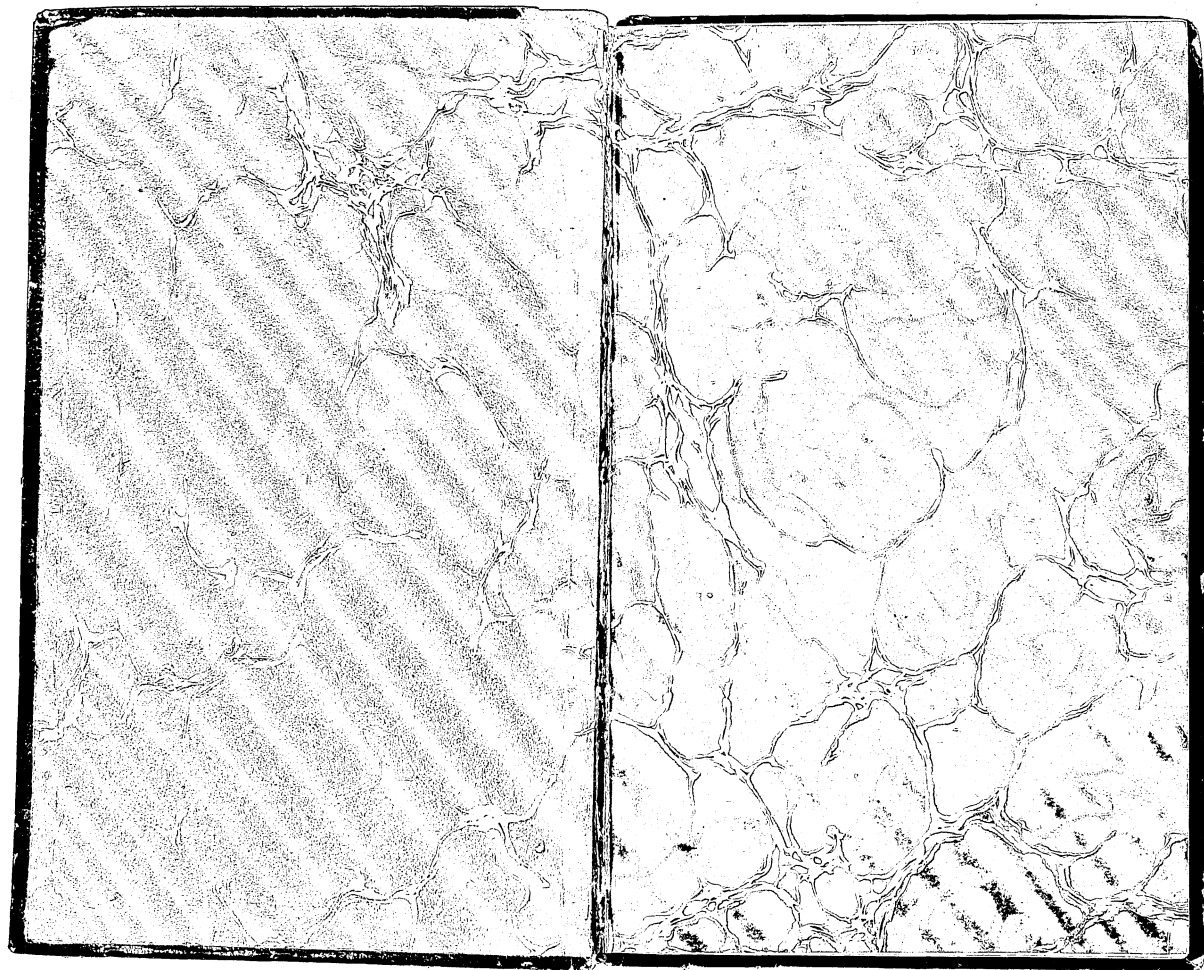
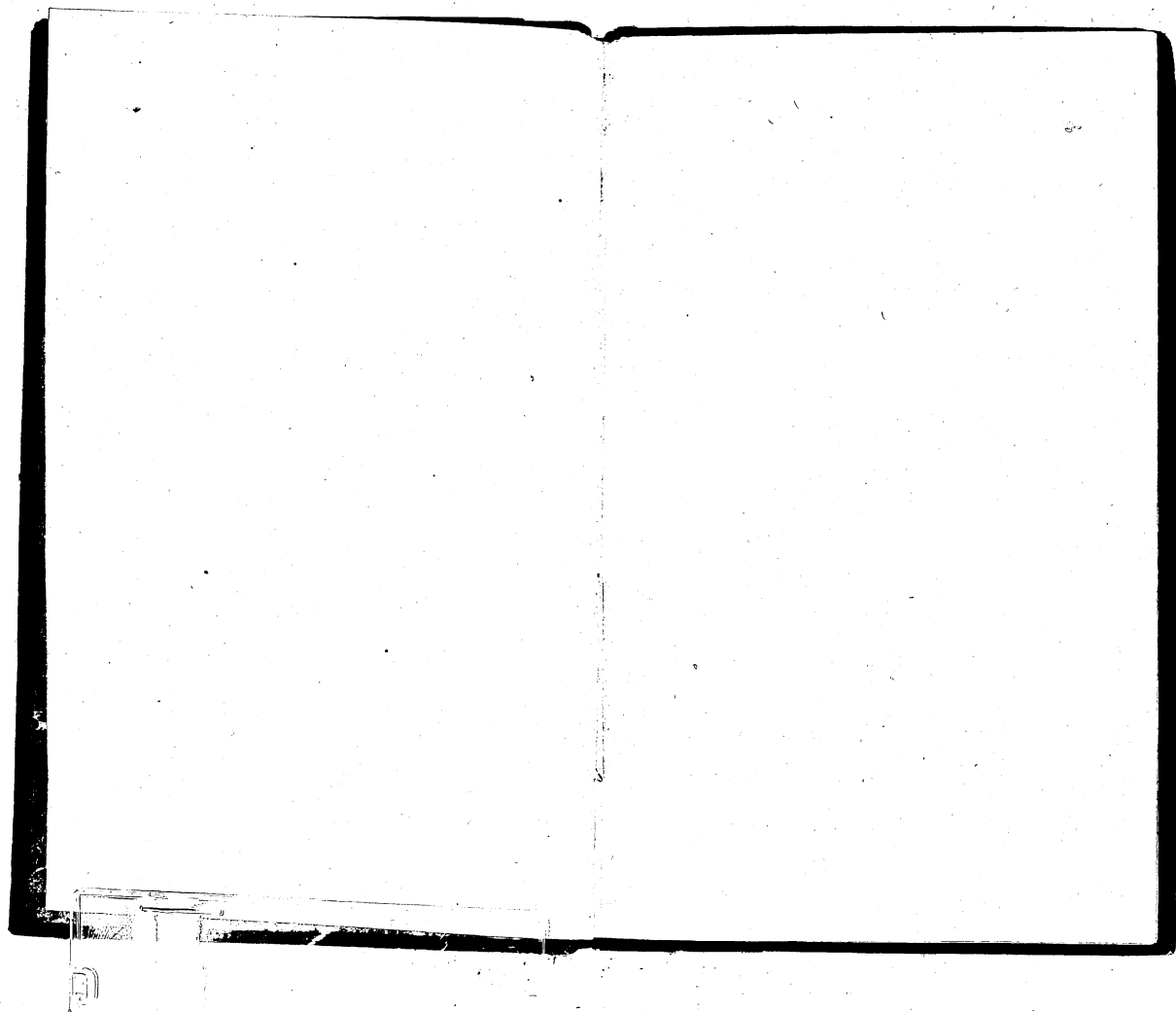
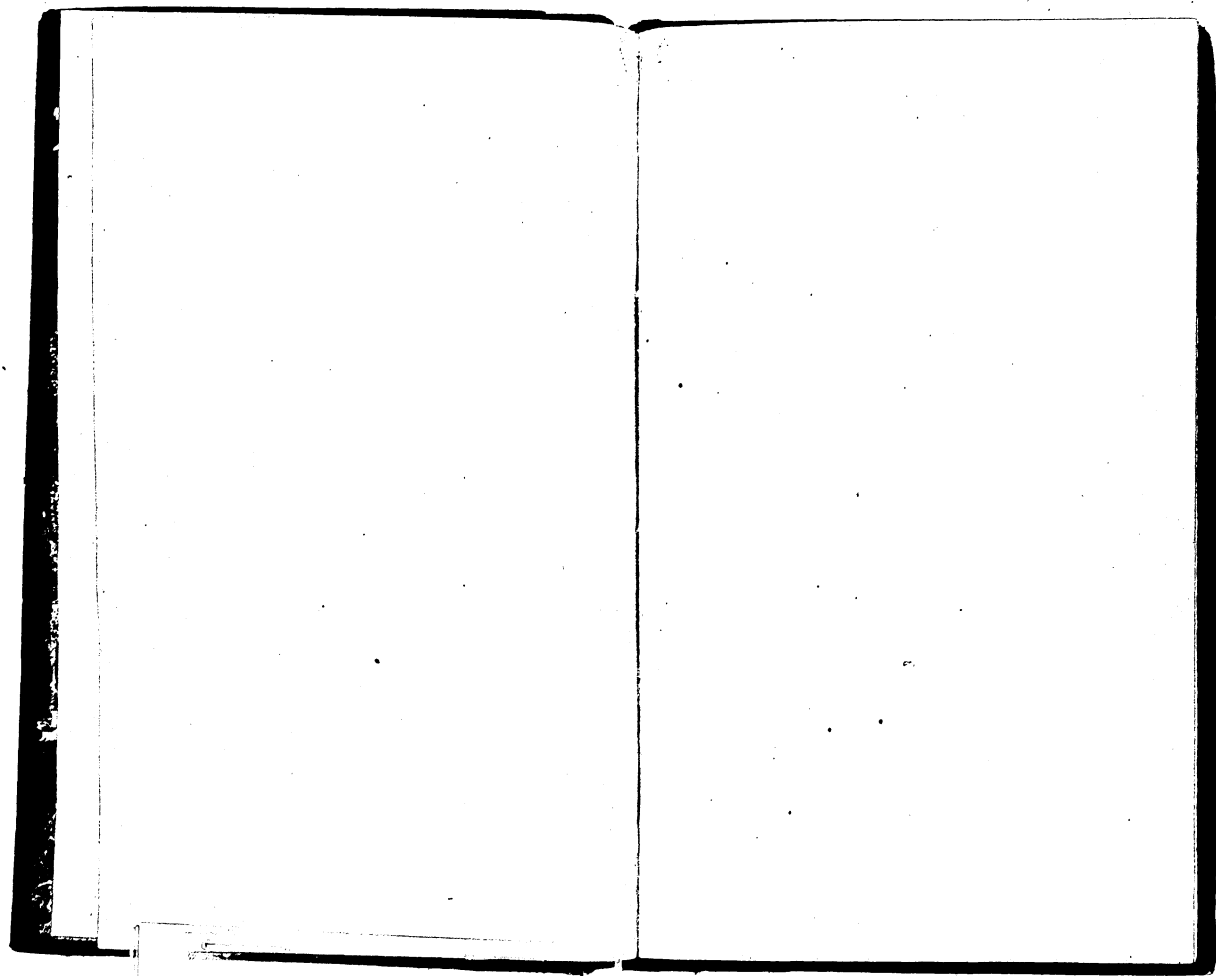


HALF-YEARLY REPORT  
BENGAL CHAMBER OF COMMERCE.

