and whether they should be built and if so in what order of urgency, or whether other lines, not at variance with the settled policy, should be built in preference, can be settled later on.

From European Jute Dealers' Association to Chamber.

No. 37-L.-J.—CALCUTTA, 8*th September* 1915.

Railway Communication in Northern Bengal.

The Committee of this Association have read with much interest the Note, by the Agent of the Eastern Bengal Railway, which

is published with your Circular No. 429, dated 18th August 1915. They have attentively considered the policy defined by Mr. Bell in paragraphs 5 and 6 of the Note; and they agree with him that the best way to develop the tract of country in question is to open it out with lines running generally north and south. That these lines should be on the standard gauge is also, the Committee think, essential; and they might be, as Mr. Bell suggests, focussed at Ishurdi so that the Hardinge Bridge may be utilised to the greatest extent possible. Such east and west lines as may be required might be constructed on the metre gauge. But, for the reasons set forth in the Note, these lines should be, the Committee consider, as few as possible in number.

2. The Committee understand that at present Mr. Bell is desirous of ascertaining whether those interested in Northern Bengal are more or less in accord with this policy. He has not asked for an expression of opinion upon the various railway projects that he mentions in the Note. Nevertheless the Committee have examined these, and they have instructed me to offer the following remarks regarding them, as it is, they think, desirable that the views of the jute trade should be put on record.

3. Dealing first with the projects set out in paragraph 3 of the Note, I am to say that the Committee strongly approve of the proposed carrying on of the standard gauge through Santahar to Siliguri. As regards this proposal, they are in complete agreement with the opinions expressed in your Committee's letter No. 1465, dated 7th July 1915, to the Government of Bengal.

4. The second proposal is for the construction of a standard gauge line from Ishurdi, through Rampur-Boalia, to join the Katihar-Godagiri line somewhere near Nachoul; or, as an alternative, a line from Nattore through Rampur-Boalia to Godagiri. The construction of one of these alternatives would be strictly in accord with the policy laid down in the Note. And, for the reasons given by the Agent in paragraph 14, the Committee agree that the line from Ishurdi should be selected.

5. The Committee do not favour the construction of the metre gauge line from Malda to Santahar, or its alternative the Shamsi-Bonarpara project. They would prefer to relieve the Katihar-Parbatipur section of the traffic from the Kissengunge Branch by constructing a metre gauge line from Barsoi to a point on the Katihar-Godagiri line. Then, as the Agent recommends, the Katihar-Parbatipur section might be eventually doubled, and a standard gauge line constructed from Rampur-Boalia to Dinagepore. They believe that this scheme of railways would provide adequately for the traffic for many years to come.

6. The Committee have noted the Agent's remarks with reference to the proposed standard gauge line from Ishurdi to Pabna, and thence to Behra. Pabna is of course an administrative, but it is not a commercial, centre; and from a trade point of view a standard gauge line from Ishurdi is not necessary. For the convenience of the passenger traffic perhaps a light railway to Pabna only might be

constructed. At present passengers detrain at Kushtia and take the steamer on to Pabna.

7. The construction of a standard line from Bogra to Serajganj, linking up with the Ishurdi-Serajganj extension, would meet with the approval of the jute trade, as it would undoubtedly facilitate the jute traffic.

8. The Committee have already expressed themselves as opposed to the Malda-Santahar metre gauge project; and they consequently support the suggestion that the existing Santahar-Bonarpara line should be converted to standard gauge. Similarly they agree that the line from Godagiri to Malda should be converted to standard gauge when the traffic justifies it. As Mr. Bell points out, the construction of the Nachoul-Ishurdi line would necessitate conversion as far as Nachoul.

9. In conclusion I am to invite your attention to the question of the railway terminal facilities in Calcutta. The scheme of railway development foreshadowed in the Agent's note will, if it be adopted, take many years to complete, and it will presumably be carried out gradually. It should be, the Committee suggest, accompanied by a corresponding enlargement of the terminal facilities in order that difficulties may not arise as the new lines bring in a greater volume of traffic.

From Chamber to all Members.

Circular No. 400—1915.—CALCUTTA, 18*th September* 1915.

Eastern Bengal Railway—Railway Communication in Northern Bengal.

In continuation of my Circular No. 429, dated 18th August 1915, I am directed to say that the Agent of the Eastern Bengal Railway has kindly furnished the Chamber with a comprehensive map illustrative of his note, dated 17th July 1915, on railway communication in Northern Bengal. This map, which shows the existing lines of railway, the various extension schemes mentioned in the note, and the river systems, is open to the inspection of members at the office of the Chamber at 20, Strand Road.

From Chamber to Eastern Bengal Railway.

No. 2107—1915.—CALCUTTA, 5*th October* 1915.

Eastern Bengal Railway—Railway Communication in Northern Bengal.

I am directed to refer to your letter No. 2981-C., dated 3rd August 1915, forwarding a note on the policy to be adopted in opening up the territory served by the railway immediately to the north of the Ganges.

2. The Committee submitted the letter and the note to the members of the Chamber for an expression of their views upon the policy outlined therein. From the replies that they have received they gather that opinion is decidedly in favour of the policy, which is considered to be sound and practical. Briefly stated it is to open up the area in question with standard gauge lines running north and south, and focussed at Ishurdi, so that the fullest possible use may be made of the Hardinge bridge; and to convert to standard gauge the existing north and south metre gauge lines, wherever commercially possible, so as to reduce to a minimum the transhipment of the traffic flowing to and from Calcutta. Secondly that, in addition, a number of east and west lines are necessary chiefly to carry through traffic; and that on similar grounds, as the railways of origin and destination are both metre gauge, such east and west lines should also be on that gauge.

3. Members of the Chamber have commented upon the several extension projects that are mentioned in the note. The Committee understand however that at the moment you wish them merely to state the views of the mercantile community on the policy itself, reserving criticism of particular projects to a later opportunity. They do not propose therefore to submit to you now the comments in question. They feel however that they must again emphasise the very strongly expressed opinion of members that the extension of the broad gauge from Santahar to Siliguri is a matter of the utmost possible urgency. They have nothing to add in this connection to what was stated in their letter No. 1465, dated 7th July 1915, to the Government of Bengal; but they trust that the orders of Government on the project will be communicated by a very early date.

EASTERN BENGAL RAILWAY: THE DOWN CHITTAGONG MAIL.

From Chamber to Eastern Bengal Railway.

No. 1947—1915.—CALCUTTA, 13*th September* 1915.

Timing of the Down Chittagong Mail.

The attention of the Committee of the Chamber has been drawn by members to an alteration that has been made in the timing of the Down Chittagong Mail. This train is now due to arrive in Calcutta at 8-54 p.m. which is considered to be an extremely inconvenient hour.

2. It has been pointed out that the inconvenience would be lessened if a refreshment car were attached at some convenient station between Goalundo and Calcutta to enable passengers to dine on the train.

3. The members who have addressed the Chamber Committee have stated that several of their employés frequently travel by the train; and this is the Committee believe, the case with other firms also.

4. In the circumstances I am to ask if the suggestion for attaching a dining car can be given effect to, and if not whether any other change which would meet the point raised can be made.

From Eastern Bengal Railway to Chamber.

No. 7488-C.—CALCUTTA, 18*th September* 1915.

Timing of the Down Chittagong Mail.

In continuation of this office letter No. 7081-C, dated 14th September 1915, and with reference to your letter No. 1947—1915, dated 13th September 1915, I beg to say that the Down Chittagong Mail is timed to arrive in Calcutta at 20 hours, *i.e.*, 8-24 p.m. and not 8-54 p.m. as stated in your letter. We have no dining car available for this train and the only other alternative was to halt the train either at Ranaghat or Naihati to enable passengers to dine at a refreshment room. The matter was very carefully considered and it was thought that the majority of passengers would prefer to come on to Calcutta and either dine at the Refreshment Room, Sealdah, or at their residences, instead of halting for dinner *en route* and arriving in Calcutta about half an hour later than the present timing. I may add that the timing adopted (provided the train is to time) enables a passenger to catch the East Indian Railway Punjab or Bombay Mail at Howrah instead of at Bandel.

The alteration in the timing of the Down Chittagong Mail was necessitated by alterations in the timings of the Assam-Bengal Railway train and the Chandpur-Goalundo Steamer. I regret it is not feasible to bring the Chittagong Mail into Calcutta earlier than 20 hours.

EASTERN BENGAL RAILWAY: TRAFFIC FACILITIES AT KUSHTIA.

From Messrs. R. Khan Chowdhuri & Co. and others to Chamber.

KUSHTIA, 15*th May* 1915.

The humble petition of your honor's memorialists Most respectfully sheweth:—

1. That your honour's memorialists are export and import merchants as a class trading largely in jute and other country produces in Kushtia, Eastern Bengal Railway.
2. That your honour's memorialists having come to know that their *arat* side passage is to be closed by the railway against traffic by the erection of a wall (a rough sketch of the passage is enclosed herewith).
3. That your honour's memorialists beg to bring to your kind notice that your memorialists receive and despatch about five lacs of maunds jute & other merchandise every year through this passage and the existing passage is the only shortest route to facilitate their work as would appear to your honor from the rough sketch enclosed.
4. That your memorialists' mills and presses lie on the other side of the municipal road marked x in the sketch and that if your memorialists' *arat* passage is closed against traffic by a wall it would be almost impossible for your honour's memorialists to carry on their business in Kushtia any longer.
5. That your memorialists are in the practice of receiving their jute in their river-side godowns first from which place they are sent in to their presses and assorting godowns mentioned in the previous paragraph.
6. That in the event of the erection of the wall entirely blocking the only shortest route to your memorialists' presses and assorting godowns, your memorialists would have first to pass their goods over a long and fatiguing municipal road to their presses for being assorted and pressed and thence they would have to be re-sent by the same route to their godowns and the railway goods-shed for transhipment to Calcutta mills and presses.
7. That your memorialists beg to point out to your honour that the only best available means to tranship their goods is by loading the bales on coolies and that two coolies carry as much as $3\frac{1}{2}$ maunds of jute, etc., at a time. Now that the proposed wall is to block their *arat* gate—the only shortest route to the godowns and the railway goods-shed—it would almost be a death to poor coolies to pass over so long a distance as it would then stand, and would consequently result in about an absolute collapse of your memorialists' trade in Kushtia.

8. That your memorialists further beg to add that unless the passage is open for both receiving and despatching imports and exports to and from the river your memorialists' business will be totally stopped.
9. That in conclusion your memorialists beg to bring to your honour's kind notice that the practice of receiving and despatching through this passage is in vogue since the opening of the railway traffic here in 1884, and that your memorialists fervently hope that your honor would look to your memorialists' interests and do the needful.

Under the circumstances, your memorialists as merchants have no other alternative but to appeal to your honour to very kindly consider your memorialists' would-be troubles and inconveniences in the event of the erection of the wall and to move the Bengal Government and the Railway Board for the alterations in the plan for the erection of the wall, to keep your memorialists' full interest in view, thereby helping your humble memorialists to carry on their trade again in this important business centre.

And your memorialists as in duty bound shall ever pray.

From Chamber to Eastern Bengal Railway.

No. 1198—1915.—CALCUTTA, 26*th May* 1915.

Traffic facilities at Kushtia.

I am directed to hand you herewith a copy of a petition dated 15th May which the Committee have received from the jute and other merchants at Kushtia with reference to the contemplated closing of a certain passage leading to your riverside godowns.

2. I am to ask if you will kindly consider the petition and favour the Committee with an expression of your views upon the points raised in it. I am informing the petitioners that you have been communicated with on the subject.

From Chamber to Messrs. R. Khan Chowdhuri & Co. and others.

No. 1199—1915.—CALCUTTA, 26*th May* 1915.

Traffic facilities at Kushtia.

I am directed to inform you that the Committee of the Chamber have considered the petition which you submitted to them on the 15th May, with reference to the contemplated closing by the Eastern Bengal Railway of a passage to their riverside godowns at Kushtia. They have forwarded the petition to the Agent of the railway and they will inform you in due course of any further action that they may take.

From Chamber to Eastern Bengal Railway.

No. 2120—1915.—CALCUTTA, *6th October* 1915.

Traffic facilities at Kushtia.

In continuation of my letter No. 1199—1915, dated 26th May May 1915 and your letter No. 5171-B, dated 27th May 1915, on the above subject, I am to enquire when this Chamber may be informed what action has been taken in the matter.

From Eastern Bengal Railway to Chamber.

No. 1816-D.—CALCUTTA, *4th November* 1915.

With reference to correspondence ending with your letter No. 2120—1915, dated 6th October 1915, regarding the closing of the passage to the *arut* siding at Kushtia Station, I beg to state that the facts of the case are as follows:—

* * * * * *

2. Wholesale trespass had been going on at Kushtia for many years inspite of our efforts to stop it, and at Colonel Browne's inspection of Kushtia Station on the 18th June 1913, it was decided that this should be stopped in the interests of railway working, as effective ticket check was practically impossible owing to passengers getting out from all sides of the train, and it was also impossible to have a proper system of gate passes for goods. The only way to effect this was to surround the yard with a wall as the fencing already up was of no practical use. To minimise the inconvenience of the public a foot over-bridge was given between the station and the river ferry service.
3. Naturally the public objected to what was decided on, as they had not such free movement as they had before. At the request of the Kushtia merchants, it was agreed that a gateway for coolies to and from the goods shed should be provided in the wall.
4. It is hoped that this arrangement will be found satisfactory and convenient for the public.

From Chamber to Messrs. R. Khan Chowdhuri & Co. and others.

No. 2292—1915.—CALCUTTA, *11th November* 1915.

Traffic facilities at Kushtia.

In continuation of my No. 1199, dated 26th May, I am directed to hand you for your information the attached copy of the marginally noted letter on this subject.

No. 1816-D., dated 4th November 1915, from the Agent, Eastern Bengal Railway, to the Bengal Chamber of Commerce.

ASSAM-BENGAL RAILWAY: BHAIRAB-BAZAR-MYMENSINGH-NETRAKONA EXTENSION.

From Chamber to Narayanganj Chamber.

No. 2461—1914.—CALCUTTA, *23rd December* 1914.

Assam-Bengal Railway: Bhairab-Bazar-Netrakona-Mymensingh extension.

Adverting to my letter No. 2111, dated 4th November, I am directed to forward herewith for your information, the attached copy of the marginally noted letter in this connection.

* No. 2372-R., dated 15th December 1914, from the Government of Bengal, Railway Department.

From Chamber to Government of Bengal (RAILWAY DEPARTMENT).

No. 2465—1914.—CALCUTTA, *23rd December* 1914.

I am directed to acknowledge the receipt of your letter *No. 2372-R., dated 15th December 1914, on the subject of the headway proposed for the bridge over the old Brahmaputra river at Mymensingh, on the Bhairab-Bazar-Netrakona-Mymensingh Railway.

2. The Committee note that, as no facts have since been brought forward other than those which have already received the full and careful consideration of the local Government, His Excellency the Governor in Council considers that no useful purpose will be served by reopening this question.

From Inland Steamer Companies to Chamber.

No. $\frac{G. 880}{C. No. 1439}$.—CALCUTTA, *16th January* 1915.

Assam-Bengal Railway: Bhairab Bazar-Netrakona-Mymensingh extension.

We beg to acknowledge with thanks receipt of your favour of 23rd ultimo, and are much disappointed to note the unfavourable reply of Government to the strong representations of the Bengal and Naraingani Chambers on the subject of the headway of the proposed bridge over the old Brahmaputra near Mymensingh.

We shall be glad to know what further action is proposed by the Chamber.

* *Vide* Vol. II Chamber Report 1914, page 679.

From Inland Steamer Companies to Chamber.

No. $\frac{\text{C. 688}}{\text{C. No. 1439}}$.—CALCUTTA, 28*th January* 1915.

Headway of bridges : Proposed bridge over the old Brahmaputra near Mymensingh.

We beg to draw attention to the fact that in the correspondence that has passed upon this subject the question of "span" has been overlooked.

In your letter of 27th May 1914 to the Government of Bengal, Railway Department, it is mentioned that the proposal is to provide "one span of 250 feet, and eight spans of 100 feet".

It was pointed out by the steamer representatives and recognized by the Agents of the E. B. Railway at the Inland Transport Sub-Committee meeting held on 24th November 1914 that the river channels beneath the proposed bridge were of a shifting nature. Such being the case it is obvious that one wide span and eight narrow ones will be an unsuitable provision for steamer traffic. As it will be impossible to locate the channel under any particular span, it will be necessary to make all the spans of the full width, viz., 250 feet.

We shall be obliged if you will bring this point before the attention of Government so that the mistake of constructing spans unsuitable for steamer navigation may be avoided.

From Chamber to Inland Steamer Companies.

No. 266—1915.—CALCUTTA, 30*th January* 1915.

Assam-Bengal Railway.—Bhairab Bazar-Netrakona extension.

I am directed to acknowledge the receipt of your letter, dated 16th January 1915, with reference to the decision of the Local Government in the matter of the headway of the proposed bridge over the old Brahmaputra river near Mymensingh.

2. In reply to your enquiry I am to say that the Committee of the Chamber are not clear as to what further action is open to them. Should you however have any proposal which you would like to place before them they will be glad to consider it.

From Inland Steamer Companies to Chamber.

No. $\frac{\text{C. 786}}{\text{C. No. 1439}}$.—CALCUTTA, 2*nd February* 1915.

Assam-Bengal Railway : Bhairab-Bazar-Netrakona extension.

In acknowledging your letter No. 266—1915 of 30th ultimo on the subject of the headway of the proposed bridge over the old

Brahmaputra river near Mymensingh, we would suggest that the matter be referred to the Inland Transport Sub-Committee of the Chamber as we understand they have a proposal to make in connection with it.

From Chamber to Inland Steamer Companies.

No. 439—1915.—CALCUTTA, 20*th February* 1915.

Assam-Bengal Railway : Bhairab Bazar-Netrakona-Mymensingh extension.

I am directed to acknowledge the receipt of your letter No. $\frac{\text{C. 786}}{\text{C. No. 1439}}$ dated 2nd February 1915, on the subject of the proposed bridge over the old Brahmaputra river at Mymensingh.

2. In reply I am to say that the Inland Transport Sub-Committee have recommended that the Government be asked to project a new alignment which would bring the bridge to the north of the town of Mymensingh, thus allowing the steamer companies access to the jute market.

3. I am to ask if this proposal meets with the views of the steamer companies. Further I am to enquire if, in the event of the Committee of the Chamber deciding to place it before the Government, the companies desire to amplify it in any way.

From Inland Steamer Companies to Chamber.

No. $\frac{\text{C. 1502}}{\text{C. No. 1439}}$.—CALCUTTA, 26*th February* 1915.

Assam-Bengal Railway : Bhairab Bazar-Netrakona-Mymensingh extension.

We are obliged for your favour dated the 20th instant, and note that the Inland Transport Sub-Committee have recommended that Government be asked to project a new alignment which would bring the proposed bridge over the old Brahmaputra above the town of Mymensingh thus allowing free access to that important centre by water.

We trust the Committee of the Chamber will decide to place this proposal before Government and press for its adoption.

Our views in respect of the bridging of the old Brahmaputra have been fully and clearly defined in previous correspondence and we can only acquiesce in a 23 feet headway for the proposed bridge irrespective of its ultimate situation under protest.

From Chamber to Government of Bengal (RAILWAY DEPARTMENT).

No. 593—1915.—CALCUTTA, 10*th March* 1915.

I am directed to refer to the previous correspondence, resting with my letter No. 2465, dated 23rd December 1914, on the question

of the headway proposed for the bridge over the old Brahmaputra river at Mymensingh on the Bhairab Bazaar-Netrakona-Mymensingh Railway.

2. The Inland Transport Sub-Committee of the Chamber have since considered the question further, and they have recommended that the railway should be so re-aligned as to bring the proposed bridge above Mymensingh, thus allowing free access by water to that town. The Committee of the Chamber have discussed this recommendation, and they have instructed me to submit it to Government, and to express a hope that it may be carefully considered.

From Chamber to Inland Steamer Companies.

No. 594—1915.—CALCUTTA, 10*th March* 1915.

Assam Bengal Railway: Bhairab-Bazar-Netrakona-Mymensingh extension.

Adverting to your No. $\frac{\text{C. 1562}}{\text{C. No. 1435}}$ dated 26th February 1915, I am directed to say that the Committee of the Chamber have submitted to the Government of Bengal the recommendation of the Inland Transport Sub-Committee with reference to the headway of the bridge over the old Brahmaputra. This recommendation was, as you are aware, that the railway should be so re-aligned as to bring the proposed bridge above the town of Mymensingh, thus allowing free access by water to that town.

From Government of Bengal (RAILWAY DEPARTMENT) to Chamber.

No. 609-R.—CALCUTTA, 25*th March* 1915.

I am directed to acknowledge the receipt of your letter No. 593—1915, dated the 10th March 1915, in which you request that the Bhairab Bazar-Netrakona-Mymensingh Railway should be so re-aligned as to bring the proposed bridge over the old Brahmaputra river at Mymensingh above that town.

2. In reply I am to say that the question of the situation of the bridge and the general alignment of the railway were approved two years ago, after very careful consideration, and that negotiations with a private company for the construction of the line are nearly completed. In the circumstances the Governor in Council is of opinion that the question of alignment cannot be re-opened now.

3 In this connection, I am to point out that the bridge will be no obstruction to any traffic which can be foreseen.

From Chamber to Inland Steamer Companies.

No. 804—1915.—CALCUTTA, 1*st April* 1915.

Assam-Bengal Railway: Bhairab-Bazar-Netrakona-Mymensingh extension.

Adverting to previous correspondence resting with my No. 594, dated 10th March 1915, I am now directed to send you the attached copy of letter No. 609-R dated 25th March 1915, from the Government of Bengal, with reference to the proposed bridge over the old Brahmaputra river.

THE INDIAN RAILWAY CONFERENCE ASSOCIATION: THE RAILWAY GOODS TARIFF.

From Indian Railway Conference Association to Chamber.

No. 1717.—AGRA, 11*th August* 1915.

I am directed to forward for favour of an expression of the views of your Chamber copies of the marginally noted correspondence between this office and the Railway Board regarding the proposed enhancement on certain railways of the authorised goods classification of a number of commodities in which the traffic is comparatively speaking, unimportant, and which it is believed would bear a higher classification without prejudice to the trade.

I. R. C. A letter No. 1443, dated 12th May 1915.
Railway Board letter No. 1006 T., dated 13th July 1915.

2. It will be seen from the correspondence that the object in view in making the application to the Railway Board was to reduce the number of exceptions which at present complicate the General Classification.

3. Railways on their part had already gone as far as they reasonably could towards the removal of exceptions by agreeing to accept for a large number of items a lower class than was previously in force on many railways as will be seen from paras 4 and 5 of the letter to the Railway Board.

4. It was therefore decided that application should be made for an enhancement in class of the majority of the remaining items shewn as exceptions by different railways, the application to include only commodities in which the traffic was small, so that the interests of the public might not be adversely affected to any appreciable extent. This is brought out clearly in para 6 of the letter to the Railway Board and I am to invite your special attention to the latter part of this paragraph.

5. It will be appreciated that the proposal has been made not with a view to any gain in earnings from the proposed enhancement but solely with the object of arriving at a greater simplification of the Goods Tariffs on Indian railways and I am to express the hope that your Chamber will be able to support the proposals put forward and so assist the Conference Association in the attainment of this object.

6. I am to request the favour of an early reply to admit of the matter being disposed of, if possible, before the meeting of the Conference Association at Simla next month. Members of the Goods Classification Committee would be glad to discuss the matter with representatives of your Chamber at any time and if the latter would care to meet them, will you kindly let me know what dates would be most convenient.

No. 1443.—AGRA, 12*th May* 1915.

From—The Secretary, Indian Railway Conference Association,

To—The Secretary, Railway Board.

I am directed to address you on the subject of the simplification of the General Classification of Goods which, in the opinion of the Indian Railway Conference Association, has now reached a stage beyond which further progress is not possible without some modification of the orders issued by the Railway Board in their letter No. R. T. 1423 (Revised) dated the 13th October 1910. The circumstances which led to the issue of this letter and the subsequent action taken by the Association in the matter of obtaining a uniform Goods Classification for India are briefly summarised below.

2. The work of simplifying the goods tariffs of Indian Railways was commenced in 1905 when a Special Committee known as the "Tariff Simplification Committee" was appointed by the Indian Railway Conference Association to go fully into the matter. The work was delayed from various causes but in 1909 this Committee put forward a General Classification which, after receiving the approval of the Conference* and the Railway Board,† was introduced with effect from 1st July 1910. Subsequently, however, in December of the same year, the Railway Board revised their original sanction and in para 11 of the revised letter, (bearing the same number and date as that first issued, *viz.*, 1423 R. T. of 13th October 1910), the following orders were laid down in regard to the maximum and minimum proposed for different classes of goods:—

*Res. 19 of 1909.
†Railway Board's telegram 852 R. T. of 11/6/10. Railway Board's letter 1423 R. T. of 13/10/10.

"11. With regard to the maximum and minimum rates that may be charged to the public for each class under the new classification, the Railway Board are unable to accept the maxima and minima proposed for each class by the Indian Railway Conference Association, as to do so would be in many cases to raise the maximum rate that could be charged to a higher level than has been fixed in the past. It was never the intention of the Railway Board that uniformity of classification should be accompanied by a general rise in the maximum rates which railways are permitted to charge.

In these circumstances the question of what maximum and minimum rates should be fixed for each of the classes under the new classification must remain in abeyance until a satisfactory method can be devised for quoting a maximum and minimum rate for each class, which would not necessarily have the effect of making the maximum rate which might be charged higher than what was permissible under the old classification.

In the meantime, the maximum and minimum rates that may be charged by any railway for any commodity under the new classification must not exceed the maximum and minimum that was authorised for that railway for such commodity prior to the introduction of the new classification and subject to the conditions then in force."

3. These orders nullified to a great extent the work of the Committee, in as much as the large number of exceptions to the General Classification which it would have been necessary for each railway to notify, in order to comply with the third clause of the paragraph quoted, would have had the effect of making the Classification more complex than ever. A Special Meeting* of the Association was therefore held to consider the position and a deputation therefrom which waited on the Railway Board was informed by the President that the orders issued could not be modified and that it

Calcutta Meeting of March 1911

would be necessary to append the following note to the Schedule of maximum and minimum class rates proposed :—

"The maximum rate, which may be charged for any commodity under the above schedule of maximum and minimum rates for goods traffic now sanctioned, must not exceed the maximum rate permissible under the classification in force for such commodity on the 30th June 1910 on.....Railway.

It was therefore decided to revise the General Classification already issued in order that the number of exceptions involved by the Railway Board's orders might be kept to as low a figure as possible. With this end in view, the classification was re-examined by the Committee and on their recommendation a large number of commodities were reduced to a lower class ; a course of action which was only rendered possible by railways who were entitled to retain the original classification agreeing to waive their rights in the general interest.

4. The attached Statement, Annexure A, shows in column 3 that a reduction was made in the case of 329 commodities, a number which is indicative of the liberal spirit in which railways approached this question. The revised classification received the sanction of the Railway Board in their letter No. 1260 R. T. of the 28th August 1911 and was brought into force from the 1st September following, each railway issuing exception lists, where necessary, to comply with the Railway Board's orders that the classification on any railway should not exceed that in force on the 30th June 1910. These exception lists have received the Railway Board's sanction and are the lists at present in force, except that certain alterations have been made from time to time as necessitated by reductions in the General Classification.

5. Since the issue of the Classification in September 1911, continuous efforts have been made towards greater simplification and column 4 of Annexure A shews that since that date the class of 268 commodities has been reduced, making a total of 597 items since the issue of the first General Classification in July 1910.

6. At the Conference of 1912, the President, in his opening speech, made the following remarks regarding the work of the Goods Classification Committee :—

"The work of the Goods Classification Committee, as you are aware, received a severe set back last year when the Railway Board intimated that they were unable to sanction the General Classification which had been drawn up by the Committee. During the current year railways have been engaged in drawing up schedules of commodities which were on the 30th June 1910, in a lower class than that given in the General Classification. These schedules must necessarily hamper the work of simplification very greatly ; in fact they would appear to make real simplification of the tariff impossible. The traffic in many of the articles included in these schedules is very small and seeing that railways in their desire to secure simplification have agreed in a number of cases to accept a lower classification than that previously in force, it is thought that the Railway Board might not unreasonably be asked to allow a higher classification in cases where the traffic is of little importance."

and last year the President spoke as follows on the same subject :—

"As regards the work of the Goods Classification Committee, the President in his opening speech last year referred to the difficulty the Committee was experiencing in their efforts to secure simplification owing principally to the lengthy exception lists necessitated by the orders of the Railway Board prohibiting a railway from charging a higher classification for any commodity than was in force on the 30th June 1910. In this connection, Mr. McCloughin, the Chairman of this Committee, at their Committee, at their meeting held in January last submitted a statement shewing that uniformity of classification had only been secured in

respect of 53 per cent. of the commodities included in the General Classification. This as a result of six years' work is somewhat disheartening. The Committee have since made further recommendations reducing the classification of a large number of other commodities in order to attain greater uniformity and these recommendations have been accepted by the majority of railways. It will, I am sure, be admitted that the Committee's proposals for reductions in the classification have been met in a generous spirit, but there is a limit beyond which we cannot be expected to go, and I think that limit has now been reached. If real simplification is to be secured some modification of the Railway Board's orders is necessary and in my opinion, Gentlemen, the time has now come for a representation to be made to that effect.

7. The question was discussed in Conference and the following resolution was passed :

Resolution No. 64 of 1913.

That when the necessary statistics are ready, the Secretary be authorised to make a representation to the Railway Board in order to obtain exemption from the operation of the existing orders as to the classification in force on the 30th June 1910 of all commodities in which there is little or no traffic, or the development of the trade in which is not likely to be retarded by the application of the General Classification, such representation to be drafted in consultation with the Goods Classification Committee and approved by the President.

In pursuance of this resolution, statistics have been obtained from railways (for the three months in which the traffic was heaviest) of commodities in which the traffic is unimportant and the classification of which, it is believed, could be enhanced without opposition from the trade. These statistics are printed in Annexure B. Traffic has been considered to be unimportant if the freight value for the three months covered by the statistics was less than Rs. 500 though in a few instances traffic worth more has been included.

8. An examination of these statistics shows that the exceptions quoted by railways fall under one of the following heads :—

(*i*). Commodities for which a lower classification is quoted without conditions, *e.g.*,

	General Classification A. B. R.	Exception A. B. R.
Acid Sulphurous (solution) p.d. ...	X	5

	General Classification O. R. R.	Exception O. R. R.
	X	3

(*ii*). Commodities for which a lower classification is quoted at Railway Risk, no Owner's Risk rate being quoted, *e.g.*,

	General Classification A. B. R.	Exception A. B. R.
Absolute alcohol or Ethyl alcohol p.d. ...	X	5

	General Classification O. R. R.	Exception O. R. R.
	X	5

(*iii*). Commodities for which a lower classification is quoted at Owner's Risk, the General Classification applying at Railway Risk, *e.g.*,

	General Classification K. S. R.	Exception K. S. R.
Acid, carbolic	4	3

	General Classification R. R.	Exception R. R.
	4	2

(*iv*). Commodities for which the General Classification is in force but for which a lower classification is quoted under certain conditions of weight or distance for certain specified descriptions of goods, *e.g.*,

	General Classification N. W. R.	Exception N. W. R.
Acid, citric	4	4
	...	...
	...	2 D/60 B. B. & C. I.
Boilers, copper	2	2
	...	1 W/81 R. N. (proper)
Bricks, terracotta	2	1
	1	2 for country unburnt.

c. Commodities for which an Owner's Risk rate is quoted when no such rate is quoted in the General Classification, *e.g.*,

	General Classification R.R.	O.R.	*Exception* R.R.	O.R.
Canes of other kinds	2	...	2	1

9. A large majority of the items fall under heads (*ii*) & (*iv*). With regard to those falling under head (*ii*), it will be observed that with a few exceptions the class quoted at railway risk is the same as the owner's risk class in the General Classification and the alteration proposed therefore would affect the risk at which the goods are carried only and would not involve any enhancement of rates except in the few instances where the exception quoted is lower than the owner's risk class in the General Classification.

