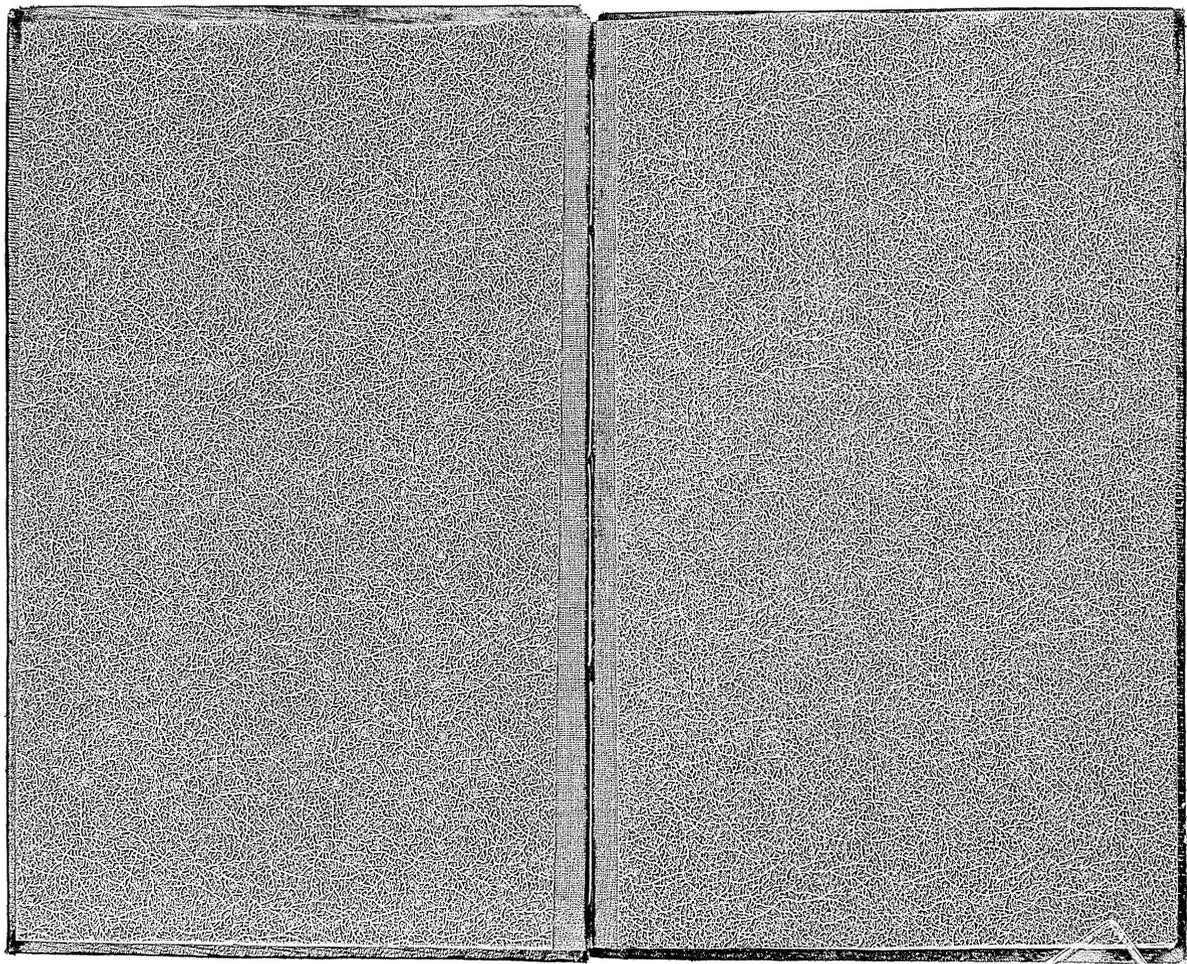
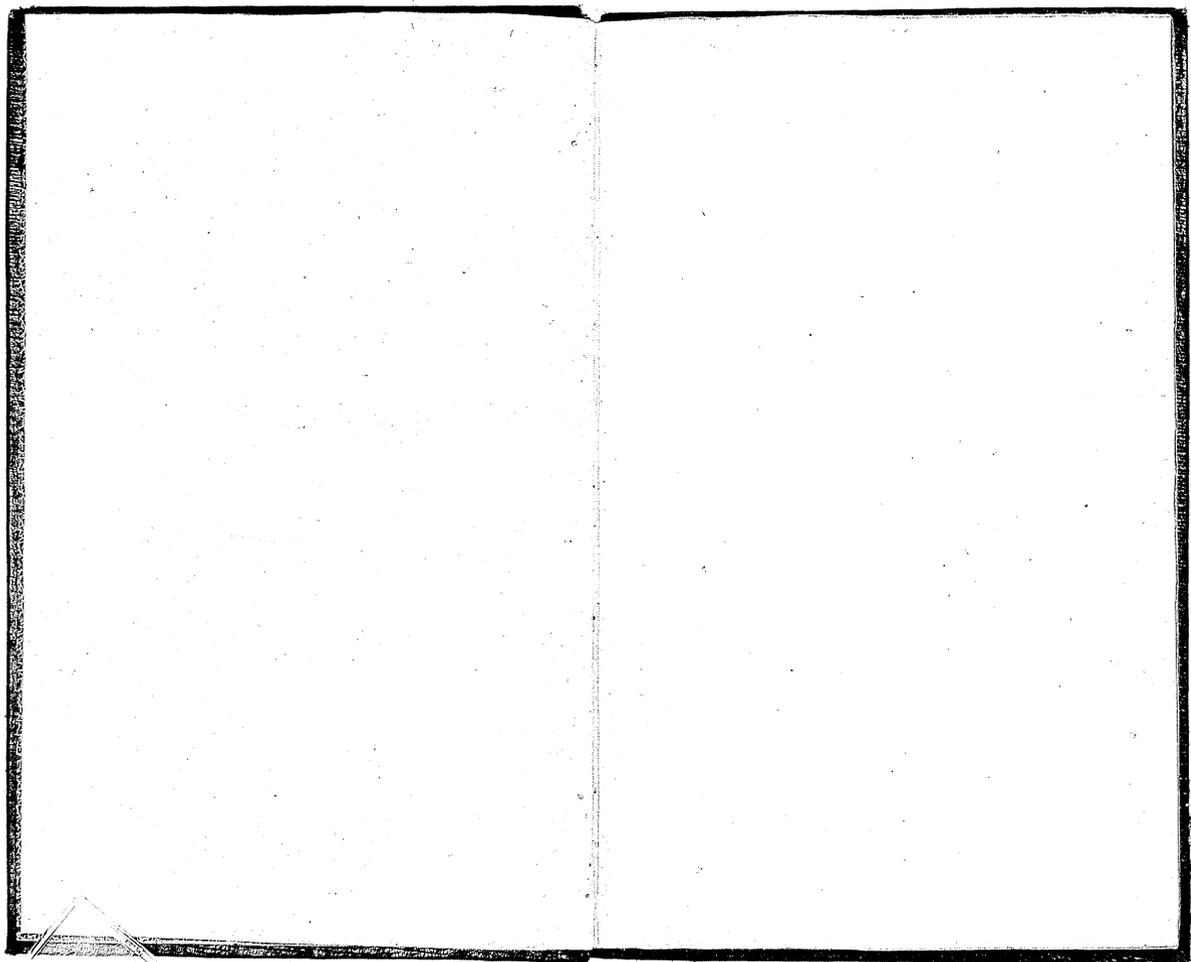


BENGAL CHAMBER OF COMMERCE
HALF-YEARLY REPORT
1st NOVEMBER 1854





Proceedings of a General Meeting of the Bengal Chamber of Commerce, held on Monday, the 27th of November 1854.

JAS. J. MACKENZIE, Esq., *President, in the Chair.*

THE Report of the Committee for the Half-year ended 31st October having been read, the following Resolutions were unanimously carried.

1.—That the Report now read be approved of, and that the thanks of the Chamber be given, to the Committee for their labors during the past Half-year.

2.—That, at all General Meetings of the Chamber, a majority of the Members, present at the meeting, be deemed sufficient for the despatch of ordinary business : but that the present majority of the Chamber prescribed by Rule VII. be still considered necessary to change any of its fundamental rules.

Mr. C. B. Skinner brought to the notice of the Meeting the question of prepayment of Foreign letters by stamps only, and the Committee was requested to address the Government on the subject of allowing the option of prepayment by stamps or by money.

3.—That Mr. A. Valette be elected a Member of the Chamber.

Thanks were voted to the Chairman, and the Meeting separated.

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

BENGAL CHAMBER OF COMMERCE.

HALF-YEARLY REPORT OF THE COMMITTEE.

The close of another six months imposes upon your Committee the duty of submitting, to the Chamber of Commerce, its Report for the half-year ending on the 31st October.

Various subjects, of deep interest to the Commercial body, have commanded the earnest attention of your Committee:—and the Correspondence, connected with them, is appended to this Report.

So far as is yet known to the public, the important questions of the further consideration of the Administrator General's functions and privileges—of the repeal of the Usury Laws—and of the prevention of Ship-burning—remain untouched by Government or the Legislative Council.

There is reason, however, to fear that the obnoxious Clauses in the Draft Act, for the regulation of the Office of Administrator General, will be retained under orders from the Court of Directors. Their retention is both unjust and impolitic;—unjust, as aiming to secure a monopoly to the Government Officer, to

Administrator
General's Act.

Usury Laws.
Ship-burning.

the exclusion and injury of private individuals: impolitic, as being powerless to prevent the habitual evasion of the Law.

Export Duties,
Duties on Cotton.

The questions of the abolition of the Export Duties, and of that levied on Cotton, imported from Native States in Upper India, across the Company's frontier, still remain in abeyance, no answer having been given by the Government of India to the representations referred to in your Committee's Report of May 1st of this year. The abolition of these duties, however, and the regulation of Transit duties in Native States, are subjects of so much importance, that your Committee will continue to urge them on the attention of Government.

Transit Duties.

On the other hand, your Committee is happy to report that the Government of Bengal has sanctioned the erection of the sheds on the Custom House Wharf, so much required, and that the Ghaut itself has been commenced upon. Some correspondence relating to those works will be found in Appendix A., which includes also a letter from the Chief Engineer to the Chamber, relative to further extension of Ghat Accommodation to the north of the Custom House, and the reply of your Committee, requesting information as to the feasibility of securing that by floating Wharves.*

Custom House,
Ghat, Wharf,
and Sheds.

River Moorings.

Appendix B. gives the Correspondence of your Committee with the Marine Department relative to an

* The two last documents are included, as completing the correspondence, although their dates are not within the Half-year ending 31st October.

extension of River Moorings. A plan for increased accommodation has been submitted by the Marine Authorities to Government; and the mooring of Ships in shore, from Baboo's Ghaut to Fort Point, during the freshes, has been sanctioned.

The Postal communication between this country and England, as conducted by the Peninsular and Oriental Steam Navigation Company, has long been a subject of serious complaint. It has been felt that that Company has not adapted its arrangements to meet the public convenience, and has failed in carrying out the provisions of the Admiralty contract as to the speed of the Mail Packets. That contract stipulates for an average speed of 10 knots per hour; and the Table of Sea-going Days is based on that rate. The remainder of the time, allowed for the transmission of the Mails, is devoted to stoppages at the different Coaling stations, and to the passage through Egypt. It is notorious that the prescribed rate of speed is seldom, if ever, attained; and that, to compensate for the slowness of the Steamers, the several stoppages are curtailed to the utmost. But it is clear that all savings of time at the different stations should be given to the public, and not to a Company, which is liable to heavy penalties, for not maintaining a specified rate of speed, irrespective of all allowed stoppages.

Peninsular and
Oriental Steam
Navigation
Company.

Your Committee therefore addressed a letter, given in Appendix C., to the Most Noble the Governor General, entering fully upon the several causes of complaint. The replies, through the Private and Home Secretaries, will be found in the same Appendix, as well as some Correspondence with the Peni-

sular and Oriental Steam Navigation Company, relative to the dates of departure of the Steamers for Suez, and the quotations of Markets given by the Officers of Steamers on arrival in the river.

Your Committee anticipates much good from the representation of the Governor General to the Home Authorities, in rousing the Peninsular and Oriental Steam Navigation Company to a clearer sense of what is due to the great interests entrusted to it. The time is gone by for the public to endure patiently unnecessary delays in the transmission of Mails. Sixteen days are now allowed for stoppages and passage through Egypt; but it is believed that (with occasional exceptions) one-half of that time is not so availed of. Assuming the fact to be so, it follows that, with 25 days of sea-going time between Calcutta and Southampton as per contract, the Mails to and from London *via* Marseilles ought to be delivered in 28 to 30 days regularly, except in cases of accidental detention at Point de Galle on the voyage from hence, or at Malta on the outward voyage, from the non-arrival at due date at those stations of the China or Marseilles' Steamers respectively. An allowance would also be necessary for three months during the S. W. Monsoon.