1<sup>ST</sup> MAY. 1857.







*Proceedings of a General Meeting of the Bengal  
Chamber of Commerce, held on Wednesday, the  
27th May, 1857.*

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DAVID COWIE, Esq., *President, in the Chair.*

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THE Report of the Committee for the Half-year, ended 30th April, having been read by the Chairman, it was unanimously resolved that the Report be received.

The Chairman read extract from a letter from Mr. Fitzwilliam, a Member of the Tribunal of Commerce Sub-Committee, who states that "in reference to the Committee upon Tribunals of Commerce, all that can be reported is that several additional opinions have been received favorable to the movement, and that the outline of a code of Laws and Regulations for the working of a Tribunal in Calcutta is now printing, and would, when completed, be sent to the Members of the Chamber, &c., for their opinions."

Messrs. W. Duncan and W. H. Ripley were unanimously elected as Members.

Scrutineers having been chosen to examine the votes for a Committee for the ensuing year the names of the following gentlemen were returned:—

David Cowie, Esq., President.

Jas. J. Mackenzie, Vice President; and Messrs. J. N. Bullen, Geo. Brown, W. Blundell, D. Mackinlay, and E. D. Kilburn.

After a vote of thanks to the late Committee for their services on behalf of the Chamber, and to the Chairman for presiding on this occasion, the proceedings terminated.

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

## BENGAL CHAMBER OF COMMERCE.

### HALF-YEARLY REPORT OF THE COMMITTEE.

THE Committee have pleasure in submitting to the Members of the Chamber a brief report of their proceedings during the past half-year.

In December last, during the short lived existence of the 4½ per Cent. Loan, your Committee endeavoured to obtain from Government public notice of the sums subscribed from time to time, and a declaration of the total amount which it was proposed to borrow.

The Governor General in Council declined compliance with either request, but it is observable that the terms of the 5 per Cent. Loan, which was opened a few days later, followed in one respect the recommendation of the Committee, by limiting its amount to three crores of rupees.

Your Committee having received an interesting letter from the officiating Master Attendant, containing practical suggestions for averting some of the dangers to which vessels in this port are exposed during the S. W. Monsoon, have distributed printed copies of the same among the Members of the Chamber and shipowners here and at home; and they now take this opportunity of again calling attention to the valuable advice which that letter contains.

Appendix A.  
Financial Policy.

Appendix B.  
Accidents to Shipping.

*Arrivings*

In connexion with this subject, they have here to report the present state of river moorings in the Hooghly to be as follows :—

Fixed Moorings, .....	105
Swinging ditto, .....	16

showing a respective increase of 14 and 5 on the numbers stated in the last half-yearly Report.

Under the sanction of Government, moorings to accommodate twelve vessels are on the point of being laid down at Garden Reach, and your Committee are fully alive to the necessity for continued exertions to obtain a steady further increase proportioned to the growing wants of the Port.

Appendix C.  
Impressment of  
Carriage for  
Public Service.

To obviate the excessive injustice and inconvenience to which merchants had often been exposed by the mode in which carriage for the public service was impressed, your Committee addressed to the Government of Bengal on the 5th January last an urgent remonstrance which, with a reply of the 31st January, will be found in Appendix C.

A Bill is now under the consideration of a Select Committee of the Legislative Council to define the system under which impressment of Carriage for public purposes shall be allowed, and your Committee believe that, if the provisions of that Bill are faithfully acted up to by Government servants, no further ground of complaint on the part of merchants will exist.

Appendix D.  
Equalization of  
Duties, &c.

In correspondence with the Board of Revenue, your Committee have been strenuously urging the

reforms referred to in more than one past report, viz, the equalization of duties on British and Foreign merchandize, the abolition of export duties, and the removal from the Customs' Tariff of a variety of articles producing a very inconsiderable revenue.

They regret to add that the Supreme Government has not felt itself at liberty to deal with these questions, but has referred them for the orders of the Court of Directors.

The present table of fixed valuations for the levying of duty on Imports and Exports will be revised in December of the present year, so that a new Tariff may come into operation from January 1858, prior to which time your Committee trust to see the reforms above mentioned recognized and made law.

Your Committee are still engaged in correspondence with the Bengal Government regarding the desired abolition of the Marine Registry Office.

They believe it will result in the total suppression of that Office as far as British seamen are concerned, but that for the protection of Lascars there will be public officers appointed as Shipping Masters who, in performing some of the functions of the present Registrar of Seamen, will sufficiently see to the interests of the Lascar in point of accommodation, water, provisions, &c., and will arrange, where necessary, for the payment of allotment money out of the wages of absent crews.

Attention is invited in Appendix E. to a correspondence which the Committee have had with the Govern-

*Tariff*

*Marine Registry  
Office.*

Appendix E.  
State of the  
Canals.

ment of Bengal on the subject of the canal recently excavated, but left incomplete at either end ; and to the state of the roads adjoining the canals which throws great impediments in the way of traffic, particularly during the rainy season.

Appendix F.  
River Mutlah.

Your Committee have, during the Half-year, interchanged many communications with the Bengal Government and the Board of Revenue, on matters connected with the River Mutlah and the new Town proposed to be erected on its banks ; and have done their utmost, throughout the correspondence, to facilitate the views and advance the interests of the enterprising firms, who have practically been the chief promoters of the new Port.

This correspondence, though voluminous, is published in Appendix F. for general information, and will be found to embrace the following points :—

I. The storing cargoes of Salt in bond on the Mutlah.

II. The rates of Port dues and Pilotage for the new Port, the issue of which discussion will be found in the *Government Gazette* of the 7th February last, fixing them for the present, experimentally ; and,

III. The terms on which allotments of land on the Mutlah are proposed to be made to applicants.

Your Committee also obtained the promise of the Post Master General, that no time should be lost in establishing a daily Post between Ellengunge on the Mutlah and Calcutta, and arranged with the Superintendent of Marine, that the Senior Officer at the

cruizing Station at the Sand Heads should be supplied with copies of sailing directions for that River, to be distributed to Masters of vessels calling for orders.

In Appendix F. will also be found the satisfactory result of an application from the Committee to the Government of Bengal for the record of Meteorological information at the new Town.

The Legislative Council having published the Draft of an Act for the incorporation and regulation of Joint Stock Companies, your Committee petitioned against one clause of it, which required that the winding up of any such Association should take place in the principal Civil Court of the Station in which the registered Office of the Company was situate.

Such a procedure might bring questions of Law and Equity connected with the dissolution or failure of Joint Stock Companies in the Mofussil before tribunals utterly incompetent to deal with them, and where moreover the litigants would be unable to obtain the assistance of an English Bar, to correct that incompetence. A copy of the petition is inserted in Appendix G.

A proposal from the Mint Master for a new mode of dividing the spillage in the melting of Bullion, among importers, was submitted by your Committee to the leading Banks and Merchants who import silver, and with the concurrence of a majority of them, no opposition has been offered to a trial of the new system, the correspondence regarding which will be found in Appendix H.

Appendix G.  
Petition to  
Legislative  
Council.

Appendix H.  
Spillage of  
Bullion.



Appendix I.  
Jail Manufactures.

The Members of the Chamber are aware that, in the month of November last, a Sub-Committee was nominated at the instance of Dr. Mouat, Inspector of Prisons, to report upon the interesting Exhibition of Jail Manufactures then open in Calcutta. Their report, together with the correspondence with Dr. Mouat, is now recorded in Appendix I.

Appendix J.  
Amalgamation of the Courts, &c. &c.

In accordance with the Resolution of the last Quarterly Meeting, your Committee have forwarded petitions to the two Houses of Parliament and to the Legislative Council of India, copies of which will be found in Appendix J.

The first is an urgent appeal against the amalgamation of the Supreme and Sudder Courts of Law, as recommended by the Royal Commissioners; and the latter is directed against that portion of the bill now before the Legislative Council, for simplifying the procedure of the Criminal Courts of India, which would give to certain classes of the East India Company's servants a jurisdiction over residents in the Mofussil, whether British subjects or Foreigners, to which happily they have never yet been exposed, and the conferring which power would be a manifest injury to all engaged in mercantile or manufacturing pursuits out of Calcutta.

Appendix K.  
Electric Telegraph.

Your Committee have arranged that in the daily reports issued from the Telegraph Office, mention shall be made of the place at which, and the time when, any interruption on the lines may occur, and

subsequently the period at which communication may be re-opened.

They have also, in reply to an application from the Bengal Government, recommended the establishment of telegraphic communication between Calcutta and Jessore.

A letter from the Consul for Hamburg, inserted in Appendix L, shows that duties on the import of Indian produce have been abolished in that city.

Appendix L.

It is matter of deep regret to your Committee that the periodical statements, which the Secretary compiles from the returns furnished by a majority of Members of the Chamber, are rendered comparatively of small value by the errors which those returns sometimes contain. Some few of the importing houses decline to furnish any returns whatever, but might possibly be induced to contribute them, could it be shown that the periodical statements based on the data given by their neighbours were correct and trustworthy. A very moderate amount of care on the part of those who undertake to give returns would readily establish that character for the statements, and the Committee earnestly trust that, for the future, each contributor will see that the data furnished from his Office to the Secretary of the Chamber are in every point exact. Were this universally done, these periodical statements of Stocks and Sales would prove documents of considerable value to all merchants, whereas without such care

Statement of  
Stocks & Sales.

and consequent accuracy it may be questioned whether they are not calculated only to mislead.

New Members.