10. As regards the items falling under (*iv*), it may be noted that the greater part of the traffic in these commodities is carried and charged under the General Classification and the alteration requested is merely the abolition of certain lower rates for traffic carried under special conditions.

11. In all cases the traffic is trifling and in many instances entirely negligible. The adoption of the General Classification would result in a material simplification of the tariff without, it is believed, causing any hardship to traders and I am therefore to ask that the Railway Board will accord their sanction to the necessary enhancement of the classification for the commodities shown in the statement. The Indian Railway Conference Association thinks it will be admitted that railways themselves have dealt with the question in a liberal spirit when requested to reduce their classification and I am therefore to express the hope that their present request will receive favourable consideration.

No. 1006-T.—SIMLA, 13*th July* 1915.

From—The Assistant Secretary, Railway Board,

To—The Secretary, Indian Railway Conference Association.

With reference to your letter No. 1443, dated the 12th May 1915, regarding the proposed enhancement of the classification of certain commodities in which the traffic is insignificant with a view to ensure uniformity of classification on Indian railways generally, I am directed to state that before taking further action in the matter, the Railway Board will be glad if you will explain fully the situation and the object aimed at by the proposals to the various Chambers of Commerce and ascertain from them whether they have any objections to the proposed revision and favour the Railway Board with the views of the Chambers on the subject.

From the Managing Agents, Howrah Flour Mills Co., Ld.; Fort William Flour Mills Co., Ld.; Monarch Flour Mills Co., Ld.; Calcutta City Flour Mills Co., Ld.; Bengal Flour Mills Co., Ld.; Empire Flour Mills Co., Ld.; Hooghly Flour Mills Co., Ld. and United Flour Mills Co., Ld. to Chamber.

CALCUTTA, 31*st August* 1915.

The Indian Railway Conference Association—Goods Classification Committee.

We the undersigned Managing Agents & Secretaries of Calcutta Flour Mills request the Chamber to be good enough to place the following before the above mentioned Committee:—

1. Rates of freight on wheat from the growing districts to Calcutta are now identical with those for wheaten flour and the result is that flour mills situated in wheat growing centres such as Delhi, Cawnpore, Umbala, Allahabad and Bhatinda are able to undersell the Calcutta mills in their own market.
2. This we submit, is not only unfair to the Calcutta mills but also results in a loss of freight to the railways, inasmuch as there is a loss of approximately 40 mds., of freight on every 60 maunds of flour brought down to Calcutta.
3. The explanation of this is that approximately 100 maunds of ordinary uncleaned wheat are necessary to produce 60 maunds of the flour and atta sent down to Calcutta.
4. We therefore submit that either flour rates should be increased or wheat rates reduced so that freight on 100 maunds wheat or 60 maunds flour and atta should be equal from all stations in the wheat growing districts to Calcutta.

From Chamber to Indian Railway Conference Association.

No. 1936—1915.—CALCUTTA, 10*th September* 1915.

I am directed to acknowledge the receipt of your letter, No. 1717, dated 11th August 1915, in which you ask for an expression of the views of the Chamber on the question of the proposed enhancement, on certain railways, of the authorised goods classification of a number of commodities in which the traffic is relatively unimportant.

2. For the information of the Chamber you forward copies of the marginally cited correspondence in which this proposal is explained in detail. The object is, as the Committee of the Chamber understand it, to reduce the number of exceptions which at

(1) Indian Railway Conference Association letter No. 1443, dated 12th May 1915; and
(2) Railway Board letter No. 1006-T., dated 13th July 1915.

present complicate the General Classification. They have examined the correspondence carefully, particularly annexure B to your letter dated 12th May, which shows the commodities—246 in number—that are placed by some railways in a classification lower than the General Classification. The Association now proposes to raise the classification on all railways to the General Classification. It is, the Committee think, clear from the annexure that the actual traffic in these commodities on the railways now charging the lower rates is so small that the interests of the public will not be adversely affected. And, seeing that great advantages will be obtained by the resulting simplification of the tariff, they agree that the change should be made.

3. The Committee have also examined annexure A to your letter. This gives the items of the General Classification in which railways having a higher classification have consented to accept a lower, in order to bring all the lines in India into agreement. With these changes the Chamber is not directly concerned, but the Committee would like to express their appreciation of the action of those Railway Administrations who, with the object of securing a uniform classification, have made the concessions.

From Chamber to Messrs. Andrew Yule & Co., Balmer Lawrie & Co. and Shaw Wallace & Co.

Nos. $\frac{1091}{1092}$—1915.—CALCUTTA, *18th September* 1915.
$\frac{}{1093}$

Railway rates for Wheat and Flour.

I am directed to acknowledge the receipt of your letter, dated 31st August 1915, with reference to the railway rates for wheat and flour.

2. The points that you bring forward have been carefully considered by the Committee of the Chamber, and by their Railways Sub-Committee. They cannot however quite establish your statement that the rates for wheat and flour from the growing districts to Calcutta are identical. Taking, for example, Delhi and Cawnpore as points of despatch they make the rates for flour from 15% to 36% higher than the rates for wheat. I am accordingly to ask if you will kindly furnish them with specific instances of identical rates, and they will then again take the question into consideration.

3. I am also to add that the question does not appear to be one for reference to the Goods Classification Committee of the Indian Railway Conference Association. The Classification Committee are not concerned with the quotation of rates, but with the division of commodities into certain classes, subject to the maxima and minima limits within which railways are empowered to quote. Both wheat and flour are first class commodities, or commodities on which the lowest rates are charged; and the limits are one-third and one-tenth pie per maund per mile. It is obvious therefore that the only way

the Goods Classification Committee could take action in the matter of differentiation would be to raise the classification of flour to second class, the limits of which are one-half and one-sixth pie per maund per mile. It is doubtful if either the railways or the public would agree to this, and you would probably not be in favour of it.

4. In the circumstances it would appear that the proper course is for those interested to make representations to the Railway Administrations concerned; and I am instructed to ask if you have taken any action in this direction. Should you have done so perhaps you will be good enough to favour me with copies of the correspondence, for the information of the Committee of the Chamber.

From Messrs. Andrew Yule & Co., Balmer Lawrie & Co. and Shaw Wallace & Co. to Chamber.

CALCUTTA, *25th September* 1915.

Railway rates for Wheat and Flour.

We thank you for your letter of 18th instant.

Whilst it is true that wheat and flour rates are not quite identical the differences in most cases are so small as to be negligible and in no case do they serve the purpose of preventing unfair competition in this market from the up-country mills.

No action has yet been taken in regard to approaching the railway administration concerned as it was only a short time ago that figures were obtained to substantiate our contention.

Attached is a list (marked "A") shewing current rates of freight on wheat and flour together with the revised flour rates which we suggest.

Since 3173 tons of flour and atta have been sent down to Calcutta during the 6 months ending 31st August last, it will be seen that, by not differentiating proportionately between freight on raw material and the manufactured article, the railways concerned have, during that period, lost in freight no less than Rs. 20,732-10-0 calculating on an average freight of Rs. 7-9 per maund for wheat and Rs. 9-1 for flour as will be seen from the attached Memo. marked "B".

In addition to this we lose, not only through our own market being taken away by up-country mills but also owing to the depression in prices brought about by the latter selling here at rates which, to us are below, cost price.

In amplification of this point it might be mentioned that when the local mills were last week selling flour at Rs. 6-14 to Rs. 7 (according to marks) purchases of up-country flour were made (it is reported from the Bhatinda Flour Mills) to the extent of 516,000 maunds at Rs. 6-10 delivered in Calcutta. When it is mentioned that flour mills seldom make 4 annas per maund profit on their outturn, and at the present time considerably less, the result of this state of affairs is obvious.

If the Chamber are satisfied that the question deserves further consideration perhaps they will be good enough to take the matter up with the railways concerned, having regard to the fact that a representation from them would carry more weight than if made direct by the interested parties.

The flour milling interests of Calcutta are, we think, sufficiently important to merit protection especially in a case like the one we have now brought forward, but, if the Chamber think otherwise, we will take action ourselves.

Awaiting the favour of an early reply.

LIST "A".

List of Wheat and Flour rates referred to in the attached letter.

Railway freight to Calcutta from	Rate per Maund for Wheat.	Rate per Maund for Flour.	Revised rate suggested on 69 Maunds Flour to 100 Maunds Wheat for Flour.
	Rs. A. P.	Rs. A. P.	Rs. A. P.
Bhatinda	0 11 6	0 11 10	1 3 2
Umbala	0 9 4	0 11 2	0 15 6
Delhi	0 7 6	0 8 6	0 12 6
Cawnpore	0 5 3	0 7 1	0 8 11
Allahabad	0 5 3	0 6 11	0 8 11

CALCUTTA;
The 25th September 1915.

BALMER LAWRIE & Co.,
ANDREW YULE & Co.,
SHAW WALLACE & Co.,
Managing Agents.

LIST "B".

Memorandum of approximate loss to the railways through flour from up-country mills being sent to Calcutta during the half-year ended 31st August 1915.

Quantity of wheat required to produce the 3,173 tons flour sent down to Calcutta by up country mills on the basis of 100 maunds wheat for every 69 maunds flour 5,288⅓ tons.

Calculated at the average wheat freight from the various stations in list "A" ... @ Rs. 0-7-9 per maund = Rs. 69,860-1-4

Less freight actually received on the above 3173 tons flour on the basis of the average flour freight from the various stations in list "A" ... ... @ Rs. 0-0-1 per maund = Rs. 49,127-6-7

Loss in freight to the railways concerned = Rs. 20732-10-9

CALCUTTA;
The 25th September 1915.

BALMER LAWRIE & Co.,
ANDREW YULE & Co.,
SHAW WALLACE & Co.,
Managing Agents.

From Chamber to Messrs. Andrew Yule & Co., Balmer Lawrie & Co. and Shaw Wallace & Co.

Nos. $\frac{2149}{2150}$ —CALCUTTA, 18*th October* 1915.

Railway rates for Wheat and Flour.

I am directed to acknowledge the receipt of your letter, dated 25th September 1915, on this subject.

2. The Committee of the Chamber have given very careful attention to the points that you raise, and they have also consulted their Railways Sub-Committee in regard to these. It would appear that the differences in the rates for wheat and flour are not sufficiently wide to close the Calcutta market to the up-country flour. But the Committee are not altogether convinced that this fact affords them justification for making a representation from the Chamber. They still think that, at any rate in the first instance, the mills themselves should approach the railways, stating their case and asking for such relief as they deem to be necessary. Even if the mills' proposal were not acceded to, the railway view of the subject would be made clear, and the question of the advisability of taking further action might then be considered.

FINANCE.

GOVERNMENT CURRENCY NOTES.

From Bombay Chamber to Chamber.

No. 1723—1915.—BOMBAY, *6th September* 1915.

I am directed to send you herewith a copy of a letter which has been addressed by this Chamber to the Government of India on the subject of universal currency notes, and to state that my Committee will be much obliged if your Chamber can see its way to supporting the representation.

No. 1714—1915.—BOMBAY, *4th September* 1915.

From—The Acting Secretary, Bombay Chamber of Commerce,

To—The Secretary to the Government of India (Financial Department).

I have the honour on behalf of my Committee to invite your attention to the question of universal currency notes and particularly to those of Rs. 10 and of Rs. 50 the present form of which my Committee would respectfully submit, is very unsuitable and results in much inconvenience to their users.

2. The points to which my Committee would draw your attention are the following:—

(1) The figures denoting the values of Rs. 10 and Rs. 50 notes are much too small and are not readily decipherable.

(2) The general resemblance between the notes of the above denominations is very marked and numerous instances of confusion arising between them have been brought to the notice of my Committee.

(3) The texture of the notes of all denominations is too thick and in this particular as well as in those above indicated, the new notes are much less convenient than the notes in their old form.

3. I am to point out that my Committee addressed your Department on the above question in the year 1910 and were informed that the matter had been submitted for the consideration of Government.

4. Since that time the matter has been frequently brought to the notice of my Committee and they therefore take the liberty of again placing their views before you in the hope that it may now be found possible to modify the design and texture of those

notes in such a way as to remove the inconveniences which result from the marked similarity existing between the notes of Rs. 10, and Rs. 50 and from the thickness of all universal currency notes in their present form.

From Chamber to Bombay Chamber.

No. 2152—1915.—CALCUTTA, 12*th October* 1915.

Government Currency Notes.

Letter No. 1714, dated 4th September 1915, from the Bombay Chamber of Commerce to the Government of India, Finance Department.

I am directed to acknowledge the receipt of your letter No. 1723, dated 6th September, with its enclosure, on the subject of the universal currency notes.

2. The points that you raise in your representation to Government have been considered by the Committee of this Chamber. As regards the Rs. 10 and Rs. 50 notes they agree with you that there is too marked a similarity between these denominations, and that a change is necessary. With reference to the texture of currency notes generally they are not disposed to think that this is inconveniently thick. At the same time, as the re-issue of notes from the Currency Offices is now to be discontinued, a lighter paper could probably be used.

3. In reply to your request for the support of this Chamber to your representation, I am to draw your attention to the following statement which appears in paragraph 19 of the Report of the Controller of Currency for the year 1914-15, namely, "Govern-"ment have further under consideration the introduction of an "improved form for the currency notes themselves. Certain pre-"liminary enquiries have been completed, and it is intended as the "next step to consult public opinion in the matter. This question "has, however, been postponed for the present, as it was felt that "its ventilation during the war might cause mis-apprehension "among illiterate holders of notes." In view of this statement it seems to the Committee that they should await the reference from Government before taking action. They do not propose therefore to move at present in support of your Chamber's representation with which however, as you will have understood, they are in more or less general accord.

THE INDIAN STAMP ACT, II OF 1899: STAMP DUTY ON CASH CREDIT AGREEMENTS.

From Bombay Chamber to Chamber.

No. 2123—105-S.—BOMBAY, *6th December* 1915.

I am directed to send herewith a copy of a letter which my Committee have addressed to the Government of India, Department of Commerce and Industry, in connection with the Stamp Duty on Cash Credit Agreements and to state that they will be pleased if your Committee can see their way to supporting the representation.

No. 2106—105-S.—BOMBAY, *30th November* 1915.

From—The Chairman, Bombay Chamber of Commerce,

To—The Secretary to the Government of India, Department of Commerce and Industry.

I have the honour to address you under the instructions of the Committee of this Chamber on the subject of the Stamp Duty at present leviable on an instrument evidencing an agreement relating to the hypothecation of moveable property, where such hypothecation has been made by way of security for the repayment of money advanced, or to be advanced, by way of loan, which in the opinion of my Committee is at present excessive and is calculated to retard the development of trade, for the reasons hereinafter mentioned.

2. The particular instrument to the stamp duty on which the attention of my Committee has been particularly drawn by several leading firms and companies in Bombay, is a cash Credit Agreement, that is to say, an agreement between a firm or company and its banker whereby, in consideration of the hypothecation by the customer to the bank of the present and future stock of cotton, cotton goods, coal, stores or other goods of the customer, the banker agrees to allow to the customer an overdraft or cash credit of a specified amount.

3. The form of agreement adopted by the different banks in Bombay varies in regard to the period for which the overdraft is allowed. In some cases the period is six months, while in others it is twelve months, or no period is fixed, but the bank reserves the right to cancel the agreement, and call in the overdraft on short notice.

4. This system of cash credits has been widely adopted by the mercantile community for the purpose of financing local industries, and has proved of great assistance to trade, and the imposition of a heavy stamp duty tends, in the opinion of my Committee, to retard the development of it, and materially affects trade in general.

5. The history of the stamp duty levied on an instrument evidencing an agreement relating to the hypothecation of moveable

property since the passing of the Indian Stamp Act, 1899, may be shortly recapitulated.

6. By Article No. 6 of Schedule I to the Indian Stamp Act II of 1899 as passed, under the heading "Agreement by way of equitable mortgage," any instrument evidencing an agreement to secure the repayment of a loan made "upon the hypothecation of moveable property" was liable to the same duty as a Bill of Exchange under Article No. 13 (*b*) for the amount secured, when such loan was repayable more than three months, but not more than one year, from the date of the instrument, and to one-half of that duty when such loan was repayable not more than three months from the date of such instrument. Article No. 6 of Act II of 1899 contained at the foot "*Exemption.*—See Exemptions under Mortgage Deed (No. 40)."

7. By section 8 of the Indian Stamp (Amendment) Act, XV of 1904, Article No. 6 in Schedule I of the Indian Stamp Act, 1899, was repealed, and a new article (No. 6) was substituted in lieu thereof, whereby any instrument evidencing an agreement relating to the pawn or pledge of moveable property where such pawn or pledge has been made by way of security for the repayment of money advanced or to be advanced by way of loan or an existing or future debt, became liable to the same duty as a Bill of Exchange under Article No. 13 (*b*) for the amount secured, if such loan was repayable on demand or more than three months from the date of the instrument evidencing the agreement, and to half that duty if such loan were repayable not more than three months from the date of such instrument.

8. All reference to an instrument evidencing an agreement to secure the repayment of a loan made upon the hypothecation of moveable property was omitted from the new Article No. 6. But section 8 of Act XV of 1904 transferred to the new Article No. 6 the exemption "Instrument of pawn or pledge of goods if unattested" which had previously appeared in Article No. 40.

9. The before-mentioned omission was the result of the Report of the Select Committee to which the Bill No. 3 of 1904 as originally introduced in the Council of the Governor-General of India on the 4th March 1904, was referred.

10. Article No. 6, which it was intended by Bill No. 3 of 1904 as originally introduced, should be substituted for Article No. 6 of the Indian Stamp Act, 1899, included an agreement to secure money advanced, or to be advanced, by way of loan "by the hypothecation, pawn or pledge of moveable property," and exempted from duty a letter of hypothecation accompanying a Bill of Exchange and also an Instrument of pawn or pledge of goods if unattested: these two exemptions had appeared in Article No. 40 (Mortgage Deed) in Act II of 1899, as passed.

11. The following is an extract from the Statement of Objects and Reasons for the Bill on the subject of Agreements relating to the hypothecation of moveable property:—

"The attention of the Government of India has been directed to the ruling of the Calcutta High Court in the case of the *Queen-Empress* v. *Debendra Krishna*

Mitter (1900), I. L. R., 27 Cal. 587, to the effect that, unless the whole advance given under an equitable mortgage be made at the time that the instrument of hypothecation is executed the stamp must be that of an ordinary mortgage. This decision imposes a much heavier duty on equitable mortgages than appears to have been intended; for it follows from it that the higher duty chargeable on an ordinary mortgage is leviable whenever it is sought to secure by deposit of title-deeds future advances on an existing account. Such a duty is, in view of the temporary nature of transactions of the kind indicated, excessive, and the fact that it is leviable must tend to retard the development of the system of cash credits, which has hitherto proved of great assistance to trade. It is therefore proposed—see clause 6 of the Bill—to amend Article No. 6 of the First Schedule to the Indian Stamp Act, 1899 (II of 1899), so as to relieve these instruments from the higher duty, and place them all on the same footing whether their execution is or is not simultaneous with the advances secured by them and it is at the same time suggested—see clause 3—to follow section 23, read with section 86 (2) of the English Stamp Act of 1891 (54 and 55 Vict., c. 39) and to levy a fixed fee of eight annas only when the security deposited by way of equitable mortgage is marketable."

12. The following is an extract from the Report of the Select Committee, dated the 20th October 1904, with regard to that portion of Article No. 6 in Bill No. 3 of 1904 as originally introduced which related to the hypothecation of moveable property :—

"With regard, however, to the portion of the article which relates to 'the hypothecation, pawn or pledge of moveable property,' we have adopted in our revised draft the view advanced in Donogh's Indian Stamp Law, Second Edition, page 161, and endorsed by the Calcutta High Court in the case reported in I. L. R., 21 Cal., 241 (at page 244), that the term 'hypothecation' is used in the article as synonymous with pawn or pledge, and that the article is intended to relate only to cases in which property is actually given in pledge. We have accordingly restricted the article in terms to these latter transactions, omitting the reference to hypothecation, thus making it clear that all transactions by which moveable property is simply appropriated by way of security for the discharge of a debt or engagement without parting with its possession (as for example, bills of sale of stock-in-trade) are outside the scope of the article and consequently are liable to the duty on mortgage-deeds as being instruments whereby one person transfers or creates to, or in favour of, another a right over, or in respect of, specified property."

13. The Report of the Select Committee on this subject was adopted, and accordingly Article No. 6 of Schedule I to the Indian Stamp Act, 1899, as amended by the Indian Stamp (Amendment) Act, 1904, omitted all reference to an instrument evidencing an agreement relating to the hypothecation of moveable property and every such instrument became liable to duty as a mortage deed, when possession of the property or any part of the property comprised in such deed was not given, or agreed to be given, by the mortgagor under Article No. 40 (*b*) of Schedule I to the Indian Stamp Act, 1899, equivalent to one-half per cent. on the amount secured by the deed.

14. This amendment of Article No. 6 of Schedule I to the Indian Stamp Act, 1899, caused great hardship to the members of the mercantile communities in British India, by whom the system of financing stocks by means of cash credits had been more or less universally adopted, and hardship so caused was recognised by Government and the following Resolution of the Governor-General in Council was accordingly promulgated on the 6th October 1905 :—

"No. 5614-Exc.—In exercise of the power conferred by Section 9, Clause (2), "of the Indian Stamp Act, 1899 (II of 1899), the Governor-General in Council is "pleased to direct that the duty, chargeable under Article No. 40 of Schedule I to "the said Act, on an instrument evidencing an agreement relating to the hypotheca- "tion of moveable property where such hypothecation has been made by way of "security for the repayment of money advanced or to be advanced by way of loan, "or of an existing or future debt, shall be reduced—

"(*a*) if such loan or debt is repayable on demand or more than three months "from the date of the instrument, to the duty payable under Article "No. 13 (*b*) of the said Schedule on a Bill of Exchange for the amount "secured :

"(*b*) if such loan or debt is repayable not more than three months from the "date of the instrument, to half the duty payable under Article "No. 13 (*b*) of the said Schedule on a Bill of Exchange for the amount "secured."

15. As a result of this resolution the stamp duty leviable upon an instrument evidencing an agreement relating to the hypothecation of moveable property, where such hypothecation had been made by way of security for the repayment of money advanced or to be advanced by way of loan, became regulated by the duty for the time being payable on a Bill of Exchange under Article 13 (*b*) of Schedule I to the Indian Stamp Act, 1899.

16. By Article 13 (*b*) of Schedule I to the Indian Stamp Act, 1899, as passed, the stamp duty upon a Bill of Exchange drawn singly for a sum of Rs. 30,000 and upwards was leviable at the rate of Rs. 6 per Rs. 10,000, the stamp duty on a Bill of Exchange for rupees one lakh therefore amounted to Rs. 60.

17. By Section 3 (ii) of the Indian Stamp (Amendment) Act, VI of 1910, the stamp duty upon a Bill of Exchange drawn singly was increased by 50 per cent. and accordingly the stamp duty upon a Bill of Exchange drawn singly for a sum of Rs. 30,000 and upwards became leviable at the rate of Rs. 9 per Rs. 10,000, the stamp duty on a Bill of Exchange for rupees one lakh therefore amounted to Rs. 90.

18. In the Statement of Objects and Reasons of the Bill, under date, the 25th February 1910, it is stated as follows :—

"The Bill proposes to amend the Indian Stamp Act, 1899, in order to increase "the duties which are leviable on certain instruments under that Act. The measure "is purely a fiscal one and the classes of documents which have been selected for "enhanced taxation are among those on which the present rates of duty fall with "comparative lightness.

"2. The proposals are— * * * * *

"*First.*— * * * *

"*Second.*— * * * *

"*Third.*—To increase by roughly one-half the duty on Bills of Exchange "and Promissory Notes."

19. The Report of the Select Committee to which the Bill was referred deals with Clause 3 (ii) of the Bill as follows :—

"3. Clause 3 (ii) has been altered so as to retain existing rates of duty for "bills or notes of which the amount does not exceed Rs. 600. Small hundis and "similar petty transactions will thus be exempted from the enhancement in duty."

20. My Committee submit that it is clear from the Statement of Objects and Reasons and also from the Report of the Select Committee that the sole object of the amendment of Article No. 13 (*b*) of Schedule No. 1 to the Indian Stamp Act, 1899, intended to be effected by the Indian Stamp (Amendment) Act, 1910, was the enhancement of the duty leviable upon Bills of Exchange and Promissory Notes; that it was not the intention of the Legislature to enhance in any way the duty leviable upon an instrument evidencing an agreement relating to the hypothecation of moveable property, and that the Legislature overlooked the fact that the

enhancement of the duty leviable on Bills of Exchange and Promissory Notes entailed a corresponding enhancement, equivalent to fifty per cent. of the duty leviable on instruments of hypothecation of moveable property.

21. My Committee submit that the above facts conclusively establish the necessity for immediate legislation having for its object the reduction of the stamp duty leviable upon an instrument evidencing an agreement relating to the hypothecation of moveable property, where such hypothecation has been made by way of security for the repayment of money advanced or to be advanced by way of loan.

22. My Committee, however, further submit that there are cogent reasons why the stamp duty leviable upon cash credit agreements when of the nature of instruments of hypothecation should be placed in all respects upon the same footing as agreements of the nature of instruments of pawn and pledge and my Committee would request that the Governor-General in Council will be pleased to treat the subjoined applications as the principal cause for their approaching Government in this connection. The following are perhaps some of the more important reasons for my Committee's application :—

(*a*) The system of cash credits affords to the mercantile community a simple and expeditious method of financing stocks to the advantage of trade in general, and is therefore a system, which my Committee submit, the Government of India should encourage by enabling merchants to avail themselves of it at the least possible expense ;

(*b*) The system necessitates that the borrower shall estimate before he signs the agreement the maximum sum which he is likely to require during the period for which the agreement is to remain in force. His estimated requirements for the period in question will be based upon his actual requirements during the corresponding period in the preceding year or years, but owing to war, strikes, depression in trade or other causes beyond his control his estimated requirements may largely exceed his actual requirements, in which case through no fault of his own, he pays stamp duty on a larger sum of money of which he never has the use ;

(*c*) The practice of many of the banks in Bombay is to agree to give the credit required for a fixed period of six or twelve months only, but on the understanding that under ordinary circumstances the agreement will be renewed for a further period of six or twelve months as the case may be. The result is that the borrower is obliged periodically to pay to Government the stamp duty leviable upon the maximum amount of his estimated requirements, although he may never operate upon his cash credit to that amount, and has in many cases to pay stamp duty twice over, in respect of the same advance. In cases in which no period is fixed, but the bank reserves to itself the right to cancel the agreement on short notice, the hardship to the borrower may prove to be even greater ;

(*d*) The system of cash credits is the principal method adopted by the mercantile community for financing the stocks of local industries, and it is not unusual for a bank to allow to a single borrower a cash credit of fifteen lakhs of rupees. The stamp duty on an agreement for a cash credit of fifteen lakhs of rupees leviable under the Stamp Laws as at present framed, amounts at the rate of Rs. 9 per 10,000 to Rs. 1,350. If the agreement has to be renewed every twelve months, the heavy stamp duty renders this method of financing stocks very costly and doubly so, if the agreement has to be renewed every six months. Further having arranged a cash credit for a specified amount with his bankers Government will understand it is inadvisable and impolitic for the borrower to alter the amount of the cash credit each year or half-year as the case may be even if he could do so by estimating more correctly his probable requirements ; and

(*e*) If a cash credit is effected by means of a pawn or pledge of goods, the instrument creating the same is exempt from stamp duty under Article No. 6, if unattested, so that the borrower is free from stamp duty if he delivers possession to the lender, but is liable to duty if he retains possession.

23. I am therefore directed by my Committee to request that Government may be pleased to consider the immediate reduction of the stamp duty payable upon cash credit agreements whether they are in the form of instruments of pawn and pledge or in the form of instruments evidencing agreements relating to the hypothecation of moveable property, where such hypothecation has been made by way of security for the repayment of money advanced or to be advanced by way of loan or of an existing or future debt and my Committee venture to suggest that a fixed stamp duty should be introduced to apply to such agreements.

24. In this connection I am directed to refer to Section 23-A of the Indian Stamp Act, 1899, which was introduced by Section 3 of the Indian Stamp (Amendment) Act, 1904, and to the reasons for the enactment of the provisions of that section set out in the Statement of Objects and Reasons for Bill No. 3 of 1904 referred to briefly in para. 11 above, which reasons it is submitted are equally applicable to the case of instruments given upon the occasion of the pawn or pledge of goods or upon the occasion of the hypothecation of moveable property, where such hypothecation has been made by way of security for the repayment of money advanced, or to be advanced, by way of loan, or of an existing or future debt, and I am to submit that in view of the importance of the subject to the industrial community it should be considered whether cash credit agreements should not be brought within the purview of Section

23-A of the Indian Stamp Act or whether legislation should not be introduced to render such agreements liable to a fixed stamp duty of, say, Rs. 5.

25. I am further to request that the following matters may be considered with reference to the existing differentiation between instruments of pawn and pledge and instruments of hypothecation for which differentiation my Committee venture to think no material justification exists. The parties most affected by the existing provisions of the Stamp Law are industrial companies, with regard to which attestation is of no particular value to the lender in whose favour the instrument, whether of pawn or pledge or of hypothecation, is executed, inasmuch as the affixing of the seal of the Company must of necessity be recorded in the Directors' minutes and is therefore easily capable of proof without attestation. If therefore a Company is able to execute an instrument of pawn or pledge, which is sometimes but not often the case, it is exempted from stamp duty on the instrument as such if unattested, and in practice escapes with a duty of annas 8 under Article 5 (c) of Schedule No. 1 to the Stamp Act; whereas if by reason of inability to put the lender into possession of the security, as is generally the case, a Company is compelled to execute a document of the nature of the document which has come to be known as an instrument of hypothecation, it is mulcted in a duty of Rs. 90 per lakh of the nominal credit, whether it is able or requires to take advantage of the credit or not. A "pledge" and a "mortgage" are known to Indian law by virtue of the provisions of the Indian Contract Act and the Transfer of Property Act respectively, but a hypothecation is not a recognised term in the law of India where it appears only in the Indian Stamp Act into which it was introduced from the English Stamp Act, in which it is an intelligible expression, having regard to the meaning attached to the word by the unmodified law of England. A pledge is in effect a mortgage with possession, while a hypothecation is in effect a mortgage without possession, which upon the authorities is a form of charge capable of being created over moveable property, and my Committee would draw attention to the fact that while under Article 40 (a) of Schedule I of the Indian Stamp Act a mortgage with possession is liable to a duty of one per cent. and a mortgage without possession under Article 40 (b) is liable to a duty of one-half per cent. only, yet an instrument of pawn or pledge, which is the equivalent of a mortgage with possession, is exempted from duty, if unattested, while an instrument of hypothecation, which is the equivalent of a mortgage without possession, is liable to a heavy duty even if unattested, and as pointed out above attestation in practice is of no special value.