The Peninsular and Oriental Steam Navigation Company is moreover bound to adopt all improvements in Machinery, &c., calculated to increase the speed or efficiency of its Vessels; and the public has an undoubted right to expect from this great Company the faithful discharge of all the obligations of the contract accepted by it.

The Correspondence on the subject of quotations of Markets has resulted in instructions having been forwarded to the Post Office Authorities at Hong-kong, to make up a packet for Kedgeroe direct, on the departure of the Mail Steamers from the former place, so that all parties can now make their own arrangements to secure correct and early intelligence from China; while the Electric Telegraph will speedily give earlier and fuller reports of European Markets than could ever have been expected from Kedgeroe.

Your Committee has been in communication with the Chief Magistrate of this city on the subject of registering and licensing Native boats plying for hire on the river. It is one of much importance to the safety of both life and property—an importance fully appreciated by the abovenamed Officer, as shown in the Correspondence given in Appendix D.

The Government of Bengal having forwarded a copy of a Petition of several leading Native Gentlemen, praying for a change in the constitution of the municipality of the Town, to this Chamber, the paper was circulated to all its Members, and your Committee addressed the Government in support, generally, of the prayer of the petition. The documents will all be found in Appendix E.

An altered system of Municipal Government appears absolutely necessary. The Elective Franchise is neither understood nor appreciated by the great mass of the inhabitants of Calcutta, to whom it has been granted.

The new Balliaghatta Canal, referred to in your Committee's Report of November 1853, is in progress;

Market quotations.

Registry of Boats.

Municipality of Calcutta.

Balliaghatta Canal.

and it is hoped that it will be so far advanced as to allow of navigation after the rains of 1855.

Your Committee congratulates, most cordially, the Commercial body, and the public generally, on the new Postal system secured by Act XVII. of this year, which came into operation on the 1st October; as well as, on the intercommunication with Bombay, and the distant and intermediate stations of Upper India, by the lines of Electric Telegraph now so rapidly advancing to completion. The whole Indian public owes a deep debt of obligation to Dr. William O'Shaughnessy, for the untiring energy and eminent ability that he has displayed in securing the benefits of this great work within so wonderfully brief a period.

Your Committee would have been glad had the progress of the East Indian Railway been so rapid as to warrant an expression of belief in the early enjoyment of the immense benefits to Commerce and Agriculture that must follow the completion of the line to the Upper Provinces,—and the short experience of the few miles of it yet opened warrants the most sanguine anticipations:—but the progress of the work heretofore has been very slow, and it is to be feared that much time will yet elapse before it will be of any use as a means of transport beyond the Ranee-gunge Collieries. As progress is made, however, in its construction, so will there be an increasing conviction of the absolute necessity of extending to the left bank of the river Hooghly a full participation in the benefits of the Railway by a branch line.

Appendix F. is a revised form of the list of Sales and Stocks of Imports, the original of which was

Post Office Act
No. XVII.

Electric Tele-
graph.

East Indian
Railway.

Sales and Stocks
of Imports.

given in the Appendix to your Committee's Report of May 1st of this year.

The state of the Funds of the Chamber is shown in Appendix G. Funds.

Your Committee trusts that the increasing usefulness of the Chamber as a means of communication between Mercantile men and the Government, will induce several firms, not at present enrolled in the list of Members, to give both their support and active co-operation.

JAS. J. MACKENZIE,
President.

CHAMBER OF COMMERCE, }
Calcutta, 1st November, 1854. }

APPENDIX A.

CUSTOM HOUSE GHAUT AND SHEDS.

No. 324.

FROM THE SECRETARY TO THE GOVERNMENT OF BENGAL,

TO THE CHIEF ENGINEER IN THE LOWER PROVINCES.

Dated Fort William, the 26th June 1854.

SIR,—I AM directed to acknowledge your letter, No. 397, dated the 15th *Mo. Revenue* instant, reporting upon the various plans which have been *Customs.* suggested in connection with the proposed construction in front of the Custom House Premises, of a new Ghaut and Jetties, together with sheds upon the top of the Ghaut, and in reply to communicate to you the following observations and instructions.

2. The Lieutenant Governor has carefully perused the whole of the previous correspondence in this matter which has taken place with the Board of Revenue, the Military Board, the Chamber of Commerce, and the Chief Magistrate, and he desires me to remark in the first place that the question of constructing a new Ghaut and Jetties, and the question of constructing sheds on the top of the Ghaut, are quite distinct and independent of each other, and will, in his opinion, be most conveniently dealt with separately.

3. In regard to the question of constructing sheds, the Lieutenant Governor finds that, in the month of February last, it was determined by the Most Noble the Governor of Bengal to postpone the consideration of the expediency of erecting sheds on the Wharf opposite the Custom House, until the completion of the Wharf itself. This decision was communicated in due course to the

Chamber of Commerce, and it seems to the Lieutenant Governor that it is on every consideration desirable to adhere to that decision.

4. The present instructions will not therefore go beyond the question of a new Ghaut with Jetties at either end, and the Lieutenant Governor presumes that the issue of orders, requiring the immediate construction of the Ghaut and Jetties, will, in no way, affect the future consideration of Mr. Rose's scheme of a viaduct along the river front of the Custom House, any more than it will affect the future consideration of the expediency of erecting sheds.

5. With regard to the question of a new Ghaut and Jetties, the Lieutenant Governor observes, that the sanction of the Supreme Government has already been obtained to the expenditure of Rupees 43,500 for the construction of a Ghaut with a Jetty at each end of it. This large sum provided for the Ghaut being a piece one, but the Lieutenant Governor is satisfied that the shingle Ghaut, advocated both by Mr. Bowring and by Mr. Bracken, will, if thoroughly well constructed, be preferable to a piece Ghaut, while it has the advantage of being very much cheaper. I am desired accordingly to convey to you the final orders of Government for the construction of a shingle Ghaut, similar to the Dhoney Ghaut, the whole length of the Custom House frontage, with a Jetty at either end as provided for in the original estimate, sanctioned by the Government of India.

6. The Chief Magistrate will be directed to meet your requisitions for the material necessary for this Ghaut, and the Lieutenant Governor desires me to express his earnest hope that the work may be commenced upon and prosecuted with the utmost despatch, consistent with its substantial and efficient construction.

7. You are requested to report what the reduction from the amount of the sanctioned estimate will be, in consequence of the substitution of the shingle for the piece Ghaut.

I have &c.,

(Signed) W. GREY,
Secy. to the Govt. of Bengal.

P. S.—The plans, accompanying your letter, are herewith returned.

(Signed) W. GREY,
Secy. to the Govt. of Bengal.

No. 325.

Copy forwarded to the Chamber of Commerce for information.

(Signed) W. GORDON YOUNG,
Offy. Under-Secy. to the Govt. of Bengal.

BENGAL CHAMBER OF COMMERCE,
Calcutta, 6th July 1854.

W. GORDON YOUNG, Esq.,
Offy. Under-Secretary to the Government of Bengal,
FORT WILLIAM.

SIR,—THE Committee of the Chamber of Commerce desires me to acknowledge receipt of copy of your letter of the 26th June, to the Chief Engineer, Lower Provinces, regarding the construction of a shingle Ghaut, in front of the Custom House, with a Jetty at each end of it.

I have the honor to be &c.,

(Signed) H. W. I. WOOD,
Secretary.

BENGAL CHAMBER OF COMMERCE,
Calcutta, 25th July 1854.

W. GREY, Esq.,
Secretary to the Government of Bengal.

SIR,—ON the 6th instant I had the honor to acknowledge receipt of a copy of a letter, dated June 26th, addressed by you to the Chief Engineer in the Lower Provinces, conveying to that Officer the orders of the Honorable the Lieutenant Governor respecting the Ghaut, and shed accommodation, so urgently required on the river frontage of the Custom House.

The subject is one of so much importance to the trade of the port, that the Committee of the Chamber of Commerce feels it to be an imperative duty to endeavour to obtain from Government the accommodation in question, in the form best adapted to the wants of the Commercial Community. The Committee respectfully submits that men practically engaged in the every-day routine of trade are the best judges of the kind of accommodation required, though the mode of construction naturally falls within the province of professional engineers.

Final orders for the construction of the Ghaut itself have been given, and the question of the greater fitness, or otherwise, of the plan recommended by the Ghaut coolies, backed by the late Officiating and present Collectors of Customs, and adopted by the Government, will be practically tested within, the Committee earnestly hopes, a reasonable time.

The consideration of how protection from weather, and increased facilities for landing and shipping goods, are to be secured, is however postponed; and as the Committee of the Chamber dissents, though with much deference, from the

expressed opinion of the Honorable the Lieutenant Governor, that "the question of constructing a new Ghaut and Jetties, and the question of constructing sheds on the top of the Ghaut, are quite distinct and independent of each other," the present seems to be the proper time for again urging on Government the earnest wish of the Commercial body, in all its sections, to have the protection and facilities referred to, from suitable sheds, in preference to any other substitute yet suggested. It seems to the Committee of the Chamber, that protection from weather is even more urgently required than an improvement of the slope of the Ghaut, as will probably be admitted by all who have seen the condition of the river bank opposite the Custom House, during the present rains. The Custom House Ghaut is a disgrace to the Port of Calcutta.

In this view the Committee therefore begs you to submit again to the Honorable the Lieutenant Governor, the earnest wish of the Mercantile community, for the erection of suitable sheds at the top of the Ghaut; and to move him to re-consider the question, with a view to ordering their erection, simultaneously with the construction of the Ghaut.

Various plans to attain the accommodation in question, of protection from weather in landing and shipping, have been suggested by different parties.

1. The Collector of the Customs thinks that every requirement would be fulfilled by raising merchandise to and from the Custom House Godowns.

Had this been a practical solution of the difficulty, it would have been adopted long ago; but it is one of which no man will avail himself. It is open to numerous objections.

Whether the distance between the Ghaut and the Custom House be 15 or 30 yards, it is obvious that the same number of coolies that could deliver a given number of packages per day under cover at the top of the Ghaut, could not deliver one-half within the same period of time in the Custom House enclosure. The consequence would be a double charge without any security from the weather in transit, and that charge might very well be set off against any present expenses incurred. In fact there being no perceptible advantage in the plan, no one would change the present system. The public generally however would suffer, were the Collector's plans adopted, by an almost stoppage of the traffic along the Strand road between the Custom House and the river.

2. The Police Surveyor has furnished a plan of a viaduct to be constructed on the road along the Custom House river front, and under the arches of which the trade of the port is to find the shelter which it prefers to receive from sheds.

This seems only to be an ingenious mode of complicating a very simple question, and of exposing the public to much inconvenience. The sloping approaches at the two ends would block up the Strand entrance of all the buildings for a considerable distance both to the north and south of the viaduct;—as the wretched cattle, employed in the transport of goods, are almost overtasked in drawing the carts along level roads, an ascent would be quite beyond them; and a large increase of traffic would be thrown into parallel lines of

streets, already in many instances very inconveniently obstructed. It is understood that, in addition, this plan would prove the most expensive,—a fact, the Committee trusts, that will have due weight in insuring its rejection by Government.

3. Sheds at the top of the Ghaut are called for by the unanimous voice of the Mercantile body. They are the most simple and most usual mode of securing the necessary accommodation, and they are universally adopted in all ports.

The cost will be diminished by a saving in the construction of the Ghaut as now sanctioned; and that amount, in addition to a fund pointed out by the Police Surveyor, would do much more than cover the requisite outlay.

It is believed that the Government feels bound by some sort of pledge that no building shall be allowed to be raised on the river bank. The Committee cannot conceive that such a pledge can ever have been meant to exclude the means of public accommodation. One of the most satisfactory signs of the increasing trade of the port would be the existence of a series of suitable sheds and Ghauts, along the bank of the river as far as the Mint: and the Committee would solicit the favor of being informed as to the real extent of the pledge above alluded to.

In conclusion I have to express the hope of the Committee, that this communication may receive early and favorable consideration.

I have the honor to be, &c.,

(Signed) H. W. I. WOOD,

Secretary.

No. 386.

FROM THE OFFICIATING UNDER-SECRETARY TO THE
GOVERNMENT OF BENGAL,
TO THE SECRETARY TO THE BENGAL CHAMBER OF COMMERCE.

Dated Fort William, the 1st August 1854.

Mis. Revenue
Customs.

SIR,—I AM directed by the Lieutenant Governor of Bengal to inform you, with reference to your letter of the 25th ultimo, that instructions have been issued to the Chief Engineer to cause a plan and estimate for the construction of a shed in front of the Custom House, to be prepared and submitted to Government.

I have the honor to be,

Sir,

Your most obedient Servant,

(Signed) W. GORDON YOUNG,

Offy. Under-Secy. to the Govt. of Bengal.

No. 257.