As there are still several firms and individuals engaged in general business in this city who are not Members of the Chamber of Commerce, your Committee desire to record their opinion that the Chamber has now a very strong call upon their support and adherence, which would make it what it ought to be,—an Association composed of all those engaged in commercial pursuits in the capital of British India.

The parties in question have the benefit of all that the Chamber does, and is endeavouring to do, for the general interests of Commerce, and of its being now the recognized medium through which the Government is not only ready, but anxious, to communicate, on all fitting occasions, with the mercantile body.

The monthly subscription is a moderate one, and with a considerable accession of Members might be made less.

Opinions may differ occasionally upon the course of procedure of the Chamber on this or that question, but upon the broad ground of the general interests of Commerce, their protection, and their improvement, to which your Committee have to their best ability devoted themselves, they feel entitled to challenge the adherence and support of those merchants who have hitherto held aloof from the Chamber.

A statement of the financial affairs of the Association is appended ; and your Committee have to report the withdrawal of two firms and two individuals, and the accession of two firms as new Members.

Finances of  
the Chamber.

DAVID COWIE,  
*President.*

CALCUTTA,  
30th April, 1857. }

APPENDIX A.

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Financial Publicity.

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BENGAL CHAMBER OF COMMERCE,  
*Calcutta, 30th December, 1866.*

To C. HUGH LUSHINGTON, Esq.,  
*Secretary to the Government of India,  
Financial Department.*

SIR,—By desire of the Committee of the Bengal Chamber of Commerce, I have the honor to request you will solicit the permission of the Right Honorable the Governor General in Council to publish in the *Government Gazette* a weekly statement of the total sum subscribed to the  $4\frac{1}{2}$  per Cent. Loan throughout India.

And I am further instructed to suggest the expediency of public notice being given of the total amount which it is proposed to raise by the loan referred to. Such a course, defining the precise sum to be borrowed, was for the first time adopted in the case of the Public Works Loan last year, with positive advantage to the interests of the State, and the Committee of the Chamber of Commerce would strongly urge its being again followed with the Loan now open.

I have the honor to be,

Sir,

Your most obedient Servant,

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

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## TO THE SECRETARY TO THE BENGAL CHAMBER OF COMMERCE.

SIR,—I am directed by the Right Honorable the Governor General in Council to acknowledge the receipt of your letter, dated the 30th ultimo, and to state, in reply, that the Government cannot comply with the requests of the Chamber of Commerce therein contained.

I have the honor to be,

Sir,

Your most obedient Servant,

(Signed.) C. HUGH LUSHINGTON,  
*Secy. to the Govt. of India.*

COUNCIL CHAMBER,  
The 12th January, 1857. }

## APPENDIX B.

## Accidents to Shipping.

No. 2046.

FROM THE OFFICIATING MASTER ATTENDANT.

TO THE SECRETARY TO THE CHAMBER OF COMMERCE.

SIR,—I have the honor to submit for the consideration of the Chamber of Commerce some suggestions, the result of my experience of the disasters caused to the Shipping in this Port by the violence of the spring tides, and the freshes of the season which has just passed away.

2nd. It cannot be denied that the want of a sufficient number of Moorings for ships has greatly increased the number of the accidents referred to; but if the ships had been properly prepared to encounter the risks they must incur in this river, much less damage would, I think, have been sustained than has actually been incurred. The principal defects in regard to the means of securing ships in the river which I have noticed, are,—1st, that the anchors and cables of most of the ships are not of the weight and strength required to resist our fierce tides.—2ndly, that the hawse-pipes are neither sufficient in number, solidity, nor strength of fastening.—3rdly, that the windlasses are also of insufficient strength, frequently breaking or capsize. I suggest that the anchors of ships coming to this Port any time between March and November, should be one-third heavier than they now are, with chains in proportion; that instead of one hawse-pipe, there should be two on each side the stem and of great solidity and well bolted down; and that for better security under fairs there should be a stern-pipe on each side large enough to reeve through it a bower chain. With regard to the windlass, the Officiating First Assistant Master Attendant, whose great professional skill and experience are well known to the Agents, Owners, and Commanders of ships resorting to this Port, thus expresses himself:—

"It would scarcely be possible to make a windlass strong enough to resist the wrenching strain vessels of above 500 tons are exposed to during the strong tides of the early part of the S. W. Monsoon, nor the violence of the freshes during the rainy season. Of this fact there cannot be any question as the numerous instances of vessels putting back with loss of windlass sufficiently prove. This is a matter which merits the serious consideration of ship owners sending their vessels to this Port during the periods mentioned. I am disposed to think vessels above 500 tons fitted with riding bits and capstans would be much less liable to accident, and equally manageable, particularly since the increased length of vessels affords complete space on their quarter decks for a good sweep of the capstan bars. The removal moreover of the clumsy lumbering windlass would improve the seamen's quarters, making their accommodation somewhat more comfortable; but this is of course a secondary consideration."

3rd. In these views of Captain Hill's I entirely concur, except that I trust the comfort of crews will not be deemed a secondary consideration. As to the mechanical improvement of the substitution of a capstan for a windlass, the superiority of the leverage of the former whenever there is room for sufficient sweep of the bars is so obvious, that it is matter of surprise to me that so many large ships should still be fitted with the clumsy windlass.

4th. It appears to me that if the ship-owners were duly impressed with the importance of providing ships coming to this Port with the improved means of security above recommended, they would be disposed to attend to the suggestions thus submitted to the consideration of the Chamber of Commerce, and especially if they were supported by the powerful recommendation of that influential body in whose hands I now leave the matter.

I have the honor to be,

Sir,

Your most obedient Servant,

(Signed,) JAS. SUTHERLAND.  
*Officiating Master Attendant.*

MASTER ATTENDANT'S  
OFFICE,  
The 5th November, 1856.

## APPENDIX C.

### Impressment of Carriage for the Public Service.

BENGAL CHAMBER OF COMMERCE,  
*Calcutta, 5th January, 1857.*

W. GREY, Esq.,

*Secretary to the Government of Bengal.*

SIR.—The Committee of the Chamber of Commerce represented to His Honor the Lieutenant Governor, under date the 29th December 1854, the hardship and loss to which merchants and traders generally were exposed by the authorized system of impressing carriage for the public service, and they submitted for his consideration some suggestions, which, if carried out, they believed, would result in the removal of the serious inconveniences then complained of. But the Committee have been disappointed in their expectation of the abandonment of the practice; and they are again compelled to submit to the Lieutenant Governor their most earnest request for its discontinuance, on account of the magnitude of the evil it involves.

They have received from several of the most influential houses in Calcutta a representation regarding the very great inconvenience and actual loss to which for the last several days they have been subjected by the sudden stoppage of their business in consequence of the forcible seizure by Government of the ordinary means of transport of produce from the suburbs to the City. A copy of that representation is annexed for the information of His Honor.

The Committee are aware that the Lieutenant Governor has publicly notified his disapproval and prohibition of the impressment of hackeries for purposes other than those permitted by law, and that the Supreme Government also desires that it should be effectually stopped.

But while this authoritative recognition of the consequences of illegal impressment is likely to have the effect of deterring parties from frequently repeating the practice so justly condemned, the Committee respectfully submit that the interests of the trade of Calcutta demand the immediate adoption of measures for the alteration of the system by which they have

been so repeatedly and injuriously affected. It is manifest that even an ordinary relief of troops cannot be made in the neighbourhood of the Presidency, without being accompanied by a sudden and general stoppage of almost all export business.

The Committee fully concur in the opinion of the several parties who have addressed the Chamber on the subject, that such ordinary movement of troops in the immediate neighbourhood of Calcutta should not be permitted to affect the traffic of the Port. They quite admit the principle that Government should possess the power of compelling means of transport in all cases of emergency, but they are desirous to urge on the attention of the Lieutenant Governor that that principle should only be applied to Calcutta and its vicinity in peculiarly and obviously emergent cases.

I have, &c.,

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

No. 137.

FROM

THE JUNIOR SECRETARY TO THE GOVERNMENT OF BENGAL,

TO

THE SECRETARY TO THE BENGAL CHAMBER OF COMMERCE.

*Dated Lieutenant Governor's Camp,  
"Titaleek" (Zillah Dinagepore)  
The 31st January, 1857.*

SIR,—I am directed to acknowledge the receipt of your letter dated the 5th instant, and in reply to observe for the information of the Chamber that the draft of a new law on the subject of carriage required for troops is immediately to be brought before the Legislative Council, by which the Lieutenant Governor hopes that the evils of which the Chamber justly complain may be fully rectified.

I have the honor to be,

Sir,

Your most obedient Servant,

(Signed,) C. T. BUCKLAND,  
*Junior Secretary to the Govt. of Bengal.*

## APPENDIX D.

### Equalization of Duties, &c.

No. 217.

FROM THE JUNIOR SECRETARY TO THE BOARD OF REVENUE.  
TO THE SECRETARY TO THE BENGAL CHAMBER OF COMMERCE.

*Fort William, the 27th February, 1857.*

SIR,—With reference to your letter, dated 19th February 1856, and the previous correspondence on the same subject, I am directed by the Board of Revenue to transmit for the information of the Chamber of Commerce the accompanying copy of a letter No. 73, dated 20th instant, from the Secretary to the Government of Bengal, communicating the orders of the Supreme Government\* relative to the questions touching the equalization of duties on British and Foreign Goods, &c., the exemption from duty of certain articles producing inconsiderable revenue, and the abolition of Export duties, all of which it will be seen it is proposed to refer for the determination of the Honorable the Court of Directors.

\* No. 323, dated 6th instant,  
*Home Department.*

I have the honor to be,

Sir,

Your most obedient Servant,

(Signed) E. H. LUSHINGTON,  
*Junior Secretary.*

No. 73.

FROM THE SECRETARY TO THE GOVERNMENT OF BENGAL,

TO THE SECRETARY TO THE BOARD OF REVENUE.

*Dated on Board the "Rhodas,"  
The 20th February, 1857.*

SIR,—With reference to your predecessor's letter No. 197, dated the 17th of March 1856, I am directed to transmit herewith, for the information of the Board and communication to the Chamber of Commerce, a copy of the orders of the Government of India, Home Department, No. 323, dated 6th February 1857, from which it will be seen that the questions raised as to the equalization of duties on British and Foreign Goods, &c., the exemption from duty of certain articles producing inconsiderable revenue, and the abolition of Export duties, will be referred by the Supreme Government for the determination of the Honorable the Court of Directors.

*Miscellaneous Revenue,  
Customs.*

I have, &amp;c.,

(Signed) A. R. YOUNG,  
*Secy. to the Govt. of Bengal.*

No. 323.