26. I may perhaps point out that even if my Committee's application is entertained and instruments of hypothecation are included in the exemption applicable to instruments of pawn and pledge, if unattested, such agreements will almost invariably require a stamp duty of annas 8, as is the case with unattested instruments of pawn and pledge, because such documents in practice always relate to property not in existence at the date of the instrument and generally

contain conditions which bring them within the purview of Article 5 (c) of Schedule No. 1 to the Indian Stamp Act, such as conditions for insurance, &c., &c.

27. In conclusion I may perhaps be permitted to summarise the intention of my Committee's application, placing their requests in the order of their importance, as they appear to my Committee:—

That the Governor-General in Council will be pleased to consider the introduction of measures—

(a) to reduce the stamp duty leviable upon cash credit agreements, whether in the nature of instruments evidencing agreements relating to the pawn or pledge of moveable property, or in the nature of instruments evidencing agreements relating to the hypothecation of moveable property, to a fixed duty, either as leviable under Section 23-A of the Indian Stamp Act, or a duty of Rs. 5; or

(b) to extend to instruments evidencing agreements relating to the hypothecation of goods, if unattested, the exemption now applicable under Article No. 6 to instruments of pawn or pledge of goods, if unattested.

From Chamber to Government of India (Department of Commerce and Industry).

No. 261—1916.—Calcutta, *9th February* 1916.

I am directed to address you on the subject of the stamp duty payable, under the Indian Stamp Act, II of 1899, upon the instruments known as cash credit agreements.

2. This subject has been exhaustively dealt with in a letter, dated 30th November 1915, from the Bombay Chamber of Commerce to your Department. There is no need therefore for the Committee of this Chamber to set forth in detail the points at issue. It will suffice for them to define the position briefly, and to show why they support the proposals which the Bombay Chamber has made.

3. It will be within the knowledge of Government that cash credit agreements may be in the form of instruments of pawn or pledge, or in the form of instruments evidencing agreements relating to the hypothecation of moveable property, where such hypothecation has been made by way of security for the repayment of money advanced, or to be advanced as a loan, or of an existing or future debt. By article 6 of schedule 1 of the Indian Stamp Act, cash credit agreements in the form of instruments of pawn or pledge are liable to stamp duty at the same rate as a bill of exchange, if the loan or debt is repayable on demand or after three months, and to half such rate if the loan or debt is repayable not more than three months from the date of the instrument.

4. It is needless to deal, except very shortly, with the correspondence which took place in 1902-1905 with reference to what is now article 6 of schedule 1. This article was inserted in the Act by the amending Act, XV of 1904. As the Chamber pointed out at the time the main object of the amending Act was, strangely enough, lost sight of in the course of the discussion. This object was to relieve instruments of hypothecation from the higher mortgage duty of one-half per cent, to which they were liable under the original Article 6, unless the whole of the advance was made at the time of the execution of the deed. But the new article was so drawn that, on its enactment, an instrument evidencing an agreement relating to the hypothecation of moveable property became chargeable to the higher duty leviable on a mortgage—Art. 40. The inequality thus created was partially remedied by the Finance Department resolution No. 5614-Exe, dated 6th October 1905. This resolution declared that the instruments in question were chargeable to the duty payable on bills of exchange: in other words its practical effect was that cash credit agreements, whether instruments of pawn or pledge, or instruments of hypothecation, became chargeable to the same rates of duty.

Letter No. *1558, dated 18th September 1905 from the Bengal Chamber of Commerce to the Government of India, Finance Department.

5. But one inequality still remains. According to article 6, instruments of pawn or pledge, if unattested, are exempted from stamp duty. No such exemption is permitted in the case of instruments of hypothecation; and, as the Bombay Chamber has shown, this is a serious inequality for which no material justification exists. The view taken by the Bombay Chamber, in paragraph 25 of the letter dated 30th November, upon this matter commends itself to the Committee of the Bengal Chamber, who trust that it will be accepted by Government.

6. A new hardship bearing upon cash credit agreements was also introduced by the Indian Stamp (Amendment) Act, VI of 1910. By this enactment, and by Act I, of 1912, the stamp duty on bills of exchange drawn singly was increased by no less than 50 per cent. The result was that a corresponding increase was of course made in the duty leviable on cash credit agreements. It was not the intention of the legislature to burden these instruments with an enhanced duty, but the Act was so framed as to make it unavoidable.

7. The Committee do not propose to enter at length into the question of the importance of cash credit agreements in commercial transactions, for this has been fully dealt with by the Bombay Chamber. They consider that the case for the reduction of the duty to a fixed rate, and for the removal of the inequality as between instruments of pawn or pledge, and instruments of hypothecation, has been fully made out; and they trust that the remedial measures which the Bombay Chamber has suggested will be adopted. These are the following:—

(*a*) The reduction of the stamp duty leviable upon cash credit agreements, whether in the nature of instruments of pawn or pledge of moveable property, or instruments of hypothecation of moveable property, to a fixed duty either as leviable under section 23 A of the Indian Stamp Act, or of Rs. 5; and

(*b*) The extension to instruments of hypothecation, if unattested, of the exemption now applicable under article 6 to instruments of pawn or pledge if unattested.

* *Vide* Vol II Chamber Report 1905, page 77.

From Chamber to Government of India (Department of Commerce and Industry).

No. 267—1916.—Calcutta, 10*th February* 1915.

The Indian Stamp Act, II of 1899; Cash Credit Agreements.

Referring to your letter dated 6th December 1915 and its enclosure, I am now directed to hand you the attached copy of the foregoing representation which the Committee of this Chamber have made to the Government of India on the subject of the stamp duty on cash credit agreements.

MUNICIPAL.

THE MILK SUPPLY OF CALCUTTA.

From the General Committee and Corporation of Calcutta to Chamber.

No. S.-1775.—CALCUTTA, 12*th August* 1915.

I am directed to invite an expression of the opinion of your Chamber on the accompanying report submitted by Captain J. Matson, I.A., Director of Military Dairy Farms, Northern Circle, in regard to the question of the improvement of the milk supply of Calcutta.

2. This matter has been under the consideration of the Corporation since 1910 when a Special Committee was appointed to consider the advisability of establishing a municipal dairy farm and generally to enquire into the whole question of the milk supply of the city. This Committee submitted a report in September 1913, which was eventually adopted by the Corporation. I enclose a copy of this report for your information. One of their recommendations was that the fee for slaughtering prime cows should be raised to Rs. 10. This proposal evoked considerable opposition from the butchers, who went on strike. It was therefore considered expedient not only to suspend the levy of this fee until further consideration, but also to reconstitute the Committee and re-open the whole question of the milk supply. A copy of the second report of the Committee is enclosed. It will be seen that the Committee suggested an independent enquiry by an expert officer of Government. Captain Matson was accordingly deputed to investigate the question and I enclose a copy of his report together with the Health Officer's note thereon and the discussions in Committee in regard to it. Briefly Captain Matson's recommendations are :—

(*i*) To obtain necessary legal powers.

(*ii*) To establish markets in which all milk must be sold and where it will be subjected to proper examination.

(*iii*) To provide appliances for cleansing and pasteurizing milk, and to insist upon all milk sold being treated by this process.

(*iv*) To provide land at a distance from Calcutta to which the city *gowalas* can go, and then to take steps gradually to move them out of the city.

(*v*) To arrange for the cheap transport of milk to Calcutta.

(*vi*) To establish a municipal dairy farm as a model and to assist and control the settlement of *gowalas* in the country.

3. The Committee have generally approved Captain Matson's report. The subject, however, is exceedingly complex and in view of the diverse interests involved, they desire to ascertain the views of all sections of the community before any definite action is taken. They will be greatly obliged if you will be so good as to lay the papers before your Chamber and favour them with their views on the subject at an early date.

From Chamber to all Members.

Circular No. 450—1915.—CALCUTTA, 27*th August* 1915.

The Milk supply of Calcutta.

The Committee of the Chamber direct me to invite your attention to the above letter from the Corporation of Calcutta, with reference to the question of the improvement of the milk supply of the city.

2. I am to ask if you will be good enough to favour the Committee, by an early date, with an expression of your opinion on the question. Spare copies of the reports and papers referred to by the Corporation are not available, but a set of them is open to the inspection of members at this office.

From Chamber to the General Committee and Corporation of Calcutta.

No. 2082—1915.—CALCUTTA, 1*st October* 1915.

I am directed to refer to your letter No. S.-1775, dated 12th August 1915, on the question of the improvement of the milk supply of Calcutta.

2. In reply I am to say that the Committee of the Chamber have examined the papers forwarded with your letter, and have consulted the members of the Chamber concerning them. Members have not offered criticisms, or recommendations, but the Committee do not interpret this to mean that the importance of the question is not recognised. On the contrary they believe that merchants generally are strongly in favour of such measures being taken as may be possible to improve the quality of the milk sold in the city. They no doubt feel however, as do the Committee, that it is perhaps a little beyond the province of the Chamber to examine such a question with a view to offering specific criticisms and recommendations. But there is every reason to believe that the mercantile community would strongly endorse any sound and reasonable measures that might be adopted by the Corporation with the object of attaining the end in view ; and the Committee feel that action should be taken on Captain Matson's recommendations.

3. They direct me to quote, for your information, the following letter, dated 1st September, from Messrs. Turner Morrison & Co., Ld., which, they believe, accurately reflects the trend of mercantile opinion on the question :—

> " In reply to your Circular No. 450, dated 27th ultimo, re-
> " questing an expression of opinion from members of the
> " Chamber on the above question, it seems a great pity
> " there are no spare reports and papers referred to by the
> " Corporation available for circulation to members, but
> " only the one file, which members are asked to go round
> " to the Chamber to peruse. This, we fear, may deter
> " members from taking a live interest in this most import-
> " ant subject. They can hardly be expected to find time
> " to study the only file, which the Chamber possesses and

"which takes hours to peruse, and, to send this one file "round to each member in turn would take months. For "this reason therefore no full expression of opinion on this "subject is likely to be made by members of the Chamber. "The supply of milk in Calcutta is a disgrace to the city, "and we know of no other European city where a milk "vendor can deliver milk containing 30 to 50% of water, "knowing there is not the slightest chance of his being "prosecuted. We entirely agree with Captain Matson's "recommendations, which we consider cover the whole "question very fully. It now remains to be seen whether "these recommendations will be carried out. We are "strongly of the opinion that immediate steps should be "taken to allow the Corporation to have complete control "over the milk supply, and that the Municipal Act on the "subject should be amended, with a view to obtaining the "necessary legal powers, so that vendors could be punished "for selling adulterated milk. It will also be necessary "for more Inspectors to be appointed, but they should be "Europeans or reliable Anglo-Indians, and they must be "suitably paid. We are further of the opinion that the "Corporation should be in a position to sell a thoroughly "reliable lactometer or similar instrument, so that residents "could test the milk on delivery and if found adulterated "send for a Corporation official who would have the man "prosecuted. The prosecution must be made by the "Corporation and not by the resident, as we do not think "residents will be inclined to spend days in the Police "Court prosecuting a milk vendor.

"With regard to No. VI of Captain Matson's recommendations, "we would suggest that a municipal model dairy farm "be established at Tollygunge, so that the Tramway "Company can bring the milk into town in the early "morning when there is practically no traffic coming in "from Tollygunge.

"We do not think, if all Captain Matson's recommendations "are adopted, that it will put the price of milk up to any "great extent, and even if it did, consumers would certainly "not object when they knew they were getting good pure "milk, and not 30 to 50% of water. The price of milk in "Calcutta twelve to fifteen years ago was six seers per "rupee, today it is three seers per rupee, which is not due "to the price of fodder having risen 50%, but mainly "owing to the large number of European and Anglo-"Indian dairies which have been opened up mostly with "high-sounding names; while the *gowalas* finding that "they have put up the price, promptly followed suit. The "difficulty, or you might say the impossibility, of obtaining "pure milk is shown by the large imports of sterilised "milk, which have increased enormously in the last ten "years."

COST OF ELECTRIC CURRENT IN CALCUTTA.

From Calcutta Trades Association to Chamber.

CALCUTTA, *5th August* 1915.

Cost of Electric Current in Calcutta.

By direction of the Committee of the Calcutta Trades Association, I beg to enclose herewith copy of letter No. 79T-M.P.I., dated 23rd ultimo received from the Government of Bengal, Public Works Department, on the above subject.

No. 97T-M.P.I.—DACCA, *23rd July* 1915.

From—The Officiating Secretary to the Government of Bengal, Public Works Department,

To—The Secretary, Calcutta Trades Association.

With reference to the correspondence ending with this Department letter No. 259-M.P.I., dated 3rd March 1915, on the subject of the reduction of rates of electric current in Calcutta, I am directed to state that the best thing will be to hold a conference to discuss the details of the question consisting of:—

(1) A representative of the Electric Supply Corporation Limited.
(2) A representative of Calcutta Trades Association.
(3) The Electric Inspector, Bengal, and
(4) The Secretary to the Government of Bengal in the Public Works Department.

The last week or 10 days of August will be the most convenient date for myself when Government return to Calcutta and I am to request that you will be so good as to inform me at an early date if this will meet the convenience of your representative. The exact date, time and place of the conference will be settled hereafter.

From Chamber to Government of Bengal (PUBLIC WORKS DEPARTMENT).

No. 1713—1915.—CALCUTTA, *17th August* 1915.

The Committee of the Calcutta Trades Association have forwarded to the Chamber of Commerce a copy of your letter No. 79T-M.P.I., dated 23rd July 1915, on the question of the proposed reduction of the rates charged for electric current in Calcutta.

2. It is observed that, for the examination of the details of this question, a conference is to be held in Calcutta during the

current month. The members of the Conference are to be:—(1) a representative of the Calcutta Electric Supply Corporation Ld.; (2) a representative of the Calcutta Trades Association; (3) the Electric Inspector, Bengal; and (4) the Secretary to the Government of Bengal in the Public Works Department. I am directed to suggest, for the consideration of Government, that the Chamber of Commerce may also be represented at the conference. The members of the Chamber are largely interested in the question, as consumers of electric current, and it is desirable, therefore, that they should have an opportunity of expressing their views on the points that will arise for discussion. Should the Government accept the suggestion, the Committee of the Chamber will take immediate steps to nominate a suitable representative.

From Chamber to Calcutta Trades Association.

No. 1716—1915.—CALCUTTA, 14*th*/17*th August* 1915.

Cost of Electric Current in Calcutta.

In reply to your letter dated 5th August, I am directed to hand you herewith a copy of a letter No. 1713—1915, dated 17th idem, which the Committee of the Chamber have addressed to the Government of Bengal, Public Works Department, on this subject.

From Government of Bengal (PUBLIC WORKS DEPARTMENT) to Chamber.

No. 820-M.P.I.—CALCUTTA, 23*rd August* 1915.

With reference to your letter No. 1713—1915, dated the 17th August 1915, I am directed to inform you that your proposal to have a representative of the Bengal Chamber of Commerce as a member in the Conference to consider the question of reduction of the rates of electric current in Calcutta, is accepted. I am accordingly to request that a representative may be nominated by the Chamber, at a very early date, for the Conference which will be held in the room of the Secretary, Public Works Department, at Writers' Buildings, on the last September 1915 at 11 A.M., and on subsequent dates *viz*: 2nd and 3rd idem if necessary. It will consist of the following members:—

(1) Mr. O. S. Smith, Officiating Secretary to the Government of Bengal, Public Works Department ... *President.*
(2) Mr. William Heath Phelps—a representative of the Calcutta Trades Association.
(3) Mr. R. J. Browne, Electric Inspector, Bengal.
(4) A representative of the Calcutta Electric Supply Corporation, Limited.

(5) A representative of the Bengal Chamber of Commerce.
(6) Mr. G. A. Easson, Under-Secretary to the Government of Bengal, Public Works Department ... *Secretary.*

From Chamber to Government of Bengal (PUBLIC WORKS DEPARTMENT).

No. 1847—1915.—CALCUTTA, 31*st August* 1915.

In reply to your letter No. 820-M.P.I., dated 23rd August 1915, I am directed to say that Mr. J. S. Brodie, of Messrs. Andrew Yule & Co., will represent the Chamber at the conference to consider the question of the proposed reduction of the rates payable for electric current in Calcutta.

2. The Committee have informed Mr. Brodie that the conference will meet on the 1st September 1915 at 11 o'clock, and on the two following days if necessary.

3. I am also to express to the Government the acknowledgments of the Committee for acceding to their proposal that the Chamber should be represented at the conference.

PROPOSED IMPROVED AMBULANCE SERVICE FOR CALCUTTA.

From European Association to Chamber.

CALCUTTA, *6th August* 1915.

I am enclosing herewith, for the information of your Committee, copy of letter No. 1500, addressed by this Association on the 5th August 1915, to the Chairman of the Corporation of Calcutta regarding the need of an improved Ambulance Service for Calcutta and its suburbs.

No. 1500.—CALCUTTA, *5th August* 1915.

From—The Secretary, European Association,

To—The Chairman of the Corporation of Calcutta.

I am directed by the Council of the European Association to address you with regard to the need of an improved Ambulance Service for Calcutta and its suburbs. It is understood that a report on this subject is being submitted to the Health Committee of the Corporation, and that a scheme for an improved service is being considered by them. A considerable amount of information as to this scheme appeared in the "Statesman" of the 22nd July. The matter has been brought before the Civic Committee of this Association who have given it careful consideration, with the assistance of such information as they were able to obtain.

2. My Council are informed that, at the present time, there are several ambulances, of various types, stationed in different parts of the city under the control of certain authorities, but the positions of these ambulances are not generally known to the medical profession, police or the general public. Consequently in cases of accidents valuable time is lost and other conveyances are frequently used. The simplest and quickest way at present to get an invalid or an accident case to hospital or nursing home is to use a ticca gharry or taxi cab. This is a bad method especially for cases of broken limbs and, in the case of infectious diseases, is dangerous to the general public.

3. My Council are of opinion that a Central Ambulance Service should be established, under one authority, which should consist of at least one motor ambulance, one horse ambulance and a hand ambulance, all of which should be so constructed as to be capable of being readily disinfected after use by infectious cases. This Ambulance Service should be readily available by telephone, under a prominent title in the Telephone Directory. The ambulances should be available to convey cases of sickness, arriving in Calcutta, to their private residences, nursing homes or to ships departing from Calcutta and they should be available for service within a radius, of

say, 25 miles of Calcutta, in order to include jute mills and factories within their scope of usefulness.

4 My Council do not suggest that, with the exception of accident cases when summoned by the Police, these ambulances should be available without a reasonable charge being made for them. The details of a proper scheme of charges could be easily worked out.

5. My Council are informed that in Liverpool an Ambulance Service in connection with the Fire Brigade has been found to work satisfactorily and, in addition, it is arranged that when an ambulance is called out in cases of accident a medical student from the Royal Infirmary accompanies it to render first aid and they now suggest that the Calcutta Fire Brigade, having the necessary organisation, including a complete telephonic service and men always on duty, would be the proper authority to control the Calcutta Ambulance Service and also that arrangements might be made with the Medical College for students to accompany the ambulances when called for cases of accident.

From Chamber to Corporation of Calcutta.

No. 1715—1915.—CALCUTTA, 17*th August* 1915.

The Council of the European Association have forwarded to the Committee of the Chamber a copy of their letter, No. 1500, dated 5th August, to your address, on the question of the need of an improved Ambulance Service for Calcutta and its suburbs.

2 This representation the Committee have considered, and they agree that the proposal for the organisation of such a service is of urgent importance. That a properly equipped motor-ambulance should be an essential part of the scheme would seem to be imperative; and that the ambulances should be readily available by telephone, ought also to be a leading feature. The suggestion, which the Association make, that the service should be worked in conjunction with, and under the control of, the Calcutta Fire Brigade, would likewise appear to be worthy of serious consideration.

3. The Committee trust that the question is receiving the attention of the Corporation, and that the organisation of the service will be undertaken and completed at the earliest possible date.

From Chamber to European Association.

No. 1726—1915.—CALCUTTA, 14*th August* 1915.

Proposed improved Ambulance Service for Calcutta.

In reply to your letter dated 6th August, I am directed to say that the Committee of the Chamber have addressed the Chairman of the Corporation in support of your proposal that an improved Ambulance Service should be organised for the city of Calcutta. They have also requested the representatives of the Chamber on the

Corporation to take such action as may be possible, with the object of forwarding the proposal.

From Chamber to Corporation of Calcutta.

No. 1813—1915.—CALCUTTA, 25*th August* 1915.

In continuation of my No. 1715, dated 17th August 1915, on the subject of an improved Ambulance Service, I am directed to quote, for your information, the following extract from a letter, dated 18th August 1915, from Messrs. T. R. Pratt:—

> "The suggestion which we should like to make for this Ambulance Scheme is that the purchase of ambulances should be deferred till after the war. It will be possible then to secure some of the ambulances which have done good service at the Front. If ambulances are purchased now American made vehicles will have to be taken. These are undoubtedly good but they do not come up to the British made article. Besides there is a very long overhang on most of these chassis unless special ambulance chassis can be got out."

2. In placing this suggestion before you the Committee of the Chamber express no opinion regarding it, nor are they able to say if the statements upon which it is based are accurate.

CALCUTTA TRAMWAYS: TRACK-REPAIRING OPERATIONS.

From European Association to Chamber.

CALCUTTA, *6th August* 1916.

I am enclosing herewith, for the information of your Committee, copy of letter No. 1501, addressed by this Association on the 5th August 1915, to the Chairman of the Corporation of Calcutta regarding the nuisance caused by the dilatory methods of the Calcutta Tramways Company in carrying out their repairing operations.

No. 1501.—CALCUTTA, *5th August* 1915.

From—The Secretary, the European Association,

To—The Chairman of the Corporation of Calcutta.

I am directed by the Council of the European Association to address you with regard to the excessive amount of obstruction to traffic caused by the dilatory methods of the Calcutta Tramways Company in carrying out their track-repairing operations.

2. I am further directed to instance the way the work has been carried out between Russa Road South, opposite the Tollygunge Bridge and Prince Golam Mohamed's Charitable Dispensary on the Tollygunge Road, a space of certainly not more than 350 yards, which was in a chronic state of obstruction from excavations, banks of earth and road metal from January to 26th June. On that date the road was levelled up with the exception of the banks of earth, many of which are still in existence opposite the shops on the west side.

3. Another instance of the apparently unnecessary delay in carrying out repairs occurred some few weeks ago at the corner of Government Place East and Esplanade East. The nuisance caused by these repairs was a matter of common complaint.

4. My Council do not consider it necessary to give further instances of these nuisances but desire to express their opinion that great pressure should be brought to bear upon the Calcutta Tramways Company by the Calcutta Corporation in order that the public convenience may be interfered with less than hitherto when repairs or alterations are required on the Calcutta Tramways Company's system. They think that the Corporation must have ample powers under the Tramway Company's license and that these powers should be enforced promptly.

From Chamber to Corporation of Calcutta.

No. 1714—1915.—CALCUTTA, 17*th August* 1915.

Letter No. 1301 dated 5th August 1915, from the European Association to the Chairman of the Corporation of Calcutta.

The Committee of the Chamber have been favoured by the European Association with a copy of the marginally cited representation, regarding the obstruction caused to street traffic in Calcutta by the track-repairing operations of the Calcutta Tramways Co., Ld. They agree with the Association that the nuisance caused by these operations is considerable, and that an effort should be made to induce the Company to carry out the repairs with greater despatch than they at present exhibit. The traffic in all the principal throughfares is now so heavy that the tramway lines ought obviously to be repaired as quickly as possible, in order that the delays caused by the work may be minimised.

From Chamber to European Association.

No. 1721.—CALCUTTA, 13*th August* 1915.

In reply to your letter dated 6th August, I am directed to say that the Committee of the Chamber have addressed the Chairman of the Corporation in support of the proposal that the track-repairing operations of the Tramways Company should be more speedily carried out than they are at present.

2. The representatives of the Chamber on the Corporation have also been asked to support the proposal.

THE BALLIAGHATTA & EASTERN CANALS.

From Chamber to Corporation of Calcutta.

No. 1226—1915.—CALCUTTA, 29*th May* 1915.

I am directed to refer to the correspondence ending with a memorandum, dated 30th March 1914, from the Assistant Secretary to the Corporation, forwarding papers with regard to the proposal that the Balliaghatta and Eastern Canals should be filled with water from the river Hooghly.

2. Among these papers was a copy of a letter, dated 8th January 1914, from the Secretary to the Government of Bengal in the Irrigation Department, to the Corporation. To this letter were attached the results of analyses of samples of the canal water. Comparing these results with similar results obtained in 1906, when the canal was filled from the Hooghly, the Government of Bengal said "it can confidently be stated that the canal water is "now about 100 per cent. better, both from a boiler and drinking "point of view, than it was in 1906." And this being so the Government added that the great expenditure, which would have to be incurred if the water were again to be obtained from the Hooghly, would not be justified.

3. The attention of the Committee of the Chamber has been now drawn to the question by owners of factories, in the vicinity of the canals, who are compelled to use the canal water for their boilers. It is said that the water has lately become extremely bad, and that it ought not to be used for boilers. In the case of one mill the machinery has been stopped on no fewer than ten occasions since July last on account of the quality of the water. A sum of more than Rs. 3,000, has had to be spent in repairing the boilers in this particular mill, and further repairs costing Rs. 2,000, and also necessitated by the water, are now in progress. The Committee understand that other mill and factory owners in the neighbourhood are experiencing similar difficulties, and that prompt action is therefore necessary.

4. Messrs. Jambon & Co., the owners of the mill to which reference has been made, have asked that the Corporation should lay down a pipe to bring the unfiltered Hooghly water from the main pipe in the Upper Circular Road to their mill. Other mill-owners also are, the Committee believe, very desirous of obtaining river water by some such means; and I am to urge that the proposal should be seriously considered by the Corporation. Failing it perhaps the Corporation may be disposed again to press upon the Government the need for permitting the canals to be filled, as they formerly were, with water from the Hooghly.

From Corporation of Calcutta to Chamber.

No. S.-1035.—CALCUTTA, 11*th June* 1915.

With reference to your letter No. 1226-1915, dated the 29th May 1915, on the subject of the supply of boiler water to certain

mills in the vicinity of the Canal, I have the honour to inform you that I have made an enquiry into the matter and I find that the mill in question is situated outside Calcutta. It would be possible to lay a special main to it over the Canal, but the pressure of unfiltered water in that portion of Calcutta is such that it would not be desirable to allow any considerable additional draught on the mains. The Corporation could not undertake to supply mills situated outside Calcutta with unfiltered water to the detriment of the rate-payers of this city.

As regards the proposal that the Canal should be filled with water from the Hooghly, the Corporation addressed Government in 1911 and were informed in reply that there were serious objections to the proposal. In view of this I do not think that the Corporation will be prepared to approach Government again. The question is one which might fittingly be taken up by the Bengal Chamber of Commerce.

From Chamber to Government of Bengal
(IRRIGATION DEPARTMENT).

No. 1337—1915.—CALCUTTA, 19*th June* 1915.

I am directed to address you on the subject of the quality of the water in the Eastern and Baliaghatta canals.

2. I am to refer to the correspondence that passed in 1911-13 between your department and the Calcutta Corporation on this subject. The Corporation said that the canals were filled from the Bidyadhari, and they suggested that this practice should be discontinued, and that the water-supply should be drawn, as it formerly was, from the river Hooghly. In communicating the orders of Government on this proposal you pointed out, in a letter dated 23rd April 1912 to the Corporation, that the canals are not filled from the Bidyadhari, but from a sluice at Kulti on the Harwa, or Kultigong, river. You forwarded the results of analyses of the water, and from these your department concluded that the water was better for boiler use than it was when drawn from the Hooghly. Again, with your letter, dated 8th January 1914 to the Corporation, you forwarded the results of further analyses. And comparing these with similar results obtained in 1906—when the canal was filled from the river—you said, "It can confidently be stated that "the canal water is now about 100 per cent. better, both from a "boiler and a drinking point of view, than it was in 1906." You added that, this being so, the Government would not be justified in incurring the great expenditure which would be unavoidable if the water were to be again obtained from the Hooghly.

3. The Committee of the Chamber do not contest in any way the accuracy of the analyses, or the conclusions deduced from them. But judging by evidence which has lately been placed before them by owners of mills in the vicinity of the canals, it would appear, that, however good the water may have been in 1912-13, it is now altogether unsuitable for use in boilers. In the case of one mill

the machinery has been stopped on no fewer than ten occasions since July last on account of the water. A sum of more than Rs. 3,000 has been spent in repairing the boilers in this particular mill; and further repairs costing Rs. 2,000, and also necessitated by the water, are now in progress.

4. The mill in question is situated at 43 Canal East Road, Narcoldanga. It is managed by Messrs. Jambon & Co., who have forwarded to the Chamber the accompanying samples of salt taken from one of the boilers. This particular boiler was, they say, thoroughly cleaned fifteen days before; and they rightly observe that water which deposits salt so heavily in such a short time cannot be safely used for boiler purposes.

5. At the instance of Messrs. Jambon & Co., the Chamber asked the Corporation to lay down a pipe to bring the unfiltered Hooghly water, from the main in the Upper Circular Road, to the mill. But the Chairman of the Corporation has pointed out that the mill is situated outside Calcutta. "It would be," the Hon'ble Mr. Payne adds, "possible to lay a special main to it over the canal, "but the pressure of unfiltered water in that portion of Calcutta "is such that it would not be desirable to allow any considerable "additional draught on the mains. The Corporation could not "undertake to supply mills situated outside Calcutta with unfiltered "water to the detriment of the rate-payers of this city."

6. The Committee have cited the case of Messrs. Jambon & Co.'s mill because the facts so clearly illustrate the difficulties created by the quality of the water. They understand however that these difficulties are by no means confined to this particular mill. On the contrary they are said to be general among the owners of mills and factories in the neighbourhood. As the unfiltered water-supply cannot be made available, the Committee suggest that the question should be again investigated by the Government of Bengal. They do not wish to urge that unnecessary expenditure should be incurred, but they certainly do think that in the absence of any other source of supply, the water in the canals ought to be such as can be used for boiler purposes. And if water of this quality cannot be obtained by any other means then they recommend that the Government should seriously consider the advisability of again filling the canals from the river, even though this may necessitate a somewhat heavy expenditure.

From Chamber to Corporation of Calcutta.

No. 1346—1915.—CALCUTTA, 19*th June* 1915.

I am directed to acknowledge the receipt of your letter No. 1035, dated 11th June 1915, on the subject of the supply of boiler water to mills in the neighbourhood of the Eastern and Balliaghatta canals.

2. In reply I am to say that the Committee of the Chamber have acted upon your suggestion that they should address the

Government of Bengal, and I now enclose, for your information, a copy of a representation which they have made to the Irrigation Department.

From Government of Bengal (IRRIGATION DEPARTMENT) to Chamber.

No. 4986-I.—CALCUTTA, 22*nd December* 1915.