To H. W. I. WOOD, Esq.,

*Secretary to the Chamber of Commerce.**Port William, 23rd August 1854.*

SIR,—I HAVE the honor to request that you will lay before the Chamber of Commerce the annexed copy of a letter from the Chief Engineer, Lower Provinces, to the address of the Superintending Engineer, 1st Circle, respecting the construction of sheds along the river bank in front of the Calcutta Custom House, and favor me with the opinion of the Chamber, as to whether the sheds should be in one line, with two roads between, or in parallel lengths.

Should the Chamber of Commerce have any suggestions to offer on the subject of the proposed sheds, I shall be happy to communicate them to the Superintending Engineer for the consideration and orders of the Chief Engineer.

I have the honor to be,

Sir,

Your obedient Servant,

(Signed) F. B. NORRIS,

Civil Architect.

No. 1283.

TO THE SUPERINTENDING ENGINEER,

1st Circle, Lower Provinces.

SIR,—Under instructions from Government, conveyed in Mr. Officiating Under-Secretary Young's letter, No. 335 of the 1st August current, I have the honor to request that you will direct the Civil Architect, to prepare a plan and estimate for 600 feet of sheds by 50 broad, to be constructed along the river bank, in front of the Calcutta Custom House, in three lengths, of 200 feet each.

2nd. Mr. Norris will consult the Custom House authorities and Chamber of Commerce, as to whether the sheds will be in one line, with two roads between, or in parallel lengths.

3rd. The side walls to be either square masonry pillars, with elliptical arches turned between, or cast-iron pillars and brasssummers, plain but strong. The latter plans appear the more desirable, as iron pillars are little liable to be damaged by carts, and requiring no repair.

4th. The roof to be either light wrought-iron trussed double bar, or T rafter crossed by wooden battens, *preserved*, and covered with one flat tile, and Grecian tile over all.

5th. There will be no inner supports. The iron ridge cap must lap over well, to secure ridge from leakage.

6th. The euds will be gable, with spacious arches for entrance.

7th. If the outer walls are of masonry, the eaves will be furnished of bracket tiles, as per annexed sketch.

8th. Mr. Norris will be further directed to send in at the same time, a comparative estimate of the roof, formed in the same way as that of the new Blacksmith's shed at Kidderpore, of which a pattern truss is in the iron yard.

I have &c.,

(Signed) H. GOODWYN, *Lieut. Col.,**Chief Engineer, Lower Provinces.**Port William.*

CHIEF ENGINEER'S OFFICE.,

*The 11th August 1854.*BENGAL CHAMBER OF COMMERCE,
Calcutta, 26th August 1854.

To F. B. NORRIS, Esq.,

Civil Architect.

SIR,—I have laid before the Committee your letter of the 23rd instant, with its accompanying documents, regarding the sheds to be built along the river front of the Custom House; and I am desired to state that the Committee thinks that the sheds ought to be in one line, with roads between, as the most convenient mode of securing the largest amount of river frontage; and that with iron pillars and an arched roof of corrugated iron, the sheds would be sufficiently light and strong and well adapted for their intended purpose.

I have &c.,

(Signed) H. W. I. WOOD,

Secretary.

No. 2396.

TO THE SECRETARY CHAMBER OF COMMERCE.

SIR,—I HAVE the honor to request the favor of your informing me as to whether any, and what number of, Wharves or Piers are required on the River

bank between Colvin and Hantkholah Ghauts, for the purpose of landing or shipping goods and other commercial transactions, the most convenient and appropriate sites for the same, and the extent or width of each; as also whether they would require to be sheltered, and to what extent.

I have &c.,

(Signed) H. GOODWYN, LIENT.-COL.,
Chief Engineer, Lower Provinces.

Fort William,
CHIEF ENGINEER'S OFFICE., }
The 1st November 1854.

BENGAL CHAMBER OF COMMERCE,
Calcutta, 3rd November 1854.

To LIENT.-COL. H. GOODWYN,
Chief Engineer, Lower Provinces.

SIR,—I AM instructed by the Committee of the Chamber of Commerce to acknowledge the receipt of your letter, No. 2396 of the 1st instant, and to express the extreme satisfaction with which it receives this intimation of the desire of Government to provide river-side accommodation commensurate with the vastly extending trade of the Port.

The distance, referred to in your said letter between Colvin's and Hantkholah Ghauts, embraces a considerable extent of River frontage, the Southern portion of which is chiefly availed of for the disembarkation and shipment of goods belonging to European houses, while the upper or Northern portion is devoted to those consigned to or shipped by Natives.

The Committee considers that between Colvin's and the Armenian Ghauts a range of floating Piers or Pontoons, which should at all states of the tide admit of vessels lying alongside in tiers four or five deep to discharge and load cargo, would be an immense boon to the Mercantile community, particularly if accompanied by corresponding ranges of open sheds on shore, for the temporary protection of goods.

Such a line of Wharves would not be continuous, as it would necessarily be broken by Ghauts and landing-places for the ordinary traffic of the river: but with those exceptions the Committee considers a range might be constructed to accommodate a very large number of vessels, none of which would be at any great distance from the most central business part of the town.

I am also requested to observe, that in referring to floating Piers or Pontoons, the Committee assumes that there may be difficulties in the way of having per-

manent Piers either of timber or masonry with a sufficient depth of water for vessels to lie close to them in any state of the tide. If this desideratum can be guaranteed, the superiority of permanent to floating erections is self-evident.

In regard to the space extending from Armenian to Hantkholah Ghaut, the Committee is of opinion that precisely similar erections of Wharves and sheds would prove equally valuable to the Native Mercantile community, and consequently to the general trade of the Port, but that the exceptional places now used for bathing, recreation, and sewerage, would have less available space for their construction than on that portion of the River bank already referred to.

In conclusion, I am instructed to add, that the Committee, while avoiding any further suggestion of the details of such a beneficial work, trusts to be favored with an early communication of your views on the feasibility of its fullest wishes being gratified, and whether by floating or permanent Wharves, and a corresponding line of covered sheds.

I have &c.

(Signed) H. W. I. WOOD,
Secretary.

APPENDIX B.

RIVER MOORINGS.

BENGAL CHAMBER OF COMMERCE,
Calcutta, 26th August 1854.

W. GREY, Esq.,

*Secretary to the Government of Bengal,
Fort William.*

SIR,—I AM desired by the Committee of the Chamber of Commerce to submit, for the consideration of the Honorable the Lieutenant Governor, the subject of an increase of permanent moorings for the shipping of this Port, and to express its earnest hope that this representation will receive the early attention of Government.

The Committee does not deem it necessary to give any statistical returns to prove how greatly the Trade of Calcutta has increased within the last few years;—the fact is self-evident, and there is every reason to believe that such increase will be annually progressive.

With an enlarged trade there has been a marked increase, not only in the amount of tonnage, but in the size of vessels by which that trade has been carried on, while the number of vessels of small tonnage has been gradually diminishing; these last have been replaced by others of a much larger class, and accommodation is almost daily called for for ships of heavy burthen. There has been, however, no addition to the permanent moorings of the Port commensurate with these increased requirements, and no adequate provision made to meet demands arising from an increase in the number and size of vessels.

This important matter has been brought very prominently to the notice of the Chamber by a general complaint of want of moorings, which are essentially necessary for the safety and convenience of vessels visiting Calcutta at this season; those of large tonnage are particularly exposed to danger while at anchor in the stream from the violence of the freshes and bores which now prevail. Accidents are of frequent occurrence, endangering lives and valuable property; and the Committee begs to state that these would be materially lessened, if not altogether removed, were sufficient moorings available.

On a very recent application being made for mooring a ship in distress, the urgently required accommodation could not be granted, as no berth was available, and the vessel was consequently exposed to danger in addition to that from the accident that had compelled her to return to Port.

Again in another instance no mooring could be obtained till upwards of 30 previous applications had been complied with.

In the meantime many of the ships anchoring wherever they could find a berth in the stream, have parted and drifted about, to the great damage of themselves and other vessels. Upon a joint representation from several Consignees of ships, who apprehended damage and danger to them from the necessity of anchoring in the strength of the violent freshes now running, the Superintendent of Marine has sanctioned the mooring of vessels at their own anchors, in shore, off the Esplanade, during the prevalence of the freshes. This permission has been gladly acted on, as the only available means of avoiding apprehended danger; but as being in lieu of an extended line of permanent moorings or other addition to those already laid down, the arrangement is insufficient and unsatisfactory.

The Committee is confident that, in a matter where so much valuable property is involved, his Honor the Lieutenant Governor will give his earliest attention to the best mode of removing the difficulty now brought to his notice, and of supplying a much wanted improvement in connection with the trade of Calcutta.

I have &c.,

(Signed) H. W. I. WOOD,

Secretary.

APPENDIX C.

Peninsular & Oriental Company's Mail Steamers.

BENGAL CHAMBER OF COMMERCE,
Calcutta, 22nd August 1854.

THE MOST NOBLE THE MARQUIS OF DALHOUSIE, K. T.,
Governor General of India, &c. &c. &c.

MY LORD,

I AM directed by the Committee of the Chamber of Commerce, to submit to your Lordship a statement of the complaints justly and universally made against the management, by the Directors of the Peninsular and Oriental Steam Navigation Company, of the Mail service between this Country and Great Britain, entrusted under contract to that Company: and to express a hope, that the importance of the subject will not only be accepted by your Lordship as a sufficient reason for this direct address, but will secure your powerful aid in bringing the present grounds of dissatisfaction to the knowledge of the Home Government, and your advocacy in enforcing the necessity of a better system.

The principal causes of complaint are threefold:—the total want of consideration for the public convenience, evinced in the dates fixed for the departure of the Company's Mail Steamers from this port for Suez,—the increasing slowness of the Steamers,—and the absence of all controlling power on the part of the Government of India.

The dates of departure, as now fixed, are unnecessarily early, and, combined with the slowness of the Company's Steamers, throw the in-coming and out-going Mails too closely together for the convenient despatch of business. In fact the out-going Mail is frequently closed, or on the point of being so, when the inward Steamer is announced; and when the only chance of further communication with the outward-bound Steamer, is by the clumsy expedient of an after-packet sent to Kedgee on the chance of overtaking the vessel.

Moreover even this last trifling accommodation is dependent on the good will and pleasure of the Admiralty Agent attached to each Steamer.

Not only are the dates of the departure of the Steamers too early, but they have reference, not to the days on which they leave Calcutta, but to those on which they get to sea from the Sandheads. This is an additional source of inconvenience; for, owing to the difficulties of the river navigation below Calcutta, and the consequent uncertainty in the movements of large Vessels proceeding down, the Mails are closed 48 hours in anticipation of the dates fixed by the Admiralty.

That the Mails are despatched unnecessarily early, is proved by the Table Enclosure No. 1. which I have the honor to enclose, showing the dates of arrival at Suez of the Steamers from hence, and the number of days of their detention there, waiting for the outward Mails.

Your Lordship will remark that on 25 Passages from Calcutta to Suez, the range of time, in reaching the latter port, is from 24 to 36 days, the average being 27 days, 18 hours.

The time allowed by the contract, including 5 days for stoppages, is 25 days 10 hours, showing the above average to be in excess of contract time, by 2 days and 8 hours.

Again from the same Table, your Lordship will learn, that the detention at Suez of the Company's Boats, after arrival, ranges from 1 to 12 days, the average being 7 days. The contract allows 5 days, as the ordinary delay.

It is evident from these facts, that were contract time adhered to, the Mail Steamers might leave Calcutta 4 days later than they now do, without interfering with the dates of arrival of the Mails in London, but to the great convenience of the whole Indian Community.

In support of the complaint of the slowness of the Company's Steamers, I have also the honor to enclose for your Lordship's information, Enclosure No. 2, a Table showing the dates of departure from Southampton and arrival at Calcutta, respectively, of 29 Mails. The time allowed by contract is 42 days 1 hour. The range of time occupied by the Mails in question, is from 40 to 48 days, the average being 42 days 19 hours.

By taking the average of so many voyages, the case is stated most favorably for the Peninsular and Oriental Company, but even the averages cited are only obtained by reducing the various stoppages very materially, not by the *bona fide* rate of steaming of the Company's vessels.

The rate of steaming, stipulated for by the contract, is not less than 10 knots per hour for all Mails, excepting those to be conveyed between Singapore and Sydney. The latter are to be conveyed—why, does not appear—at not less than 8½ knots per hour. The Committee of the Chamber has very little doubt that the average rate of speed, attained by the Steamers from Southampton to Calcutta, is more nearly 8½ than 10 knots.

Were it otherwise, there would be none of the present irritating uncertainty as to the departure and arrival of the Company's Steamers; nor would it be necessary to trench upon the allotted stoppages to secure even the present average length of voyage.