FROM R. B. CHAPMAN, Esq.,

*Offg. Under Secy. to the Govt. of India,*

TO A. R. YOUNG, Esq.,

*Secretary to the Govt. of Bengal.**Dated the 6th February, 1857.*

SIR,—I am directed to acknowledge the receipt of Mr. Grey's letter No. 605, dated the 20th November 1856, with enclosures, and in reply to state, that the questions therein raised as to the equalization of duties on British and Foreign

*Home Department,  
Separate Revenue.*

Goods, the exemption from duty of all articles producing inconsiderable revenue, and the abolition of Export duties, will be referred for the determination of the Honorable the Court of Directors, who have the whole subject of Customs' duties at present under their consideration.

I have, &amp;c.,

(Signed) R. B. CHAPMAN,  
*Offg. Under-Secy. to the Govt. of India.*

(True Copy.)

(Signed) A. R. YOUNG,  
*Secy. to the Govt. of Bengal.*

BOARD OF REVENUE,  
FORT WILLIAM,  
*The 27th February, 1857.*

(True Copies.)

(Signed) E. H. LUSHINGTON,  
*Junior Secretary.*

# Revision of Tariff.

No. 135.

FROM  
THE OFFG. JUNIOR SECRETARY TO THE BOARD OF REVENUE  
TO  
THE SECRETARY TO THE BENGAL CHAMBER OF COMMERCE.

*Fort William, the 2nd February, 1857.*

SIR,—As the Tariff of Imports and Exports has now been two years in operation, the Board request to be informed whether the Chamber of Commerce consider it necessary that there should be a revision of the rates, and if so, they would be glad to be favored with a list of those articles the values of which, with reference to present market prices, the Chamber might desire to alter.

I have the honor to be,

SIR,

Your most obedient Servant,

(Signed) C. S. BELL, Jr.  
*Offg. Junior Secretary.*

BENGAL CHAMBER OF COMMERCE,  
*Calcutta, 10th February, 1857.*

C. S. BELL, Esq.,  
*Offg. Junior Secretary to the Board of Revenue.*

SIR,—Your letter No. 135 of the 2nd instant having been referred by the Committee of the Chamber to the gentlemen who were appointed to revise the Tariff, I am directed to say that they do not consider it expedient to make any alteration in the Tariff of valuations; but, if on the expiry of the usual term of 3 years any modification should appear necessary and can be recommended, they will be happy to submit it for the consideration of the Board.

I have the honor to be, &c.,

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

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No. 223.

FROM  
THE JUNIOR SECRETARY TO THE BOARD OF REVENUE,  
TO  
THE COLLECTOR OF CUSTOMS,  
CALCUTTA.

*Fort William, the 28th February, 1857.*

SIR,—I am directed to acknowledge the receipt of your letter No. 253. dated the 24th instant, relative to the revision of the existing "Table of Fixed Valuations," and to communicate the following observations in reply.

1. The last revision of the Tariff, the Board observe, was made in February 1855, and the one previous to that in June 1852, there being a period of two years and nine months between the two. The Board consider that three years is a fair interval to give between each revision, and will not therefore undertake the revision of the present Table until December next, so as to allow the new Tariff to come into operation from January 1858.

I have, &c.,

(Signed) E. H. LUSHINGTON,  
*Junior Secretary.*

No. 223.

Copy forwarded to the Bengal Chamber of Commerce for information, with reference to their Secretary's letter dated 10th instant.

By order of the Board of Revenue,  
(Signed) E. H. LUSHINGTON,  
*Junior Secretary.*



## APPENDIX E.

### State of the Canals.

BENGAL CHAMBER OF COMMERCE,  
*Calcutta, 11th February, 1857.*

A. R. YOUNG, Esq.,  
*Secretary to the Govt. of Bengal.*

SIR,—The attention of the Committee of the Chamber of Commerce has again been directed to the condition of the Calcutta Canals, and I am desired to bring the subject to the notice of the Honorable the Lieutenant Governor.

In September 1853 the Chamber expressed their satisfaction at the result of a correspondence between the Government of India and the Government of Bengal, and recorded their hope that the improvements and alterations which had been sanctioned by the Governor General in Council would be completed with as little delay as possible: but notwithstanding His Lordship's declaration that the proposed measures were necessary, and the means of carrying them out seemingly good and economical, the state of the Canal communication with the Sunderbunds remained such, that it was in February 1855 made the subject of a strong representation to Government from the Indigo Planters' Association, who entered fully into the evils and inconveniences complained of.

The chief remedy sanctioned by the Government of India was the formation of a new Canal to commence at the Toll House at Dhappa and fall into the Hooghly above Chitpore Bridge and at a short distance from the lock at the entrance of the old one. If this plan had been carried out, the Committee believe that the Canal communication would have been materially improved, if not altogether perfected: and by means of a double Canal the boat traffic would have been tolerably free from the obstructions which must necessarily exist in one insufficient and crowded channel.

But the Committee learn with much surprise and regret that though the new Canal has been excavated from near Dhappa to within a few hundred yards of the river, orders have been issued for discontinuing the works which

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appeared to be making favorable progress towards completion. The Canal in its present state is therefore utterly useless.

But the Committee respectfully suggest that, though incapable of being used for the purpose and in the manner originally intended, the result of so much time, labor, and expense should nevertheless be turned to some account. And they are of opinion that this can be done easily and without any considerable addition to past outlay by completing the junction of the two Canals at Dhappa and by making a cut from the new into the old Canal as near its proposed termination as may be convenient.

This would prevent the overcrowding of the latter by giving an outlet into the river for boats that do not require to remain in the Canal, and an additional and clearer channel for those which have discharged their cargoes and are ready to return.

The Committee recommend this as a measure of temporary relief to the altogether inadequate means of transit which the single Canal affords for the enormous traffic; and they pray the Lieutenant Governor's early consideration of their proposal.

They also direct me to call His Honor's attention to the state of the roads leading to and skirting the Canals, which, bad enough as they are in the present fine season, are literally impassable in the rains. The Committee recommend that the roads be well metalled, and that the entire distance over which a large portion of the produce imported into Calcutta is constantly conveyed be kept in good repair.

I have, &c.,

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

No. 1152.

FROM THE SECRETARY TO THE GOVERNMENT OF BENGAL,

TO THE SECRETARY TO THE BENGAL CHAMBER OF COMMERCE,

*Dated Darjeeling, the 20th March, 1857.*

SIR,—I am directed to acknowledge the receipt of your letter of the 11th ultimo, on the subject of the Canal which has been partially excavated between Dhappa and Chitpore and in which the state of the roads leading to and skirting the old Canal is also animadverted upon.

2nd. In regard to the proposed new Canal, I am desired to state that this work has been discontinued under instructions from the Governor General in Council, pending enquiries which have been ordered to be made with a view to carrying out another plan for affording increased accommodation for traffic in the existing Canals.

3rd. The attention of the Chief Engineer will be drawn to the Chamber's representations in regard to the state of the roads in the neighbourhood of the Canals.

I have the honor to be,

Sir,

Your most obedient Servant,

(Signed) A. R. YOUNG.

*Secretary to the Government of Bengal.*

## APPENDIX F.

### Storing Cargoes of Salt in bond on the Mutlah.

No. 535.

FROM THE OFFG. SECRETARY TO THE BOARD OF REVENUE.

L. P.

TO THE SECY. TO THE BENGAL CHAMBER OF COMMERCE,

*Dated Fort William, the 10th December, 1856.*

SIR,—With reference to the annexed Extract (para. 5) from a letter from  
LAW REVENUE, the Collector of Customs, dated the 9th instant, I am  
W. Dampier, Esq. directed by the Board to request that you will favor them  
with the views of the Chamber of Commerce on the proposal mentioned in the  
concluding part of that para., as it must be some time before golahs can be  
constructed on land, and there are serious objections to floating golahs.

I have the honor to be,

Sir,

Your most obedient Servant,

(Signed) E. T. TREVOR,

*Officiating Secretary.*

*Extract from a letter from the Officiating Collector of Customs to the Officiating Junior Secretary to the Board of Revenue, dated the 9th December 1856, No. 197.*

PARA. 5th.—As regards Salt it will be necessary, I imagine, that such as is discharged for removal direct to the Merchant's golahs should be passed regularly through the Custom House, as in the case of vessels in the Hooghly, the receipts for duty being taken to the Board to be exchanged for Rowahnahs

to protect the boats in which it is removed. For bonding Salt golahs should, I think, be provided on hand if there be now time to erect them. I do not think boats such as are used for conveying wood, lined and covered with mats, would afford sufficient security, and in this opinion I am confirmed by the Board having in their rules No. 178, dated the 5th March 1853 required that none but covered boats should be employed in conveying Salt from the ship's side to the golahs, and that the hatches of these shall be sealed with wax and tape. If such precautions be necessary for the short period the Salt remains in the boat on its way to the golah, they would seem *a fortiori* to be indispensable, if the Salt is to be kept in boats during the whole time that it is bonded: covered cargo boats would answer the purpose, but would be very expensive to the bondor. If open boats are used, it could only be on the understanding that no wastage will be allowed, but duty levied on the full quantity weighed over the ship's side, in accordance with the Board's orders, No. 82, dated the 24th January 1854. I think a plan which would be generally more acceptable than bonding on these conditions would be to take from the owners of the Salt a deposit to cover the duty on the whole quantity delivered, allowing them to make their own arrangements for storing it, and I see no objection to allowing parties the option of doing this in all cases.

(True Extract.)

(Signed) E. T. TREVOR,

*Officiating Secretary.*

BOARD OF REVENUE, L. P.,  
FORT WILLIAM,  
The 10th December, 1856. }

BENGAL CHAMBER OF COMMERCE,  
Calcutta, 20th December, 1856.

E. T. TREVOR, Esq.,

*Officiating Secretary to the Board of Revenue.*

SIR,—I am directed to acknowledge the receipt of your letter No. 536 of the 10th instant, and to state in reply that the Committee of the Chamber having consulted several of the chief importers of Salt learn that, while some of them offer no objection to the proposal made by the Collector of Customs, others complain seriously of the hardship of their being called upon to make a deposit of the entire duty.

The Committee therefore suggest as the fairer course that merchants be allowed to bond Salt in their own godowns in the Moolah, under proper surveillance of the Revenue authorities.

I have the honor to be, &c.

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

No. 880.