I am directed to reply to your letter No. 1337 of the 18th June 1915, on the subject of the quality of water in the Eastern and Baliaghata Canals. You refer to the correspondence that passed in 1911-13 between this department and the Calcutta Corporation on the subject and state that the Committee of the Chamber do not contest in any way the accuracy of the analyses carried out at the time or the conclusions deduced from them. The Chamber however question the accuracy of the deduction that the water in the Canals was a hundred per cent. better in 1912-13 for boiler purposes than in 1903 and in support of this contention you have sent samples of salt deposited in the boilers of the mill situated at 43 Canal East Road, Narcoldanga, which is managed by Messrs. Jambon & Co. You also point out that for reasons stated the Calcutta Corporation cannot help in the matter of a supply of unfiltered Hooghly water. The Committee of the Chamber accordingly suggest that the question should be again investigated by the Government of Bengal. They do not wish to urge that unnecessary expenditure should be incurred, but they think that in the absence of any other source of supply for the various mills situated in the canal area the water ought to be such as can be used for boiler purposes, and if water of this quality cannot be obtained by any other means then the Committee recommend that the Government should seriously consider the advisability of again filling the canals from the river Hooghly even though this may necessitate a somewhat heavy expenditure.

2. The Chamber may not be aware that the question of the use of canal water by the various mills situated along the canal banks and the question of payment for water date back to the year 1883. In 1885 a Committee appointed to enquire into and report on the working and management of the Circular and Eastern Canals showed that in 1885 there were some twelve companies using canal water at that date. They calculated that the average daily consumption was then two hundred thousand gallons. They stated that the effect of drawing off this daily quantity on the canal level would be inappreciable and would affect Government with regard to the annual expenditure to the extent of less than Rs. 100 per annum. They considered that unless the requirements of the companies should be very largely increased a nominal rental of Rs. 12 per annum should be charged to each firm for the use of the water, Government reserving to itself the right to levy a rate on the quantity of water used if at any future time it should be found

that the water taken daily is such as to affect the canal water level.

Diameter pipe.	Rate to be paid per annum.
1"	Rs. 7
2"	,, 28
3"	,, 63
4"	,, 112
5"	,, 175
6" and upwards	,, 200

3. This question was again raised in the year 1892 and it was decided to charge for water at certain fixed rates as noted in the margin. These rates have been in force ever since, no charges being made to any municipality.

4. In 1892, the locked length of the Calcutta canals was about 12 miles and the canals were fed from the Hooghly. In 1909, the Kristopore Canal was opened and with its opening the total locked length was increased to about 38 miles. In 1912 when the question of feeding this canal from the Hooghly was under consideration, the quantity of water required during one spring tide as feed water for the Circular and New Cut Canal System alone (i.e., the length that was in existence in 1892) was estimated at thirty million cubic feet as against 72 millions required for the present existing combined system. It is impossible to feed into the canal this very large quantity of water from the Chitpur Lock and tunnel inlet and it is impossible by supply through this lock and inlet to make up even for the daily loss by seepage, lockage, leakage and evaporation. It was for this reason that since 1910, the canals have been fed almost entirely from Kulti where special sluices for the supply of water from the Kultigong river were constructed.

5. Since the opening of the Kristopore Canal many drainage projects have been constructed which admit a large quatity of water into the canal from agricultural areas. This water during the monsoon months helps to keep up the level of the canal and to improve its quality as regards its use for boiler purposes, i.e., during at least six months of the year.

6. I am in these circumstances to say that the Governor in Council regrets that it is not possible, particularly at the present financial juncture, to embark on an expenditure for the purification of water in the canal merely to make it more fit for boiler purposes.

7. The samples received with your letter are herewith returned.

WATER SUPPLY TO MUNICIPALITIES ON THE EASTERN BANK OF THE HOOGHLY.

From Government of Bengal (MUNICIPAL DEPARTMENT) to Chamber.

No. 2157-M.—CALCUTTA, *8th September* 1915.

A scheme to supply water to the municipalities on the east bank of the river Hooghly has been drawn up by the Sanitary Engineer and has been submitted to Government by the Sanitary Board with the recommendation that it should be referred in the first instance to a committee containing representatives of the municipalities and the manufacturers in the area concerned. This committee will ascertain the views of the local authorities and persons concerned and will report on the scheme generally.

2. Government have accepted the recommendation of the Sanitary Board and propose to refer the scheme to the following committee :—

The Commissioner, Presidency Division, *Chairman and Convener.*
The Sanitary Engineer, Bengal, *Secretary.*
The Collector, 24-Parganas.
The Sanitary Commissioner, Bengal.
Mr. S. K. Ashworth, *Member of the Sanitary Board.*
The Chairman, North Barrackpore Municipality.
The Chairman, South Suburban Municipality.
The Chairman, Cossipur-Chitpur Municipality.
The Chairman, Barnagar Municipality.
The Vice-Chairman, Bhatpara Municipality.
Two representatives of the manufacturing interests concerned, to be elected by the Bengal Chamber of Commerce.

3. The names of the two members to be selected by the Bengal Chamber of Commerce may be reported for the information of Government and they may be requested to serve on the committee.

From Chamber to Indian Jute Mills' Association.

No. 2012—1915.—CALCUTTA, 22*nd September* 1915.

With reference to the marginally noted letter, I am directed to ask if your Association will be good enough to suggest the names of two gentlemen who would be willing to serve on the proposed Committee to consider the scheme

No. 2157-M, dated 8th September 1915 from the Government of Bengal, Municipal Department, to the Bengal Chamber of Commerce.

for the supply of water to the Municipalities on the east bank of the river Hooghly.

From Commissioner, Presidency Division to Chamber.

No. 203-M.—CALCUTTA, 21*st September* 1915.

I have the honor to forward herewith for the information of the Chamber of Commerce copies of letter No. 1922-M. dated the 13th August 1915 and No. 2158-M dated the 8th September 1915 from the Government of Bengal, Municipal Department, appointing a committee to ascertain the views of the local authorities and persons concerned and report on the scheme prepared by the Sanitary Engineer, Bengal, for the supply of water to the riparian municipalities on the east bank of the Hooghly. It will be seen from the Government letter of the 8th September 1915 that two representatives of the manufacturing interests on the committee are to be selected by the Bengal Chamber of Commerce. I have therefore the honour to request that you will be so good as to report to this office and to the Government of Bengal in the Municipal Department, the names and addresses of the two members selected by the Chamber of Commerce.

No. 1922-M.—CALCUTTA, 13*th August* 1915.

From—The Under-Secretary to the Government of Bengal, Municipal Department (Municipal Branch),

To—The Commissioner of the Presidency Division.

A scheme to supply water to the municipalities on the east bank of the river Hooghly has been drawn up by the Sanitary Engineer and has been submitted to Government by the Sanitary Board with the recommendation that it should be referred in the first instance to a committee containing representatives of the municipalities and the manufacturers in the area concerned. This committee will ascertain the views of the local authorities and persons concerned and will report on the scheme generally.

2. Government have accepted the recommendation of the Sanitary Board and propose to refer the scheme to the following committee :—

The Commissioner, Presidency Division (*Chairman and Convener*).
The Collector of 24 Parganas.
The Sanitary Commissioner, Bengal.
Mr. S. H. Ashworth, Member, Sanitary Board.
The Chairman, North Barrackpore Municipality.
The Chairman, South Suburban Municipality.
The Chairman, Cossipore-Chitpur Municipality.
The Chairman, Baranagore Municipality.
The Vice-Chairman, Bhatpara Municipality.

3. I am accordingly to request you to serve on this committee. The necessary particulars regarding the scheme will be supplied by the Secretary, Sanitary Board, Bengal.

4. The members have been requested separately to serve on the committee.

No. 2158-M.—CALCUTTA, *8th September* 1915.

From—The Under-Secretary to the Government of Bengal, Municipal Department (Municipal Branch),

To—The Commissioner of the Presidency Division.

In supersession of paragraph 2 of Government Order No. 1922-M., dated the 13th August 1915, on the subject of the water supply scheme of the municipalities on the east bank of the River Hooghly, I am directed to say that the committee to which Government propose to refer the scheme shall consist of the following members:—

The Commissioner, Presidency Division, *Chairman and Convener.*
The Sanitary Engineer, Bengal, *Secretary.*
The Collector 24 Parganas.
The Sanitary Commissioner, Bengal.
Mr. S. K. Ashworth, Member, Sanitary Board.
The Chairman, North Barrackpore Municipality.
The Chairman, South Suburban Municipality.
The Chairman, Cossipore-Chitpur Municipality.
The Chairman, Baranagore Municipality.
The Vice-Chairman, Bhatpara Municipality.

Two representatives of the manufacturing interests concerned, to be selected by the Bengal Chamber of Commerce.

From Indian Jute Mills Association to Chamber.

No. 230-D—CALCUTTA, *6th October* 1915.

Scheme for the supply of water to the municipalities on the east bank of the Hooghly.

I am directed to acknowledge receipt of your letter No. 2012—1915 dated 22nd ultimo, and to state in reply that the following gentlemen have expressed to my Committee their willingness to serve on the proposed Sub-Committee:—

(1) C. W. Tosh, Esq. ... Messrs. Begg Dunlop & Co.
(2) T. C. Donald, Esq. ... Manager, Samnagar Jute Mills.

From Chamber to Government of Bengal (MUNICIPAL DEPARTMENT).

No. 2152—1915.—CALCUTTA, *12th October* 1915.

In reply to your letter No. 2157-M dated 8th September, I am directed to say that Mr. C. W. Tosh of Messrs. Begg Dunlop & Co., and Mr. T. C. Donald, Manager of the Shamnagar Jute Mills Co., Ld., will represent the Bengal Chamber of Commerce on the Committee that has been appointed to consider the scheme to supply water to the municipalities on the east bank of the river Hooghly.

From Chamber to Commissioner of the Presidency Division.

No. 2153—1915.—CALCUTTA, *12th October* 1915.

In reply to your letter No. 203-M dated 21st September, I am now directed to hand you a copy of my No. 2152-1915 dated 12th October to the Secretary to the Government of Bengal, Municipal Department, with reference to the Committee that has been appointed to consider the scheme to supply water to the municipalities on the east bank of the river Hooghly.

From Government of Bengal (MUNICIPAL DEPARTMENT) to Chamber.

No. 2382-M.—CALCUTTA, *1st November* 1915.

I am directed to acknowledge the receipt of your letter No. 2152, dated the 12th October 1915, stating that Mr. C. W. Tosh of Messrs. Begg Dunlop and Company and Mr. T. C. Donald, Manager of the Shamnagar Jute Mills Company, Limited, will represent the Bengal Chamber of Commerce on the Committee appointed by Government to consider the scheme for the supply of water to the municipalities on the east bank of the river Hooghly.

MISCELLANEOUS.

THE LONDON JUTE ASSOCIATION CONTRACT: CLAUSE 7.

From London Jute Association to Chamber.

LONDON, 22*nd July* 1915.

Last season shippers of jute in Calcutta were often unable to claim protection under the terms of clause No. 7 (unavoidable delay) of this Association's contract forms owing to various difficulties, therefore, in revising the contract forms for use during the coming season, the Committee have endeavoured so to word the clause that it may give greater protection to shippers.

To enable them to take advantage of the clause and also to protect buyers on this side, shippers will have to produce a certificate showing that the jute and the freight-room was specially allocated to the particular contract, and the object of this letter is to ask your Committee to undertake the duty of furnishing the necessary certificate, when requested.

The investigation would naturally involve responsibility and some little trouble, but the duties relating thereto might possibly be delegated to the Licensed Measurers' Department, and a suitable fee charged.

I am to add that this letter has been submitted to, and is approved by the Jute Importers' Mutual Protection Association, Limited, of Dundee, who join in the request made:—

A copy of the clause referred to is attached for your information.

"7. UNAVOIDABLE DELAY.—If shipment of any ascertained parcel of goods intended for this contract be or will be prevented or delayed by disputes with workpeople, civil commotion, war, cyclone, pestilence, fire at the press-house or at premises in which assorting work is conducted, or at dock sheds, or by other unavoidable cause, notice thereof shall be given by the first seller promptly by cable, and repeated at least once in every six weeks during which such prevention or delay continues. All such notices shall be passed round without undue delay; the last buyer may, within three days after receipt by him of any such notice, cancel the contract so far as regards the jute so delayed, by written notice to his seller; but otherwise he shall accept the jute, as soon as it can be shipped, without allowance for late shipment; provided always that the cause of delay occurred within the time for shipment (including the extended period) and that a certificate be furnished from the Bengal Chamber of Commerce or other authoritative body certifying to the cause of delay."

From Baled Jute Shippers' Association to Chamber.

No. 70-B.-J.-S.—CALCUTTA, 17*th August* 1915.

The London Jute Association have forwarded to this Association a copy of their letter to the Chamber, dated 22nd July, in connection with clause No. 7 of their contract, which covers cases of unavoidable delay in shipment from Calcutta.

I am to say that this Association desires to support the request of the London Jute Association that the Chamber will undertake the duty of furnishing, on production of satisfactory evidence, certificates showing that the jute and the freight-room were specially allocated to the contracts for which the protection of clause 7 is sought by the shippers.

From Calcutta Baled Jute Association to Chamber.

No. 410-T.—CALCUTTA, 18*th August* 1915.

The London Jute Association contract: Clause 7.

The London Jute Association has forwarded to the Committee of this Association a copy of the marginally noted letter, with reference to the certificate required by clause 7 of the London contract.

Letter dated 22nd July 1915 from the London Jute Association to the Bengal Chamber of Commerce.

2. I am to express the hope of the Committee that the Chamber of Commerce may be able to assist the jute trade by undertaking to furnish this certificate when required. The matter is of some importance to the trade, and the assistance of the Chamber in respect to it would be greatly appreciated.

From Chamber to Baled Jute Shippers' Association, and Calcutta Baled Jute Association.

Nos. 1836-1837—1915.—CALCUTTA, 28*th August* 1915.

The London Jute contract: Clause 7.

I am directed to acknowledge the receipt of your letter, Nos. 70-B. J. S., dated 17th August / 410-T. dated 18th August, with reference to the certificate required by this clause of the London jute contract.

2. The clause defines the procedure to be followed in the case of delay caused by *force majeure*. It stipulates that, when an ascertained parcel of jute has been delayed by an unavoidable cause, telegraphic notice must be given by the shipper. On receiving this notice (which has to be handed round promptly) the last buyer may within seventy-two hours cancel the contract so far as the delayed portion is concerned. If he does not elect to cancel, he has to accept the jute as soon as it can be shipped, and without allowance for late shipment. But this obligation on his part is subject to the proviso:—

(1) that the cause of delay occurred within the shipment time; and

(2) that a certificate testifying to the cause of delay is furnished by the Bengal Chamber of Commerce, or other authoritative body.

3. You have no doubt already observed that the clause refers to ascertained, or ear-marked, goods; and that the London Jute Association, in their letter dated 22nd July, specifically state that the certificate must show that both the jute and the freight-space were specially allocated to the particular contract. As the Association rightly point out, the issuing of certificates of this description would involve the Chamber in a difficult investigation, and would moreover entail responsibility. The Committee do not agree with the Association that the work should be undertaken by the Licensed Measurers' Department of the Chamber, as it is in their opinion of much too responsible a character to be entrusted to officers, whose business it is merely to measure and to weigh merchandise. It would mean the identification of a particular parcel of jute and a specified freight engagement with a particular contract, which obviously could not be entrusted to a licensed measurer. Indeed in the opinion of the Committee the proposal is impracticable so far as the Chamber is concerned. It is true that the Manchester Chamber of Commerce, and other Chambers in Lancashire, issue certificates testifying in general terms to the occurrence of *force majeure*. In these cases the shipper or manufacturer appears before an officer of the Chamber, and declares that the goods cannot be shipped owing to the particular cause, whatever it may be; and the Chamber thereupon records this declaration in the form of a certificate. It might perhaps be possible for the Committee to undertake the issue of certificates of this character in respect of jute. But no investigation would be made, and no such identification of the goods as the London Association ask for would be undertaken. In other words, the certificate would not be specific but general in its terms.

4. In the circumstances the Committee fear that they have no alternative but to express their regret to the London Jute Association that they cannot accede to the request made to them. But before doing so they have instructed me to place before you the above statement of their views, and to ask if your Association has any suggestion, or recommendation, to make in the matter. I have addressed the Calcutta Baled Jute Shippers' Association in similar terms.

From Calcutta Baled Jute Association to Chamber.

No. 437-T.—CALCUTTA, 2*nd September* 1915.

The London Jute Association Contract: Clause 7.

I am directed to acknowledge the receipt of your letter No. 1836 dated 28th August, with reference to the certificate required by this clause of the London Jute contract.

2. In reply I am to say that, on considering the points raised in your letter, the Committee agree that it would be impracticable for the Chamber to issue the certificates asked for by the London Jute Association. In the circumstances they fear that they have no recommendation, or suggestion, to put forward, except that

perhaps the Chamber might ask the London Association if certificates similar to those issued by the Lancashire Chambers, in the case of piece-goods, would not be accepted. It is true that such a certificate is not what the London Association has asked for, but perhaps it might be held to be a sufficient compliance with the provisions of clause 7.

From Baled Jute Shippers' Association to Chamber.

No. 75-B.-J.-S.—CALCUTTA, 3*rd September* 1915.

The London Jute Association Contract: Clause 7.

I am directed to acknowledge the receipt of your letter of 28th August, No. 1837—1915, on this subject.

The Committee quite agree that there would be considerable difficulty in carrying out the idea of the London Jute Association in regard to the issue of certificates, and they also agree with the Committee of the Chamber in thinking that the utilization of the Licensed Measurers' Department in the manner suggested by the London Jute Association would not be feasible. If, however, the Committee of the Chamber would inform the London Jute Association of their willingness to grant certificates testifying in general terms to the existence of *force majeure* as affecting jute shipments from Calcutta, as you mention that the Manchester Chamber of Commerce does in connection with goods from there, that Association would perhaps amend clause 7 of their contract accordingly.

From Chamber to London Jute Association.

No. 1928—1915.—CALCUTTA, 10*th September* 1915.

The London Jute Contract: Clause 7.

I am directed to acknowledge the receipt of your letter, dated 22nd July 1915, with reference to the certificate required by this clause of your Association's form of contract.

2. The clause defines the procedure to be followed in the case of delay caused by *force majeure*. It stipulates that, when an ascertained parcel of jute has been delayed by an unavoidable cause, telegraphic notice must be given by the shipper. On receiving this notice (which has to be handed round promptly) the last buyer may within seventy-two hours cancel the contract so far as the delayed portion is concerned. If he does not elect to cancel, he has to accept the jute as soon as it can be shipped, and without allowance for late shipment. But this obligation on his part is subject to the proviso:—(1) that the cause of delay occurred within the shipment time; and (2) that a certificate testifying to the cause of delay is furnished by the Bengal Chamber of Commerce, or other authoritative body.

3. The clause refers to ascertained, or ear-marked, goods; and in your letter you emphasise this by stating that the certificate must show that both the jute and the freight-space were specially allocated to the particular contract. You rightly point out that the investigation preliminary to the issuing of the certificates would involve responsibility and trouble; and you suggest that it should be entrusted to the Licensed Measurers' Department of the Chamber. In reply I am to say that, after very careful consideration, the Committee have instructed me to express their regret that they do not see their way to issue such certificates. In fact they regard the proposal as being impracticable so far as the Chamber is concerned. For they apprehend that in practice the difficulties with which any investigation of the kind would be surrounded would be so great that they could not undertake it successfully. And, as regards your suggestion that they should utilise their Licensed Measurers' Department, I am to say that in their opinion the enquiry would be of much too responsible a character to be entrusted to officers whose business it is merely to weigh and to measure merchandise. Moreover they feel that it is not the business of a Chamber of Commerce to enquire into, and to determine, the accuracy or otherwise of statements made by exporters.

4. At the same time the Committee do not wish it to be understood that they are unwilling to assist the jute trade. On the contrary they are quite prepared to do whatever may be feasible in that direction; and with this end in view they would draw your attention to the certificates issued by the Manchester Chamber, and other Lancashire Chambers, in respect of piece-goods. I enclose herein a copy of one of these certificates for your information. You will observe that it testifies in general terms to the occurrence of *force majeure*. The manufacturer, or the shipper, as the case may be, has appeared before the Secretary of the Chamber, and has declared his inability, for the reason stated, to manufacture, or to ship, the goods. This declaration the Secretary to the Chamber has recorded in the certificate. It might be possible for the Committee to undertake the issue of certificates of this character in respect of jute. But there would be no identification of a particular parcel of jute with a particular contract.

5. I am to add that the Committee have represented their views to the Calcutta Baled Jute Association, and the Baled Jute Shippers' Association. Both these bodies have recognised the difficulties connected with your proposal, and have suggested that the alternative indicated in the preceding paragraph should be put before you.

No. 2267—1912.

Dated 8th August 1912.

CERTIFICATE.

I hereby certify that information has been placed before me by of this City, which is to the effect:—

(1) That Orders were received by them from their Calcutta House, for July shipment.

(2) That, for the reason hereunder mentioned, they were unable to forward the said goods for shipment, within contract time, and desire one month's extension of the shipment period.

The firm entrusted by with the manufacture of the said goods, have supplied me with documentary evidence, which is to the effect that, owing to a Lock-out of Operative Weavers in , the Mills at which the said goods were being manufactured, were closed from the 27th December, 1911 to the 22nd January, and as a consequence, they were unable to deliver the said goods to within contract time, and desire one month's extension of the delivery period.

I can testify, from my own personal knowledge, that in pursuance of instructions of the Committee of the a general Lock-out of Operative Weavers, Warpers, Reelers, Winders, &c., commenced on the 27th December, 1911 at the Mills controlled by the Association, and that work was not resumed at the said Mills until the 22nd January 1912.

Assistant Secretary.

From Chamber to Calcutta Baled Jute Association and Baled Jute Shippers' Association.

Nos. 1929-1930—1915.—CALCUTTA, *8th September* 1915.

The London Jute Contract: Clause 7.

In reply to your letter No. 627-T., dated 2nd September / 73 B. J. S., dated 3rd September I am directed to hand you herewith, for your information, a copy of the reply that has been addressed by the Committee of the Chamber to the letter dated 22nd July from the London Jute Association.

THE EXTENSION OF THE CULTIVATION OF JUTE.

From Government of India (Department of Commerce and Industry) to Chamber.

No. 804.—Simla, 1*st February* 1915.

I am directed to forward a copy of a letter dated the 9th April 1914, addressed by the Dundee Chamber of Commerce to the India Office, on the subject of the advancing prices of jute and their effect on the prosperity of the Dundee Jute Industry, and to request that the Government of India may be favoured with an expression of the opinion of the Bengal Chamber of Commerce on the Dundee merchants' views regarding high prices.

Dundee, 9*th April* 1914.

From—The Secretary, Dundee Chamber of Commerce,

To—The Secretary of State for India.

The Directors of the Dundee Chamber of Commerce have been requested by the Jute Importers' Mutual Protection Association and others interested in the jute industry of this city to bring under the notice of your Lordship the present position of the jute industry of this country.

Dundee is practically the seat of the jute industry of the United Kingdom, as its manufacture in other parts of the country exists only to a very small extent. The direct importation from India to this port averages about one and a quarter million of bales annually, and its manufacture gives employment to between 35,000 and 40,000 workers in the mills and factories. The prosperity of the industry is consequently of great importance to the city.

That prosperity is at present seriously threatened by a short supply of raw material and an advance in price far beyond what can be recouped by the price of the manufactured product.

During the six years from 1907-08 onwards prices of first marks jute were as follows :—

Average of three years.	Lowest.	Highest.	Average.
	£. s. d.	£. s. d.	£. s. d.
1907-08 }			
1908-09 } ...	12 11 9	19 9 0	15 5 3 per ton.
1909-10 }			
1910-11 }			
1911-12 } ...	17 18 6	27 3 4	22 5 6 per ton.
1912-13 }			

The price to-day is £34 10s. per ton.

The feeling now prevails that only an increased supply of raw material can save the industry from serious curtailment.

It is with a view to steps being taken towards an increased jute crop that this Chamber has been asked to place the facts before your Lordship, and to urge that the Government of India may be moved to give this matter their earnest attention.

The means by which an increased production of jute can be secured may be assumed to belong to two considerations :—

(1) A substantial extension of the area sown.

(2) An increased production of fibre by the use of the best seed combined with improved methods of cultivation.

As to the first of these propositions it is apparent that the present enhanced value of the crop favours increased sowings, and if it is in the power of the Government of India to encourage extension in that direction, it may with propriety be urged that their endeavours should be used in such a manner as their knowledge of the country and of the cultivators may suggest.

As to the second proposition, it may be assumed that the Agricultural Department of the Government of India by their investigations and experiments at Burdwan are already in possession of accurate knowledge of the varieties of the plant which are most profitable for production of fibre, what improved methods of cultivation are practically within the reach of the present cultivators, the best seed to be used, and how to ensure that the *ryots* will use it.

The most important point to be aimed at is that the best seed should be used at each sowing—if that could be secured it would undoubtedly be a great gain.

Whether the question of cultivation of experimental plots in widely scattered districts of the jute growing country coupled with awarding of prizes for the largest production of fibre per acre, might stimulate the natives to give attention to quality of seed and careful cultivation, is only referred to here as worthy of consideration because of the success which has followed the use of these methods in the case of other crops in other countries.

In conclusion the Directors of the Dundee Chamber of Commerce would again emphasise the anxiety which exists regarding the supply of jute and desire respectfully to urge that your Lordship would place the matter before the Government of India for such action as its importance calls for.

From Chamber to Jute Fabric Brokers' Association, Indian Jute Mills' Association, Calcutta Baled Jute Association, Baled Jute Shippers' Association and Jute Fabrics Shippers' Association.

No. 337—1915.—Calcutta, 8*th February* 1915.

The Jute Industry—Proposed extension of cultivation.

I am directed to solicit the favour of an expression of the views of your Association on the points raised in the marginally noted papers copies of which are attached hereto.

Letter No. 864, dated 1st February 1915, from the Government of India, Department of Commerce and Industry, forwarding a copy of letter dated 9th April 1914, from the Dundee Chamber of Commerce to the India Office.

From Jute Fabric Brokers' Association to Chamber.

No. 10—J.F.B.—CALCUTTA, 12*th February* 1915.

Proposed extension of jute cultivation.

I am directed to acknowledge the receipt of your letter of 8th instant, No. 337-1915, with its enclosure, on this subject.

In reply I am directed to say that the Committee understand that the Government of Bengal, being fully alive to the necessity of increasing the production of jute, have the matter under careful consideration, and that everything which in their opinion is possible, will be done to further the object in view.

From Indian Jute Mills' Association to Chamber.

No. 27-D.—CALCUTTA, 24*th February* 1915.

The Jute Industry—Proposed extension of cultivation.

I am directed to acknowledge the receipt of your letter, No. 337 dated the 8th February 1915, inviting an expression of the views of this Association on the points raised in the letter of 9th April 1914 addressed by the Dundee Chamber of Commerce to the India Office. This letter states that the prosperity of the industry is seriously threatened by the short supply of the raw material, and by an advance in price far beyond what can be recouped by the price of the manufactured product. The view is expressed that only an increased supply of the raw material can save the industry from serious curtailment, and the Secretary of State is requested to urge on the Government of India the importance of giving the question their earnest attention. The means by which an increased production of jute can be secured are suggested to be :—

(*a*) A substantial extension of the area sown ;

(*b*) An increased production of fibre by the use of the best seed combined with improved methods of cultivation.

2. I am directed to say that the Committee have, for some years past, had this question under close consideration. They have impressed on the Imperial and local Governments the need for taking steps to secure an increase in the area under jute, the use of good seed, and the necessity for more careful cultivation. The matter has also been under the continuous consideration of the Bengal Provincial Agricultural Association, on which this Association are represented, and it was discussed by them at their last meeting, which was held on the 4th of January. So far as the question of increasing the area under jute is concerned, the view taken by the Government of Bengal is that it is impossible to bring pressure to bear on the *ryot*, and that he must be left to grow whatever crops he himself desires. In this opinion the Committee of this Association concur. It seems to them that the question is one of supply and demand, and that this principle must be allowed to guide the *ryots* as regards the extent of the area put under jute.

3. In the matter of encouraging the use of good seed and better methods of cultivation, the Agricultural Department of the Government of Bengal are doing everything they can, by a staff of demonstrators, to teach the *ryot* what he should do. The Committee are satisfied that very much more is now being done in this way than formerly. It seems to them that the results of the department's efforts must be awaited meantime, and that nothing more can be done for the present. For reference I am directed to forward an extract from the proceedings of the meeting of the provincial Agricultural Association held on 4th January, at which Mr. R. Duncan represented the Jute Mills' Association.

Extract from the proceedings of the meeting of the Bengal Provincial Agricultural Association held at Writers' Buildings on the 4th January 1915 at 11 a.m.

II.—In considering Mr. F. Smith's pamphlet entitled "The Jute crop of 1914 and its future," the President remarked that the *ryot* must be left to grow whatever crops he desires, and it would be altogether inadvisable for the State to take any step for the purpose of putting pressure on *ryots* either to increase or decrease the area under any particular crop. Mr. Duncan agreed with the President, but suggested that something should be done for the better cultivation and retting of jute. In particular he said he thought a great deal could be done to improve the storage of steeping water. He pointed out the danger of other fibres coming into competition with jute, if the price rose above a certain limit, and the trade was therefore anxious that every effort should be made by the Agricultural Department to instruct cultivators in the best methods of cultivation and retting.

The Hon'ble Mr. Kerr drew Mr. Duncan's attention to the results obtained from selected jute seed recorded at pages 32, 33 and 34 of the proceedings, and said that the Agricultural Department hoped both by the production of superior seed and by the conservation of cow dung to increase the outturn of jute per acre.

Rai Lalit Mohun Singha Bayo, Bahadur, said that nothing would induce cultivators to grow mere jute unless they could get a good price for it. He thought that at Rs. 5 per maund, a cultivator barely paid expenses and that he required Rs. 7-8 a maund to make it worth his while to grow jute. (But see Appendix I).

Rai Kailash Chandra Bose, Bahadur, said that in his opinion jute steeping was insanitary : but the President said that this was not his experience as the big jute districts are not the most unhealthy districts of the Province.

The Director of Agriculture said that the policy of the Department, with the approval of Government, was confined to the problem of devising means for improving the outturn of jute per acre and, if possible, improving the retting of jute. The *ryot* must decide for himself whether it is to his interest to grow jute or not.

Mr. Duncan thanked the President for the expression of the view of Government and said he would inform the Jute Mills' Association regarding the discussion which had taken place.

From Calcutta Baled Jute Association to Chamber.

No. 125-T.—CALCUTTA, 8*th March* 1915.

The Jute Industry : Proposed extension of cultivation.

I am directed to acknowledge the receipt of your letter No. 337, dated 8th February 1915, with which you forwarded copies of the marginally cited papers on this subject.

Letter No. 804 dated 1st February 1915, from the Government of India, Department of Commerce and Industry, enclosing copy of letter dated 9th April 1914 from the Dundee Chamber of Commerce to the India Office.

2. The Committee of the Association have considered the points raised by the Dundee Chamber of Commerce, upon which you ask for an expression of their views. They have instructed me to refer you in reply to the correspondence which has taken place within the last two years between the Jute Forecasts Joint Committee and the Government of Bengal on the subject of the jute forecasts. The question of extending the area under cultivation was dealt with by the Joint Committee whose papers are no doubt open to the inspection of the Chamber.