If the stoppages allowed, are found practically to be unnecessarily long, the Committee of the Chamber respectfully submits, that their curtailment should be for the public benefit in reduction of the contract time allowed to the Company; but not certainly to enable that Company to evade the condition of running their vessels at a given speed.

The inconvenience of there being no controlling power in this country, to enforce the due fulfillment of the contract, is sensibly felt and ought to be removed; and it appears to be an anomaly, as well as an absurdity, that the Head of the Government of the British Indian Empire should not have the power, (which, it is understood, is enjoyed by the Governor of Crown Colonies) of ordering the detention of the Mail Steamers on public grounds for a reasonable time. The Committee of the Chamber earnestly solicits your Lordship to urge a reform in both these particulars.

It will no doubt be urged in defence of the Peninsular and Oriental Company, that their expenses have been greatly enhanced by the increased cost of fuel, freight, &c., and that the Directors are driven by necessity to practise economy even although it may trench on the efficiency of the service. The result of the Company's Half-yearly Meeting, held on the 12th June, will be quoted in proof; for no dividend for the preceding Half-year was then declared.

The Committee of the Chamber of Commerce looks, however, with extreme suspicion on the proceedings of that Meeting. The increased charges of the Company were stated to be so heavy as to render extra remuneration from the British Government, a question of vital moment; but although the trumpet of self-praise was loudly blown, as to the importance of services rendered by the Company in the recent transport of troops, no allusion seems to have been made to the large sums believed to have been paid for such services; nor although a dividend was not declared, were any accounts, showing the *bona fide* position of the Company, laid before the Shareholders, though they were promised for the next ensuing Half-yearly Meeting.

The Committee of the Chamber cannot, therefore, consider that, so far at least, sufficient cause has been shown for inefficient working of the contract, or that a tenable claim has been established for additional remuneration from the Home Government.

The interpretation of their contract by the Directors of the Company, would indeed seem to be (although they would probably repudiate it, if laid before them in so plain a form) that its conditions are binding on the Company only so long as it secures to the shareholders large dividends and handsome bonuses.

Such an argument is of course inadmissible, and it is impossible that private can be allowed to override public interests. If therefore the Peninsular and Oriental Steam Navigation Company finds the due execution of its contract beyond its power, the time would seem to have arrived when competition ought to be invited and encouraged.

Such invitation and encouragement would involve no breach of faith on the part of the British Government; for, by the contract of January 1st 1853, it is expressly stipulated, that "in case of any breach of this contract on the part of the said Company, their officers, agents, or servants, in any respect, and whether there be or be not any penalty or sum of money hereby made payable

"by the said Company for any such breach, it shall be lawful for the said Commissioners, for executing the said Office of Lord High Admiral (if they think fit, and notwithstanding there may or may not have been any former breach of this contract,) by writing under the hand of one of their Secretaries for the time being, to determine this contract, without any previous notice to the said Company or their Agent, nor shall the said Company be entitled to any compensation in consequence of such determination; but even if this contract be so determined, the payment of the sum of money, hereinafter agreed to be made, shall be enforced, should the same be not duly paid by the said Company, and the said Company shall continue liable for any liability which they may have incurred previous to such determination."

The Committee of the Chamber of Commerce disclaims any desire to underrate the value of the services rendered by the Peninsular and Oriental Steam Navigation Company, to the cause of Steam communication between Europe and the Eastern world; neither does the Committee wish to do otherwise than bear ready testimony to the general desire of their representatives here, to promote the public convenience to the full extent of their power: but the magnitude of the interests involved in the maintenance of a rapid, regular, and efficient means of communication with Europe, by what is called the Overland route, render it an imperative duty of the Bengal Chamber of Commerce to urge respectfully but earnestly the necessity of an early and searching reform in the arrangements for the conveyance of Mails between this Empire and Europe.

The monopoly so long enjoyed by the Peninsular and Oriental Steam Navigation Company, has ended, as all monopolies do, in the aggrandizement of the monopolists to the injury of the public; and that public being naturally anxious to get rid of the burden, would hail with unmitigated satisfaction any encouragement from the Home Government to competing Companies to undertake the Indian Overland line.

The undoubted breaches of covenant by the Peninsular and Oriental Steam Navigation Company, before pointed out, have given the Home Government an undeniable right to modify the terms of their contract or to determine it. The Committee of the Chamber of Commerce submits therefore, for your Lordship's consideration, that the present is a peculiarly favorable opportunity for entrusting one of the monthly Mails—the mid-monthly for instance—, to a second Company. The abandonment by the Peninsular and Oriental Steam Navigation Company, of the contract for conveying the Mails between Aden and Bombay, gives an opportunity of treating with other Companies; and the Committee of the Chamber cannot doubt, that a satisfactory arrangement could be speedily completed, were the Home Government known to be in earnest in their wish to have the service performed by competing lines.

The Committee of the Chamber begs to apologize for trespassing at such length on your Lordship's time; but feels assured that all real grievances will

obtain your Lordship's cordial attention with a view to their removal, and I am therefore instructed to suggest that—

1. The Mails should be made up at Calcutta on the 8th and 22nd of each month, (with the exception of May, June and July, for which an earlier date by five days is provided) and that without reference to the necessity of steamers moving down earlier on account of tides. Letters posted up to the time of the steamer breaking ground, might be put on board before she dropped down, and the remainder should be sent after by a light steamer, to be provided as arranged between the Government and the Company.

2. That the Peninsular and Oriental Steam Navigation Company should be compelled to adhere to the contract rate of speed of their vessels, and also to act strictly up to the clause of their contract which provides that "the said Company shall and will, from time to time, and at all times, during the continuance of this contract, make such alterations, or improvements, in the construction, equipments and machinery of the vessels, which shall be used in the performance of this contract as the advanced state of science may suggest, and the said Commissioners (of the Admiralty) may direct." That in addition, if the stoppages allowed are found to be unnecessarily long, any diminution of them should be for the public benefit, by a corresponding deduction from the time allowed for the performance of each service; and

3. That the Head of the British Indian Government should have power to delay the departure of the several Steamers when necessary;—and should likewise be invested with a controlling power to enforce the provisions of the contract.

I have the honor to be,

My Lord,

Your Lordship's most obedient Servant,

(Signed) H. W. I. WOOD,

Secretary.

ENCLOSURE No. 1.

STEAMERS.	Left Calcutta.	Arrived at Suez.	Number of days to Suez.	Left Suez.	Number of days at Suez.
	1853.	1853.		1853.	
Hindustan,	June 4,	July 4,	31,	July 7,	3.
Bombay,	" 17,	" 18,	32,	" 21,	3.
Madras,	July 3,	Aug. 2,	31,	Aug. 7,	5.
Bentinck,	" 17,	" 14,	29,	" 21,	5.
Precursor,	Aug. 6,	Sept. 7,	33,	Sept. 8,	1.
Bombay,	" 20,	" 16,	28,	" 21,	5.
Hindustan,	Sept. 6,	Oct. 2,	27,	Oct. 7,	5.
Madras,	" 19,	" 15,	27,	" 23,	6.
Bentinck,	Oct. 5,	" 31,	27,	Nov. 6,	8.
Oriental,	" 19,	Nov. 16,	29,	" 23,	7.
Bombay,	Nov. 5,	" 29,	25,	Dec. 10,	11.
Hindustan,	" 19,	Dec. 12,	24,	" 20,	8.
Bengal,	Dec. 5,	" 29,	25,	1854.	
Bentinck,	" 19,	Jan. 11,	24,	Jan. 5,	7.
Oriental,	1854.	" 19,	Jan. 11,	" 23,	12.
Bombay,	Jan. 6,	" 31,	26,	Feb. 6,	6.
Hindustan,	" 20,	Feb. 12,	24,	" 21,	9.
Bengal,	Feb. 5,	Mar. 1,	25,	Mar. 10,	9.
Bentinck,	" 19,	" 15,	25,	" 23,	8.
Oriental,	Mar. 5,	" 30,	26,	April 9,	10.
Bombay,	" 19,	April 14,	27,	" 20,	6.
Hindustan,	April 5,	May 1,	27,	May 13,	12.
Bengal,	" 19,	" 14,	27,	" 25,	11.
Bentinck,	May 1,	" 27,	27,	June 6,	10.
Oriental,	" 16,	June 16,	32,	" 20,	4.
Bombay,	" 31,	July 5,	36,	July 7,	2.

Range of Passage 24 to 36 days. Range of detention 1 to 12 days.

Average 27 days 11 hours.

Average 7 days.

ENCLOSURE No. 2.

Mails left Southampton.	Reached Calcutta.	Days in Transit.
1853.		
May 4,	June 14,	42.
" 20,	July 3,	43.
June 4,	" 14,	41.
" 20,	" 29,	40.
July 4,	Aug. 12,	40.
" 20,	" 29,	40.
Aug. 4,	Sept. 12,	40.
" 20,	Oct. 2,	44.
Sept. 4,	" 15,	42.
" 20,	" 31,	42.
Oct. 4,	Nov. 18,	45.
" 20,	Dec. 1,	43.
Nov. 4,	" 21,	48.
1854.		
" 20,	Jan. 4,	47.
Dec. 4,	" 14,	46.
" 20,	" 30,	42.
1854.		
Jan. 4,	Feb. 14,	42.
" 20,	Mar. 2,	43.
Feb. 4,	" 16,	42.
" 20,	April 2,	43.
Mar. 4,	" 19,	44.
" 20,	May 1,	43.
April 4,	" 15,	42.
" 20,	June 3,	45.
May 4,	" 19,	44.
" 20,	" 30,	42.
June 4,	July 13,	40.
" 20,	" 31,	42.
July 4,	Aug. 15,	41.

Range of Passage 40 to 48 days. Average 42 days 10 hours.

GOVERNMENT HOUSE,
Calcutta, 25th August 1854.

To H. W. I. WOOD, Esq.

SIR,—I HAVE the honor to acknowledge the receipt of your letter of 23rd instant.

Its enclosure has been laid before the Governor General, and will now be transferred to the Home Department for submission to His Lordship in Council.

I have the honor to be,
Sir,
Your most obedient Servant,
(Signed) F. F. COURTENAY.

No. 977.

FROM C. ALLEN, Esq.,

Offy. Secy. to the Govt. of India,

To H. W. I. WOOD, Esq.,

Secretary to the Bengal Chamber of Commerce.

SIR,—I AM directed to acknowledge the receipt of your letter, dated the 22nd *Home Department.* ultimo, with its enclosures, respecting the Peninsular and Oriental Steam Navigation Company's Mail contract, and to state that the same will be forwarded to the Hon'ble the Court of Directors with the support and recommendation of the Most Noble the Governor General in Council.

I have the honor to be,
Sir,
Your most obedient Servant,
(Signed) C. ALLEN,
Offy. Secy. to the Govt. of India.

BENGAL CHAMBER OF COMMERCE,
Calcutta, 23rd May 1854.

To CAPTAIN H. P. LOVELL,

Agent and Superintendent, Peninsular and Oriental Company.

SIR,—I AM instructed by the Committee of the Bengal Chamber of Commerce to address you regarding the departure of the contract Steam Packet *Oriental*, advertised to leave Calcutta for Suez on the 31st instant.

The object of the Committee on the present occasion is to procure the postponement of the despatch of that vessel, not however for 24 hours only, which would be a fruitless and inappreciable concession, but for a much longer period.

The Committee is of opinion that the date fixed for the sailing of the *Oriental* is far too early, and I am desired to express its belief that great public convenience will be secured, without affecting the interests of the Peninsular and Oriental Company in the slightest degree, by the alteration of time of starting to the 4th proximo.

The Committee begs to bring to your notice, that last year the *Hindustan* left Calcutta on the 4th June, and that, notwithstanding a long passage to Suva and a slow one from Alexandria to Southampton, the despatches *via* Marseilles reached London on the 17th, and the heavier portion of the Mail on the 22nd, July; the communications by both routes arriving in ample time for reply by the return Mail from Europe.

Had the *Hindustan* left Calcutta on the 31st May, her earlier departure would have involved the detention of passengers and despatches at Alexandria for four or five days, an inconvenience which was obviated by that ship's properly regulated departure hence.

It is to guard not only against the probable detention as above, that the Committee suggests the only mode that occurs to it, but also to secure the means of preserving a continued intercommunication unbroken by the lapse of several days. These two considerations are immediately and importantly connected, and the anxious wish of the Committee is to see the departure of the outward Mail so arranged, that while no detention or inconvenience in transit of Mails and passengers to Europe is experienced, the public may command the opportunity of acknowledging communications received by the inward Mail. By the unnecessary early despatch of the *Oriental*, that opportunity will be completely lost, and the Committee trusts you will comply with the wishes of the Chamber by postponing the departure of that vessel to the 4th of next month.

I have &c.,

(Signed) H. W. I. WOOD,
Secretary.

P. AND O. STEAM NAVIGATION COMPANY,

Calcutta, 25th May 1854.