FROM THE OFFG. JUNIOR SECY. TO THE BOARD OF REVENUE,  
L. P.,  
TO THE SECY. TO THE BENGAL CHAMBER OF COMMERCE,

*Fort William, the 24th December, 1856.*

SIR,—With reference to your letter, dated the 20th instant, I am directed by the Board of Revenue to state for the information of the Committee of the Chamber of Commerce, that it has been determined to adopt the plan suggested in the concluding para. of your letter, namely, to allow Merchants to bond Salt in their own godowns, under surveillance of the proper authorities, until Government golahs can be erected in a commodious part of lots 54 or 50.

I have the honor to be

Sir,

Your most obedient Servant,

(Signed) C. S. BELL, *Officiating Junior Secretary.*

No. 11.

FROM THE OFFG. SECRETARY TO THE BOARD OF REVENUE,  
TO THE SECRETARY TO THE CHAMBER OF COMMERCE,

*Fort William, the 3rd January, 1857.*

SIR,—I am directed by the Board of Revenue to forward for the information of the Chamber of Commerce copy of a letter from the Secretary to the Government of Bengal, No. 1903, dated 20th ultimo, relative to certain suggestions proposed

CUSTOMS,  
W. DUMPLER, Esq.

by Messrs. Ram Gopaul Ghose and Co., for facilitating the operations of parties importing Salt in the Muttah, and to observe that as the Salt to be bonded in the Muttah is to be weighed, parties must arrange for their own choppadars.

I have the honor to be,

Sir,

Your most obedient Servant,

(Signed) E. T. TREVOR.

*Officiating Secretary.*

No. 1903.

FROM THE SECRETARY TO THE GOVERNMENT OF BENGAL,  
TO THE OFFG. SECRETARY TO THE BOARD OF REVENUE.

*Dated Fort William, the 26th December, 1856.*

SIR,—I am directed to forward to you the accompanying copy of a letter\* from Baboo Ram Gopal Ghose, and to request, with reference to the 5th and 6th paras, that the Board will sanction the adoption of such arrangements, as may facilitate as much as possible the operations of parties importing Salt in the Muttah.

GENERAL.

\* Dated 17th Dec. 1856.

2. The arrangements which are suggested by Baboo Ram Gopaul Ghose do not appear to the Lieutenant Governor to be open to any obvious objections, except in regard to the proposition to land and bond the Salt without weighment, which appears to the Lieutenant Governor to be inadmissible. Salt when bonded in Calcutta is invariably weighed on its removal from ship board, and there appears to be no reason why the same course should not obtain in that respect if it is bonded at the Muttah.

3. If, however, it is supposed that the bonding in the Muttah, and the subsequent removal of the Salt to Calcutta is likely to entail a greater loss than usual, there may perhaps be no objection to increase the allowance for wastage beyond the present authorized rate of  $\frac{2}{3}$  per cent.

I have the honor to be, &c.,

(Signed) W. GREY,

*Secretary to the Government of Bengal.*

BOARD OF REVENUE,  
FORT WILLIAM,  
The 3rd January, 1857.

(True Copy.)

(Signed) E. T. TREVOR,

*Officiating Secretary.*

BENGAL CHAMBER OF COMMERCE,  
Calcutta, 10th January, 1857.

E. T. TREVOR, Esq.,

*Officiating Secretary to the Board of Revenue.*

SIR,—By direction of the Committee of the Chamber of Commerce, I have the honor to forward copy of a letter received from Messrs. Ram Gopaul Ghose and Co., on the subject of the weighment of Salt on Vessels proceeding to the Muttah: and I am instructed to express the unanimous recommendation of the Committee that the concession applied for be granted.

I have the honor to be, &c.,

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

*Calcutta, 9th January, 1857.*

H. W. I. WOOD, Esq.,

*Secretary to the Bengal Chamber of Commerce.*

SIR,—Referring to the letters which appeared in yesterday's papers on the subject of the weighment of salt in the Muttah, we wish to lay before the Committee of the Chamber of Commerce the following remarks, and to request them to urge the Government to dispense with the weighment of salt on board-ship, for some time at least, in the Muttah.

The object of weighing salt on board-ship previous to its being bonded, is the protection of the Government revenue. In Calcutta, the great distance of the discharging vessel from the Salt Godowns at Sulkon, together with the overcrowded state of the river, affords great facilities for robbery and pilfering of salt while in transit, so that there is an obvious advantage to Government in the plan at present adopted for weighing on board-ship.

In the Muttah the circumstances are at present entirely different. Vessels with salt now arriving in the Muttah, will lie as close in shore as they can with safety, and within a few yards of the godowns where the salt is to be stored. The Government Officers will therefore have the salt in view from the time of discharge until it is safely stored; there can be no crowding of boats, or other river craft for some time to come. Every evening, after the salt is stored, it would be stamped, and the godowns properly secured and guarded.

As a check on the ultimate out-turn of the cargo, the Bills of Lading and Invoices might be deposited before commencing to discharge the salt. We think the precaution of weighing on ship-board to be uncalled for and unnecessary, for this season at least, in the Muttah.

If the weighing were dispensed with, it would not only save considerable trouble and some expense, but the gain of time to the discharging vessel would be deemed a great boon. A large cargo of salt could not be delivered in less than three weeks if it were to be weighed on board, but it could be discharged in half the time if the tedious process of weighing were dispensed with: ten days' time of a large ship with her crew on board is worth £250 or £300 sterling, a saving for which ship-owners would be thankful.

We have shewn the difference of the circumstances of the new Port on the Muttah as compared with Calcutta, and trust that the Committee will be able to obtain from Government a concession of much importance to ship-owners and merchants.

We are, Sir,  
Your obedient Servants,

(Signed) RAM GOPAUL GHOSE AND CO.

No. 94.

FROM THE OFFG. JUNIOR SECY. TO THE BOARD OF REVENUE,  
TO THE SECRETARY BENGAL CHAMBER OF COMMERCE.

*Fort William, the 20th January, 1857.*

SIR,—With reference to your communication dated the 10th instant, I am directed by the Board of Revenue to forward copy of a letter No. 76 dated 15th instant, from the Secretary Government of Bengal, from which it will be seen that the Lieutenant Governor has been pleased on the recommendation of the Board to dispense with the weighing of Salt imported in the Muttah before it is stored in the Golahs. But this relaxation of the rules is a temporary concession only, and is not to last beyond the present season.

2nd. The Bills of lading and Invoices will always be required to be deposited before commencing to discharge the salt.

3rd. The maximum wastage will be settled according to circumstances,—the usual allowance will be 2½ per cent.

I have the honor to be,

Sir,  
Your most obedient Servant,

(Signed) C. S. BELL,  
*Officiating Junior Secretary.*

No. 76.

FROM THE SECRETARY TO THE GOVERNMENT OF BENGAL  
TO THE OFFG. SECRETARY TO THE BOARD OF REVENUE.

*Dated Fort William, the 15th January, 1857.*

SIR,—I am directed to acknowledge the receipt of your letter No. 46 dated the 12th instant, with its enclosures, and in reply to inform you *General.* that the Lieut. Governor assents to the recommendation of the

Board, that merchants should be allowed to store imported Salt in the Muttah without weighing, but it will be understood that this relaxation of the rules is a temporary concession only, not to continue beyond the present season. The Board will doubtless adopt such measures, by taking an agreement or otherwise, as shall ensure payment of duty on the full quantity of salt entered in the Bill of Lading and Invoice, with such maximum allowance for wastage as may be deemed proper.

2nd. The original enclosure which accompanied your letter is herewith returned.

I have, &c.,

(Signed) W. GREY,  
*Secretary to the Government of Bengal.*

(True Copy.)

(Signed) E. T. TREVOR,  
*Officiating Secretary.*

BOARD OF REVENUE,  
FORT WILLIAM,  
*The 20th January, 1857.*

### Mutlah Port Dues and Pilotage.

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

*Calcutta, 26th December 1856.*

"The Lieutenant Governor has directed me to send you this letter from the Superintendent of Marine regarding the rates of Pilotage charge and the Port dues to be levied in the Mutlah, and to ask you to be good enough, after such communication with the Committee of the Chamber of Commerce as you may think proper, to favor him with an opinion on the proposed rates. They seem to the Lieutenant Governor to be moderate and reasonable."

No. 7224.

TO THE HONORABLE F. J. HALLIDAY, Esq.,  
*Lieutenant Governor of Bengal.*

HONORABLE SIR,—With reference to Mr. Secretary Grey's letter No. 1789 of the 9th instant, with enclosure, I have the honor to submit for your Honor's consideration and orders a statement, which has been prepared in communication with the Officiating Master Attendant, of the various charges for pilotage and port dues which I consider it expedient to levy in the Mutlah.

2. The Officiating Master Attendant recommended a Light duty of one anna per ton, and Buoy dues at the rate of half an anna per ton, but I am of opinion that a rate of one anna per ton at least should be levied to cover the expenses incurred in buoying and keeping up the buoyage of the river.

3. The port dues in this river are notoriously low, and insufficient to meet the expenditure; a buoyage of three-fourths of an anna per ton in the Hooghly, when at Madras a ship pays three annas per ton for the Light alone, is manifestly on too low a scale, and I beg to recommend that, to commence with, the port dues in the Mutlah should be at the rate of two annas per ton, as per statement submitted.

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4. Although there is to be but one Light ship at the entrance to the Mutlah, yet ships bound for it will have the benefit of the Light at False Point, and that in the Eastern Channel.

I have the honor to be,  
Honorable Sir,  
Your most obedient and humble servant,  
(Signed) D. ROBERTSON,  
*Officiating Superintendent of Marine.*

FORT WILLIAM,  
MARINE SUPPLY OFFICE,  
*The 18th December, 1856.*

## Memo. of Proposed Charges for the Mutlah River.

The Pilotage to be divided in three—for three different Stations on the River, and charged as follows.