From Baled Jute Shippers' Association to Chamber.

No. 28-B.J.S.—CALCUTTA, *16th March* 1915.

Proposed extension of jute cultivation.

I am directed to acknowledge the receipt of your letter No. 337 of 9th February 1915, with its enclosure, on this subject.

The Committee note that the Chamber has been asked by the Government of India for an expression of opinion upon a letter dated 9th April 1914, from the Dundee Chamber of Commerce, on this subject.

Since the date of the Dundee Chamber's letter there has been a considerable fall in the price of jute, and present conditions point to the new season's crop being ample for all requirements. In the circumstances the Committee are inclined to think that the proposals of the Dundee Chamber might be held in abeyance for the present.

From Chamber to Government of India (DEPARTMENT OF COMMERCE AND INDUSTRY).

No. 788—1915.—CALCUTTA, *30th March* 1915.

I am directed to acknowledge the receipt of your letter, No. 804 dated 1st February 1915, with which you forwarded a copy of the marginally cited communication on the position of the Dundee jute industry.

Letter dated 9th April 1914 from the Dundee Chamber of Commerce to the Right Hon'ble the Secretary of State for India.

2. The Dundee Chamber urge that the Government of India should give their earnest attention to the need for increasing the production of jute. They suggest:—(*a*) that the area under jute cultivation should be substantially extended; and (*b*) that the production of the fibre should be increased by the use of the best seed combined with improved methods of cultivation.

3. In reply to your request for the views of the Chamber upon this recommendation, I am to say that the Committee have consulted the various jute Associations with reference to it. Among these bodies the opinion is general that the Government of Bengal are

fully alive to the importance of increasing production, and are adopting such measures as are feasible. The Associations do not recommend that any further action should be taken in the meantime, and with this view the Committee of the Chamber concur. In consequence of the war the position as regards prices has materially changed since the Dundee Chamber's letter was written. Prices are now on a lower level; crop prospects are understood to be good; and, as I have indicated, efforts are being made to increase cultivation and to improve quality. In the circumstances the Committee of the Chamber do not consider that action on the part of the Government of India is necessary for the present at any rate.

EGYPT: THE JUTE-SACK TRADE.

From Under-Secretary of State, Ministry of Agriculture, Cairo to Chamber.

No. 201.—CAIRO, 20*th April* 1915.

I have the honour to bring to your notice the following and to ask your assistance in the matter.

This Ministry requires every year a certain number of jute sacks for use in the distribution of cotton seed which it makes to the Egyptian cultivators. Hitherto it has purchased these sacks through local agents of Indian Jute Mills, the supply being put up to adjudication in Egypt.

For your information, I enclose copies of the advertisement published this year and of the conditions with which intending tenderers will be expected to comply.

This procedure, i.e., that of calling for tenders in Egypt and purchasing the supply through local agents has however not given satisfaction.

The jute sack trade in this country appears to be in the hands of a very restricted number of agents and this Ministry feels that as a consequence it does not obtain its supply at the best terms.

Moreover, in the past, as you doubtless recollect (see your letter to this Ministry of 11th February S-c) no little trouble has been encountered in obtaining the supply of the stipulated quality and the difficulty has been increased by the fact that the suppliers of the local agents being domiciled in India are disinclined to accept as final the verdict of the Egyptian Government and claim that any expert examination necessitated by a dispute in regard to the quality of the sacks delivered shall be made in India.

Under these circumstances it appears to this Ministry that better conditions might be obtained and less cause for subsequent dispute might arise if its sack requirements were put up to tender in India and I should feel much obliged if you could let me know what the best procedure for such application for tenders in India would be.

If the proposal to put these sacks up to tender in India is feasible, it is proposed that tenders shall be asked for delivery of sacks on quays Suez, but that to avoid any subsequent question of dispute as to the quality of the sacks supplied, the deliveries shall be examined before shipment from India by an independent expert acceptable to both the suppliers and this Ministry, who shall test the consignments in the manner customary in and recognized by the Indian jute trade and shall have power to reject any portion which may not conform, in the manner recognized by the trade, to the specifications.

This Ministry would be exceedingly grateful to your Chamber if it would give it its advice and furnish it with any useful information on the matter and if at the same time it could give a rough idea as to what the expense of holding the adjudication and the expert

examination in India would be and the approximate number of milling firms in India that would be able to supply the kind of sacks which this Ministry requires.

From Chamber to Jute Fabrics Shippers' Association.

No. 1156—1915.—CALCUTTA, 18*th May* 1915.

The Egyptian Jute Sack Trade.

I am directed to ask if you will be good enough to favour the Committee of the Chamber with an expression of the opinion of your Association on the points raised in the accompanying copy of the marginally noted letter in this connection.

No. 201 dated 20-21st April 1915 from the Under-Secretary of State, Ministry of Agriculture, Cairo, to the Bengal Chamber of Commerce.

From Jute Fabrics Shippers' Association to Chamber.

No. 172-J.—CALCUTTA, 24*th May* 1915.

Jute sacks for the Egyptian Government.

I am directed to acknowledge the receipt of your letter of 18th instant, with enclosure, in the above connection.

The Committee have carefully considered what the Ministry of Agriculture write, and also their conditions for the supply of the sacks. These provide *inter alia* for delivery of the sacks in certain quantities at certain places, payment being made as soon as possible after the goods are passed by the Board, and verified and accepted by the representative of the Ministry of Agriculture. The Committee consider it is doubtful if any Calcutta firm would be in a position to tender, unless the Egyptian Government were prepared to purchase on ordinary *c. i. f.* terms. There is nothing to prevent the Ministry of Agriculture stipulating that the goods shall be passed in Calcutta prior to shipment, by a survey of the Bengal Chamber of Commerce, as in the case of the recent purchases of sacks on account of the Russian Government.

From Chamber to Under-Secretary of State, Ministry of Agriculture, Cairo.

No. 1286—1915.—CALCUTTA, 10*th June* 1915.

I have the honour to acknowledge the receipt of your letter No. 201 of 20th April 1915, with reference to a proposal to put up to tender in India, instead of in Egypt, as hitherto, the sack requirements of the Ministry of Agriculture, Cairo.

2. The Committee have considered your letter and its enclosures, and they have also consulted the Committee of the Jute Fabrics Shippers' Association. In reply I have, in the first place, to explain that mills themselves do not ship any of their productions

of jute fabrics, these being all taken up by local firms and shipped against orders from their respective constituents. I enclose for your information a copy of a list of members of the Jute Fabrics Shippers' Association, from among which the Ministry of Agriculture might select one or more firms of standing to supply its requirements. It is doubtful, however, if any of these firms would be in a position to tender unless the Ministry is prepared to purchase on the ordinary *c.i.f.* terms. There is nothing to prevent the Ministry from stipulating that the goods shall be passed as a proper tender prior to shipment, by a survey certificate of the Bengal Chamber of Commerce, as in the case of recent purchases of sacks on account of the Russian Government, when the Chamber arranged for inspection by experts and the issue of certificates in connection with some thirty-four parcels destined for Vladivostock. As each parcel was ready for shipment, the shipper requested the Chamber to arrange to have it inspected and to issue a report. The Chamber nominated two experts in each case, who proceeded to the mill and there inspected the goods in bulk. In those cases in which the goods were not passed, fresh tenders were made by the mill, or the shipper bought the goods from other mills, on which inspections were also held, and eventually the whole of the shipments were passed as fair tenders, and duly shipped. The cost of each such inspection and report will be approximately Rs. 384.

From Under-Secretary of State, Ministry of Agriculture, Cairo to Chamber.

No. $\frac{1201}{32-17}$.—CAIRO, 12*th July* 1915.

Supply of grain sacks.

I have the honour to acknowledge receipt of your letter of the 10th June No. 1236-1915 with reference to this Ministry's proposal to put its sack requirements up to tender in India instead of in Egypt as heretofore.

I am very much obliged to your Committee for the trouble they have taken to reply to my enquiry and I note with pleasure that there will be no difficulty in having any consignments of sacks purchased by this Ministry passed as a proper tender by a survey certificate of your Chamber prior to shipment.

There are one or two points on which this Ministry would be glad of further information. In the first place, this Ministry would prefer to put its sack requirements up to formal tender rather than to deal with one or other of the firms whose names appear on the list of members of the Jute Fabrics Shippers' Association which you were good enough to enclose in your letter.

Could your Chamber undertake to call for these tenders, open them and either accept the best offer or obtain cable acceptance thereof from this Ministry?

Should this not be possible could your Chamber advise this Ministry as to the best procedure to be adopted so as to ensure

that the usual guarantees for the execution of the contracts are obtained?

I might mention that this Ministry would be prepared to purchase on the usual *c.i.f.* terms provided that the shippers covered war risks, the extra premium for which would of course be paid by this Ministry.

As regards its requirements for this year the Ministry has obtained a portion of its sacks through the local agents of Indian shippers. I should feel much obliged if you would advise me what the prices current in Calcutta were on or about June 14th and July the 14th for 5 lbs. grain bags 60×30, 6×8 plain and tar sewn *c.i.f.* Suez.

This information would enable this Ministry to satisfy itself as to whether it is obtaining the best terms from local agents and it would assist it to decide whether a departure from the procedure hitherto followed for sack purchases would be justified.

From Chamber to Under-Secretary of State, Ministry of Agriculture, Cairo.

No. 1728—1915.—CALCUTTA, 17*th August* 1915.

I have the honour to acknowledge the receipt of your letter No. $\frac{1201}{32-17}$, dated 12th July in which you ask for further information in connection with the Ministry's grain sack requirements.

2. As regards calling for tenders, I am to say that it would not be desirable for the Chamber to undertake this, and they regret therefore that they cannot assist you in this direction. As was suggested in my previous letter, the Committee still think that the most feasible plan would be for you to select from the list of members of the Jute Fabrics Shippers' Association, already forwarded, one or more firms of standing and let them know exactly what you require. Business would have to be on a *c.i.f.* basis, and you could stipulate that each shipment must be passed by Chamber's surveyors, a Chamber's certificate to be forwarded in support. As regards insurance against war risk, the Committee feel sure that shippers would be quite prepared to cover it on payment of the extra cost. To provide for any breaches in the execution of the order, a clause might be inserted in the contract to the effect that any question of breach thereof shall be submitted to the arbitration of this Chamber, whose award shall be final and binding on both the parties.

The prices current in Calcutta on 14th June and 14th July for 5 lb. grain bags, 60×30, 6×8, tar sewn were approximately the equivalent of:—

JUNE 14TH.	JULY 14TH.
140*s*-6*d*% *c.i.f.* Suez	147*s*-6*d*% *c.i.f.* Suez.

By "plain" sewing I understand you to mean dry sewing (*i.e.*, sewing with dry, as opposed to tarred twine). These bags would cost about 6*d*% less than those sewn with tarred twine.

AUSTRALIA: NEW CONTRACT FOR JUTE GOODS.

From Jute Fabrics Shippers' Association to Chamber.

No. 45-J.—CALCUTTA, *25th February* 1915.

I am directed to forward, for the information of the Chamber, and for record, copy of a contract for jute manufactured goods which the members of this Association have adopted for business with Australia.

In clause 1 of the contract you will observe it is provided that notice of delay owing to accidents and other causes at the mills is to be sent by the shippers to the Chamber, for record. The Committee trust that the Committee of the Chamber will kindly agree to accept such notices, and record same for reference, in the event of any question being subsequently raised by the buyers in Australia. The co-operation of the Chamber in this matter will be greatly appreciated by the Association.

Calcutta Jute Fabrics Shippers' Association.

Australian Contract Form—Dated 22nd February 1915.

No..... .....

Serial No..... .....

To

.....

.....

From

.....

Calcutta,.....*191* .

We have sold you this day :—

Goods.....

.....

Shipment.....

Price.....

Packing.....

Payment.....

.....

Terms and conditions as follows :—

1. Delays caused by loss of and/or damage to the goods referred to in this contract, while in transit to the export steamers, or by fire at, or accident to the machinery of the mill, or strike and/or pestilence among the workmen therent, or employees thereof, during the currency of this contract, to be excepted. Notice of the delay, or probable delay to be sent by the shippers to the buyers by cable, and simultaneously to the Bengal Chamber of Commerce, immediately it is received from the mill, the buyers having the option of refusing if after time without any right to claim. Shippers must *cable* notifications of non-shipments not later than 2 days after vessel's departure, and buyers must declare their option of refusal within 3 clear working days after receipt of such notification.

2. Shipment effected by any Steamer and/or Steamers advertised for, or put on the berth at Calcutta for Australia for the contract month, shall be deemed a performance of the contract, notwithstanding that Bills of Lading may be dated outside of the contract month, and that the goods may not in fact have been placed on board during the contract month. Buyers have the option of cancelling if shut-out, such option to be declared by cable within 3 working days after receipt of notification of such shut-out; if buyers cancel, and sellers can and do furnish reasonable proof that the goods were alongside in sufficient time for shipment, then buyers have no claim on shippers, but if they elect to accept by following steamer, the same allowances are to be made to them by the shippers as are contained in Clause 3.

3. In the event of non-shipment from any cause other than the above mentioned the buyers may cancel and claim for market difference "in Calcutta" on date of sailing of steamer if above contract price, or they may accept for later shipment with the following allowances :—

1¼ % if B/Lading dated within 10 days after sailing date of last steamer of contract month.

2½ % if B/Lading dated after 10 days but within 14 days of sailing date of last steamer of contract month.

3¾ % if B/Lading dated after 14 days but within 21 days of sailing date of last steamer of contract month.

5 % if B/Lading dated after 21 days but within one month of sailing date of last steamer of contract month.

If B/Lading later than one month the allowance to be mutually arranged.

4. In the event of any portion of this contract not being shipped, the right of buyers to cancel, reject, claim or exact penalties is to apply to such portion only, and they must accept any portion shipped in accordance with contract.

5. Where the sale is made for shipment by monthly instalments, each monthly instalment shall be deemed for all purposes a separate contract.

6. Any act of War or Mobilisation which affects shipments does not invalidate, but merely suspends this contract until such time as the goods can be shipped.

7. Disputes arising under this contract to be settled by arbitration in Calcutta under the rules of the Tribunal of Arbitration of the Bengal Chamber of Commerce, applicable for the time being, and in the event of the dispute being in respect to quality, measurement or weight, a fair number of intact bales to be returned at buyers' expense to Calcutta.

8. War Risk is on buyers' account.

9. Sellers not liable for any loss arising out of the Australian Commonwealth Government's Proclamation dated 13th February 1908.

From Chamber to Jute Fabrics Shippers' Association.

No. 540—1915.—CALCUTTA, *6th March* 1915.

New Australian Contract form for the sale of jute goods.

In reply to your letter No. 45-J., dated 25th February 1915, I am directed to say that the Committee of the Chamber are prepared to accept and to record the accident and other notices to which you refer. But they wish it to be distinctly understood that they cannot go beyond recording the notices: that is to say they cannot undertake to issue anything in the nature of a certificate as to facts. They propose to record the notices in a book which will be open to inspection at the office.

From Jute Fabrics Shippers' Association to Chamber.

No. 53-J.—CALCUTTA, *9th March* 1915.

New Australian Contract for the sale of jute goods.

I am directed to acknowledge, with thanks, the receipt of your letter No. 540, dated 6th instant, and to say that the Committee note with much satisfaction that the Committee of the Chamber are agreeable to accept and record notices of accidents, etc., as requested.

THE TRADE IN CORN SACKS.

From Melbourne Chamber to Chamber.

MELBOURNE, *7th July* 1915.

Re: Corn sacks.

I confirm my cable to you to-day reading "Please cable approxi-"mate total purchases corn sacks Australian market. Victorian "purchases separate if possible."

The question has arisen in this Council as to the importation of corn sacks for the coming harvest and we should like if possible to ascertain in your market the approximate number of bales of corn sacks purchased for the Australian market and more particularly those for shipment to Victoria.

I should be very glad if you could supply me with this information and if you will kindly advise me the cost of your cable in reply a draft will be sent for the amount to you.

From Melbourne Chamber to Chamber.

MELBOURNE, 14*th July* 1915.

Re: Jute.

I have dispatched to you to-day in continuance of my previous cable on the same subject, the following:—

"Corn sacks. Enquiry not ordinary due special circumstances would appreciate prompt reply."

From Chamber to Melbourne Chamber.

CALCUTTA, 17*th August* 1915.

Corn sacks for the Australian market.

I am directed to acknowledge the receipt of your two letters, dated respectively 7th and 14th July, in which you confirm your cables as follows:—

(*a*) *Dated 7th July.*—"Please cable approximate total pur-"chases corn sacks Australian market. Victorian pur-"chases separate if possible."

(*b*) *Dated 14th July.*—"Corn sacks. Enquiry not ordinary due "special circumstances would appreciate prompt reply."

I have to confirm my telegram, dated 22nd July, in reply as follows:—

"Cornsacks enquiry. Regret required information not so far "available. If it can be obtained will communicate "again."

3. I am to express the regret of the Committee of the Chamber that they are unable to furnish you with the particulars in question. They have made enquiries, and have satisfied themselves that figures in which confidence could be placed cannot be procured. The conditions obtaining in the trade here are such that to estimate, even approximately, the purchases for the Australian market would be extremely difficult, and to determine the Victorian purchases separately would be quite impossible. In these circumstances the Committee feel that it would be inadvisable for them to attempt to make an estimate which might hereafter prove to be misleading.

THE INDIAN DEMAND FOR COTTON GOODS.

From Government of Bengal (FINANCIAL DEPARTMENT) to Chamber.

No. 119-Com.—CALCUTTA, 11*th January* 1915.

I am directed to forward for information the accompanying copy of a letter No. 64-71-W., dated the 4th January 1915 and enclosures from the Government of India, Department of Commerce and Industry, and to request that this Government may be favoured, at a very early date, with an expression of the opinion of your Chamber on the prospects of an early demand in India for manufactured cotton goods.

No. 64-71-W.—DELHI, *4th January* 1915.

From—The Under-Secretary to the Government of India, Department of Commerce and Industry,

To—The Secretary to the Government of Bengal, Financial Department.

I am directed to forward for the information of His Excellency the Governor in Council, a copy of a letter from the India Office No. R. & S.-4744, dated the 27th November last, and enclosures, on the subject of the Indian demand for cotton goods and to request that the Government of India may be furnished as early as possible with a report on the questions raised in the Board of Trade letter dated the 17th November last.

No. R. & S.-4744.—LONDON, 27*th November* 1914.

From—The Assistant Secretary, India Office, Revenue and Statistics Department,

To—The Secretary to the Government of India, Department of Commerce and Industry.

From Board of Trade, dated 17th November 1914.
To Board of Trade dated 20th November 1914 R. & S. 4744.

I forward, for information, and for necessary action copy of the papers noted in the margin on the subject of the Indian demand for cotton goods.

It will be seen that the Board of Trade have been led to expect a report from the Government of India.

LONDON, 17*th November* 1915.

From—The Assistant Secretary, Board of Trade, Commercial Department,

To—The Under-Secretary of State for India.

I am directed by the Board of Trade to state for the information of the Marquess of Crewe, that they are informed that one of the principal causes of the present depression in the cotton trade of this country is the absence of demand for manufactured cotton goods on the part of India, and that it is doubtful whether an improved demand can reasonably be expected before March next. The Board would be glad if they could be furnished with such information as Lord Crewe may be in a position to afford concerning the causes of the alleged lack of demand, and with any information that may be available, or that may from time to time reach him, as to the prospects of improvement.

No. R. & S.-4744.—LONDON, 20*th November* 1914.

From—The Under-Secretary of State for India, Revenue and Statistics Department,

To—The Assistant Secretary, Board of Trade, Commercial Department.

I am directed by the Secretary of State for India to acknowledge the receipt of your letter of the 17th November, on the subject of the trade with India in cotton goods, and in reply to inform you that a copy of it will be forwarded to the Government of India for report.

In the meantime I am to state that Lord Crewe sees reason to doubt whether any early increase of the Indian demand is to be expected, having regard to the heavy stocks of these goods already in India and to the disorganization of India's export trade.

From Chamber to Calcutta Import Trade Association.

No. 105—1915.—CALCUTTA, 16*th January* 1915.

The position and prospects of the piece-goods trade in India.

I am directed to forward a copy of the marginally noted papers on the above subject, and to request an expression of the views of your Association on the points raised in the letter of 17th November 1914 from the Board of Trade, London.

Copy of letter of 11th January from Government of Bengal together with its enclosures.

From Piece-Goods Sub-Committee to Chamber.

No. 10-A.—CALCUTTA, *25th January* 1915.

Position and prospects of the piece-goods trade in India.

The Piece-Goods Sub-Committee have read the letter of 11th January and its enclosures from the Government of Bengal, Financial Department.

2. With reference to the enquiry contained in the letter of 17th November from the Board of Trade, London, I am directed to state that, in the opinion of the Piece-Goods Sub-Committee, the cause of the lack of demand for piece-goods from Calcutta during August to December was that there were enormous stocks of goods here on the one hand, and, on the other hand, exports from Calcutta being small, the buying power of the public was considerably restricted. Credit also was not easy. Since the date of the Board of Trade enquiry, a fair amount of business has been done in those classes of goods in which stocks and expected arrivals have been comparatively small, and where extremely low home prices induced dealers to try and reduce the average cost of their holdings. But until stocks generally are considerably reduced, and credit is easier, it seems to the Sub-Committee that the outlook for piece-goods will remain below normal. They think this will be the position of the Calcutta piece-goods trade during the current year.

From Calcutta Import Trade Association to Chamber.

No. 15-M.—CALCUTTA, *27th January* 1915.

The position and prospects of the piece-goods trade in India.

I am directed to acknowledge the receipt of your letter No. 105—1915, dated 16th January, forwarding copy of a letter, dated 11th January, from the Government of Bengal, with its enclosures, on this subject. You request an expression of the views of this Association on the points raised in the letter of 17th November 1914 from the Board of Trade, London.

In reply, I am directed to say that the prospects of the piece-goods trade in India are not bright at present, owing, principally, to the recent heavy fall in values, and the heavy stocks of goods in the Indian markets, which have been imported at the higher rates ruling before the war. Attempts are being made to average losses by considerable purchases in Manchester at current rates, which will possibly be sold at a profit, but the drawback here is that these purchases must tend to depress the values of the old stocks, or at any rate, retain the low level of prices. By these purchases an appearance has been created of a revival of enquiries from this side, but the soundness of the policy cannot be judged at present, as everything depends on the duration and effects of the war. The point upon which the whole question turns, *viz.*, the revival of the

off-take of piece-goods by the up-country markets, depends, in the opinion of the Committee, entirely upon the steady flow of exports, and the consequent circulation of money amongst the consumers. The existing absence of demand from the up-country markets is unmistakable, and calls for a very cautious policy on the part of piece-goods importers. Anything that Government can do to further the free flow of the export trade, and thereby assist the circulation of money amongst the people, will be greatly welcomed, and will help to bring about, sooner than would otherwise be possible, the hoped for revival of demand, the advent of which at present, unfortunately, it is impossible definitely to forecast.

From Chamber to Government of Bengal (FINANCIAL DEPARTMENT).

No. 372—1915.—CALCUTTA, *10th February* 1915.

I am directed to acknowledge the receipt of your letter No. 119-Com., dated 11th January 1915, with copies of the marginally noted enclosures on the subject of the Indian demand for cotton goods.

Letter No. 64-71-W., dated 4th January 1913, from the Government of India, Department of Commerce and Industry, to the Government of Bengal (with enclosures).

2. With the letter quoted the Government of India submit an enquiry, addressed by the Board of Trade to the India Office, as to the prospects of an early improvement in the demand from India for manufactured cotton goods. Upon this enquiry you solicit an expression of the views of the Chamber. In reply, I am to say that the Committee have consulted the Piece-Goods Sub-Committee of the Chamber and also the Calcutta Import Trade Association, on the subject. These bodies consider, and the Committee of the Chamber also agree, that the cause of the lack of demand for piece-goods from Calcutta during August to December was that there were enormous stocks of goods here on the one hand, and, on the other, the export trade having declined on account of the war, the buying power of the consuming public was considerably restricted. Credit also was not easy. Since the date of the Board of Trade enquiry a fair amount of business has been done in those classes of goods in which stocks and expected arrivals have been comparatively small, and where extremely low home prices have induced buyers to try to lessen the average cost of their holdings. But until stocks generally are considerably reduced and credit is easier, it is considered that the demand for piece-goods will remain below normal, and that this will be more or less the position of the piece-goods trade during the current year. Anything that Government can do to further the free flow of the export trade, and thereby to assist the circulation of money among the consuming classes will be greatly welcomed, and will help to bring about, sooner than would otherwise be possible, the hoped for revival of demand.

COMMERCIAL GRADING OF RICE.

From Director-General of Commercial Intelligence to Chamber.

No. 3516.—CALCUTTA, *9th September* 1915.

I have the honour to enclose copy of a letter dated 19th July 1915 from the Director of Agriculture to the Government of the Philippines on the commercial grading of rice and to ask the favour of your being so good as to furnish me with such information on the questions asked as may be readily available, for transmission to the Philippines Government. I may add that I shall be glad, if desired, to pay the cost of any samples which you may be good enough to furnish.

Copy of a letter dated the 19th July 1915, from the Director of Agriculture to the Government of the Philippines, Manila, to the Agricultural Adviser to the Government of India, Pusa.

I have the honour to advise you that we desire to learn the standards by which rice is graded in your country.

We note that in your markets certain grades are established so that for a given grade a high price is paid while for another grade a lower price is paid. It is evident that the differences in quality, and perhaps, intrinsic value are generally recognised and accepted.

In the United States of America standards have been defined for wheat, corn and other staple crops so that the classification of this material into grades of varying commercial value is not a matter of personal opinion, but rather the result of combining data secured by submitting the material to a number of mechanical tests.

We are endeavouring to collect as much information as possible on the subject of classification of rice, and, therefore, ask your assistance in securing data on the subject in so far as it pertains to the rice market with you.

In order to make the object of this request clear, a list of questions is submitted.

(*a*) Have the Government, Chambers of Commerce, agricultural organisations or other entities, defined in specific terms the grades into which rice, when offered for sale, should be classified?

(*b*) If there are no recognised, authoritative definitions upon which grades are based, by what means do the dealers in rice come to an agreement as to the proper classification of the product?

(*c*) Do the grades, as found in widely separated markets, run uniformly or do they differ widely?

(*d*) What are the names of the grades into which your rice is classified?

(*e*) What are the characteristic features of each grades?

We would deeply appreciate the favour if you would transmit these questions to such other entities as in your judgment would have opinions on this subject. In addition, we are desirous of securing samples of rice representative of each grade not to exceed 500 grams by weight. Concerning each of the samples we would like information as to whether the size of kernel, color, texture, percentage of broken kernels, etc., are above the average for the grade represented or below the average.

This office will gladly make reimbursement for the cost of the samples and transmission charges.

In anticipation, I extend my sincere thanks for this favour, as well as for courtesies extended by you to this office in the past, and to offer in turn the services of this organization in such capacity as may be of convenience and usefulness to you.

From Chamber to Director-General of Commercial Intelligence.

No. 2105—1915.—CALCUTTA, *5th October* 1915.

I am directed to acknowledge the receipt of your letter No. 3516, dated 9th September 1915, forwarding a copy of the marginally noted communication on the subject of the commercial grading of rice.

Letter dated 19th July 1915 from the Director of Agriculture to the Government of the Philippines to the Agricultural Adviser to the Government of India.

2. In reply to the enquiries made by the Director of Agriculture to the Government of the Philippines I am to say that the grades into which rice, when offered for sale, should be classified have not been defined in specific terms by the Government, or by Chambers of Commerce. Certain qualities and grades have however been fixed by usage for many years; and the following is a statement of the qualities exported from Calcutta. The countries to which the rice is shipped are also given:—

(I) WHITE RICE—

(*a*) *Seeta* ... Exported to United Kingdom and Continent.

(*b*) *Old* ... Exported to United Kingdom, Continent and Cuba.

(*c*) *Clean gross* ... Exported to South Africa.

(II) YELLOW RICE—

(*a*) *Ravee* ... Exported to Arabia (*Chantta Ravee*).
" " Colombo (*Unchantta Ravee* No. 2).
" " Mauritius (*Chantta Ravee*).
" " Liverpool (*Unchantta Ravee*).

(*b*) *Ballam* ... " " Persian Gulf (Ballam No. 1).
" " West Indies (Ballam No. 2).
" " United Kingdom eventually for the West Indies.
" " Arabia (Ballam No. 2).

(c) *Nagra* ... Shipped to Mauritius (No. 1), to Natal (No. 1), to Colombo (Nos. 2 and 3), and to West Indies (No. 3).
(d) *Cazla* ... Shipped to Colombo, and Mauritius.
(e) *Boiled Patna* ... Shipped to Arabia (No. 1), to South Africa (No. 1), to Liverpool (No. 2).

3. The Committee are making enquiries into the question of samples, and they hope to be able to address you further with reference to it shortly.

From Chamber to Director-General of Commercial Intelligence.

No. 2211—1915.—CALCUTTA, 27*th October* 1915.

In continuation of my No. 2105, dated 5th October 1915, I am now directed to hand you samples of the following qualities of rice:—

	Rs.	A.	P.	
Ballam No. 1	6	8	0	per Bazar maund.
,, ,, 2	6	6	0	,, ,, ,,
Nagra ,, 1	6	10	0	,, ,, ,,
,, ,, 2	6	4	0	,, ,, ,,
,, ,, 3	6	0	0	,, ,, ,,
Chantta Raree No. 1 ...	6	1	0	,, ,, ,,
,, ,, ,, 2 ...	5	10	0	,, ,, ,,
Midnapur Kazla	5	6	0	,, ,, ,,
Old Hard	8	4	0	,, ,, ,,

2. The prices quoted were those ruling on the 26th October current.

3. Samples of the following qualities will be sent to you as soon as they are available, namely, Unchantta Raree, Boiled Patna and Seeta. These qualities are not at present in the market here.

From Director-General of Commercial Intelligence to Chamber.

No. 4797.—CALCUTTA, 20*th December* 1915.

I have the honour to invite reference to the last para. of your letter No. 2211—1915, dated the 28th October and to say that I shall be much obliged if your Committee will kindly arrange for the supply as soon as they are available of samples of Unchantta Raree, Boiled Patna and Seeta rice, for transmission to the Philippines Government.

From Chamber to Director-General of Commercial Intelligence.

No. 2521—1915.—CALCUTTA, 21*st December* 1915.

In reply to your letter No. 4797, dated 20th December, I am directed to say that the Committee hope to be able to send you samples of Seeta rice in about a fortnight's time. Unchantta Raree and Boiled Patna, the other qualities mentioned in your letter, have not yet come into the market.

CONDENSED MILK.

From Collector of Customs to Chamber.

No. 5411.—CALCUTTA, *28th July* 1915.

I have the honour to forward herewith a copy of correspondence received with the Government of Bengal, Financial Department, endorsement No. 1337-S.R., dated the 26th July 1915, on the question of percentage of fat contained in Condensed Milk, sweetened and unsweetened, and to request that you will be good enough to favour me with your views, for submission to Government, by the 14th proximo.

No. 1337-S.R.

GOVERNMENT OF BENGAL.

FINANCIAL DEPARTMENT.

SEPARATE REVENUE BRANCH, (CUSTOMS).

Calcutta, the 26th July 1915.