FROM CAPTAIN H. P. LOVELL,

Agent and Superintendent, Peninsular and Oriental S. N. Company,

To H. W. I. WOOD, Esq.,

Secretary to the Bengal Chamber of Commerce.

SIR,—I HAVE the honor to acknowledge the receipt of your favor of the 23rd instant, requesting, on the part of the Chamber of Commerce, that the despatch of the *Oriental* may be postponed until the 4th proximo.

In reply, I beg to inform you that the Admiralty Agent is the only person who has power to change the time of departure of the Mail steamers.

The day I have advertised for the sailing of the *Oriental* is in accordance with the terms of the Company's contract with H. M.'s Government,—I therefore regret that I am unable to comply with the request of the Chamber.

I have &c.,

(Signed) H. P. LOVELL,
Agent and Superintendent.

OPIMUM AND EXCHANGE QUOTATIONS.

BENGAL CHAMBER OF COMMERCE,

Calcutta, 5th September 1854.

CHARLES ALLEN, Esq.,

Offg. Secy. to the Government of India,

Home Department, Fort William.

SIR,—I AM desired by the Committee of the Chamber of Commerce to bring to your notice what, unless satisfactorily explained, would appear to have been a disgraceful Opium gambling trick, played off upon the mercantile community by means of the Electric Telegraph.

The steamer *Shanghai* was announced yesterday from China, and the Electric Telegraph reported that the price of Patna Opium in Canton, at the date of the steamer's departure, was \$ 375 and the rate of Exchange on Calcutta Co.'s Rs. 260 per \$ 100.

The *Shanghai* only reached her moorings, and the letters by her were only distributed, this forenoon. On their receipt, however, it became known that the quotations given through the Electric Telegraph were entirely false, and that the true price of Patna Opium was \$ 320 to 321½, while the rate of Exchange on Calcutta was only Co.'s Rs. 230 per \$ 100.

It is generally believed that some parties here received through the Electric Telegraph the true quotations yesterday, and aided by the false published intelligence were enabled to operate profitably in the Opium market.

False intelligence, given apparently under the sanction of respectable parties, is calculated to do so much injury, that it is of great importance to trace it to its authors, and I am therefore desired to move you to cause inquiry to be made as to the party from whom the information published by the Electric Telegraph Office was received, and also whether there were any private messages sent from the *Shanghai* at the same time for transmission to Calcutta.

As connected with this matter, it would also be very satisfactory to know if the Pilot had good reasons for not bringing the *Shanghai* up to her moorings yesterday, which had he done, all parties would have received their letters last night.

I have, &c.,

(Signed) H. W. I. WOOD,

Secretary.

P. AND O. STEAM NAVIGATION COMPANY,
Calcutta, 6th September 1854.

TO THE SECRETARY OF THE CHAMBER OF COMMERCE,
Calcutta.

DEAR SIR,—With reference to the Opium quotations as furnished by the Commander of the *Shanghai*, to the Electric Telegraph at Kedgeec, I beg to inform you that I at once called upon Captain Munro, (as per enclosed copy of my letter) to explain the strange discrepancy in his report, and now beg to hand you, for the information of the Chamber, copy of his reply.

I remain,

Dear Sir,

Your's faithfully,

(Signed) C. B. STEWART,
Acting Agent and Supdlt.

Calcutta, 5th September 1854.

CAPTAIN D. G. MUNRO,

Commander, S. S. S. *Shanghai*.

DEAR SIR,—THE Telegraph Report of the Heads of Intelligence per *Shanghai* gives the price of Opium at \$ 375 per chest, and Exchange at Rs. 260 per \$ 100.

Have the goodness to explain to me in writing how you came to furnish such a report, and also state whether you forwarded any private message to any party in Calcutta, or know of such having been sent by any one on board your vessel.

Your's faithfully,

(Signed) C. B. STEWART,
Acting Agent and Supdlt.

S. S. S. *Shanghai*, 6th September 1854.

C. B. STEWART, Esq.,

P. and O. Steam Navigation Company,
Calcutta.

SIR,—In reply to your letter of yesterday, I beg to inform you that previous to my arrival at Kedgeec I had been on deck many hours including the whole night, and after the vessel had anchored went to bed, but was shortly after

awoke from my sleep to give the Opium quotation, and I then furnished what I considered the correct price and the market going up.

It now appears that I gave the wrong Exchange, and quoted Malwa Opium instead of Patna. In explanation I can only say that having so recently been appointed to the China line, and having never bought or sold a single chest of Opium in my life, nor had any thing to do in Exchange transactions, I was not aware of the serious consequences that may arise from any incorrect quotations.

In regard to a private message having been sent up from the ship, I can only say that I am quite ignorant of the fact; there was however a sealed packet addressed to the Post Master at Kedgeec, at which place it was delivered, but I know nothing whatever of the nature of the contents.

I am, Sir,

Your obedient Servant,

(Signed) D. G. MUNRO.

BENGAL CHAMBER OF COMMERCE,
Calcutta, 7th September 1854.

C. B. STEWART, Esq.,

Acting Agent and Supdlt. P. and O. S. N. Company,
Calcutta.

SIR,—I AM instructed by the Committee of the Chamber of Commerce, to acknowledge your letter to my address of yesterday's date, relative to the quotations of Opium, &c., sent up by the Captain of the *Shanghai* Steamer, on the arrival of that vessel from China, and published through the Electric Telegraph Office. I am also to state that the Committee of the Chamber has thus learnt with much satisfaction that an enquiry into the circumstances of the above quotations was so promptly instituted by you.

As regards the explanation given by Captain Munro, the Committee, while giving him credit for its truth, cannot refrain from remarking that it discloses most reprehensible carelessness. It is quite possible that Captain Munro is totally ignorant of Exchanges and of Opium transactions, but surely the consciousness of ignorance ought to have made him careful in publishing information which, if wrong, it required very little sagacity to see must do infinite mischief. If Captain Munro were ignorant of true prices, he ought to have declined giving any, or have made inquiry from others, and he no doubt could have readily ascertained the facts, for there were parties in the ship who could have supplied his deficiencies, and would readily, it is believed, have aided to prevent the injury caused by false intelligence.

Great indignation has been generally felt and expressed on this occasion :— and the Committee feels sure that you will do all that is within your power to prevent the recurrence of similar irregularities.

Although now of comparatively little importance, I may remark that Captain Munro gives no clue to the origin of his Exchange quotation.

I am, Sir,

Your most obedient Servant,

(Signed) H. W. I. WOOD,

Secretary.

P. AND O. STEAM NAVIGATION COMPANY'S OFFICE,

Colin's Ghaut,

Calcutta, 12th September 1854.

H. W. I. WOOD, Esq.,

Secretary Bengal Chamber of Commerce.

SIR,—I BEG to acknowledge the receipt of your letter of the 7th instant, and am glad to find that the inquiries instituted by me relative to the quotations of Opium per *Shanghai*, have afforded satisfaction to the Chamber of Commerce.

With reference to the strong censure thrown on Captain Munro by the Chamber of Commerce and the Public Press, I think it right to apprise you of the fact that, Captain Munro, and indeed all the Commanders of the Peninsular and Oriental Steam Navigation Company's vessels on this station, consider that an onerous duty is thrown upon them, entirely beyond the sphere of their profession, and a strong feeling prevails among them that to make them responsible for quoting the correct prices of Opium, Bank Stock, Exchange, Indigo, Jute, and a variety of other articles, is not just, and such responsibility is unknown to any Port in the world except Calcutta.

The Commanders feel more especially that if they (in compliance with the orders of the Company's Superintendent) give this information 99 times with accuracy and celerity, it brings them neither reward nor thanks, but if in the 100th instance the slightest mistake is made, it is sufficient to load them with the obloquy of a whole community.

Seeing then the feeling that exists on the part of the Commanders and the dissatisfaction of the public, will you permit me to say that I think the matter has now assumed such a shape that some more satisfactory mode should be devised than the one now in practice, to afford the mercantile community the information they may require on commercial affairs.

You do me but justice in giving me credit for every *desire* to render every facility to the commerce of Calcutta, but I fear you overrate my ability in suppos-

ing that any directions I can give will ensure accuracy under the present system. There are many obvious reasons why the information required should be obtained through the instrumentality of the commercial community themselves, and the details be under their own supervision and control.

It is not for me to suggest, but it appears to me that a better method than the present would be for the Chamber of Commerce to enter into an arrangement with some party at the several ports on the Suez and China Lines for furnishing the information required here; the intelligence should be conveyed in a sealed packet addressed—

To the Officer

in charge of the Telegraph Office

at Saugor or Kuldjere,—

and so packed as to admit of its being thrown over-board in the event of the Telegraph Boat being unable to board the steamer. The Commanders should receive instructions to deliver the packet when passing the first station if practicable (tide and weather permitting) and failing this, at the next one; they would thus be absolved from all responsibility save that of the delivery of the packet, and the duty of transmitting its contents would devolve upon the Telegraph Office.

I have the honor to be,

Sir,

Your obedient Servant,

(Signed) C. B. STEWART,

Acting Agent and Superintendent.

BENGAL CHAMBER OF COMMERCE,

Calcutta, 18th September, 1854.

C. B. STEWART, Esq.,

Acting Agent and Superintendent P. and O. S. N. Company,

Calcutta.

SIR,—I AM instructed by the Committee of the Chamber to acknowledge receipt of your letter of the 12th instant, in reply to mine of the 7th.

With reference to the feeling of all the Commanders of the P. and O. S. N. Company's vessels on this station that an "onerous duty is thrown upon them entirely beyond the sphere of their profession," in making them responsible for quoting correct prices of various articles, and that such responsibility is not just and unknown to any port in the world except Calcutta—I am directed to make one or two remarks, though not with any wish to prolong this discussion.

Assuming the fact that the practice complained of by the Capitius is unknown in any other port, it must be remembered, that in no other port of the world does so gigantic a monopoly of Steam communication exist as that enjoyed by the Company that you represent. With the exception of the Suez and Bombay line, the whole Mail service between Europe, China, and the British Eastern possessions is in the hands of that Company. The direct Opium trade from Bombay and this port to China by Steam vessels, is, with one exception, maintained by the Company's vessels: and it does not therefore seem to the mercantile community unreasonable that, in return for so many advantages, some little extra effort should be made to supply information. The P. and O. Company has always expressed its readiness to secure such information, and it really is not a very severe strain on the intelligence of the Company's Captains, or Purser, to require correctness in the few quotations they give.

The Committee delayed answering your letter now under acknowledgment, in the hope of being able to intimate to you an arrangement, under the orders of Government, for securing to all parties desiring it, the means of receiving direct quotations from China, to be received at Koolgerce and transmitted by Electric Telegraph. No answer has however yet been received to my letter of 5th instant to Mr. Secretary Allen, though the Committee has reason to believe that, when received, it will embrace the arrangement, above alluded to.

I am, Sir,
Your most obedient Servant,
(Signed) H. W. I. WOOD,
Secretary.

No. 984.

FROM C. ALLEN, Esq.,
Officiating Secretary to the Government of India,
To H. W. I. WOOD, Esq.,
Secretary to the Bengal Chamber of Commerce.

SIR,—I AM directed to acknowledge the receipt of your letter dated the 5th *Insta Department,* instant, representing that false information furnished *Electric Telegraph.* from on board the Steamer *Shanghai* as to the price of Opium and the rate of Exchange at Canton was circulated to the Calcutta Public by means of the Electric Telegraph, and in reply to state, for the information of the Chamber, that the Government of Bengal has been requested to order the necessary enquiry to be instituted for the purpose of ascertaining

whether the Pilot, who was in charge of the Steamer at the time, was to blame in furnishing the false information in question, and his reasons for not bringing the *Shanghai* up to her moorings on the 4th instant.

I have, &c.

COUNCIL CHAMBER, }
The 15th September 1854. }

(Signed) C. A. ALLEN,
Offy. Secy. to the Govt. of India.

No. 1121.

FROM C. ALLEN, Esq.,
Offy. Secretary to the Government of India,
To H. W. I. WOOD, Esq.,
Secretary to the Bengal Chamber of Commerce.

SIR,—IN continuation of my letter to you, No. 984, dated the 15th ultimo, I am directed to inform you that, with the view of preventing any further false information being transmitted through the Electric Telegraph, regarding the state of the China market, the Post Masters at Hong Kong, Singapore, and Penang have been requested to make up separate bags for Koolgerce, independent of the Calcutta Mails, in which each China merchant may send a letter to the Assistant in charge of the Electric Telegraph at Koolgerce, who will transmit its contents by Telegraph to the constituents of such Merchant in Calcutta. The Secretary to the Chamber of Commerce at Canton can avail himself like any one else of this privilege.

2. The enquiry instituted into the conduct of the Pilot of the *Shanghai* has proved him to be perfectly blameless, in the matter of the false report communicated by the Commander of that vessel.