INWARD PILOTAGE CHARGES.					OUTWARD PILOTAGE CHARGES.				
Draught of Water.	From Outer Floating Light to Harbour. Full Pilotage.	Intermediate or broken Pilotage.			Draught of Water.	From the Harbour Elbow to Sea. Full Pilotage.	Intermediate or broken Pilotage.		
		From Outer Floating Light to Inner Light.	From Inner Light to Light to upper part of Calcutta Harbour.	From Outer Floating Light to upper part of Calcutta Harbour.			From the Harbour or upper part of Calcutta Harbour.	From Inner part of Calcutta Harbour to Docks Point.	
Under 8 feet.	25	8	5	4	Under 8 feet.	25	8	5	4
8 to 9	40	13	5	4	8 to 9	40	13	5	4
9 to 10	50	18	5	4	9 to 10	60	20	0	0
10 to 11	65	21	10	8	10 to 11	70	25	5	4
11 to 12	75	25	0	0	11 to 12	80	25	10	8
12 to 13	85	28	5	4	12 to 13	90	30	0	0
13 to 14	100	33	5	4	13 to 14	105	35	0	0
14 to 15	115	38	5	4	14 to 15	120	40	0	0
15 to 16	135	45	0	0	15 to 16	145	45	5	4
16 to 17	160	53	5	4	16 to 17	180	60	0	0
17 to 18	185	61	10	8	17 to 18	210	70	0	0
18 to 19	210	70	0	0	18 to 19	235	75	5	4
19 to 20	240	80	0	0	19 to 20	270	90	0	0
20 to 21	270	90	0	0	20 to 21	300	100	0	0
21 to 22	295	105	5	4	21 to 22	325	105	5	4
22 to 23	320	105	10	8	22 to 23	350	110	10	8
23 to 24	350	115	10	8	23 to 24	385	125	5	4

Vessels taking Steam will be entitled to one-fourth deduction of Pilotage.

Light dues one anna per Ton.

Duty dues one anna per ditto.

Use of Row Boat Rs. 15 per day.

FORT WILLIAM,  
Marine Superintendent's Office,  
The 18th December, 1855.

FROM THE PRESIDENT OF THE BENGAL CHAMBER OF COMMERCE,

TO THE SECRETARY TO THE GOVERNMENT OF BENGAL.

Calcutta, 10th January, 1857.

"Your note to me of the 26th, with its enclosures, has been submitted to the Committee of the Chamber of Commerce, and they have consulted several of the leading merchants interested in the Mutlah trade upon the subject.

In general it is considered that the proposed scale of Pilotage and Port dues is not unreasonable, provided it be looked upon as purely experimental, and open to revision on due cause being shown. But I beg you will submit for the Lieutenant Governor's consideration the following points which have been strongly urged by some of those consulted.

1st.—That any scale of charges on ships in the Mutlah should be prospective after due public notice has been given, and should not affect the vessels which may arrive there during the present season.

The two first pioneers (the *Anelia* and *Augusta Kauffman*) paid no charges whatever, and it would be only fair to ship owners at a distance to let them have timely notice of the new rates to which they are to be subjected from a given date.

2nd.—That Pilotage on the river Mutlah be thrown open altogether, leaving Merchants and Commanders to select their own Pilots and pay them on their own terms. The recent commencement of the licensing system of Pilots in the Hooghly may, I suppose, be taken to show the willingness of Government to do away gradually with the exclusiveness of that service, and the new river, of so much shorter length and greater ease of navigation, would seem to offer an excellent opportunity for the extension of this wholesome Free Trade principle.

3rd.—That although the proposed Port dues, one-third less than those of the Hooghly, may appear very moderate in the contrast which Captain Robertson makes with those levied at Madras, they are far from being so if reference be had to the very small number of lights and buoys which will be required for the safe navigation of the Mutlah, and that one half of the Calcutta charge would more than compensate Government for its outlay.

As I believe the Lieutenant Governor is most anxious to furnish the most liberal help to the rise and prosperity of the new Port, I trust on behalf of the Merchants that these two leading suggestions may be adopted, viz. the declaring Piloting in the Mutlah to be an open service, and the fixing its port dues at one half of those now levied in the Hooghly."

New Town of Mutlah and the terms on which allotments  
of land will be assigned to Applicants.

No. 990.

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

*Dated Darjeeling, the 1st April, 1857.*

*General.*

\*From Superintendent of the Town and Port of Mutlah,  
No. 63, dated 3rd February.  
From Chief Engineer, No. 4014, dated 4th idem with  
enclosures.  
To Secretary to Government of India, P. W. Depart-  
ment, No. 522, dated 6th idem.  
To Secretary to Government of India, Home Department,  
No. 200, dated 7th idem.  
From Secretary to Government of India, P. W. Depart-  
ment, No. 1162, dated 8th March 1857.  
From Secretary to Government of India, Home Depart-  
ment, No. 649, dated 20th idem.

SIR,—I am directed to for-  
ward for the information of  
the Chamber of Commerce  
the correspondence noted in  
the margin,\* relative to the  
new town of Mutlah and  
the terms on which allot-  
ments of land will be assigned  
to applicants.

I have the honor to be,

Sir,

Your most obedient Servant,

(Signed,) A. R. YOUNG,  
*Secy. to the Govt. of Bengal.*

No. 53.

FROM THE SUPERINTENDENT MUTLAH TOWN AND PORT,  
TO THE SECRETARY TO THE GOVERNMENT OF BENGAL.

*Mutlah, February 3rd, 1857.*

SIR,—Referring to your letter No. 114 of 22nd ultimo, directing me to  
submit my plan for the arrangements of the assignments of land in the new  
town of Mutlah, and also to consider the conditions on which the assignments  
should be made, I have the honor to state that I forwarded the plan and an

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explanatory letter to the Superintending Engineer, 1st Circle, Lower Provinces,  
on the 2nd instant; these you will receive from the Chief Engineer, and they  
will, I hope, afford you all the information desired as to the arrangements of  
the town, size of the lots, lands reserved for public purposes, &c. It now  
remains for me to offer my opinion as to the terms on which the assignments  
should be made.

II. As far as I can collect, the object of Government in aiding the port  
and town of Mutlah is to relieve the Hooghly and Calcutta, in some degree,  
from its overcrowded trade, and this they wish more for the convenience of  
the trade than for the benefit of the Government. Assuming that I am right  
in this view, I will consider how it can be best accomplished, as far as the  
disposal of the land is concerned.

III. It may be disposed of either by selling out the lots for ever to the  
highest bidder, whoever he may be, as at Rangoon, or letting it on long  
leases, say 99 years, for the highest offer by the solvent tenant, or by letting  
it on the same length of lease at such a rate as Government may consider suf-  
ficient to compensate them for all the outlay, that may be necessary to incur  
for clearance of bunds, roads, &c., and a small sum in addition as the nucleus  
of a conservancy fund.

IV. As to the first, selling it out for ever, I do not think it best, because it  
will bring speculators into the field, who may buy up the most useful lots,  
merely to obtain possession of them and then make the most of them, whereas  
Government ought to be anxious to get parties who would be really interested  
about the trade of the place, to commence work, and build there as soon as  
possible. I doubt very much if the merchants who really require the land  
for bona fide purposes, would be inclined to enter into competition with the  
parties mentioned above. At all events, I have no doubt it would keep many  
back who would be willing, and even glad, to have a grant on what Govern-  
ment would consider reasonable terms. I am informed that the system did  
not succeed well at Rangoon, though the land brought high prices at first, it  
kept back many who were anxious enough to risk a little there, but who did  
not like such land speculation, and I am told some of the purchase money still  
remains unpaid. Again I think it would be better to have even a distant  
prospect of the lands falling into the hands of Government and being  
re-adjusted for the benefit of the place in a future generation than to give it  
up for ever at the very outset.

V. I do not see any valid objection to the second plan, that is, "to let it on  
a lease of 99 years to the highest offer from a solvent tenant." There would be  
some competition; Government would, I dare say, receive more money than  
they would ask if left to their own decision, but I think there the advantages  
would end,—the more the merchants paid for the land, the less they



would be likely to spend on buildings, and which might give a permanency to the place, the less likely they would be to assist in carrying out any future improvements, at least they might consider themselves under less obligation to do so, Government having made the hardest bargain they could with them.

VI. The third plan is, I think, best suited to all features of the case, the lease is long enough to allow the parties to reap the full advantages of any improvements that may be made. The moderate rent is, I think, only what the merchant would expect. If Government acquired the place at great cost, and if it were a place that opened up a new field of enterprise to merchants, as Rangoon, then the Government might naturally expect to be well paid for it, but as it has neither of these features, I believe a moderate rent, which the merchants must consider somewhat of a boon from Government, will best answer the intentions which I have supposed to be their object.

VII. It is difficult to fix on what will be a moderate rent, and at the same time not be too low. The only data I could obtain as to the actual value of land for mercantile purpose on the Mutlak is the agreement of Baboo Ram Gopal Ghose for a take in Ellengunge. He told me he got 18 beegahs, on a lease, I think, for ever.

He is to pay, until the first sod of the Railway is turned 2 Rs. per beegah. After the first sod is turned for the next 20 years 24 Rs. per beegah.

After the 20 years are expired he is to pay 48 Rs. per beegah. Now here every thing hinges on the "first sod of the Railway" being turned, although the place may become very important by the improvement of the present water communication, even if a Railway never be made. I could not deduct much data from the agreement, as to the letting value of the land. Now let us see what Government could let the land for while fulfilling all the conditions I mentioned above, the estimate is not accurate, but it is near the real state of the matter) let us take the quantity now laid down on my plan, it is about beegahs, ... .. 8,400

Deduct for roads, squares, tanks, and all other land that will not pay rent, 1,400

Quantity of rentable land, ... ..	2,000
Expenses.	Rupees.
Cost of clearing jungle, digging tanks, making sluices, drains, &c., say	20,000
5 miles of bund road at 15,000 per mile, .....	75,000
4 ditto of main street at 10,000 .....	40,000
7 miles of 2nd Class, ... at 7,000 .....	49,000
3 ditto of 3rd Class, ... at 5,000 .....	15,000

Total Expenditure, ... 1,99,000

say 2,00,000 of Rs.; that is, if Government do all these works it will cost them two Lakhs of Rupees. Five per cent. on this sum would be 10,000 per annum or just 8 Rs. per beegah, but it could hardly be expected Government would *sink* their money at that rate. Six rupees 8 annas per beegah would pay off principal and interest (at 5 per cent.) in 30 years. Eight rupees per beegah do the same and leave a surplus of 3,000 Rs. per annum as the nucleus of an useful fund for improvements, &c., while at the end of 30 years, if Government wished to devote it to the purpose, there would be a splendid income, equal to any requirement that would be likely to arise. I therefore propose 8 Rs. per beegah. per annum as the *average* rent, and that Government should make the road, streets, &c. as required.

VIII. I will now mention the conditions I would impose in as summary a manner as possible.

1st. The allotments to be made in the order of the date of application, but with this reserve, that priority of claim is but one consideration, and that a trade in kind and extent suited to the locality is a second and more important one, position as to trade being the same or nearly so,—then the earliest applicant to have the first choice of lots.