The undermentioned document is forwarded to the Collector of Customs, Calcutta, with reference to the correspondence ending with Government Order No. 350-S.R., dated the 2nd March 1915, for the favour of an early report after consulting the views of Bengal Chamber of Commerce and the Bengal National Chamber of Commerce on the question.

2. It is requested that the opinions of the Chambers may be forwarded to Government with his reply.

By Order, etc.,

(Sd.) E. N. BLANDY,

Under-Secretary to the Government of Bengal.

No. 11429-11432-35.—SIMLA, 14*th July* 1915.

From—The Secretary to the Government of India, Department of Commerce and Industry, (Customs),

To—The Secretary to the Government of Bengal, Financial Department.

I am directed to refer to the correspondence ending with the letter from this Department No. 1478-1481-35, date the 18th February 1915, regarding the classification of condensed milks imported into India.

2. In paragraph 2 of the letter quoted above, instructions were given that all tins of condensed milk which contained less than 9% of fat should in future be marked "Prepared from skimmed milk" and that, in the case of sweetened milks the fat percentage should be calculated on the actual milk constituents of the produce. It has now been urged, for the reasons explained in the enclosed copy of correspondence, that the percentage of fat in sweetened condensed milk should be calculated on the whole product as in the case of unsweetened milk, and not merely on the actual milk constituents of the product.

1. Letter No. 1240, dated the 12th May 1915, from the Chemical Analyser to the Government of Bombay, to the Assistant Collector of Customs, Bombay.

2. Letter No. 874, dated the 9th June 1915, from the Chemical Examiner for Customs & Excise, Bengal, to the Collector of Customs, Calcutta.

3. Before the Government of India, proceed to consider the amendment of the orders issued on the subject, they would be glad to have the views of the

Chambers of Commerce and the Local Governments. I am accordingly to request that, with the permission of His Excellency the Governor in Council, the Chambers of Commerce may be consulted and their views forwarded to the Government of India together with the opinion of the Local Government on the proposal.

No. 1240 of 1915.—BOMBAY, 12*th May* 1915.

From—The Chemical Analyser to the Government of Bombay,

To—The Assistant Collector of Customs, Bombay.

In continuation of my No. 911 of 1915, dated 13th April 1915, and in consequence of some analyses carried out in my laboratory, I have the honour to report that I am of opinion that it is an error to calculate the fat contents of a sweetened condensed milk from the whole contents less the percentage of sugar that has been added.

2. Recent samples analysed for you, and calculated on this basis give 18% and 21% of fat respectively, which is absurdly high.

3. The same samples calculated on the whole contents of the tin give 11·2% and 12·4% which is what one would expect.

4. Two samples, sweetened and unsweetened, of the same brand (bear) give 12·12% and 11·61% fat when calculated on the whole tin, and are evidently practically identical milks; if, however, the calculation is based on the contents less the percentage of sugar, they work out at 22·7% as against 11·61%, a manifestly unfair advantage in favour of the sweetened sample.

5. The explanation of the source of error is to my mind simple. The difference between a sweetened and unsweetened sample merely being that the sugar in the former takes the place of the water in the latter. To make this quite clear imagine a tin of unsweetened condensed milk divided into two equal parts, one being made up to the original bulk with syrup and other with water. Both would contain the same fat contents calculated on the whole contents of the tin as in the case of unsweetened condensed milk and not on the actual milk constituents of the product merely.

No. 874.—CALCUTTA, 9*th June* 1915.

From—The Chemical Examiner for Customs and Excise, Bengal,

To—The Collector of Customs, Calcutta.

With reference to letter S. R. No. 3103, dated the 5th instant, from the Collector of Customs, Bombay, regarding the method of distinguishing between skimmed and unskimmed condensed milk authorised by the Government of India in their No. 1476-1481-35, dated the 18th February 1915, I have the honour to state that I entirely agree with the views expressed by the Chemical Analyser to the Government of Bombay in his letter No. 1240, dated the 12th May 1915. The percentage of fat in sweetened condensed milk should be calculated on the whole product (just as in the case of unsweetened milk) and not on the actual milk constituents of the product merely.

2. In paras. 4, 5 and 6 of my note (No. 1179, dated the 20th July 1914) on this subject which it appears the Government of Bengal forwarded to the Government of India, it was explained that in the manufacture of both unsweetened and sweetened condensed, 3 parts by weight of milk are boiled down to 1 part by weight but in the case of sweetened condensed milk a certain further quantity of water is expelled and replaced by an equivalent weight of cane sugar. To take a numerical example, and agreeing that cow's milk contains 3% fat and 12% of total milk solids, that is 9% of solids other than fat.

Then 300 ozs. of cow's milk =

Butter fat	...	3×3 = 9 ozs.	Total = 300 ozs.
Solids other than fat...	...	9×3 = 27 ozs.	
Water	...	88×3 = 264 ozs.	

(a) To convert the 300 ozs. into unsweetened condensed milk, 200 ozs. of water are evaporated leaving 100 ozs. of product.

(b) For conversion into sweetened condensed milk 240 ozs. of water are evaporated by the weight is restored by adding 40 ozs. of cane sugar.

The two products are thus—

	A. Unsweetened. C. Milk.	B. Sweetened. C. Milk.	
1. Butter fat ...	... 9 ozs.	9 ozs.	Total milk solids 36 ozs.
2. Milk solids other than fat	27 ozs.	27 ozs.	
3. Water ...	.. 64 ozs.	24 ozs.	
4. Cane sugar ...	... .	40 ozs.	
Total ...	... 100 ozs.	100 ozs.	

3. The two products only differ in items 3 and 4 in which 40 ozs. of water are replaced by cane sugar and the percentage of fat in both products is 9 in 100 or 9%. If, however, as under the regulation the fat in B is to be calculated on the actual milk constituent, viz., 9 ozs. on (9 = +27 =) 36 ozs., the percentage becomes 25%. The figure 9% can only be arrived at by calculating the fat as a percentage of the whole product.

4. It follows that a condensed skim milk might claim to be admitted under the regulation as now worded. For example, suppose 6 ozs. of butter fat (*i.e.*, 2/3rds of the whole) were removed leaving the following :—

Butter fat	3 ozs.	Total milk solids 30 ozs.
Milk solids other than fat	27 ozs.	
Water	30 ozs.	
Cane sugar	40 ozs.	
Total ...	100 ozs.	

Then the fat calculated on the milk constituents is 3 in 30=10%. In practice no doubt, the Chemical Examiner, finding this abnormal relation between the fat and the solids-other-than-fat, would condemn the product as being other than 'milk' but the regulation in its present form must, I think, puzzle the manufacturers. In para. 14 (*a*) of my note under reference it was expressed as "a minimum proportion of 9% of milk fat in the product, should be required for both sweetened and unsweetened (condensed) milk." In the present ruling, the whole clause "and in the case of sweetened milks, the fat percentage should be calculated on the actual milk constituents of the product" might with advantage be deleted.

I should observe that the regulation comes before me for the first time in connection with this present reference.

From Chamber to Collector of Customs.

No. 1866—1915.—CALCUTTA, 31*st August* 1915.

I am directed to refer to your letter, No. 5411 dated 28th July 1915, on the subject of the percentage of fat contained in condensed milk, sweetened and un-sweetened.

2. You forward a letter, dated 14th July, from the Government of India, Department of Commerce and Industry, in which reference is made to the instructions which were given in February last in regard to the classification of condensed milks imported into this country. According to these instructions all tins of condensed milk containing less than 9% of fat were to be marked "prepared from skimmed milk"; and, in the case of sweetened milks, the fat percentage was to be calculated on the actual milk constituents of the product. The Chemical Analyser, Bombay, and the Chemical Examiner, Bengal, have now urged that the percentage of fat in sweetened condensed milk should be calculated on the whole product, as in the case of unsweetened milk, and not merely on the actual milk constituents. You request an opinion of the Chamber upon this point.

3. In reply I am to say that the Committee have submitted the correspondence to the importers of condensed milk in Calcutta. They understand that the view taken by the Chemical Analyser, Bombay, and the Chemical Examiner, Bengal, is supported by the trade. The Nestlé and Anglo-Swiss Condensed Milk Co. have pointed out that in all British Colonies and dependencies, where legislation has been passed for establishing standard minima of fat percentages, these percentages are calculated on the whole contents of the tins analysed. The Company have also remarked that, in use, the original milk constituents contained in condensed milk are not separated from the added constituents; and that it is consequently of merely academic interest to consumers to know that the fat represents a certain percentage of the original constituents. On the other hand if they know that all full cream condensed milk must contain 9% by weight of milk fat, they have a safe basis for calculation of quantities and dilutions for the various purposes for which condensed milk is used.

4. I am to commend this expression of opinion to your attention and to say that the Committee are in agreement with it.

THE WHEAT FORECASTS.

From Director of Statistics to Chamber.

No. 5217.—CALCUTTA, 15*th June* 1915.

With a view to improve the wheat forecasts prepared by this Department it is proposed to change the present dates of their issue.

The first forecast (which is an acreage forecast only) is at present issued on the 1st January. This is considered to be too early, as the figures must leave out of account not only abnormally late sowings due to special causes but also in some provinces normally late sowings. It is therefore proposed to issue it on the 20th January, so that it could, so far as possible, include all sowings.

The second forecast, which is now published about the 15th March, contains no estimate of production and merely includes sowings left out of account in the first forecast, indicating at the same time the probable character of the harvest and the condition of the crop. But if the date of the first forecast is put back as proposed, so as to include therein ordinarily all sowings, this March forecast may be abolished, and in its place a forecast may be published by the middle of April which should give figures not only of area but also of outturn, similar to the special forecast published this year. Moreover, by that date it would be possible to estimate the area under mixed crops and the outturn of wheat in such cases.

The final memorandum, which is now published by the end of May, is not a forecast but is supposed to be a return of the area sown and the crop actually harvested. But the figures, even corrected by the supplementary memorandum, do not always agree, with the figures subsequently published in the provincial Season and Crop Reports; and as the final memorandum should, as its name implies, contain final figures, it ought to embody the figures published in the Season and Crop Reports. This could probably be effected by putting back the date to 1st July.

Briefly, the proposals are that—

(1) a first forecast of acreage only should be published on the 20th January instead of the 1st January.

(2) a second forecast of acreage and production should be published on the 15th April instead of the 15th March.

(3) a final memorandum should be published about the 1st July and not on the 31st May as at present.

I have the honour to request that you will be so good as to let me have the opinion of your Chamber on the subject, so that the matter may be examined thoroughly before any change is introduced. I shall be glad to be informed, therefore at your earliest convenience, as to the most suitable dates of publication of these wheat forecasts.

From Chamber to Calcutta Wheat and Seed Trade Association.

No. 1365—1915.—CALCUTTA, 23*rd June* 1915.

The Wheat Forecasts.

No. 5217 dated 15th June 1915 from the Director of Statistics to the Bengal Chamber of Commerce.

I am directed to ask if you will favour the Committee of the Chamber with an expression of the views of your Association on the proposals made in this connection in the marginally noted letter. A copy of the letter is attached hereto.

From Calcutta Wheat and Seed Trade Association to Chamber.

No. 61-H.—CALCUTTA, 29*th June* 1915.

The Wheat Forecasts.

I am directed to acknowledge the receipt of your letter of 23rd instant, forwarding a letter from the Director of Statistics, in this connection, and requesting an expression of the Association's views on the suggestions contained therein.

In reply I am directed to say that the Committee have noted carefully the contents of the letter. The Director proposes :—

(1) A first forecast of acreage only should be published on the 20th January instead of the 1st January.

(2) A second forecast of acreage and production should be published on the 15th April instead of the 15th March.

(3) A final memorandum should be published about the 1st July and not on the 31st May as at present.

The Committee see no objections to proposals (1) and (3). As regards proposal No. (2), it seems to the Committee that the 15th April is rather late for the publication of the second forecast, and unless there are good reasons for the change, they would suggest that this point might be reconsidered.

From Chamber to Director of Statistics.

No. 1467—1915.—CALCUTTA, 7*th July* 1915.

I am directed to acknowledge the receipt of your letter No. 5217 dated 15th June, on the subject of the dates of issue of the wheat forecasts prepared by your Department.

You invite an expression of the opinion of the Committee upon the following proposals :—

(a) That the first forecast of acreage should be published on the 20th, instead of on the 1st, January in each year ;

(*b*) That a second forecast of acreage and production should be published on the 15th April, instead of a second forecast of acreage only on or about the 15th March ;

(*c*) That the final memorandum should be published about the 1st July, instead of on the 31st May as at present.

3. In reply I am to say that the Committee of the Chamber have consulted the Calcutta Wheat and Seed Trade Association with reference to these proposals. They find that opinion generally is entirely in favour of (*a*) and (*c*), it being thought that these changes would be to the advantage of the trade. As regards (*b*) doubt has been expressed as to whether the 15th April is not too late for the second forecast. I am accordingly to recommend that this proposal should be re-considered with a view to the selection of an earlier date.

4. Although they suggest this modification of the proposals the Committee of the Chamber nevertheless believe that these will tend to make the wheat forecasts of greater service to the trade. This being so they think that your Department might usefully consider whether changes on similar lines might not be made with advantage in respect of the forecasts for other seed and grain crops.

ALL INDIA CROP FORECASTS.

From Director of Statistics to Chamber.

D. O. No. 3392-1.—CALCUTTA, *4th November* 1915.

I enclose for the information of your Chamber a list of the dates on which the all India crop forecasts are for the present expected to be published by this Department.

2. I take this opportunity of saying that the Department will be glad to furnish the all India or provincial estimates of area and outturn by wire to your Chamber or Members direct if a prepaid telegram is sent by your Chamber or individual members on the date on which the forecast is due. We shall also be glad to have suggestions regarding the improvement of these forecasts which your Chamber may care to make from time to time.

General Forecasts for India issued by the Department of Statistics, India.

	Due dates.	
RICE—		
1st	October	20
2nd	December	20
Final	February	20
WHEAT—		
1st	December	30
2nd	March	15
Final	May	30
COTTON—		
1st	August	15
2nd	October	15
3rd	December	15
Final	February	15
LINSEED, RAPE & MUSTARD (Winter oilseeds)—		
1st	January	1
2nd	March	15
Final	June	1
SESAMUM (til or jinjili)—		
1st	September	1
2nd	October	20
Final	January	15
Supplementary	April	
GROUNDNUT—		
1st	October	20
Final	February	15
INDIGO—		
1st	October	15
Final	December	20
SUGARCANE—		
1st	August	20
2nd	October	20
Final	February	16

N. B.—Forecasts of the Jute crop are prepared and published by the Provincial Directors of Agriculture concerned, no general forecast of that crop being prepared by the Department of Statistics, India. The first forecast is usually published in the second week of July, and the final forecast in the third week of September.

From Chamber to all Members.

Circular No. 580—1915.—CALCUTTA, *16th November* 1915.

The all India Crop Forecasts.

MEMO.—The attention of members is drawn to the foregoing letter, and its annexure, from the Director of Statistics to the Government of India, with reference to the publication of the all India crop forecasts.

AERIAL ROPEWAYS.

From Chamber to Government of India (RAILWAY DEPARTMENT, RAILWAY BOARD).

No. 685—1915.—CALCUTTA, *20th March* 1915.

I am directed to refer to the correspondence, ending with my No. 571 dated 20th March 1914, on the subject of the proposed Act for the control of ropeways in India.

2. It was stated in your letter, No. 407-R. P. dated 17th October 1913, to the local Governments and Administrations that the Government of India were considering the advisability of legislating for the control of ropeways. Earlier in the year 1913 the Government of Bengal had submitted a local measure which had been drafted by a Committee sitting in Calcutta.

3. The Committee of the Chamber, in reply to your request for their views, expressed the opinion that legislation applicable to the whole country should be undertaken; and they further considered that the Bengal Bill might usefully be followed as regards its main features. They have not since been favoured with any opinion as to what action, if any, has been taken. They have accordingly instructed me to ask what the present position is, and if the proposed legislation is to be proceeded with. They are informed that several ropeway schemes are being projected in Bengal, but that progress is difficult without legislation.

From Government of India (RAILWAY DEPARTMENT, RAILWAY BOARD) to Chamber.

No. 532-1016-P.—SIMLA, *29th March* 1915.

In reply to your letter No. 685, dated the 20th March 1915, in which you enquire about the present position of the proposed Act for the control of aerial ropeways in India, I am directed to say that the matter is still under the consideration of the Railway Board.

From Chamber to Government of India (RAILWAY DEPARTMENT, RAILWAY BOARD).

No. 1462—1915.—CALCUTTA, *7th July* 1915.

With reference to your letter No. 532-1016-P., dated 29th March 1915, I have the honour to enquire when a reply may be expected to my letter No. 685-1915 dated 20th March 1915.

From Government of India (RAILWAY DEPARTMENT, RAILWAY BOARD) to Chamber.

No. 532-2410-P.—SIMLA, 23*rd July* 1915.

With reference to your letter No. 1462—1915, dated the 7th July 1915, I am directed to say that the question of legislation for the control of aerial ropeways is still under the consideration of the Railway Board; and that they have found it necessary to obtain certain further information before dealing with the question finally.

From Chamber to Government of India (RAILWAY DEPARTMENT, RAILWAY BOARD).

No. 2117—1915.—CALCUTTA, *6th October* 1915.

Aerial Ropeways—Proposed Legislation.

With reference to your letter No. 532-2410-P., dated 23rd July 1915, on the above subject, I have to enquire when a reply may be expected thereto.

From Government of India (RAILWAY DEPARTMENT, RAILWAY BOARD) to Chamber.

No. 532-3558-P.—SIMLA, 22*nd October* 1915.

With reference to your letter No. 2117-1915, dated the 6th October 1915, I am directed to say that the question of legislation for the control of aerial ropeways is still under the consideration of the Government of India and that, as the information necessary for the disposal of the case is not yet complete, it is feared that there will still be some delay before the question can be finally dealt with.

STATE TECHNICAL SCHOLARSHIPS.

From Government of Bengal (GENERAL DEPARTMENT) to Chamber.

No. 93.—CALCUTTA, *8th January* 1915.

I am directed to say that it is proposed to issue a notification inviting candidates for the State Technical Scholarships which are annually awarded by the Government of India to Indians and statutory natives of India to enable them to obtain abroad a course of training in industrial and technical education. These scholarships are ordinarily tenable for a period of two years in Great Britain, or in other western countries.

2. The industry to be encouraged in any particular year is selected in consultation with the representatives of mercantile and industrial firms and associations. I am accordingly to request the favour of an expression of the opinion of the Committee of the Chamber as to the industry which should be selected for encouragement during the current year.

3. The industry to be selected should be one in which the scholars will be able to find scope for his skill and ability after his return to this country, and should, therefore, be either developed, or in the process of development. Industries in which Indian capital and enterprise are engaged, or are likely to be, will be particularly appropriate for selection. Law, Medicine, Civil Engineering, Forestry and Veterinary Science are excluded from the scope of these scholarships.

4. Government would therefore, be glad to receive recommendations about industries which may be considered suitable, such industries being placed in the order of their importance. It is desirable that more than one industry should be mentioned as it may be found impossible to make adequate arrangements for training in one or more of the subjects chosen, and there should, therefore, be a certain range of subjects and of candidates from which selection can be made. I am to state for your information that the industries chosen since the institution of the scholarships have been as follows:—

	OLD BENGAL.	EAST BENGAL AND ASSAM.
1904	Mining	.....
1905	Do.	.....
1906	Do.	.....
1907	Do.	Electrical Engineering.
1908	Mining and leather tanning	Mining Engineering.
1909	Dyeing, printing and bleaching of textile fabrics.	Ditto ditto.
1910	Power looms weaving, finishing and dyeing.	Silk-weaving and dyeing.
1911	Mechanical and Electrical Engineering, Bengal.	Silk-weaving, dyeing and finishing.
1912	Mechanical and Electrical Engineering.	
1913	Practical study of Mechanical and Electrical Engineering.	
1914	Mechanical and Electrical Engineering.	

5. I am to request that a reply to this reference may be sent on or before the 31st January, 1915.

From Chamber to Government of Bengal (GENERAL DEPARTMENT).

No. 139—1915.—CALCUTTA, 21*st January* 1915.

I am directed to acknowledge the receipt of your letter No. 93, dated 8th January 1915, with reference to the State Technical Scholarships which are awarded annually by the Government of India to Indians, and statutory natives of India, to enable them to obtain abroad a course of training in Industrial and technical education.

2. In reply to your enquiry I am to say that the Committee have discussed the question of the particular industry to be selected for encouragement during the current year. They observe from the list given in your fourth paragraph that tanning has not been chosen since 1908. It may be that more satisfactory results have been anticipated from other industries; or possibly it is apprehended that such scholars as might qualify in this particular subject would experience difficulty in obtaining employment in India. It is observed however that tanning was not regarded unfavourably by the Secretary of State's Committee of 1912, although there certainly appears to be some little difficulty in enabling the students to obtain practical experience in tanneries in the United Kingdom—paragraph 107 of the Committee's report. But, seeing that India is so large a producer of hides and skines, the leather industry obviously ought to be encouraged. The Committee of the Chamber are inclined therefore to suggest that the claims of this industry to be selected for the scholarships should be seriously considered.

3. Mechanical and electrical engineering have now been chosen for four years in succession; and perhaps it may be thought to be desirable to select these subjects for a fifth year. The Committee agree that there is much to be said for this view. A qualified engineer has probably quite a good chance of obtaining employment in India; and there seems to be no difficulty in arranging for students to receive the necessary theoretical and practical training in the United Kingdom. In connection with this subject I am to ask if the candidates to whom scholarships were awarded for the year 1914 have yet left for Europe. It was stated sometime back that their departure had been delayed on account of the outbreak of war.

4. Another industry which it might perhaps be desirable to encourage is the manufacture of glass. There does not, however, appear to be any available information as to whether the necessary practical training can be provided for scholars in the United Kingdom. For this industry is not referred to in the report mentioned in paragraph 2. There is also doubt as to whether there would be at present any openings in India for qualified men. As recently as 1908 the Hon'ble Mr. Cumming said that "there is practically

"no manufacture of glass in the province".—*Review of the industrial position and prospects of Bengal, 1908*, page 27. And a note published recently by the Director-General of Commercial Intelligence suggests that very little progress has been made, either in Bengal, or in India generally, since Mr. Cumming's report was written. In fact there do not appear to be more than two or three glass factories at present working in India. Seeing however that the imports of glass-ware from Austria-Hungary have now ceased, the present may be possibly a suitable time to make another attempt to promote the Indian industry; for the imports into India from Austria-Hungary during the year 1913-14 were valued at £583,000 out of a total import of £1,297,000.

From Government of Bengal (GENERAL DEPARTMENT) to Chamber.

No. 1265.—CALCUTTA, 11*th March* 1915.

I am directed to refer to paragraph 3 of your letter No. 139—1915, dated the 21st January 1915, regarding the State Technical Scholarships. You enquire if the candidates to whom scholarships were awarded for the year 1914 have yet left for Europe. In reply, I am to inform you that the scholars from Bengal for that year did not leave for Europe.

From Government of Bengal (GENERAL DEPARTMENT) to Chamber.

No. 540-T. G.—DARJEELING, 3*rd October* 1915.

I am directed to say that it is proposed to issue a Notification inviting candidates for the State Technical Scholarships which are annually awarded by the Government of India to Indians and statutory natives of India to enable them to obtain abroad a course of training in industrial and technical education. These scholarships are ordinarily tenable for a period of two years in Great Britain or in other western countries.

2. The industry to be encouraged in any particular year is selected in consultation with the representatives of mercantile and industrial firms and association. I am accordingly to request the favour of an expression of the opinion of the Committee of the Chamber as to the industry which should be selected for encouragement during the next year.

3. The industry to be selected should be one in which the scholar will be able to find a scope for his skill and ability after his return to this country, and should, therefore be either developed, or in the process of development. Industries in which Indian capital and enterprise are engaged, or are likely to be, will be particularly appropriate for selection. Law, Medicine, Civil Engineering,

Forestry and Veterinary Science are excluded from the scope of these scholarships.

4. It is desirable that more than one industry should be mentioned, those selected being placed in order of preference. I am to state for your information that the industries chosen since the institution of the scholarships have been as follows :—

	Old Bengal	East Bengal and Assam.
1904 ...	Mining	.....
1905 ...	Do.	.....
1906 ...	Do.	.....
1907 ...	Do.	.....
1908 ...	Mining and Leather tanning ...	Electrical Engineering.
1909 ...	Dyeing, printing and bleaching of textile fabrics.	Mining Engineering.
1910 ...	Power loom weaving, finishing and dyeing.	Silk weaving and dyeing.
1911 ...	Mechanical and Electrical Engineering.	Silk weaving, dyeing and finishing.
	Bengal.	
1912 ...	Mechanical and Electrical Engineering.	
1913 ...	Practical study of Mechanical and Electrical Engineering.	
1914 ...	Mechanical and Electrical Engineering.	
1915 ...	Ditto ditto.	

5. I am to request that a reply to this reference may be sent on or before the 31st October 1915.

From Chamber to Government of Bengal (General Department).

No. 2216—1915.—Calcutta, 28*th October* 1915.

I am directed to acknowledge the receipt of your letter, No. 54-T. G. dated 3rd October 1915, with reference to the State technical scholarships which are awarded annually by the Government of India, to Indians and statutory natives of India, to enable them to obtain abroad a course of training in industrial and technical education.

2. In reply to your enquiry I am to say that the Committee of the Chamber have discussed the question of the particular industry to be selected for encouragement next year. They are disposed to repeat the recommendation, that they made in my No. 139 dated 21st January 1915 to your address, namely, that the claims of the tanning industry should be seriously considered. As they then pointed out, India is so large a producer of hides and skins that encouragement might well be given to the promotion of the leather industry.

3. Another industry which might, they think, be further encouraged is that of dyeing. Several scholarships have been awarded in the past by the various local Governments for the study of dyeing, generally combined with some subject such as the printing and bleaching of textile fabrics. The Committee appointed in 1912 by the Secretary of State took a fairly favourable view of the prospects

of scholars studying the dyeing industry. There is—according to their report—a reasonable chance of the scholars being admitted to dye-works in the United Kingdom ; and apparently it is also possible to obtain valuable practical training in the various technical institutes. But the Committee of the Chamber are not altogether clear that, on the completion of their training, the scholars can find work in India. It would appear however that several of the Indians, who have been in the past awarded scholarships in this industry, have secured suitable employment on their return.

4. The Committee of the Chamber, in putting forward these suggestions, are not of course overlooking the fact that it may be difficult for the necessary arrangements to be made during the continuance of the war. According to Mr. Steele's letter, No. 1265 dated 11th March 1915, the candidates to whom scholarships were awarded for the year 1914 had not then left for Europe. Perhaps you will be good enough to inform the Committee whether these scholars have since left, and if the scholars for the year 1915 have gone, and also if those to be selected for the year 1916 will be likely to leave India during the continuance of the war.

From Government of Bengal (General Department) to Chamber.

No. 233.—Calcutta, 26*th January* 1916.

With refererence to the request contained in paragraph 4 of your letter No. 2216—1915 dated the 28th October 1915, I am directed to inform you that the State Technical Scholars selected for both the years 1914 and 1915 started for England by the 20th August 1915 per the "C/York." The Scholar for 1916 has not yet been nominated by the Director of Public Instruction, Bengal, whose recommendation will probably come to Government in the month of April next. It is therefore premature to say now whether the scholar for 1916 will or will not be sent to England during the continuance of the war.

UNITED PROVINCES GOVERNMENT TEXTILE CLASS.

From Director of Industries, United Provinces to Chamber.

No. $\frac{3807}{\text{II-A.-59}}$ of 1915.—CAWNPORE, *9th January* 1915.

It is the intention of the Government United Provinces to transfer the Textile Class (cotton) now at Rurkee to Cawnpore, and in this connection an enquiry is raised as to the possible openings for the trained students. The students enter at not less than 16 years of age, the educational standard required being that of the School Leaving Certificate. The students receive a three years' course in the class and are then required to serve a two year apprenticeship in a Spinning Mill or Weaving Shed; the object being to fit them for such posts as assistant carding, spinning or weaving masters. I should esteem it a favour if you would be so good as to inform me whether in your opinion such openings might be found in Cotton Mills in your territory.

From Chamber to Director of Industries, United Provinces.

No. 336—1915.—CALCUTTA, *8th February* 1915.

I am directed to refer to the correspondence, resting with my * No. 262 dated 30th January 1915, on the subject of the possibility of providing openings in Bengal cotton mills for the students of your Textile Class (cotton).

2. In reply I am to say that the Committee submitted a copy of your letter dated 9th January to the Agents of nine cotton mills in Bengal and one mill at Nagpur. From the answers which have been received it appears to be the general opinion that there is really but very little, if any, likelihood of openings occurring. One Company, the Bengal Laxmi Cotton Mills Ltd., have however expressed their willingness to take four apprentices—two in the weaving department and two in the spinning department. I may mention, for your information, that the Secretary of the Company is Mr. B. M. Chatterji, and that the office is located at 28 Pollock Street, Calcutta.

From Director of Industries, United Provinces to Chamber.

No. $\frac{4551}{\text{II-A.-59}}$ of 1915.—CAWNPORE, 13*th February* 1915.

I have the honour to acknowledge receipt of your No. 336 dated 8th instant and am very much obliged for the trouble which you have taken in communicating with the Cotton Mills of Bengal on the subject of openings for trained students of the Textile Class.

* Not printed.

THE PUNJAB CEMENT CONTRACT.

From Government of India (DEPARTMENT OF COMMERCE AND INDUSTRY) to Chamber.

No. 1818-22.—DELHI, 15*th February* 1915.

In continuation of my letter No. 2722-22, dated the 15th April 1914, regarding the concession granted by the Punjab Government to the Kashmir Iron Mines and Power Syndicate for the manufacture of cement, I am directed to state, for the information of your Chamber, that certain difficulties have been found in the scheme proposed for the transfer of the concession which have prevented sanction being accorded to the transfer.

DEVELOPMENT OF INDIAN TRADE WITH RUSSIA.

From Russo-British Chamber to Chamber.

No. 1052.—PETROGRAD, *26th August/8th September* 1915.

The Russo-British Chamber of Commerce, founded seven years ago, and being the first and largest Chamber of Commerce in this country besides being the only organisation in Russia, devoted to the development of Anglo-Russian trade, feels now is the moment for making some special effort towards this end.

Owing to the war, there is a splendid opportunity for British and Colonial business men to increase their trade connections in this country. Russia formerly obtained very many goods from German markets. These now being closed to her, she is, naturally, looking elsewhere for markets in which to obtain fresh supplies, the greater part of which, if not the whole, could be supplied by British and Colonial Houses.

British Colonies, up to the present, have done very little business, comparatively, with Russia and the majority of Colonial products which found their way to the Russian market, generally did so through the medium of a German firm. The war has radically changed these means of communication and the present antagonism towards Germany opens a way for *Direct Colonial Commercial Connections.*

For the successful carrying out of this project, it is desirable that our Chamber should come into closer touch with Colonial Chambers and I should be very glad if you would give your co-operation in the satisfactory attainment of this end. Each month there appears in our journal a list of "Offers and Inquiries." If you would regularly set aside a portion of your journal and print these and any other items dealing with Russo-Colonial trade that would be one way of coming into clear touch. I need hardly say that we are ready to reciprocate.