I have the honor to be,
Sir,
Your most obedient Servant,

COUNCIL CHAMBER, }
The 20th October 1854. }

(Signed) C. ALLEN,
Offy. Secy. to the Govt. of India.

APPENDIX D.

REGISTRY OF BOATS.

BENGAL CHAMBER OF COMMERCE,
Calcutta, 28th August 1854

To G. F. COCKBURN, Esq.,

*Officiating Chief Magistrate,
Calcutta.*

SIR,—I AM instructed by the Committee of the Chamber of Commerce to submit for your consideration, the subject of registering all Dinghies and Boats plying within the limits of the Port of Calcutta, in the belief that the system, if carefully pursued, would result in much benefit by affording a partial check to the ill-treatment which sailors are frequently subject to, involving, it is feared, loss of life in some instances; and as a means of, if not preventing, at least detecting the numerous robberies committed on the river. The Committee is of opinion that the suggested plan of Registration would materially assist the River Police in their enquiries after stolen property, and their search for missing sailors and others.

Such a result would, the Committee thinks, be much appreciated by both the Government and the community generally; and hopes you will give the matter your best consideration.

I have &c.,
(Signed) H. W. I. WOOD,
Secretary.

No. 303. *The 30th August 1854.*

FROM THE OFFICIATING CHIEF MAGISTRATE OF CALCUTTA,
TO THE SECRETARY TO THE CHAMBER OF COMMERCE,

Calcutta.

SIR,—I HAVE the honor to acknowledge the receipt of your letter, dated the 28th instant, submitting, by desire of the Chamber of Commerce, for my consideration, the subject of registering all Dinghies and Boats plying on the river, and in reply to state that I fully coincide in the opinion that some such system

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is required, and will give the matter my immediate and best attention, and the result will be furnished for the information and advice of the Chamber of Commerce.

I have the honor to be,
Sir,
Your most obedient Servant,
(Signed) G. F. COCKBURN,
Offg. Chief Magistrate.

BENGAL CHAMBER OF COMMERCE,
Calcutta, 6th September 1854.

G. F. COCKBURN, Esq.,

*Officiating Chief Magistrate,
Calcutta.*

SIR,—THE Committee of the Chamber of Commerce learns with much satisfaction that you fully coincide in the opinion that some such system as that suggested in the Chamber's letter of the 28th instant, for the registering of Boats plying on the river, is required, and the Committee will be glad to know the result of your consideration of the matter.

In continuation of the above communication, I am desired to state that, in the opinion of the Chamber, it will be very necessary to make provision for the proper conveyance of passengers by Dinghies and other native Boats engaged in passenger traffic; and that the suggested registration should embrace this important point.

The Committee has no doubt that the records of your own Office abundantly prove the fact of a deplorable loss of life attributable to the overloading with passengers the small and unsafe boats employed for their conveyance. The slightest accident is sufficient to cause the destruction of the boats, and to peril the lives of all on board; and the greater the number of the latter, the less the chance of avoiding danger.

The Committee therefore strongly urges the necessity of passing some stringent regulations regarding the conveyance of passengers by Dinghies, &c., and the rigid enforcement of the law in every instance of proved infraction thereof. The Committee would suggest that the boats should be licensed to carry a certain number and no more, according to their size and capability of safe conveyance, and that the system of license should form a material part of the Registry already recommended.

I have &c.,
(Signed) H. W. I. WOOD,
Secretary.

APPENDIX E.

MUNICIPALITY OF CALCUTTA.

No. 1300.

FROM THE SECRETARY TO THE GOVERNMENT OF BENGAL,
TO THE SECRETARY TO THE CHAMBER OF COMMERCE.

Dated Fort William, 8th June 1854.

Judicial. Sir,—I AM directed to forward, for the information of the Chamber of Commerce, the accompanying copy of a Memorial, addressed to the Lieutenant Governor by certain Native Gentlemen, resident in Calcutta.

2. The Lieutenant Governor will be glad to receive from the Chamber of Commerce, any representations on the subject of this Memorial, which they may be disposed to submit; and in conveying this intimation, he instructs me to add that if any change is to be made in the Municipal Management of Calcutta, having for its object to give a greater share in the management to the inhabitants of the town, it will, in his opinion, be essential that any such change should provide for a large infusion of English influence, intelligence, and energy, which are specially needed in the management of a Town more English than any other town in India, and which has grown to its present importance mainly from the effects of the large and increasing resort to it of respectable Englishmen.

I have the honor to be,

Sir,

Your most obedient Servant,
(Signed) W. GREY.

Secy. to the Govt. of Bengal.

TO THE HON'BLE FREDERICK JAMES HALLIDAY,

Lieutenant Governor of Bengal.

The humble Petition of the undersigned
Inhabitants of the City of Calcutta,

SHEWETH,—That your Petitioners are possessors of extensive real property in the city, and deeply interested in its prosperity, and as such, desire with due respect to lay before your Honor their opinions as to the reforms required in the constitution of the Municipal Board of Commissioners, to secure the improvement of the Town and the efficient management of its affairs.

2nd. That your Petitioners are satisfied with the constitution of the Municipal Commission, as regards the appointment of two official Members by the Government, and are grateful for the privilege extended to the inhabitants of Calcutta of sharing in the management of their Municipal concerns through their Elective Commissioners. But they regard the system of election provided by Act X. of 1852, to be a failure, because, although understood and appreciated by the upper and more educated classes of the inhabitants, it is wholly unsuited to the bulk of those who are called upon to exercise the right of election.

3rd. That the salary of the Office of Municipal Commissioner is too small to induce the more respectable portion of the Native gentry to offer themselves as candidates. Nor can such persons permit themselves to canvass for votes by means of Agents, so long as they are liable (in consequence of the trifling salary attached to the Office) to the imputation of being actuated by interested motives.

4th. That respectable persons being thus excluded from becoming candidates, the choice of the voters has been limited among those to whom the salary was an object, and who had no higher purpose in view. Moreover, in consequence of the imperfect knowledge possessed by the voters of their duties and responsibilities, low intrigues and corrupt practices are employed to a great extent as the means of securing election.

5th. That your Petitioners do not pretend to have a full knowledge of the means resorted to for multiplying votes, but they have reason to believe that the following are frequently practised:—

First.—The systematic issue of voting tickets in fictitious names, or in the names of persons long ago deceased, in collusion with the subordinate attached to the Office, over whom the Elective Commissioners can always, from their position, exercise some degree of undue influence, and thereby make those Officers subservient to their corrupt practices.

Secondly.—The suppression, in concert with the said Officers, of *bona fide* applications for voting tickets from persons entitled to them.

Thirdly.—The false personation of fictitious or deceased individuals at the time of the elections, whereby votes may be multiplied to any extent.

Fourthly.—The creation on the occasion of the annual elections, merely to swell the votes for particular candidates, of fictitious leases of a number of small houses or patches of land, the occupiers or holders of which are not individually entitled to votes.

6th. That your Petitioners have also grounds to believe that, as under the operation of Act XVI. of 1847, when the voters were numerous and comprised people of all grades and occupations, all attempts at detection were considered hopeless; so under the present law, which has reduced the number of voters by prescribing a certain standard, the creation of pretended occupiers of lands and houses, with the connivance with the owners for the purpose of multiplying votes, is effected with such tact and artifice, as to baffle discovery and prevention.

7th. That your Petitioners believe it was the intention of the Legislature that the Elective Commissioners should be respectable persons, possessing the confidence and able to represent the sentiments of the community, and qualified to co-operate with official Members in effecting the sanitary and other reforms, so urgently required; and your Petitioners have no hesitation in assuring your Honor that not only they individually, but all Native Gentlemen of rank and position, would, under a different system of election, consider it an honor to form a part in rotation of the Municipal Commission, and gladly devote their time and local knowledge to the important objects of improving and embellishing the city.

8th. Your Petitioners therefore pray that your Honor will be pleased to reform the Municipal Board, by procuring the repeal of so much of Act X. of 1852, as allows Elective Members to sit on that Board; and by substituting for them a large number of Honorary Members, selected triennially in equal proportions from among the European and Native Candidates by the Grand Jurors assembled at the first sessions of the year, or in the event of there being no candidates, from among their own body, or any individuals they may think fit to nominate; and in case the Grand Jurors fail to make such nomination, reserving to the Government the power of nominating any whom it may think qualified for the post; your Petitioners also humbly suggest that Municipal Commissioners be vested, during their incumbency, with the powers of a Justice of the Peace, or such other distinction as may be deemed proper.

And your Petitioners, as in duty bound, shall ever pray, &c.

Calcutta, } (Signed) RADHAKANT RAJAH BATAPOOR.
The 18th May, 1854. } " RAJAH KALIKSINA BATAPOOR.
" GRENDEK CHUNDER GHOSE.
" SREKISSSEN SING.
" PRASUNNO COOMAR TAGORE.
" HORO COOMAR TAGORE.
" GRENDERNAUTH TAGORE.
" NOGENDERNAUTH TAGORE.
" NOBOCCOMAR MULLICK.
" SHAM CHITEN MULLICK.
" DENOBUNDOO MULLICK.
" RAMSEBUCK MULLICK.
" RAJENDRO MULLICK.
" DEBENDERNAUTH TAGORE.
" DEGUMBER MITTRE.
" RAJENDER DUTT.
" AUSOOTOSH DEY.
" ANWINDCHUNDER MITTRE.
" BHINDABUNCHUNDER MITTRE.
" ROMMANATH TAGORE.
" RAMAPERSAUD ROY.

(True copy.)

(Signed) HODGSON PRATT,

Under Secy. to the Govt. of Bengal.

BENGAL CHAMBER OF COMMERCE,

Calcutta, 11th July 1854.

W. GREY, Esq.,

Secy. to the Govt. of Bengal.

SIR,—I AM instructed by the Committee of the Chamber to acknowledge, with thanks, your letter of the 8th ultimo, forwarding, for the information of the Chamber, a copy of a Memorial addressed to the Lieutenant-Governor by certain Native Gentlemen, resident in Calcutta, relative to the Municipal Government of this city.

The Chamber of Commerce fully concurs with the Memorialists, with reference to the present Municipal Commission, that "the system of election provided by Act X. of 1852, is a failure, because, although understood and appreciated by the upper and more educated classes of the inhabitants, it is wholly unsuited to the bulk of those who are called upon to exercise the right of election."

Nothing can be more true than the description given in the 3rd, 4th and 5th Sections of the Memorial of the working of the present system. The Office of Municipal Commissioner is now covered only by needy and intriguing men of inferior position in Native circles, to whom the present trifling salary even is an object, and who devote their time and attention chiefly to securing their reelection from year to year by all manner of corrupt practices.

The Committee of the Chamber, in common with all persons interested in the welfare of Calcutta, feels that a change is indispensable, if it be intended that the affairs of the city should be efficiently administered, and that the much needed improvements should be carried out in draining, lighting, and supplying water to the town.

While however the Chamber of Commerce fully agrees with the Memorialists so far, as well as in the belief that under a different system Native Gentlemen of rank and position would consider it an honor to form part of the Municipal Commission, and would devote their time and knowledge to the discharge of their duties,—I am directed to say, that the substituted mode of election as proposed by the Memorialists, viz., the selection triennially of Commissioners "by the Grand Jurors assembled at the first sessions of the year," appears to be by no means a happy idea. Failing the action of the Grand Jury in certain contemplated cases, the nomination is proposed to be left to the Government; and it seems to the Committee that such nomination would be best left altogether with the Government.

Were the qualification of voters so raised as to exclude from the elective franchise all the objectionable classes, the number of voters would be too much reduced to allow their acts to be considered as the free expression of public opinion. The same objection applies even more strongly to the acts of the 30 or 40 individuals who might happen to be summoned on the Grand Jury for the

first sessions of each year:—and in the latter case undue influence in securing a summons, might be very easily exercised by interested parties; in fact the Sheriff, as summoning Officer, might control the election to an inconvenient extent.

The Committee of the Chamber therefore desires to record its opinion that the Members of a reformed and enlarged Municipal Commission, should be named by Government, that they should be entrusted with large powers, and that the nomination should be triennial, as suggested by the Memorialists.

The Committee cordially re-echoes the opinion of the Lieutenant-Governor that any change should provide for a large infusion of British influence, intelligence, and energy, in the management of the town; and it believes that British subjects of all classes would cheerfully co-operate in carrying out the objects of any well-digested plan for giving increased efficiency to the Municipal Commission.

Without entering into details unnecessarily, the Committee would suggest that an able Civil Engineer as well as Secretary should form part of the establishment of the Municipal body.

I have the honor to be,

Sir,

Your most obedient Servant,

(Signed) H. W. L. WOOD,
Secretary.

APPENDIX F.

BENGAL CHAMBER OF COMMERCE—CALCUTTA, 1st NOVEMBER, 1854.