2nd. I would bind the party taking a lot to spend a small sum annually on buildings or improvements, say for the shipping lots 5,000 Rs. at the end of 5 years, and all the others in proportion to their rent, say 40 times their gross annual rent at the end of 5 years, otherwise their lots to be forfeited.

3rd. I would allow no reletting if the parties want to dispose of the lot, Government to have the first offer, paying only the actual value of the improvements, but Government not to be bound to take it.

4th. The party should conform to the plan of the Ex-Engineer as to the range of his houses and walls bordering on the roads or streets, and to any arrangement that may be made for the drainage, cleanliness, and preservation of the place.

5th. I would charge for the lots on the Mutlak front and the ten maiden lots 20 Rs. per beegah; Mallockhall front, and the second and third row of lots on the Mutlak, and all the residences between the North main street and the Byddyadurree 12 Rs. per beegah. The rest of the lots along Mallock and the Railway, and all places within  $\frac{1}{2}$  mile of the River, Kholl, or Rail, 8 Rs. All places within  $\frac{1}{2}$  a mile of the River, Rail, or Kholl 6 Rupees. All places more than  $\frac{1}{2}$  a mile from the River, Rail or Kholl 4 Rupees.

6th. The lease to be for 99 years.

IX. I enclose herewith a copy of Mr. Reilly's registry, as handed over to me, with such additions as I have received up to the date entered. I have

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received others of a later date, but am unable to forward them with my present letter.

X. I regret my knowledge of the locality is not more extended; I would have hardly ventured to offer an opinion at all, but that I was directed to do so.

I have, &c.,

(Signed) HUGH LEONARD, C. E.,  
Superintendent  
Mutlah Town and Port.

No. 4614.

TO THE SECRETARY TO THE GOVERNMENT OF BENGAL,

(PUBLIC WORKS DEPARTMENT.)

Fort William, 4th February, 1857.

SIR,—I have the honor to submit herewith the accompanying memorandum in original No. 3707, dated 3rd instant, from the Superintending Engineer in Charge, together with a letter No. 41 of 31st ultimo, from Mr. H. Leonard, Executive Engineer of the Mutlah Port, and a plan of a portion of the proposed new Town.

2. I entirely agree with the remarks of the Superintending Engineer and would add that foresight should arrange for space that sooner or later will be required for docks. I would propose that the ground be laid out in view prospectively to a wet basin, from which dry docks should radiate.

3. As Mr. Leonard has now more work than he can do without an assistant, I have, in anticipation of the sanction of Government, directed Mr. Williams to place himself under Mr. Leonard's orders with a view to his employment as supervisor as recommended in my letter No. 4303 of 14th ultimo.

4. The return of the original documents herewith forwarded is requested when no longer required, as no copies have been kept in my office.

I have, &c.,

(Signed) H. GOODWYN, Colonel.  
Chief Engineer Lower Provinces.

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No. 3707.

3rd February, 1857.

The Officiating Superintending Engineer has not had time to visit the Mutlah, and to examine lots 54 and 50, and the survey which accompanies this paper is avowedly rough, and only of part, and therefore imperfect with reference to forming any opinion on the site chosen.

With respect to proposed disposition of lots as shown by the rough survey, to position of tanks, to general direction of streets, and to spaces reserved, and kept clear, no opinion given in ignorance of site would be worth anything.

Merely judging from the rough survey before the Officiating Superintending Engineer he would observe,—

1. That it would be better to have no first class residence lots on the narrow tongue kept for recreation ground.

2. That the road marked by the Officiating Superintending Engineer X. should be wider, for it will necessarily be a well frequented thoroughfare.

3. That the road in rear of the first class shipping merchant's lots, and lying between these lots and those of the European traders and shop-keepers should likewise be of full breadth,—and that breadth should not be obtained by any reduction of the depth (360 feet) of the first class shipping lots. If the trade of the Mutlah and the frequentation of the Port at all correspond with anticipation, a narrow roadway in the position in question will often be choked and would prove inconvenient.

4. No places are marked for bazars; the position of the markets should not be left to chance; but foresight and care be given to this subject. It affects not only the permanent residents, but the shipping in harbour, to whom facilities on the score of fresh provision is always an object.

5. Foresight should also select and keep clear a favorable site for a seaman's hospital, and a seaman's home.

6. The triangular spaces in rear of European trader's lots should be reserved, and kept clear as affording spaces for stands for public vehicles, &c.

7. 200 feet from the edge of the sloped bank, appears enough to keep, if it be clearly laid down that drainage of lots facing river and nullah fronts is not to encroach on this space, reserved for road and public purposes.

(Signed) H. M. DURAND, Lieut.-Col.  
Offg. Supg. Engr. 1st Circle L. P.

FROM THE EXECUTIVE ENGINEER, MUTLAH PORT,  
TO THE SUPERINTENDING ENGINEER,  
1st Circle Lower Provinces.

Mutlah, Jan. 31st, 1857.

SIR,—I beg to send herewith a survey of part of lot 54. The site of the proposed new Town of Mutlah, on which I have laid down a design for the arrangements of that part of the Town, I have now the honor to submit it for your approval.

II. I first beg to apologize for not sending it in a more complete manner. It is scarcely necessary to say that I was most anxious to accompany the present survey with an outline survey of the whole lot; so that the effects of carrying out the present design should be seen on the whole, but I have no such survey, no survey of any kind which could be of real use for the purpose, nor was it possible for me to make one: I send a tracing from the best I have, but it is of little value. I have also to apologize for not sending in a fair and neatly got up copy of my plan, but Government were so pressing about it, and the demands of the applicants for land so urgent, I thought it best to submit my working plan without further delay; I have had to make the survey and prepare the plan while attending to a great deal of other business, so I beg the roughness will be overlooked. It is accurate.

III. The approval now solicited is not for any works of any kind, but, simply as to the ground plan, to enable Government to assign lots to the parties who have already applied for them, nor is the sanction now necessary, (if it is thought desirable to withhold it, pending a more extended survey) to any thing North of the space kept for a Railway, and West of the 1st main line of the street. The part now urgently required is that under the "1st class shipping allotments." The rows in rear of those and the lots along Mallee Khall, no matter how the survey to the West may turn out, it cannot effect these. I have given the matter a good deal of consideration, and I believe the *range* of the streets is in the best line, that is the line which can be produced furthest straight and thus avoid a repetition of the numerous triangles and bends that appear to me unavoidable on the Mutlah front, whether the streets are the proper width and the best distance apart, whether the lots are too large or too small, whether there are tanks enough of the proper size, I hope you can now decide.

IV. From a line, far enough back to allow, a good flat slope to the bank and a good range of river edge, I have fallen back 120 feet to the edge of the

proposed road, there laid off a road 80 feet wide, and close on the road the lots. I submitted the question as to the best distance between the houses and the river for your opinion in my No. 34 of 2nd instant, but have not yet been favored with a reply; however, if any other width be decided on it will not alter the plan, further than to increase or diminish the distance from the edge; it can be figured on the plan and the work laid out according to the figuring; but I hope no alteration will be required. I have considered the question carefully, examined Calcutta, asked the advice of several business men, and I believe all things considered, it is about the proper width, certainly not too little.

V. Commencing at Mallee Khall, I have reserved a front of 1,000 feet and a side along the Khall of 1,600 feet, for a Custom House and Marine Offices. This I believe is about three times the quantity under the present Custom House, I have no doubt it will be sufficient for all future want for a Custom House; and for many years for both departments. But if Government commenced operation on lot 50, a corner should be kept for the Marine Offices opposite the Custom House, with a bridge over Mallee Khall, it would be a nice and convenient arrangement. It was suggested thus by the Mutlah Committee.

VI. North of the Custom House I reserved a front of 900 feet for the Railway, the width increases to 1,200 feet, a short distance inland. I had a conversation with Mr. Longridge, the Railway Engineer, on the subject, he wished 1,200 feet front, either to be kept for him now or to be let on reasonable terms. If they have 900 feet front with 1,200 feet inside, and this for any distance they may desire, it is difficult to conceive a state of prosperity that will require more, and as frontage where ships can lay is scarce, it should not be uselessly kept idle. The East India Railway has a front of 1,000 feet with only 1,200 feet depth. Mr. Longridge also mentioned that they would like to have some distance reserved for them along "Mallee Khall." West of the Custom House ground, in case wet docks should ever be added to their present project: he said he would write to me on the subject, but up to this date has not done so. I have reserved no ground on the Mallee Khall, but if Government think it necessary to do so they can let it on reasonable terms.

VII. North of the Railway site the shipping Merchants' lots commence and extend as far North East as ships can lay alongside, the lots have 240 feet front and 360 feet deep, contain 6 beegahs and have a front and rear traffic line. I intended to lay out those lots at 10 beegahs each, but after careful enquiry and consideration I find they are larger than any in Calcutta and large enough for a very extensive trade. I am more in doubt whether 240 feet front is not too much, for each lot. The depth 360 feet will, I hope, give

ample storage room, a want that is very much complained of by the best houses in Calcutta. The lots rear of those contain 5 beegahs each, which is amply large for all general traders.

VIII. The lots along Mallee Khall are the next valuable, they have a front of 200 feet and a depth of 350, here I may as well say what "Mallee Khall" is, it is a straight handsome branch of the Mutlah for a mile at least—it is 150 feet wide at high water with full depth of water for the largest country boats at all times of the tide; the banks are soft but well sloped; it has quite an artificial appearance. It is the Southern boundary of lot 54, and in connexion with Taldee Khall, is a passage for country-boats from the Biddyadurree to the Mutlah, without sounding Amjorah point; boats can only pass at high water; to make it navigable at all times some improvement is required, the bank of this khall is the best site for river traders, as their boats can lay there in safety when they could not do so on the Mutlah front.

IX. I do not think any of the other arrangements require remarks, the plan will explain them, the main streets are designed to be 100 feet wide and half a mile apart, in both directions forming a series of squares of half mile sides. The intermediate streets are  $\frac{1}{4}$  mile apart and 70 feet wide. Those widths are large, but I think not too much so, considering the locality, hilly nature of the probable traffic, &c. I will only add that when one is designing a town they cannot help thinking it will be inhabited, and if inhabited, that people will require air and exercise as they would in any other place; therefore, I have kept the most open pieces of ground free enough for that purpose, the North East point is peculiarly situated, it is open on three sides and well raised. I have placed a few lots in the centre which I think could not injure it for recreation purposes, and will rather improve the appearance. The residence sites generally I have kept on the Biddyadurree being the most airy and convenient to the river.