As there are, most probably, some of your members, or firms in your neighbourhood, interested in Anglo-Russian trade, I should be very much obliged, if you would send me a list of their names and addresses, stating in what goods, etc., they are interested and whether for import or export. Should you have had no such requests, would it be troubling you too much to ask you to put a paragraph in your journal requesting those of your members, and other firms, desirous of extending their trade connections in this country, and interested in Anglo-Russian trade to write you giving particulars of business required.

The Russo-British Chamber of Commerce is the centre around which Anglo-Russian commercial interests are grouped. It has, at the present moment, special sections as follows :—

Legal information, Customs, Timber, Mining and Agricultural; a Branch in Odessa; agents in all the principal towns of Russia, Siberia and Finland; and issues a monthly journal which is sent

post free to all members (over 1000, resident in Russia, Finland, Great Britain, and the British Colonies), to the principal British Consulates in Russia, to corn and other exchanges, to Banks, to commercial, Industrial and Agricultural Associations, and in general to such organisations—Government, Municipal, public and private bodies—as are actively engaged or interested in the expansion of Anglo-Russian trade.

We annually reply to upwards of 8000 requests for information and hope you will not refuse writing us, should you require any information, etc.

From Chamber to all Members.

Circular No. 558—1915.—CALCUTTA, 1*st November* 1915.

Development of Indian Trade with Russia.

MEMO :—The above mentioned letter in this connection is published for information. The Committee of the Chamber will be glad to afford to members any assistance possible with the object of promoting trade between India and Russia, and to pass on to the Russo-British Chamber of Commerce any particulars that members may wish to communicate.

From Chamber to all Members.

Circular No. 417—1915.—CALCUTTA, 12*th August* 1915.

Russian Chamber of Export : Museum of Samples, Petrograd.

MEMO :—The subjoined papers, regarding exhibits for the "Museum of Samples" at Petrograd, are published for the information of members of the Chamber.

From Director-General of Commercial Intelligence to Chamber.

No. 3087.—CALCUTTA, 7*th August* 1915.

At the request of the Consul General for Russia in India, I have the honour to enclose copy of a *Note* from the Russian Chamber of Export regarding exhibits for the "Museum of Samples" at Petrograd for distribution among members of your Chamber.

Copy of a note from the Russian Chamber of Export.

The Russian Chamber of Export, Petrograd, invites exporters and importers wishing to establish direct relations with Russia to appeal, direct, to the Chamber (Petrograd, Novsky 02).

The new position, created by the expulsion from the Russian markets of superfluous German mediators requires an ample study of the goods qualified for import into and export from Russia.

It is therefore highly desirable that circulars with respective prices and samples for permanent exhibition at "The Museum of Samples" in Petrograd be sent by exporters.

At the end of the year the Chamber intends to issue a "Directory" (Russian and English) for export and import trade containing particulars of every firm. Principal firms are invited to send in their advertisements at the earliest possible date. For advertising rates—full page, half and quarter page—see the periodical "Russian Export."

PROMOTION OF INDIAN COMMERCIAL INTERESTS IN FRANCE.

From Government of Bengal (FINANCIAL DEPARTMENT) to Chamber.

No. 1266-Com.—CALCUTTA, *6th April* 1915.

I am directed to forward for information the accompanying copy of a letter from the Government of India, Department of Commerce and Industry, No. 2395-2400-122, dated the 16th March 1915, and of its enclosures, regarding the promotion of Indian commercial interests in France through the agency of the Australian Section of the British Chamber of Commerce in Paris, and to request that this Government may be favoured at an early date with the opinion of your Chamber on the aspects of the proposals detailed in the letter of the Government of India.

No. 2395-2400-122.—SIMLA, *16th March* 1915.

From—The Under-Secretary to the Government of India, Department of Commerce and Industry,

To—The Secretary to the Government of Bengal, Financial Department.

I am directed to forward the accompanying copy of a despatch No. 103-Revenue, dated the 24th July 1914, and of its enclosures, received from His Majesty's Secretary of State for India, regarding certain proposals made by the Australian Section of the British Chamber of Commerce in Paris, for the promotion of Indian commercial interests in France through the agency of that Chamber. I am to request that, with the permission of His Excellency the Governor in Council, the local Chambers of Commerce may be consulted on the following aspects of the proposals, *viz.*, (1) whether any, and if so what, benefit can be anticipated from the scheme under war conditions and (2) what advantages Indian trade may be expected to gain from it under normal conditions; and that the views of the Chambers may be submitted for the information of the Government of India, with the view of the Local Government.

INDIA OFFICE, LONDON, *24th July 1914.*

Revenue.
No. 103.

TO HIS EXCELLENCY THE RIGHT HONOURABLE THE GOVERNOR-GENERAL OF INDIA IN COUNCIL.

MY LORD,

I forward for the consideration of Your Excellency's Government a copy of a letter* from the Chairman of the Australian Section of the British Chamber of Commerce in Paris, submitting proposals for the promotion of Indian commercial interests in France through the agency of that Chamber, with a copy of the reply† that I have caused to be sent to Sir John Pilter. I shall be glad to learn the views of Your Excellency's Government on the proposal.

The British Chamber of Commerce in Paris, and Indian commercial interests in France.

* Dated 22th April 1914.
† Dated 22nd July 1914.

2. I enclose a copy of a letter‡ from the Official Secretary in Great Britain of the Commonwealth of Australia, on the subject of the arrangements in force between the Commonwealth and the British Chamber in Paris.

‡ Dated 26th June 1914.

I have the honour to be,
My Lord,
Your Lordship's most obedient humble Servant,
(Sd.) CREWE.

ENCLOSURES.

ENCLOSURE No. 1 :—*Chairman, Australian Section, British Chamber of Commerce, Paris, to India Office.*

9, RUE DES PYRAMIDES.
25th April 1914.

SIR,

Referring to the visit I had the honour of paying to you on the 3rd of this month in regard to the services which the British Chamber of Commerce in Paris could render to the Empire of India by making known Indian products on the French markets and generally fostering Indian commercial interests in France. I enclose a summarized statement of the work the Chamber could undertake.

I am proud to say that our Chamber's effort for the development of trade between Australia and France were particularly alluded to by His Majesty the King, in the following terms, when receiving the Board of our Chamber on 22nd April :—

"I am gratified that the Chamber of Commerce should also recall my efforts to stimulate commercial activity from an Imperial point of view, and I congratulate that body upon the success achieved in promoting trade relations between France and my Over-seas Dominions."

You are good enough to say during our interview that Mr. W. H. Clark, Member for Commerce and Industry of the Viceroy's Council, would arrive immediately in London, and I should be pleased to come over to discuss this subject at any time convenient to yourself and Mr. Clark, unless the latter gentleman would prefer to pay a visit to Paris and examine personally the working of our Australian department.

I may add that our Chamber is an incorporated body under special license from the Board of Trade, entirely composed of British subjects, under its Memorandum of Association, and that no pecuniary benefit can be distributed amongst any of its members—the object of the Chamber being solely that of advancing British commercial interests in France. I hope, therefore, that your department will see their way to avail themselves of the services we are able and anxious to render, and remain Sir,

Your obedient Servant,
JOHN PILTER,
Chairman of the Australian Section.

The UNDER-SECRETARY of State for India.

ANNEX :—

MEMORANDUM.

PROPOSED REPRESENTATION OF INDIA.

25th April 1914.

At the commencement of 1913 our Chamber was appointed Official Representative in France of the Commonwealth of Australia, and devoted a special portion of its premises and a special staff to the work of this representation. The results as regards the development of trade between Australia and France have already been most satisfactory, as will be observed from the gracious reference of His Majesty the King mentioned in the accompanying letter.

The enquiries received from French houses for Australian produce are continually increasing, and side by side with these we also receive enquiries for Indian

produce, French buyers evidently considering that we are exceptionally well-situated to act in this capacity for all the great Over-sea Dominions, and appreciating the facilities for information offered by our organisation. It has, therefore, seemed to us that it would be extremely practicable for us to represent the Government of India in the same way and at the same time as the Commonwealth of Australia. So far from the interests of the two great Dominions clashing in any way, their respective geographical positions oblige them to produce widely differing articles; the two representations would be mutually helpful and would enable us to render increased services to both Dominions.

Our Chamber is, in fact, particularly qualified to render services of this kind in France, both by its 40 years' experience in this country and by its equipment for supplying information of every kind regarding France, while by the terms of its license from the Board of Trade, it is debarred from making any profit and has no individual interest to serve.

We, therefore, venture to suggest that our Chamber be appointed Official Commercial Representative of British India (the post we already hold under the Commonwealth of Australia), and we would briefly outline the following list of services that we could render :—

1. Communication of all matters interesting Franco-Indian trade to the proper Government department in London ;
2. Supply of information to Indian exporters and French buyers ;
3. Judicious advertising, if deemed necessary, for the popularising of Indian produce in France ;
4. Commercial Museum or show-room of Indian produce open to the inspection of French buyers ;
5. Visa of French export documents for India (if the India Office desire us to perform such service) ;
6. Preparing the ground for possible negotiations with a view to an arrangement, which would place all or a portion of Indian produce under the French Minimum Tariff, or "most favoured nation" treatment.

We append further details regarding each of the suggested services.

1. *Communications for the India Office.*—We think it is hardly necessary to enlarge upon the usefulness to the Government of India of possessing its own accredited representative in France, who could supply information upon every subject desired by the Government ; could inform Indian shippers how to declare their goods for French Customs ; enable them to avoid any Customs difficulties, and could, by personal communication with the French Administrations, remove such difficulties immediately they occur. Our services in this respect to Australia are much appreciated.

2. *Supply of Information.*—We should be at the entire disposal of firms in India when corresponding with or visiting France, and give them all details they require. The assistance of such an institution as our own is indispensable in view of the complications of the French Customs Tariff and the formalities which must be observed in order to avoid loss and fines.

We could also supply or undertake either through the department in London or direct to Indian houses (as may be desired) :—

Lists of suitable agents in France ;
References on the stability and credit of French buyers ;
Lists of buyers ;
Submission of samples of Indian produce to likely purchasers ;
Transmission of inquiries received from buyers of such produce ;
British Indian shippers and merchants when visiting France could, if required, be accompanied by a member of our staff.

3. *Advertising.*—The judicious use of newspaper publicity has been found most valuable in our Australian Representation and has elicited many demands for Australian produce. The volume of Franco-Indian trade is already large (Fr. 300,000,000 in 1912), but we believe that by drawing the attention of French houses to India's vast extent and potentialities, more could be done.

4. *Commercial Museum.*—A useful collection of samples of Indian produce, on the same lines as our Australian collection of exhibits, would have excellent results.

The collection should be renewed at proper intervals, and the best class of French buyers would be regularly advised and asked to call. In connection with this commercial museum, a bureau for information relating to India would be organised.

5. *Visa of Export Documents.*—We believe that the number of documents requiring visa for export to British India is extremely small (if any), but should the India Office desire us to undertake such a duty, this could be arranged.

6. *Preparing the ground for a possible France-Indian Commercial Arrangement.*—The Chamber's constant connection and close touch with the various departments of the French Government would undoubtedly be most useful, should the Government of India deem it advisable at some future date to negotiate for the application of the French Minimum tariff to all the important articles of Indian export. (At the present time only tea coffee, and spices so benefit). Our Chamber took a prominent part in the movement which ultimately resulted in the Franco-Canadian Commercial Convention of 1907, and we are conducting a similar movement for Australia. Members of the Canadian Government have testified on several occasions to the Chamber's usefulness in this connection. The experience gained in our long correspondence and numerous interviews with French Ministers and Governmental departments, at the time of the Tariff Revision of 1910, would also be of obvious value in negotiations of this nature.

The present moment would be especially propitious as the French Minister of Commerce has asked the French Chamber of Commerce to advise him as to the desirability of closer commercial relations with the British Colonies.

7. *Probable Expense.*—The expenses of representation would necessarily depend upon the scope of the services required by the India Office and the premises considered necessary. From the Australian Government for the services rendered we receive a sum of 1,000*l.*, the Commonwealth Government being so satisfied with the way in which we have organised their representation, that they have already added two special grants to their original annual subvention.

For the Committee,

JOHN PILTER,
Chairman of the Australian Section.

BRITISH CHAMBER OF COMMERCE, PARIS.

ENCLOSURE No. 2:—*India Office to Chairman, Australian Section, British Chamber of Commerce, Paris.*

R. and S. 2594. *22nd July 1914.*

SIR,

In continuation of the letter from this Office, R. and S. 2111, of the 4th June last, I am directed by the Secretary of State for India in Council to inform you that your letter of the 25th April, on the subject of the proposal to utilise the services of your Chamber for the promotion of India commercial interests in France, has been referred to the Government of India, and that until their views are received His Lordship does not consider that the proposal could with advantage be discussed at an interview.

I am to add that a further communication will be addressed to you when the Government of India have replied.

I am, &c.,

SIR JOHN PILTER, Kt. T. W. HOLDERNESS.

ENCLOSURE No. 3:—*High Commissioner for Australia to India Office.*

COMMONWEALTH OFFICES,
72, VICTORIA STREET, WESTMINSTER, LONDON, S. W.,
29th June 1914.

DEAR MR DRAKE,

In reply to your letter of the 27th instant, the arrangements concerning the representation of the Commonwealth Government at the British Chamber of Commerce in Paris are as follows:—

(1) The Chamber took premises so as to be able to give us certain accommodation and an exhibition of Australian products.

(2) Towards the cost of their having to take new premises, we pay the sum of 200*l.* per annum.
Then there is to pay 600*l.* per annum for the work that they have agreed to undertake on our behalf, *i.e.*, to promote a knowledge of Australia and Australian products, and to assist in the development of their Chamber under the presidency of Sir John Pilter, and they employ a clerk who attends to our Australian business.

Since they undertook this work enquiry has been steadily stimulated and the work gradually increases. We have had many trade enquiries, and we also find that the office is of great convenience to Australians who may be wanting information when travelling.

They also do a certain amount of press publicity, *i.e.*, getting paragraphs inserted in the French press concerning Australian matters.

Yours Faithfully,
R. MUIRHEAD COLLINS.

FRANCIS C. DRAKE, Esq.,
India Office.

From Chamber to all Members.

Circular No. 167—1915.—CALCUTTA, *20th April* 1915.

Promotion of Indian Commercial Interests in France.

I am directed to invite your attention to the foregoing papers detailing a scheme which has been put forward, by the British Chamber of Commerce in Paris, in this connection. The Committee will be glad if you will favour them at your earliest convenience with your views on the two questions raised by the Government of India in the letter dated 16th March 1915 to the Government of Bengal, namely:—

(1) whether any, and if so what, benefit can be anticipated from the scheme under war conditions; and

(2) what advantages Indian trade may be expected to gain from it under normal conditions.

From Chamber to Government of Bengal (FINANCIAL DEPARTMENT).

No. 1220—1915.—CALCUTTA, *28th May* 1915.

I am directed to acknowledge the receipt of your letter No. 1266-Com., dated 6th April 1915, forwarding copies of the marginally noted papers, on the subject of the promotion of Indian commercial interests in France, through the agency of the British Chamber of Commerce in Paris.

Letter No. 2395-2400-022, dated 16th March 1915, from the Government of India, Department of Commerce and Industry. (with enclosures).

2. The opinion of the Chamber is invited on a proposal that the Australian Section of the British Chamber should represent the Government of India in the same way, and to the same extent, as it represents the Commonwealth of Australia. The Committee gather from the papers that the British Chamber has been the official representative, in France, of Australia for the past two years. Acting in that capacity it has endeavoured to promote trade between the two countries; and the results are understood to have been entirely satisfactory. The Chairman of the Australian Section believes that equally satisfactory results would follow if it were empowered to represent India also; and in a memorandum, which is among the papers, he outlines the services which it might undertake.

The Government of India ask that the views of the Indian Chambers should be ascertained on the following aspects of these proposals, namely:—

(*a*) Whether any, and if so what, benefit can be anticipated from the scheme under war conditions; and

(*b*) What advantages Indian trade may be expected to gain from it under normal conditions.

3. In reply I am to say that the Committee of this Chamber have examined the scheme, and have consulted members with reference to it. They are disposed to regard it favourably, for they incline to the view that advantages would result from it when normal conditions are resumed. If this be so, there would hardly appear to be need for them to discuss it under both headings; for they feel that the existence of war conditions offers a useful opportunity of organising and starting the scheme. It is undeniable that of recent years the trade between India and the continent of Europe has been developed to a great extent by continental firms established in this country. There would appear to be no reason why this trade should not be transferred to British firms in India; and, so far as France is concerned, the present ought to be a good opportunity for a move to be made in this direction. The British Chamber might be able to afford material assistance to such firms in developing the demand in France for Indian raw products and manufactured articles. There must be many Indian commodities which do not at present find a market, or at most find a very limited market, in that country; and, for these, outlets might be found through the Chamber. And even in the case of commodities which are readily saleable in France, it might put sellers in India into touch with buyers additional to those with whom they now do business. The Chamber might also promote travel in India, by the French people, by the distribution of suitable information concerning this country.

4. Taking this view of the scheme the Committee would recommend that it should be seriously considered by the Government. The cost of maintaining it would be of course a charge on the revenues of India; and its management would be intimately connected with the Department of Commerce and Industry. There would be need to advertise its existence widely throughout India, so that Anglo-Indian firms might be induced to correspond with it direct on all matters concerning Franco-Indian trade. Possibly it would be preferable for India to establish a Bureau of her own in Paris, and to appoint her own representative. But as the offer of the existing machinery and organisation has been made, the Committee would be disposed to accept it in order that its value to India might be tested experimentally.

WEIGHTS AND MEASURES.

From British Society in the Argentine Republic to Chamber.

BUENOS AIRES, 18*th February* 1915.

At a meeting of the Committee of the British Society in the Argentine Republic, after a long discussion regarding the best methods to be adopted by British manufacturers to secure an extension of trade in these markets, it was unanimously decided that the most expeditious way to capture German trade in Latin America would be the introduction by Great Britain of the decimal and metrical systems.

This opinion has been confirmed by many of the largest merchants in the City and as a consequence, I am directed to inform you that the Committee of the British Society unanimously passed the following resolution:—

> "That in the interests of British commerce the Board of Trade be respectfully requested to consider the advisability of introducing the decimal and metrical systems, believing that the adoption of such systems will enable British manufacturers to complete much more favourably than they otherwise can do with their rivals in all foreign, and especially Latin American, markets."

Perhaps I may be allowed to add that from an intimate knowledge of the markets of South America and 27 years experience of trade in Argentina, I am convinced that it is impossible to overestimate the importance of this recommendation. The more influence that can be brought to bear on the Home Authorities the more quickly will this reform be carried out and as the matter is one in which the interests of British traders in all parts of the World are concerned the British Society in the Argentine Republic would view with great satisfaction any action which your Chamber might take to bring the necessity of the change prominently before the British Imperial Government.

We are also of the opinion that the introduction of the decimal and metrical systems will have a very beneficial effect upon education, which would be much simplified, and the time that would be saved to children not having to learn the present complicated systems could, with great advantage, be devoted to other subjects.

Hoping that your Chamber will decide to back up our request to the British Government.

From Chamber to British Society in the Argentine Republic.

No. 945—1915.—CALCUTTA, 23*rd April* 1915.

The decimal system and weights and measures.

I am directed to acknowledge the receipt of your letter dated 18th February 1915 regarding the best methods to be adopted by British manufacturers to secure an extension of trade in Latin-American markets.

2. You state that your Committee are of opinion that the introduction by Great Britain of the decimal system would enable the British manufacturers to compete much more favourably than they otherwise can do in these markets. And you asked that this Chamber should bring the necessity of the change prominently before the British Imperial Government.

3. In reply I am to say that, so far as India is concerned the question of the introduction of the decimal system has been under discussion for many years. In 1871 the Government of India passed an Act prescribing a unit of weight upon which the system of weights and measures was to be based. This unit was called a *ser*, and was a weight equal to the kilogramme. But it has been found to be impossible to enforce the Act, which has remained a dead letter. The weights and measures in use in India are very diversified, and to enforce any uniform system that might be prescribed would be a matter of great difficulty. The whole question has lately been under examination by a Committee specially appointed by the Government of India for the purpose. The report of this Committee will be published shortly, and until it has been received the Chamber would hesitate to express an opinion on the question which you raise. The Committee of the Chamber will however again discuss the question when they have the report before them.

HOLIDAYS, 1916.

From Chamber to all Members.

Circular No. 92—1916.—CALCUTTA, 9*th February* 1916.

Holidays—1916.

MEMO:—The following particulars relating to Public Holidays in Indian Ports, &c., during the year 1916 are circulated, under the orders of the Committee, for the information of members of the Bengal Chamber of Commerce.

HOLIDAYS IN BENGAL.

I.—Holidays declared by the Government of Bengal.

Official.

HOLIDAYS UNDER SECTION 25 OF THE NEGOTIABLE INSTRUMENTS ACT, XXVI OF 1881.

[*Extract page* 1965 *from the "Calcutta Gazette," Part I, of 1st December* 1915.]

NOTIFICATION.—No. 6610-Mis.

The 26th November 1915.—Under section 25 of the Negotiable Instruments Act, XXVI of 1881, the Governor in Council hereby declares the following days to be public holidays during the year 1916:—

February 8th	... Sri Panchami.
April 13th	... Chaitra Sankranti.
,, 22nd	... Easter Saturday.
,, 24th	... Easter Monday.
August 1st	... Id-ul-fitr.
,, 21st	... Janmastami.
September 26th	... Mahalaya.
October 3rd, 4th, 5th, 6th, 10th and 11th	... Durga and Lakshmi Pujas.
,, 26th and 27th	... Kali Puja.
November 4th	... Jagadhatri Puja.
,, 7th	... Muharram.
December 23rd	... The day preceding Christmas Eve which falls on a Sunday.
,, 26th and 27th	... The first and second days following Christmas.

(*a*) Sundays, New Year's day, Good Friday (21st April) and Christmas day are public holidays under the Act.

(*b*) Doljatra (19th March), Dasahara (11th June), Id-uz-zuha (8th October), Christmas Eve (24th December) and the last day of the year (31st December) fall on Sundays in the year 1916. They are public holidays under the Act and are therefore not included in the list of public holidays separately declared for 1916.

(*c*) The day which may be fixed for the celebration in India of the birthday of His Majesty the King-Emperor of India shall also be a public holiday and will be notified separately in due course.

No. 6611 Mis.—The 26th November 1915.—With reference to the above Notification the Governor in Council hereby notifies that on the following days during 1916, which are not declared to be "public holidays," the offices under the Government of Bengal and all Revenue and Ministerial Courts in Bengal, with the exception of the offices of the Collector of Customs, Shipping Master, the Registrar of Assurances, Calcutta, the Collector of Stamp Revenue Calcutta, and the Opium Sale Branch of Government, shall be, closed :—

*I.—Muhammadan Holidays.**

Fatiha Duwazdaham	On the 19th January, but if the moon be visible on the 6th January, then on the 18th January.
Muharram	On the 6th November.

II.—Hindu Holidays.

Sri Panchami	February.
Durga and Lakshmi Pujas ...	September 30th, October 1st (Sunday), 2nd, 7th, 8th, (Sunday) and 9th.
Jagadhatri Puja	November 5th (Sunday).

III.—Other Holidays.

The third, fourth and fifth days following Christmas day, *i.e.*, the 28th, 29th and 30th December.

* Muhammadan officers and employés in all Government offices and Magisterial Courts in Bengal, with the exception of the offices of the Collector of Customs, the Shipping Master, the Registrar of Assurances, Calcutta, the Collector of Stamp Revenue, Calcutta, and the Opium Sale branch of Government, may be allowed to absent themselves from office on the following days, in addition to the five days allowed by the above notifications :—

Muharram	3 days.
Akhiri Chahar Shamba	1 day.
Shabibarat	1 ,,
Id-ul-fitr	1 ,,
Id-uz-zuha	1 ,,
	7 days.

J. DONALD,
Secretary to the Government of Bengal.

COMMERCIAL.

II.—Holidays declared by the Bengal Chamber of Commerce.

HOLIDAYS UNDER CHARTER PARTIES AND SHIPPING ORDERS.

With reference to the above Notifications, the Committee of the Bengal Chamber of Commerce, empowered on that behalf by the Resolution passed at a General Meeting of the Chamber, held on the 5th December 1888, do hereby declare that the holidays specified below shall be the holidays during the year 1916, recognised by the Chamber under Charter Parties and Shipping Orders, as holidays according to the custom of the port :

1916.

Date.	*Holidays.*	*Days.*	*Number of days to be observed as holidays.*
January 1st ...	New Year's Day ...	Saturday ...	1 day.
February 8th ...	Sri Panchami ...	Tuesday ...	1 ,,
April 13th ...	Chariva Sankranti ...	Thursday ...	1 ,,
,, 21st ...	Good Friday ...	Friday ...	1 ,,
,, 22nd ...	Easter Saturday ...	Saturday ...	1 ,,
,, 24th ...	Easter Monday ...	Monday ...	1 ,,
October 3rd, 4th, 5th ...	Durga Puja ...	Tuesday, Wednesday, Thursday ...	3 days.
,, 10th ...	Lakhmi Puja ...	Tuesday ...	1 day.
,, 27th ...	Kali Puja ...	Friday ...	1 ,,
November 4th ...	Jagadhatri Puja ...	Saturday ...	1 ,,
December 23rd ...	The day preceding Christmas Eve ...	Saturday ...	1 ,,
,, 25th, ,, 26th ...	Christmas day and the day following.	Monday, Tuesday ...	2 days.

The day which may be fixed by the Government of India for the observance of His Majesty the King-Emperor's birthday will also be a holiday.

N. B.—All Sundays are holidays.

By Order of the Committee,
H. M. HAYWOOD,
Secretary.

SMALL CAUSE COURT HOLIDAYS.

The following list of Holidays, to be observed in the year 1916 as holidays in the Court of Small Causes of Calcutta, has been drawn up with the approval of the Local Government and is

published in accordance with the provision of Section 92 of Act XV of 1882 (Presidency Small Cause Courts Act):—

Names of holidays.	English date.	Bengali date.	Days of the week.	Number of days.
		1322.		
New Year's day ...	January 1st ...	Pous 16th ...	Saturday ...	1
Fatiha Duwazdaham ...	,, 19th ...	Magh 5th ...	Wednesday ...	1
Sri Panchami ...	February 8th and 9th.	,, 25th and 26th.	Tuesday and Wednesday.	2
Shiva Ratri ...	March 3rd ...	Falgun 20th ...	Friday ...	1
Chaitra Sankranti ...	April 13th ...	Chaitra 31st ...	Thursday ...	1
		1323.		
Good Friday ...	April 21st ...	Baisakh 8th ...	Friday ...	1
Easter Saturday ...	,, 22nd ...	,, 9th ...	Saturday ...	1
Easter Monday ...	,, 24th ...	,, 11th ...	Monday ...	1
Shab-i-Barat ...	June 10th ...	Ashar 2nd ...	Friday ...	1
King-Emperor's Birthday.	The day which will be fixed for the celebration in India of the King-Emperor's Birthday will be notified hereafter.			1
Id-ul-Fitar ...	July 31st and August 1st.	Sraban 15th and 16th.	Monday and Tuesday.	2
Janmashtami ...	August 21st ...	Bhadra 5th ...	Monday ...	1
Dassera vacation (including Mahalaya, Durga Puja, Id-uz-Zoha, Lakshmi and Kali Puja and Bhratriditya).	September 28th to November 2nd.	Aswin 10th to Kartick 19th.	Tuesday to Thursday.	38
Moharram	November 3rd to 7th.	Kartick 17th to 21st.	Friday to Tuesday.	5
Christmas holidays ...	December 23rd to 30th.	Pous 8th to 15th	Saturday to Saturday.	8
				65

T. THORNHILL,
A. F. M. ABDUR RAHMAN,
C. D. PANIOTY,
F. K. DOBBIN,
B. C. MITRA,
J. C. GUPTA,
Judges, Court of Small Causes, Calcutta.

COURT OF SMALL CAUSES,
Calcutta, the 13th January 1916.

HOLIDAYS IN ASSAM.

Extract, page 2561, *from the Assam Gazette Part II, dated 8th December* 1915.

LIST OF HOLIDAYS FOR THE YEAR 1916.

The 7th December 1915.

No. 7573-G.—Under section 25 of the Negotiable Instruments Act, XXVI of 1881, the Chief Commissioner hereby declares the following days to be public holidays during the year 1916:—

February 8th	...	Sri Panchami.
April 13th ...	...	Chaitra Sankranti.
,, 14th ...	...	First day of Baisak (Bahag Bihu).
,, 22nd ...	...	Easter Saturday.
,, 24th ...	...	Easter Monday.
August 1st ...	...	Id-ul-Fitr.
,, 21st ...	...	Janmastami.
September 29th	...	Mahalaya.
October 3rd, 4th, 5th, 6th, 10th and 11th	...	Durga and Lakshmi Pujas.
October 26th	...	Kali Puja
November 7th	...	Muharram.
December 23rd	...	The day preceding Christmas Eve which fallson a Sunday.
,, 26th and 27th	...	The first and second days following Christmas day.

(*a*) Sundays, New Year's Day, Good Friday (21st April) and Christmas Day are public holidays under the Act.

(*b*) Doljatra (19th March), Id-uz-Zuha (8th October), Christmas Eve (24th December) and the last day of the year fall on Sunday in the year 1916. They are public holidays under the Act, and are therefore not included in the list of public holidays separately declared for 1916.

(*c*) The day which may be fixed for the celebration in India of the birthday of His Majesty the King-Emperor of India, shall also be a public holiday and will be notified separately in due course.

The 7th December 1915.

No. 7574-G.—With reference to the above notification the Chief Commissioner hereby notifies that on the following days during 1916, which are not declared to be "public holidays" the offices under this Administration and all Revenue and Magisterial Courts in Assam shall be closed:—

*I.—Muhammadan Holidays.**

Fatiha Duwazdaham	... ...	On the 19th January, but if the moon be visible on the 6th January, then on the 18th January.
Shab-i-Barat	... ...	On the 10th June, but if the moon be visible on the 1st June, then on the 15th June.
Muharram	... ...	On the 5th and the 6th November.

* Muhammadan Officers and employés in all Government offices and all Revenue and Magisterial Courts in Assam may be allowed to absent themselves from office on the following days in addition to the seven days allowed by the above notifications:—

Muharram	...	...	...	2 days.
Akhiri Chuhar Shamba	...	...	...	1 day.
Id-ul-Fitr	...	...	...	1 ,,
Id-ul-Zuha	...	...	...	1 ,,
				5 days.

(*a*) First-day of bright fortnight in Baisak. (*b*) Fifth-day of dark fortnight in Bhadra. (*c*) Second-day of bright fortnight in Bhadra.

A. W. BOTHAM,
Second Secretary to the Chief Commissioner of Assam.

II.—Hindu Holidays.

Sri Panchami ...	February 9th.
Tithi (day of demise) of Deb Damodar (*a*)	May 3rd (to be observed only in the Assam Valley except Goalpara and the Garo Hills).
Tithi (anniversary day) of Sri Madhab Deb (*b*).	August 17th (to be observed only in the Assam Valley Districts except the Garo Hills).
Tithi (anniversary day) of Sri Sankar Deb (*c*).	August 20th (to be observed only in the Assam Valley Districts except the Garo Hills).
Durga and Lakshmi Pujas	September 30th, October 1st (Sunday), 2nd, 7th 8th (Sunday) and 9th.
Kali Puja	October 27th.
Jagadhatri, Puja	November 4th (to be observed only in the Surma Valley and Hill Districts and in Goalpara and the Garo Hills).