Monthly Statement of Sales and Stocks of Imports, including all Goods in Ships actually reported, whether landed or not.

	Sales.	Stocks.
COPPER,		
Tie,	Fy. Mds.,	8,923
Sheet, .....	.....	.....
Braziers, .....	.....	527
Bolt, .....	.....	.....
Jugot, .....	.....	.....
Old,	21	21
Nails, .....	.....	.....
Chilian, Sec., .....	.....	.....
Yellow Metal, .....	.....	.....
Australia, .....	.....	.....
Total, Fy. Mds.,	21	9,471
IRON,		
Flat, Square & Bolt, Fy. Mds.,	2,358	7,697
Round Rod in Bundles,	840	3,228
Nail Rod,	450	2,850
Hoop,	646	2,700
Sheet,	584	15,471
Plates, .....	.....	.....
Swedish, .....	.....	1,288
Total, Fy. Mds.,	4,878	33,234
LEAD,		
Fig,	Fy. Mds.,	2,250
Sheet, .....	.....	.....
White,	25	1,050
Red,	300	.....
Total, Fy. Mds.,	325	3,300
QUICKSILVER,	Bottles,	100
SPELTER,	Fy. Mds.,	12,172
STEEL,		
English,	Fy. Mds., .....	.....
Swedish, .....	.....	.....
Total, Fy. Mds.,	.....	.....

	Sales.	Stocks.
TIN PLATES, Boxes,	651	2,438
TWILLS, Grey, all kinds, ... Pieces,	1,999	100
" Bleached, " 	1,450	2,400
Total, Pieces,	3,449	2,500
MADAPOLLAMS,—Grey, 30 to 33 in., Pieces,	64,847	85,350
above 33 in.,	5,900	2,300
" —White, all kinds, .....	.....	.....
Total, Pieces,	70,747	87,650
TWIST, Grey Mule—20, Bales,	43	92
30,	155	190
40,	1,612	1,053
50,	357	153
60,	207	68
70,	66	29
80,	67	20
90,	28	9
100,	14	2
upwards,	10	42
" Turkey Red,	08	383
" Green,	25	128
" Orange,	35	72
Total Bales,	2,688	2,241
SHIRTINGS, ... Grey, 40 inch, Pieces,	.....	.....
Low under 7 lbs,	57,282	76,686
Middling 7 and 8 lbs,	33,869	26,660
Fine above 8 lbs,	54,050	22,400
45 inch—all reeds,	11,610	46,411
50 inch, " 	2,120	3,350
54 inch—all kinds,	15,584	31,344
Total, Pieces,	1,80,515	2,06,851
" —Bleached,—36 inch, .....	.....	.....
Low,	2,450	5,646
Middlings,	3,048	10,040
Fine,	2,340	3,152
Total, Pieces,	7,838	18,838

	Sales.	Stocks.
SHIRTINGS, ... Figured,—40 yards,	7,350	13,700
50 yards upwards,	4,260	3,620
Total, Pieces,	11,610	17,320
BROCADES, ... All kinds, Pieces,	7,938	13,047
JACONETS, ... Grey, 40 inch, Pieces,	.....	.....
50 reed and under,	39,444	82,277
52 to 56 reed,	13,855	74,098
60 and upwards,	3,103	150
45 inch—all kinds,	14,856	8,953
Total, Pieces,	71,261	1,65,478
" —Bleached, Pieces,	.....	.....
Low, all widths,	22,503	3,900
Middling, " 	32,329	8,390
Fine, " 	19,001	4,519
Total, Pieces,	74,033	16,809
DOMESTICS, Grey,—all kinds, Pieces,	2,425	7,107
T. CLOTH, ... Grey,—all kinds, Pieces,	4,160	7,400
CAMBRICS, ... Bleached, Pieces,	.....	.....
Low,	4,606	4,800
Medium,	4,245	3,795
Fine,	3,310	1,200
Colored,	2,696	.....
Grey,	6,611	9,420
Total, Pieces,	21,468	19,215
BOOK MUSLINS, Low Books or Power, } Pcs.,	100	50,626
Loom 7 ⁰⁰ to 11 ⁰⁰}, } .....	.....	25,230
Fine Books 11 ⁰⁰ upwards, ...	.....	.....
Total, Pieces,	100	75,856
MULLS, —Grey, 7 ⁰⁰ to 11 ⁰⁰ , ... Pieces,	.....	200
—Bleached, Low Power }	22,400	41,536
Loom, 7 ⁰⁰ to 11 ⁰⁰}, ... } .....	.....	.....
Fine Mulls, }	18,634	19,966
Total, Pieces,	41,034	61,702

	Sales.	Stocks.
CHINTZ & PRINTS, Bengal Stripes, ... Pieces,		3,058
Neutral "	300	574
Common Fancies,	5,968	33,848
Fast Colored,	1,581	10,797
Turkey Red,	5,973	29,947
Imitation "	4,947	31,915
Total Pieces,	17,871	1,10,139
LAPPETS, ... Common	27,687	1,37,512
Medium and Fine,	19,301	1,61,892
Total Pieces,	46,988	2,99,404
LAPPET SCARFS, — all kinds,	1,076	44,025
TURKEY RED, ... Plain Cloth,		
7-8 or 24 inch,	11,200	13,314
9-8 or 32 inch,	4,200	900
upwds. of 33 inch,		
— Twills,		
7-8 or 24 inch,		2,854
9-8 or 32 inch,		5,138
upwds. of 33 inch,	4,507	12,832
— Mulis, all kinds,	4,480	9,900
— Jacquets "	1,168	1,975
— Fancy Shirtings,	663	5,050
Total Pieces,	26,218	51,983
HANDKERCHIEFS, ... Colored Cotton, ... doz.,	1,584	8,956
WOOLLENS, — Saved Lists,	4,819	26,381
Broad Cloth, ...		
Ladies' Cloth, ...	12,372	7,142
Spanish Stripes, ...		
Kerseysmores, ...		
Fancy Wollens, ...	2,391	11,708
Alpacas,		
Flannels,	271	7,531
Blankets,		180

The Sales are given from the 1st to 31st October 1854.

The Stocks are made up to the 31st October 1854.

N. B.—The Returns given in this Statement are furnished by the following Firms :

Allen, Duffell and Co.	Leuch, Rawson and Co.
Ashburner and Co.	Livingston, Dearman and Withers.
Borradale, John and Co.	Lypall, J. and Co.
Braddon and Co.	Macdillroy, Stewart and Co.
Carlies, Nephews and Co.	Macdonn, Mackenzie and Co.
Cowell, E. M. and Co.	Norman, Brothers and Co.
Colvin, Kinlie, Cowie and Co.	Pearce, Macrae and Co.
Durschmidt, Groh, Sand and Co.	Peel, Bellairs and Co.
Ewing and Co.	Pennington and Co.
Eglinton and Co.	Potter and Co.
Edwards, Roper and Co.	Ralli Brothers.
Gillanders, Arbuthnot and Co.	Ralli and Mavrojan.
Gladstone, Wylie and Co.	Ram Gopal Ghose and Co.
Ginger, Jenkins and Co.	Robinson, Infour and Co.
Griffiths, Hay and Co.	Schiffelz and Co.
Henderson, Wallace and Co.	Schoone, Kilburn and Co.
Henderson, Jas. and Co.	Shand, Fairlie and Co.
Jamieson and Co.	Smith, Farie and Co.
Jardine, Skinner and Co.	Turner, Cadogan and Co.
Kettlewell, Drabble and Co.	Wicholt, Brothers and Co.
Kelly and Co.	

H. W. I. WOOD,
Secretary.

RULES AND REGULATIONS

OF THE

BENGAL CHAMBER OF COMMERCE,

Adopted at a General Meeting of the Chamber, on Monday, the 9th day of May, 1853.

- First.....* That the Society shall be styled "THE BENGAL CHAMBER OF COMMERCE."
- Second...* That the object of the Chamber shall be to watch over and protect the general interests of Commerce; to collect information on all matters of interest to the Mercantile Community, and to use every means within its power, for the removal of evils, the redress of grievances, and the promotion of the common good; to communicate with authorities and individual parties thereupon; to form a code of practice whereby the transaction of business may be simplified and facilitated; to receive references and to arbitrate between disputants. The decisions in such references being recorded for future guidance.
- Third.....* That it being highly desirable not to recognize any principle of exclusion, all persons engaged or interested in the Commerce or Shipping of Bengal, shall, upon payment of the Subscription and on signature of the Rules and

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Regulations, be admissible as Members in the manner hereinafter described.

- Fourth....* That Candidates for admission, proposed by one Member and seconded by another, shall be balloted for, and a majority of votes shall decide the election.
- Fifth.....* That voting by proxy, or by Members whose subscriptions are in arrear, be not allowed.
- Sixth.....* That the Chamber reserves to itself the right of expelling any of its Members; such expulsion to be decided by the votes of three-fourths of the Members of the Chamber.

modified at
Genl Meet-
Nov. 27th
—see be-

Seventh... That a majority of the firms constituting the Chamber shall be held sufficient to form any General Meeting, at which although two or more partners of one firm be present, they are to count in voting as only one Member; and no two Members of one firm can be at the same time Members of the Committee.

Eighth.... That the monthly subscription of each Member or firm be Rupees 16, subject hereafter to increase or reduction as may be decided by a General Meeting.

Ninth..... That the business and funds of the Chamber shall be managed by a Committee of seven Members, consisting of the President and Vice-President, and five Members, to be elected annually at a General Meeting of the Chamber in the month of May; the President, or, in his absence, the Vice-President, being Ex-Officio Chairman of the Committee, and in the absence of the President and Vice-President, the Committee to elect its own Chairman. Four to form a quorum; the Chairman in cases of equality having the casting vote.

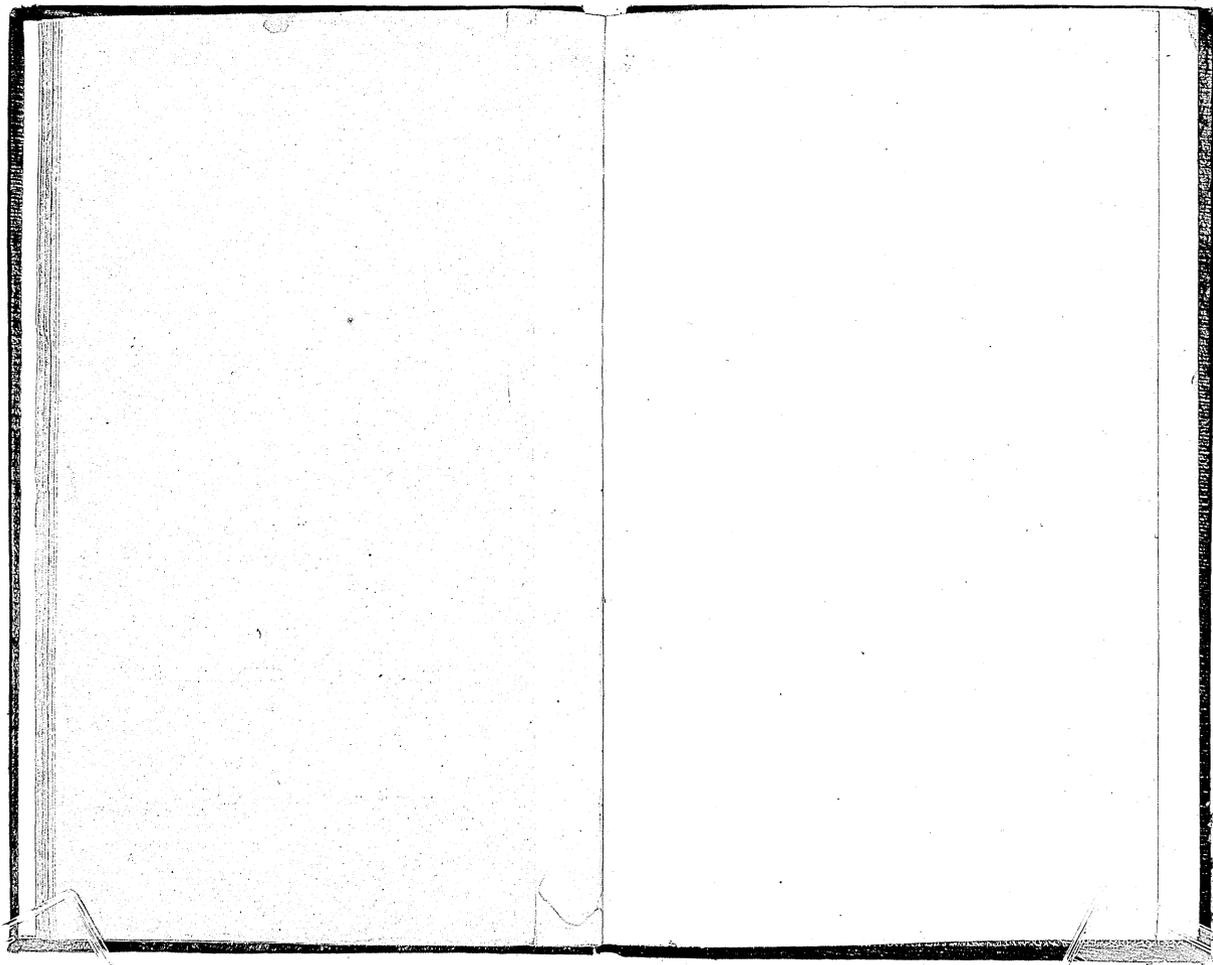
Tenth.... That the Committee shall meet on such day of every week as it may fix as most convenient, for the purpose of transacting such business as may come within the limits of the objects of the Chamber, and that its proceedings be laid on the table open to the inspection of Members, subject to such regulations as the Committee may deem expedient.

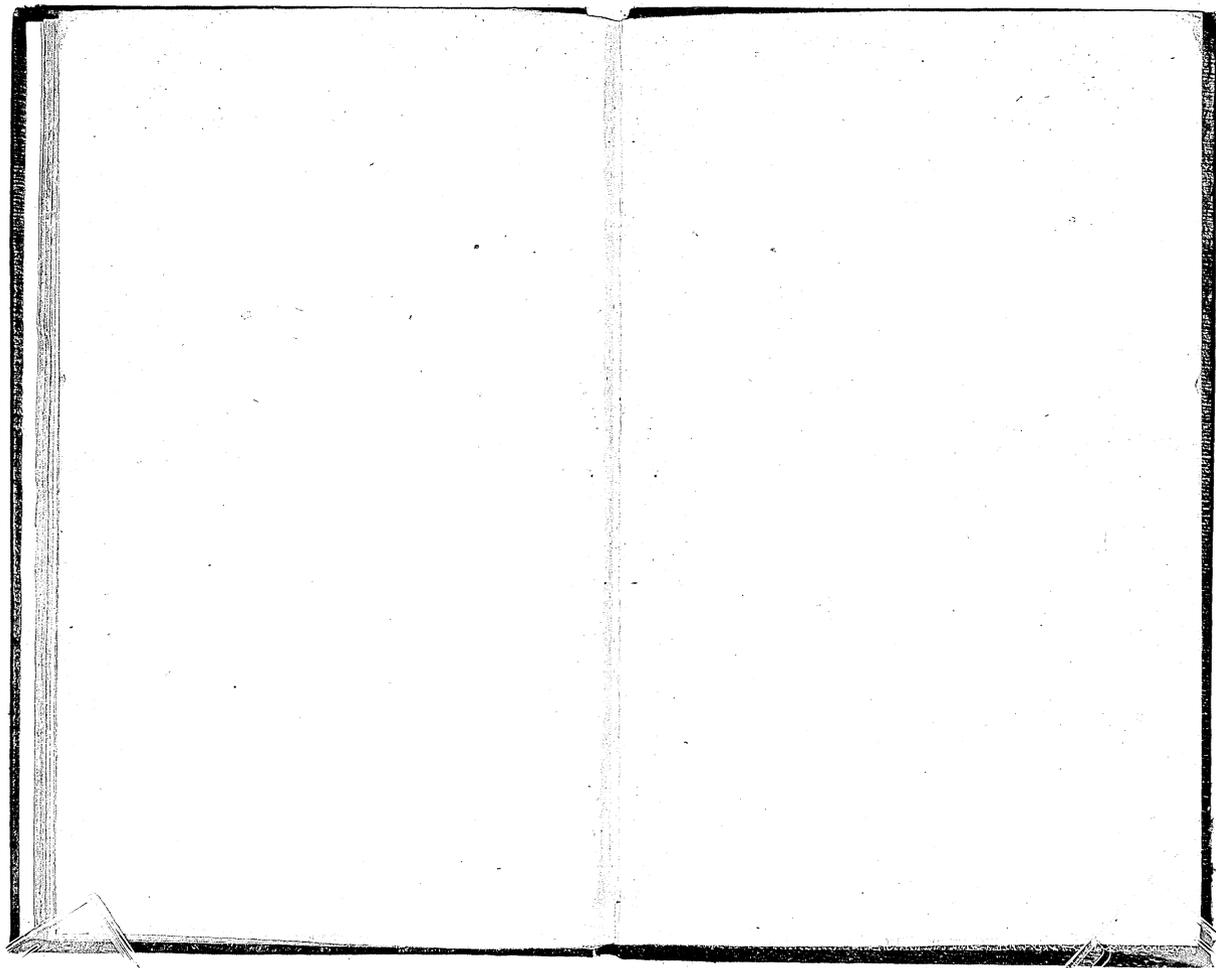
- Eleventh.* That vacancies in the Committee created by the absence of Members from the Presidency for two months, or by departure for Europe, or by death, be filled up at a General Meeting by a majority of the Members present thereat.
- Twelfth.* That the Secretary be elected by the Committee; such election to be subject to confirmation at the next ensuing General Meeting.
- Thirteenth.* That the General Meetings of the Chamber be held from time to time as the Committee for the time being may deem necessary. That a Special General Meeting shall be called by the President, or, in his absence, by the Vice-President, or by his order on the requisition of any five firms, Members of the Chamber, to be held within five days subsequent to the receipt of such requisition.
- Fourteenth.* That all Proceedings of the Committee be subject to approval or otherwise of General Meetings duly convened.
- Fifteenth.* That strangers visiting the Presidency may be introduced as Honorary Members for two months by any Member of the Chamber inserting their names in a book to be kept for that purpose.
- Sixteenth.* That the Committee be empowered to make Bye-laws, which shall not be of any force until approved of by a General Meeting.
- Seventeenth.* That an Annual Report of the Proceedings be prepared; and, after being approved of at a General Meeting, printed and circulated.
- Eighteenth.* That the above Rules be added to, or altered, only by a majority of Members of the Chamber.
- Nineteenth.* That the foregoing Rules be printed, and an authenticated copy, subscribed by each Member on admission, be kept as part of the records of the Chamber. That printed copies be forwarded to Members of the Chamber,

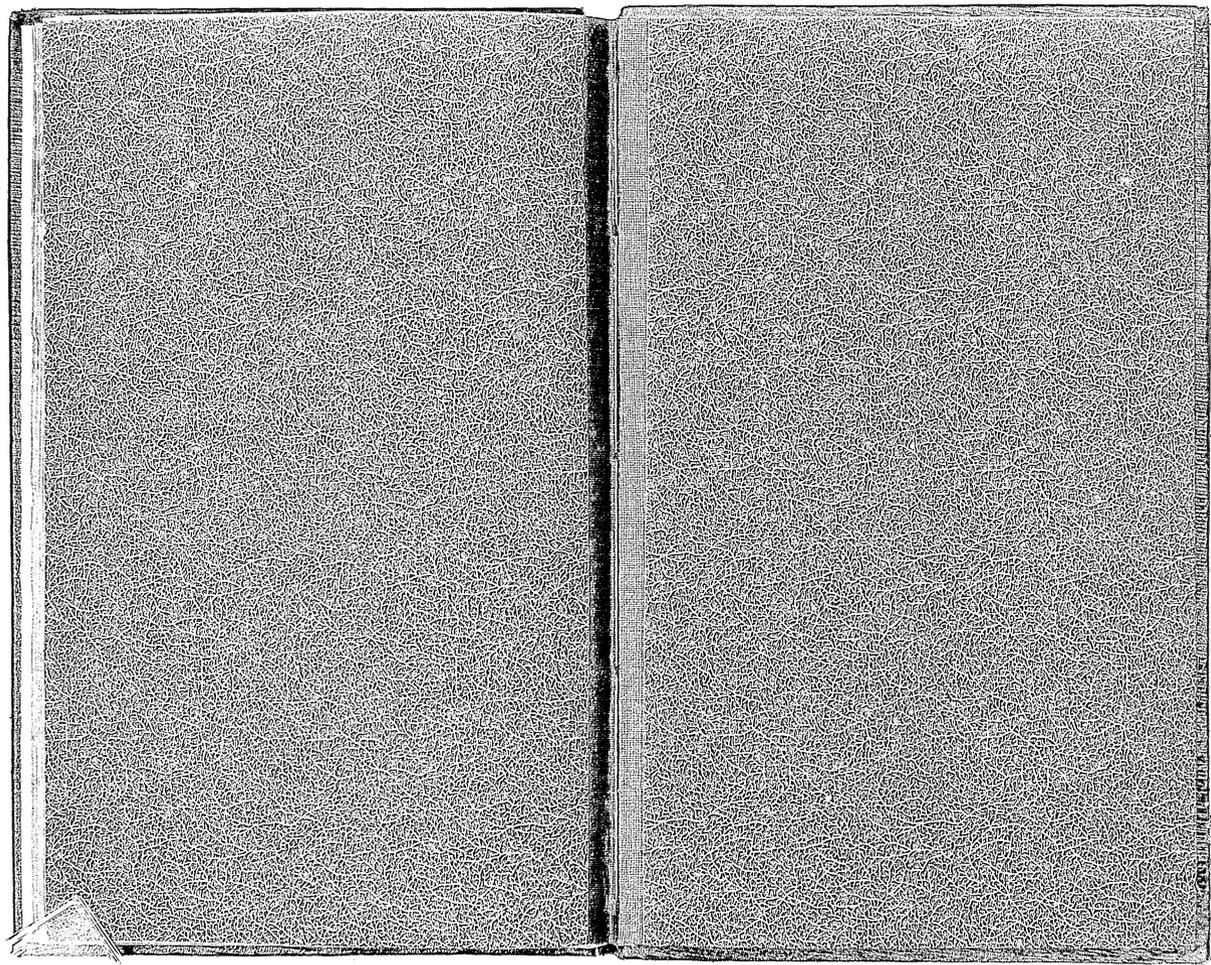
to the Secretary to Government, and to such other parties or authorities as it may be desirable to make acquainted with the objects and Rules of the Association.

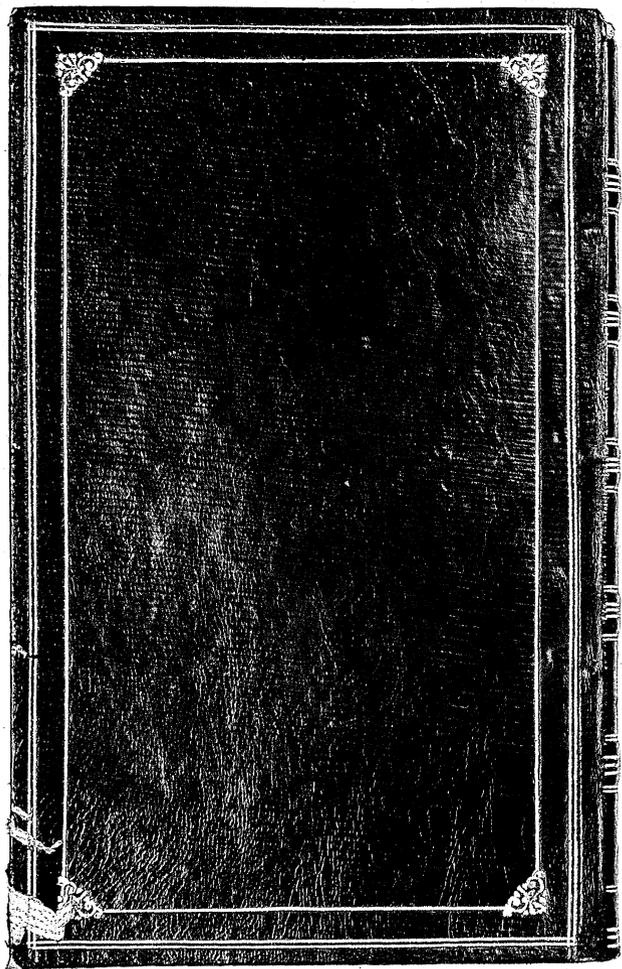
The Seventh Rule, as modified at a General Meeting of the Chamber, held on Monday, the 27th day of November 1854.

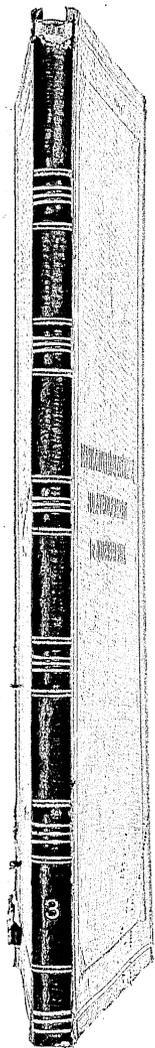
That any number of Members present shall be held to constitute a General Meeting, called in conformity with the Rules of the Chamber, for the despatch of ordinary business; but that no change in the Rules of the Society can be considered except at a General Meeting at which the majority of the Members of the Chamber shall be present.











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