III.—Other Holidays.

The 3rd, 4th and 5th days following Christmas day, *i.e.*, the 28th, 29th and 30th December.

The 7th December 1915.

No. 7575-G.—The following day will be observed as a Brahmo Holiday in all Districts under this Administration :—

Maghotsav ... ... January 25th.

HOLIDAYS IN BIHAR AND ORISSA.

[*Extract from the Bihar and Orissa Gazette, Part II, dated 1st December 1915.*]

NOTIFICATION.

The 28th November 1915.

No. 886-A.-T.—Under section 25 of the Negotiable Instruments Act, 1881 (Act XXVI of 1881), the Lieutenant-Governor in Council hereby declares the following days to be public holidays during the year 1916 :—

Basant Panchami	February 8th.
Holi	March 18th.
Ram Nawami	April 12th.
Chaitra Sankranti	April 13th.
Easter Saturday	April 22nd.
Easter Monday	April 24th.
Janmastami	August 21st.
Mahalaya	September 27th.
Dasahara	October 3rd, 4th, 5th, 6th and 10th.
Diwali	October 26th.
Moharram	November 7th, but if the moon be visible on the 27th October then on November 6th.
First and second days following Christmas	December 26th and 27th.

(*a*) Sundays, New Year's Day, Good Friday (21st April) and Christmas Day are public holidays under the Act.

(*b*) The day which may be fixed for the celebration in India of the Birthday of His Majesty the King-Emperor of India shall also be a public holiday and will be notified separately in due course.

(*c*) Ganga Dasahara (11th June), Christmas Eve (24th December) and the last day of the year fall on Sunday. They are public holidays under the Act and are therefore not included in the list of public holidays separately declared for 1916.

The 28th November 1915.

No. 389-A.-T.—With reference to the above notification the Lieutenant-Governor in Council hereby notifies that on the following days during 1916 which are not declared to be "Public Holidays", the offices under the Government of Bihar and Orissa and all Revenue and Magisterial Courts in Bihar and Orissa shall be closed :—

*I.—Muhammadan Holidays.**

Fatiha Duwazdahaam ...	January 18th, but if the moon be visible on the 7th January then on January. 19th.
Id-ul-Fitr	August 1st, but if the moon be visible on the 1st August then on August 2nd.
Muharram	November 6th, but if the moon be visible on the 27th October then on November 5th, which being a Sunday is a public holiday under the Act.

The Id-uz-Zuha falls on October 8th, but if the moon be visible on 29th September then on October 9th. The first of these two days in a public holiday under the Act being a Sunday, and the second is notified below as a Hindu holiday; they are not therefore shown separately as Muhammadan holidays.

II Hindu Holidays.

Falgun Shivaratri	March 2nd.
Dasahara	September 30th, October 2nd, 7th, 9th and 11th.
Diwali	October 27th.
Diwat Puja	October 28th.
Chhath	November 1st.

The second day of Holi (March 19th) and two of the Dasahara holidays (October 1st and 8th) being Sundays are not separately notified.

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*Muhammadan Officers and employés in all Government offices and Magisterial Courts in Bihar and Orissa may be allowed to absent themselves from office on the following days in addition to the three days allowed by the above notification :—

Muharram	3 days.
Akhiri Chahar Shamba	1 day.
Shabibarat	1 ,,
Id-ul-Fitr	1 ,,
Id-uz-Zuha	1 ,,
	7 days.

III Other Holidays.

The third, fourth and fifth days following Christmas day, *i.e.*, December 28th, 29th and 30th.

HOLIDAYS IN CHITTAGONG.

Holidays declared by the Chittagong Chamber of Commerce to be observed during the year 1916.

Holidays.	Date.	Days of Week.	Number of days to be observed.
New Year's Day ...	January 1st ...	Saturday ...	1 day
Sri Panchami ...	Februar 8th ...	Tuesday ...	1 ,,
Chaitra Sankranti ...	April 13th ...	Thursday ...	1 ,,
Good Friday ...	,, 21st ...	Friday ...	1 ,,
Easter Saturday ...	,, 22nd ...	Saturday ...	1 ,,
Easter Monday ...	,, 24th ...	Monday ...	1 ,,
Id-ul-fitr*...	August 1st ...	Tuesday ...	1 ,,
Durga Puja ...	October 3rd ...	Tuesday ...	4 days.
	,, 4th ...	Wednesday ...	
	,, 5th ...	Thursday ...	
	,, 6th ...	Friday ...	
Id-uz-Zoha*...	,, 8th ...	Sunday ...	1 day.
Lakshmi Puja ...	,, 10th ...	Tuesday ...	1 ,,
Kali Puja ...	,, 27th ...	Friday ...	1 ,,
Jagadhatri Puja ...	November 4th ...	Saturday ...	1 ,,
The day preceding Christmas Eve ...	December 23rd ...	Saturday ...	1 ,,
Christmas Day ...	,, 25th ...	Monday ...	1 ,,
The first and second days following X'mas ...	,, 26th ...	Monday ...	2 days.
	,, 27th ...	Wednesday ...	

All Sundays are holidays.

* Subject to the appearance of the Moon.

The day which may be fixed by the Government of India for the observance of His Majesty the King-Emperor's birthday will also be a holiday.

CHITTAGONG,
The 11th December 1915.

A. R. LEISHMAN,
President.

HOLIDAYS IN BOMBAY.

Official.

Holidays declared by the Government of Bombay.

PUBLIC HOLIDAYS FOR THE YEAR 1916.

The following holidays are sanctioned by Government under Section 25 of Act (XXVI of 1881), entitled the "Negotiable Instruments' Act, 1881," including the New Year's Day (1st January), Good Friday (21st April), and Christmas Day (25th December), which are already specified as holidays under the above section :—

New Year ...	1st January	Saturday ...	1 day.
Barn Wafat...	18th January	Tuesday ...	1 ,,
Maha Shivratri	2nd March ...	Thursday ...	1 ,,
Jamshedi Navroz	21st March ...	Tuesday ...	1 ,,
Ramnavami	11th April ...	Tuesday ...	1 ,,
Good Friday	21st April ...	Friday ...	1 ,,
Easter Saturday and Monday ...	22nd & 24th April	Saturday & Monday	2 days.
Birthday of His Majesty The King-Emperor	Such day as may be fixed by the Governor-General in Council ...		1 day.
Ramzan Id ...	1st August ...	Tuesday ...	1 ,,
Gokal-Ashtami	21st August	Monday ...	1 ,,
Ganesh-Chaturthi and Samvat-Sari (Jain)	1st September	Friday ...	1 ,,
Parsi New Year	11th September	Monday ...	1 ,,
Khordadsal ...	16th September	Saturday ...	1 ,,
Dussera ...	6th October	Friday ...	1 ,,
Divali ...	25th, 26th & 27th October	Wednesday, Thursday & Friday ...	3 days.
Mohurrum ...	7th November	Tuesday ...	1 day.
Christmas ...	25th & 26th December	Monday & Tuesday	2 days.

Note.—No days are notified as holidays on account of Holi, Zarthost-no-Diso, Cocoanut Day, first day of Parsi New Year, Bakri-Id, day before Christmas Day and New Year's Eve, because these festivals fall on days which are already declared to be Holidays under the Section referred to above.

COMMERCIAL.

HOLIDAYS UNDER CHARTER-PARTIES FOR THE YEAR 1916.

In accordance with the Resolution passed at a General Meeting of the Chamber of Commerce held on the 22nd July 1881, the Committee of the Chamber beg to inform the public that the following days have been fixed by them to be holidays under Charter-Parties for the year 1916 :—

New Year ...	1st January...	Saturday ...	1 day.
Ramnavami...	11th April ...	Tuesday ...	1 ,,
Good Friday	21st April ...	Friday ...	1 ,,
Birthday of His Majesty The King-Emperor	Such day as may be fixed by the Governor-General in Council ...		1 ,,
Gokal-Ashtami	21st August	Monday ...	1 ,,
Ganesh-Chaturthi and Samvat-Sari (Jain)	1st September	Friday ...	1 ,,
Dussera ...	6th October	Friday ...	1 ,,
Divali ...	26th October	Thursday ...	1 ,,
Mohurrum ...	7th November	Tuesday ...	1 ,,
Christmas ...	25th December	Monday ...	1 ,,

By order of the Committee,
R. E. GREGOR-PEARSE,
Secretary.

BOMBAY, *3rd December* 1915.

HOLIDAYS IN MADRAS.

Holidays declared by the Government of Madras and accepted by the Madras Chamber of Commerce.

Official and Commercial Holidays, 1916.

[*Abstract from the "Fort St. George Gazette" dated the 14th December* 1915.]

Under Section 25 of the Negotiable Instruments Act (XXVI of 1881) His Excellency the Governor in Council has declared the following days to be Public Holidays in the year 1916:—

Pongul.—Thursday and Friday, the 13th and 14th January.
Bara Wafat.—Tuesday, the 18th January.
Mahasivarathri.—Thursday, the 2nd March.
Telugu New Year's Day.—Monday, the 3rd April.
Tamil New Year's Day.—Thursday, the 13th April
Easter.—Saturday to Monday, 22nd to 24th April (inclusive).
King-Emperor's Birthday.—One day, to be notified hereafter.
Ramzan.—Tuesday, the 1st August.
Sree Jayanthi.—Monday, the 21st August.
Vinayaka Chathurthi.—Friday, the 1st September.
Mahalaya Amavasai.—Tuesday, the 26th September.
Ayudha Pujah.—Thursday, the 5th October.
Deepavali.—Wednesday, the 25th October.
Muharram (last day).—Tuesday, the 7th November.
Christmas.—Tuesday and Wednesday, the 26th and 27th, and Friday and Saturday, the 20th and 30th December.

N.B.—The following Holidays are already legalised by the Negotiable Instruments Act:—New Year's Day, Good Friday and Christmas Day.

CHAMBER OF COMMERCE, *Madras, 15th December* 1915. A. E. LAWSON, *Secretary.*

PUBLIC HOLIDAYS IN THE PUNJAB, 1916.

The following extract from the Punjab Government Gazette, dated November 26th 1915, *is republished for information.*

THE 22ND NOVEMBER 1915.

No. 1550.—*Notification.*—It is hereby notified that the holidays to be observed in public offices under the Punjab Government during the year 1916, which are specified in the schedule hereto annexed, are public holidays within the meaning of section 25 of Negotiable Instruments Act, XXVI of 1881. These holidays should be given to all Government servants, subject to the single condition that it should be open to the head of an office to stop a holiday notified under the Act in the case of any individual guilty of idleness or inattention to duty, unless the day in question is deemed specially sacred by the members of the religion which the offender professes.

2. In addition to the holidays specified in schedule all Government offices will be closed from Thursday, the 28th, to Saturday, the 30th December 1916.

Local holidays are given on—

Hola Mohalla.—Monday 20th March 1916.

Guru Nanak's birthday,—9th November 1916.

Guru Gobind Singh's birthday,—11th January and 31st December 1916.

These local holidays are confined to the districts of Amballa, Ludhiana, Jullundur, Hoshiarpur, Ferozepore, Lahore, Amritsar, Gurdaspur, Sialkot, Gujranwala and Lyallpur. Guru Nanak's birthday is also allowed in the Rawalpindi District, and Guru Nanak and Guru Gobind Singh's birthdays in the Montgomery District.

3. Local holidays for great festivals or fairs peculiar to particular places may be granted at the discretion of heads of offices, provided always that there are no arrears of work. The maximum number of such holidays that may be given by district officers is seven. This number should not be exceeded, and district officers should report to Commissioners before the beginning of the year the holidays proposed for their districts, and should fix them after the sanction of the Commissioner to the proposals has been obtained. Heads of offices may also, subject to the condition that there are no arrears of work, permit the last Saturday of every month to be observed as a holiday in the English and Vernacular Offices. In such cases all establishments should be allowed, subject to the condition laid down in the case of public holidays, under the Negotiable Instruments Act, to take full advantage of the holiday.

4. This notification does not apply to holidays to be observed in Civil Courts.

List of holidays for Public Offices during the year 1916.

Names of holidays.	Date on which they fall.	Day or days of the week.	No. of days.	Remarks
General holidays.				
All Sundays	.....	.....	52	
Proclamation Day	1st January ...	Saturday ...	1	
*King-Emperor's Birthday.	.....	.....	1	
Christian holidays.				
Easter holidays ...	21st, 22nd, 23rd and 24th April.	Friday, Saturday, Sunday & Monday.	3	(4 days including Sunday.)
Christmas Vacation ...	23rd to 27th and 31st December.	Saturday to Wednesday and Sunday.	5	(6 days including Sunday.)
Hindu holidays.				
Basant Panchmi ...	8th February ...	Tuesday ...	1	
Shevratri	2nd March ...	Thursday ...	1	
Holi	18th and 19th March.	Saturday & Sunday.	1	(2 days including Sunday.)
Baisakhi	12th April ...	Wednesday ...	1	
Salono	15th August ...	Sunday ...	1	
Janam Ashtmi ...	21st August ...	Monday ...	1	
Dussehra	3rd to 6th Oct. ber	Tuesday to Friday	4	
Divali	26th October ...	Thursday ...	1	
Muhammadan holidays.				
Bara Wafat	18th January ...	Tuesday ...	1	
Shabrat	16th June ...	Friday ...	1	
Id-ul-Fitr	1st August ...	Tuesday ...	1	Subject to the appearance of the moon.
Id-ul-Zuha	7th October ...	Saturday ...	1	Do. do.
Muharram	5th, 6th and 7th November.	Sunday, Monday and Tuesday.	2	(3 days including Sunday). Subject to the appearance of the moon.

*Note.—The day fixed for the celebration of the King-Emperor's Birthday will be notified separately hereafter.

Delhi Piece Goods Association, *Delhi, 7th December 1915.*

J. RENTON DENNING, *Secretary.*

HOLIDAYS IN SINDH.

Official.

I.—Public Holidays for the year 1916.

The Committee of the Karachi Chamber of Commerce do hereby declare that the Holidays specified below shall be the Holidays during the year 1916.

Sanctioned by Government under Section 25 of Act XXVI of 1881, entitled the Negotiable Instruments Act, 1881.

New Year ...	... 1st January	... Saturday ...	... 1 day.
Bara Wafat ...	... 18th January	... Tuesday ...	... 1 ,,
Maha Shivratri	... 2nd March	... Thursday ...	... 1 ,,
Holi ...	... 20th March	... Monday ...	... 1 ,,
Jamshedi Nowroz	... 21st March	... Tuesday ...	... 1 ,,
Cheticband	... 4th April	... Tuesday ...	... 1 ,,
Easter	... 21st, 22nd, & 24th April	Friday, Saturday and Monday.	3 days.
Birthday of His Majesty the King-Emperor	... Such day as may be fixed hereafter	...	... 1 day.
Ramzan Id	... 1st August	... Tuesday ...	... 1 ,,
Gokal Ashtami	... 21st August	... Monday ...	... 1 ,,
Ganesh Chaturthi	... 1st September	... Friday ...	... 1 ,,
Parsi New Year	... 11th September	... Monday ...	... 1 ,,
Khurdad Sal	... 16th September	... Saturday ...	... 1 ,,
Dasara ...	... 6th October	... Friday ...	... 1 ,,
Divali ...	... 26th & 27th October	... Thursday & Friday	... 2 days.
Moharram	... 7th November	... Tuesday ...	... 1 day.
Guru Nanak's Birthday	... 9th November	... Thursday ...	... 1 ,,
Christmas ...	... 25th & 26th December	... Monday & Tuesday	... 2 days.

Note.—No days are notified as holidays on account of Zarthost-no-Diso (18th June), Cocoanut Day (13th August), the first day of the Parsi New Year (10th September), Bakri Id (8th October), Christmas Eve (24th December) and New Year's Eve (31st December), because each of these festivals falls on a Sunday, which is already a holiday under the section referred to above.

Charter-Party Holidays for 1916.

(Recognised by the Chamber under Charter-Parties and Shipping Orders according to the Custom of the Port.).

New Year ...	... 1st January	... Saturday ...	... 1 day.
Holi ...	... 20th March ...	... Monday ...	... 1 ,,
Good Friday	... 21st April ...	... Friday ...	... 1 ,,
Birthday of His Majesty the King-Emperor	... Such day as may be fixed hereafter	...	... 1 ,,
Ramzan Id ...	... 1st August	... Tuesday ...	... 1 ,,
Dasara ...	... 6th October	... Friday ...	... 1 ,,
Bakri Id ...	... 9th October	... Monday ...	... 1 ,,
Divali ...	... 26th October	... Thursday ...	... 1 ,,
Moharram ...	... 7th November	... Tuesday ...	... 1 ,,
Christmas Day	... 25th December	... Monday ...	... 1 ,,

By Order of the Committee, The Chamber Buildings, *Karachi, 17th December 1915.*

E. L. ROGERS, *Secretary.*

HOLIDAYS IN BURMA.

GENERAL DEPARTMENT.

NOTIFICATIONS.

Dated Rangoon, the 3rd November 1915.

No. 317.—The Lieutenant-Governor declares the days mentioned in the following table to be public holidays during the year 1916 for the purpose of the Negotiable Instruments, Act, 1881, in addition to the days mentioned in section 25 of the Act, namely, Sundays, the 1st January, the 21st April (Good Friday) and the 25th December (Christmas Day) :—

Holiday.	Date.	No. of days.	Day of week.
1	2	3	4
Chinese new year ...	3rd February ...	1	Thursday.
Full Moon of Tabaung ...	18th March ...	1	Saturday.
Day after Good Friday ...	22nd April ...	1	Saturday.
Easter Monday ...	24th April ...	1	Monday.
King-Emperor's birthday	*	1	*
Beginning of Buddhist Lent	14th and 15th July ...	2	Friday and Saturday.
Bakr-id	†	...	†
End of Buddhist Lent ...	10th, 11th October ...	2	Tuesday and Wednesday.
Diwali	26th October ...	1	Thursday.
Tazaungdaing ...	8th and 9th November	2	Wednesday and Thursday.
Christmas Vacation ...	23rd, 26th and 27th December ...	3	Saturday, Tuesday and Wednesday.

*The day which may be fixed for the celebration of the King-Emperor's birthday will be notified separately in due course.

†The Bakr-id falls on the 8th October 1916, which being a Sunday is not included. If, however, the new moon is not visible on the 28th September 1916, the festival will fall on the 9th October 1916, which will in that case be a public holiday.

By order,

W. F. RICE,

Chief Secretary to the Government of Burma.

Dated Rangoon, the 12th November 1915.

No. 328.—The following list of holidays to be observed in the year 1916 in the public offices in Burma is published for general information in supersession of the list published in this Department Notification No. 316, dated the 3rd November 1915 :—

Holiday.	Date.	Number of days.	
		Arakan Division.	Other Divisions.
1	2	3	4
New Year	1st January	1	1
Chinese New Year ...	3rd February	1	1
Full Moon of Tabaung	17th and 18th March ...	2	2
Good Friday and the day following	21st and 22nd April ...	2	2
Easter Monday	24th April	1	1
Burmese New Year ...	13th, 14th and 15th April ...	...	3
Burmese New Year ...	13th to 22nd April ...	10	...
King-Emperor's Birthday ...	*	1	1
Beginning of Buddhist Lent ...	14th and 15th July ...	2	2
Bakr-id	†	...	...
End of Buddhist Lent ...	10th to 19th October	...	10
End of Buddhist Lent ...	10th to 12th October ...	3	...
Diwali	26th October	1	1
Tazaungdaing ...	8th and 9th November ...	2	2
Christmas Vacation ...	23rd to 30th December ...	8	8

*The day which may be fixed for the celebration of the King Emperor's birthday will be notified separately in due course.

†The Bakr-id falls on the 8th October 1916, which being a Sunday is not included. If, however, the new moon is not visible on the 28th September 1916, the festival will fall on the 9th October 1916, which will in that case be observed as a holiday.

By order,

W. F. RICE,

Chief Secretary to the Government of Burma.

II.—Holidays under Charter-Parties for the year 1916 sanctioned by the Burma Chamber of Commerce.

The following days will be recognised by the Burma Chamber of Commerce as holidays under Charter-Party during the year :—

Holiday.	Date.	Day of week.
Sundays	... ...	... ...
New Year's Day ...	1st January	Saturday.
Chinese New Year ...	3rd February	Thursday.
Full Moon of Tabaung ...	18th March	Saturday.
Good Friday	21st April	Friday.
Day after Good Friday ...	22nd April	Saturday.
Easter Monday	24th April	Monday.
King-Emperor's Birthday ...	(Will be notified by Government)	...
Beginning of Buddhist Lent	14th and 15th July ...	Friday and Saturday
Bakr-id	*	...
End of Buddist Lent ...	10th and 11th October ...	Tuesday and Wednesday.
Diwali	26th October	Thursday.
Tazaungdaing	8th and 9th November ...	Wednesday and Thursday.
Christmas Vacation ...	23rd, 26th, 26th and 27th December	Saturday, Monday, Tuesday and Wednesday.

*The Bakr-id falls on the 8th October, 1916, which being a Sunday is not included. If, however, the new moon is not visible on the 28th September, 1916, the festival will fall on the 9th October, 1916, which will in that case be a public holiday.

RANGOON, *8th December, 1915.*

C. A. CUTTRISS,

Secretary.

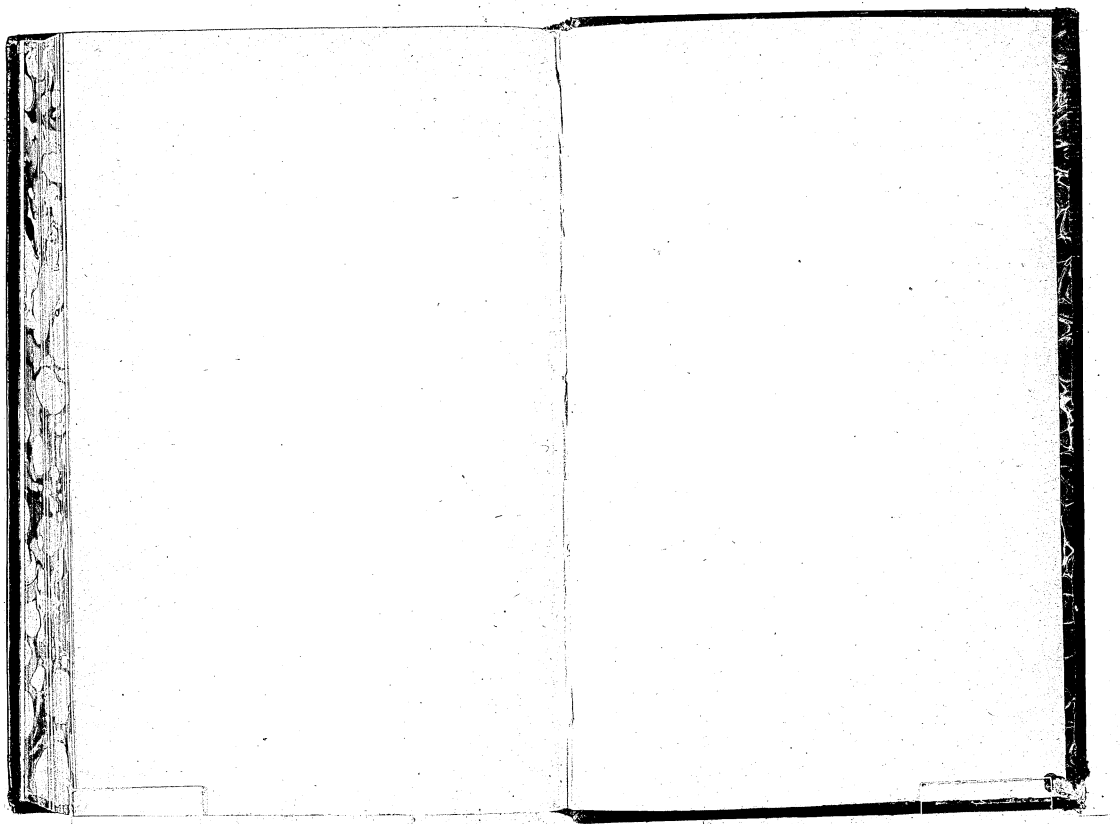
CEYLON CHAMBER OF COMMERCE.

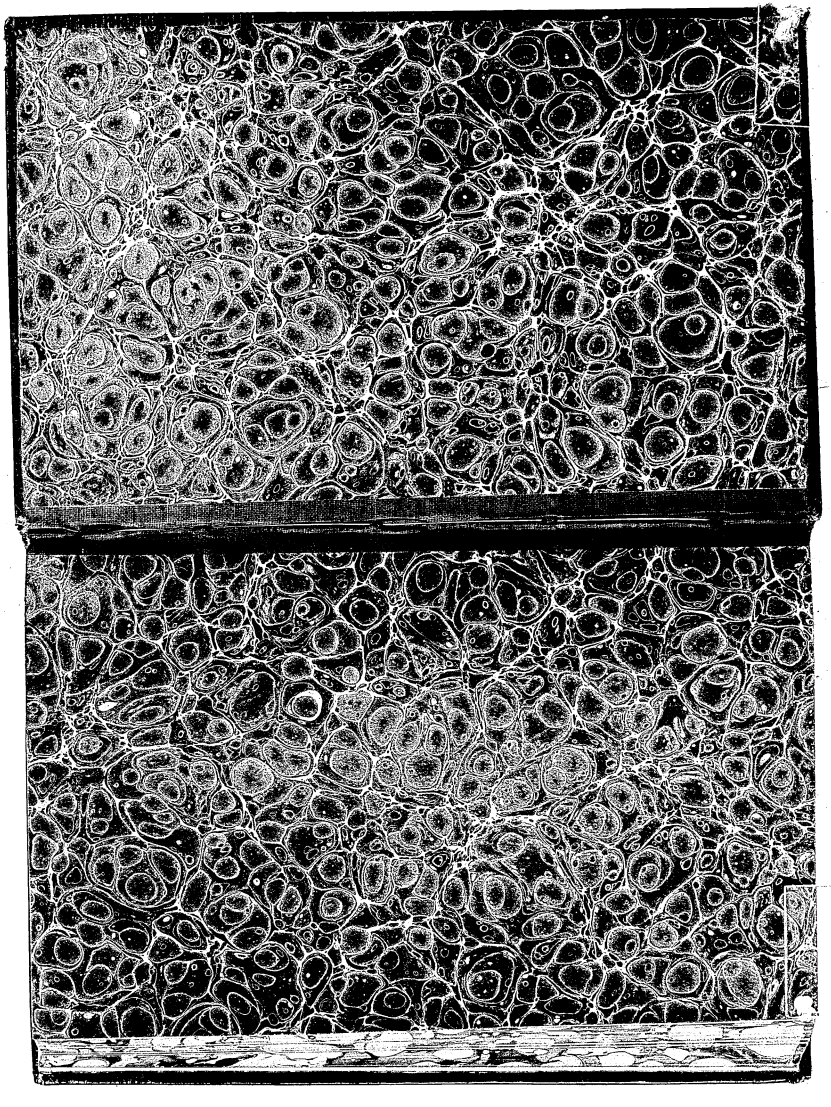
The following will be recognised as holidays for the year 1916.
(SUBJECT TO ALTERATION BY H. E. THE GOVERNOR.)

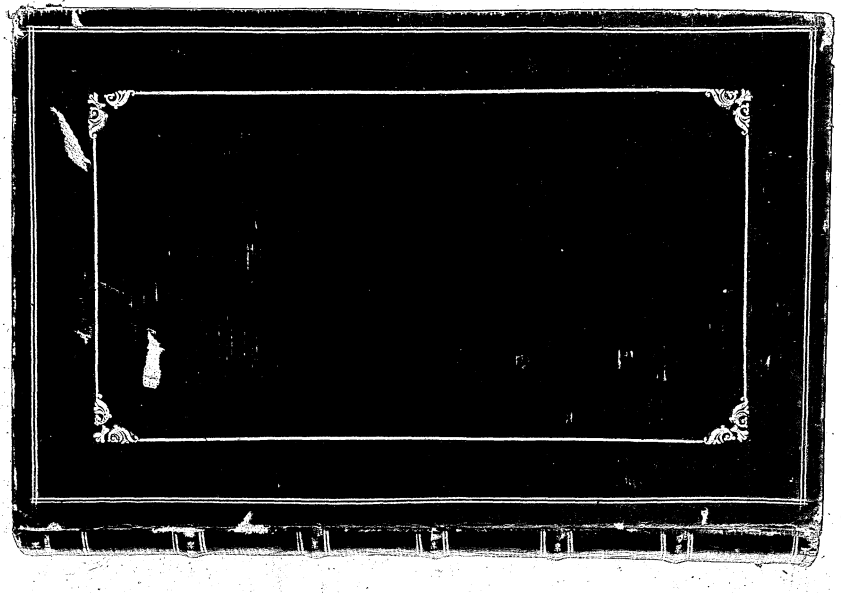
Public Holidays.	Bank Holidays.	Charter-Party Holidays.	Customs Holidays.
January 1 and 3, *New Year.* *(2nd being a Sunday.)*	January 1 and 3. *New Year.* *(2nd being a Sunday.)*	January 1, *New Year.*	January 1, *New Year.*
January 14, *Tamil Thai Pongal Day.*†	January 14, *Tamil Thai Pongal Day.*†	April 13, *Hindu New Year.*†	April 21, *Good Friday.*
March 8, *Ash Wednesday.*	April 21 to 25,* *Good Friday & Easter.*	April 21, *Good Friday.*	April 24, *Easter Monday.*
April 13, *Hindu New year.*†	May 17, *Buddhist Wesak.*†	April 24, *Easter Monday.*	June 3, *King's Birthday.*
April 21 to 25* *Good Friday & Easter.*	May 24, *Empire Day.*	May 17, *Buddhist Wesak.*†	December 25, *Christmas.*
May 6, *King's Accession.*	June 3, *King's Birthday.*	June 3, *King's Birthday.*	
May 17, *Buddhist Wesak.*†	July 1, *Special Holiday to Banks.*	October 9, *The Mohammedan Hadji Festival.*†	
May 24, *Empire Day.*	August 14, *Vide Festival.*† *(13th being a Sunday).*	December 25, *Christmas.*	
June 1, *Ascension Day.*	October 26, *Dipawali Festival.*†		
June 3, *King's Birthday.*	December 25 to 28,* *Christmas.* *(25th being a Sunday.)*		
June 23, *Prince of Wales' Birthday.*			
October 9, *The Mohammedan Hadji Festival.*†			
December 25 to 28* *Christmas.* *(25th being a Sunday.)*			

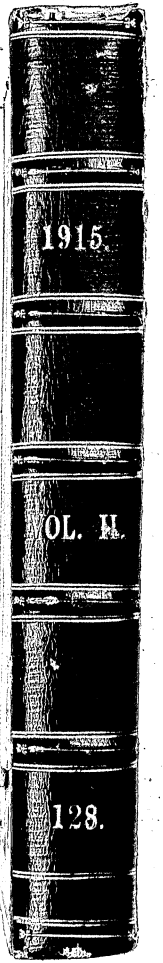
* Both days inclusive.
† The dates given for the Native Festivals are not definitely fixed. Timely notice regarding them will be found in "Government Gazette."

C. P. W.—4725—4-9-16—450.





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