X. I beg you will kindly give me your opinion as early as convenient, and forward the plans, &c., to the proper quarter as soon as possible.

I have the honor to be, &c,

(Signed,) HUGH LEONARD, C. E.,  
Executive Engineer, Mutlah.

FROM THE SECRETARY TO THE GOVERNMENT OF BENGAL,  
TO THE SECRETARY TO THE GOVERNMENT OF INDIA,

PUBLIC WORKS DEPARTMENT.

Dated Fort William, 6th February, 1857.

SIR.—I am directed to forward herewith a letter from the Chief Engineer  
Public Works. No 4614, dated the 4th instant, giving cover to a report  
Public. from Mr. Executive Engineer Leonard, in which he  
submits for consideration a plan of a portion of the proposed new Town on  
the Mutlah.

2. The Lieutenant Governor approves generally of the plan upon which  
Mr. Leonard recommends that the Town should be laid out. The direction of  
the streets is apparently the most advantageous that could be adopted. The  
width proposed is sufficient and appropriate, with the exception perhaps of  
those noticed by the Superintending Engineer which it would be better to  
include among the first class roads, 100 feet in width.

3. The space reserved on the bank of the river for a bunded road and  
public landing places has been fixed at 200 feet after careful enquiry and  
consultation with persons qualified to judge and interested in the decision,  
and is believed to be that which will be found most convenient for trade.

4. The sites selected for the Custom House and Railway Station are those  
recommended by the Mutlah Committee, and are well suited for those pur-  
poses and ample in extent. On the former there is room for Salt godahs as  
well as a Custom House, and, as it is anticipated that Mutlah will become  
a considerable depot for imported salt, provision must be made for storing  
that article, of which large quantities are sometimes bonded. The best position  
for offices connected with the Marine Department will probably be the corner  
of lot 50, on the opposite side of the Mallee Khall, as was suggested by the  
Committee and is recommended by Mr. Leonard.

5. It has been suggested to Mr. Leonard by a gentleman connected with  
a Company in England who have projected a Railway to the Mutlah, that  
land should be reserved to the West of the Custom House site for the  
formation hereafter of wet docks. Colonel Goodwyn supports this recom-  
mendation and proposes further that space for dry docks radiating from the  
wet basin should also be secured. It is not necessary at present to consider  
whether or how soon such projects as these will be carried out, but if it  
should be thought probable that works of this kind will hereafter be under-

taken, the contingency can be sufficiently provided for by letting the land in the locality referred to on short leases and subject to resumption if required for these purposes.

6. The part of the plan which presses for immediate decision, is that which provides for the accommodation of Mercantile Establishments on the river frontage of the Muttah, and on the bank of the Mallee Khall. A great many applications have been received and registered for allotments of land in these situations, and it is of very great importance both to the merchants themselves and to the early development of the town, that assignments should be made before the present working season is over. I am directed therefore to solicit the early consideration and orders of the Right Honorable the Governor General in Council on this point.

7. It is proposed by Mr. Leonard to divide the river frontage to the north of the Railway Station, as far up as the deep water extends, into 21 lots each 240 feet wide by 380 feet deep, and containing six beegahs. He expresses a doubt himself whether 340 feet of frontage is not too much. The Lieutenant Governor is of opinion that it is so, and that 200 feet would be sufficient by which five more establishments could be accommodated in this most desirable situation. If additional space were required by any one, he might be allowed the option of taking a second lot to the rear of that assigned to him in the front row, which would answer his purpose nearly as well.

8. It is probable, as was observed by the Committee, that the Mallee Khall lots will be much in request for grain gahals. A good deal of space is requisite for these, and the allotments, 200 feet by 350 feet, are not too large for such purposes.

9. The Lieutenant Governor concurs with the Superintending Engineer in thinking that the piece of land at the North East corner should not be built upon, for the present at all events, but be kept open as a place of recreation. It is also a good suggestion of Colonel Durand that site should be fixed for a Bazar, a Hospital, and a Seaman's Home. For the bazaar the block marked A in red ink would be a good position, the corner B being reserved for a Sailor's Home, and the next corner C for a Hospital.

I have, &c.,

(Signed) A. R. YOUNG,  
Secretary to the Govt. of Bengal.

No. 206.

FROM THE SECRETARY TO THE GOVERNMENT OF BENGAL,  
TO THE SECRETARY TO THE GOVERNMENT OF INDIA,

HOME DEPARTMENT,

*Dated Fort William, the 7th February, 1857.*

SIR,—I am directed to forward, herewith, a copy of a letter\* from the Superintendent of the Port and Town of Muttah, in which he states the terms on which he would recommend that assignments should be made to

applicants for lands in that locality.

2. The Lieutenant Governor is desirous, before issuing any orders in this matter, to ascertain the views of the Right Hon'ble the Governor General in Council as to the principle on which these assignments should be made, and as it is of importance that the allotments should be assigned before the close of the present working season, which is rapidly passing away, I am to request that you will bring the subject under the consideration of His Lordship in Council as early as possible.

3. Mr. Leonard notices three modes of disposing of the lands, 1st, by sale, 2nd, on leases of 99 years to be put up to sale to the highest bidder; and 3rd, on similar leases at fixed rate.

4. Mr. Leonard himself gives the preference to the last of these plans, and the Lieutenant Governor is also of opinion that as a general rule the choice of lots should be given to applicants in the order in which their applications were received, at rates fixed with reference to the position of the lots. It may happen however that particular lots may be especially desirable and more than ordinarily run after, and when this is the case, His Honor sees no objection to putting such lots up to auction. The leases, he thinks, should be limited to 60 instead of 99 years, and at the end of that period the lands should revert to Government.

5. Mr. Leonard has been unable to procure any very full information in regard to the terms upon which lands have been let on the opposite side of the river at Ellengunge. The arrangement which Baboo Rangopal Ghose has made is one which does not afford any means of estimating the present actual value of the land. It appears, however, to the Lieutenant Governor that the principle on which Mr. Leonard proposes to assess the rents is a fair one, and that the results at which he has arrived may be accepted as exhibiting a reasonable scale of rates which will bear however some

enhancement. To parties really desirous to occupy the lands for trading purposes, it is not a matter of much consideration whether they pay a few rupees more or less per beegah for the ground on which their premises are built. Very low rents would only be an inducement to speculators to take the lands, and these it is not desirable to encourage.

6. In regard to conditions which it will be advisable to introduce into the leases, it might well, the Lieutenant Governor thinks, be stipulated that if the allotment is not turned to the use for which it was assigned within five years it will be resumable.

7. The Lieutenant Governor would propose also to vest the Superintendent with discretion to reject any applications made by parties for lots set apart for particular classes to which the applicants do not belong, as for instance, a location among the 1st class mercantile allotments should be refused to any one not connected with any mercantile firm;—a first-class residence lot to a Bazar Dealer and the like.

As the Right Hon'ble the Governor General in Council may desire in considering this question to consult the plan and explanatory letter\* referred to in the 1st para: of Mr. Leonard's present communication, I am directed to forward copies of these documents.

I have, &c,

(Signed) A. R. YOUNG,  
Secretary to the Government of Bengal,

No. 1142.

FROM LIEUT.-COL. W. E. BAKER,  
Secretary to the Government of India,

TO A. R. YOUNG, Esq.,  
Secretary to the Government of Bengal.

Dated the 9th March, 1867.

SIR,—The proposals contained in your letter, No. 262, dated the 6th February last, regarding the new town on the Muteah having been laid before the Right Hon'ble the Governor General in Council, I am directed to convey to you the general approval of the Government of India of the plan submitted.

FOR THE WORKS DEPT.  
Public.

2. The disposition of the streets, &c., indicated in Mr. Leonard's plan may be adopted, subject however to the modifications suggested by Lieutenant Colonel Durand.

3. The tongue of land which is represented in the plan as partly occupied by sites for residences, partly by an open space for recreation, should, in the opinion of the Governor General in Council, be entirely devoted to the latter purpose as is recommended by Lieutenant Colonel Durand.

4. The land set aside for a Railway Terminus should not be allowed to extend across the Strand road. Rails might be laid across the street to the jetties or wharfs on the river, on which waggons might be drawn by horses, &c., locomotives of course not being permitted. The interruption to the traffic thus caused, would be very slight.

5. As to the question of docks, I am desired to observe that the Governor-General in Council concurs with the Hon'ble the Lieutenant Governor in thinking that no orders are at present necessary.

6. The provision of a burial ground appears to have been overlooked; a proper site should be selected for this purpose.

7. The appropriation of the building lots, regulated as to their dimensions according to the proposals contained in the 7th and 8th paras of your letter under reply, and making due reservation of sites for the public buildings which will probably be required, may at once be proceeded with.

8. The terms on which the assignment of the land should be made, will be dealt with in the Home Department.

9. The plan which accompanied your letter is returned herewith, a copy having been kept.

I have, &c.,

(Signed) W. E. BAKER, Lieutenant Colonel,  
Secretary to the Government of India.

COUNCIL CHAMBER,  
The 9th March, 1867.

FROM C. BEADON, Esquire,  
Secy. to the Govt. of India,

TO A. R. YOUNG, Esquire,  
Secretary to the Government of Bengal.

Dated the 30th March, 1857.

Home Department.

SIR,—I am directed to acknowledge the receipt of your letter No. 206, dated the 7th ultimo, and its enclosures relative to the Port and Town of Mutlah.

2. In regard to the plan of the Town the views of the Governor General in Council have already been communicated to you in Lieutenant-Colonel Baker's letter No. 1142, dated the 9th instant. On this subject it is only necessary to add in this place that the largest provision should be made for a maidan or recreation ground, and that no locations should be given for offices, ware-houses or residences, and no ground enclosed or appropriated within a mile of the point. In this view the line marked A A in pencil on the plan submitted with your letter and herewith returned will be the utmost limit to the Town on its Eastern side.

3. The site for the burial ground will no doubt be selected in a North-Westerly direction from the town in the course of the least prevailing wind.

4. With regard to the terms on which the lots are to be given, the Governor General in Council is disposed on the whole to give the preference to the plan of fixing the rent of each lot at a fair rate according to its situation and then selling by public auction a lease of each lot, bearing that rent, for 60 years. The number of lots to be put up should depend upon the present demand. Those on the Mutlah river frontage and the Mallee Khali should be first disposed of for offices and warehouses, and those on the maidan for residences. If the number of applications be large, the lots on the other side of the first street parallel to the river Mutlah can also be offered. His Lordship in Council sees no reason to object to the rates proposed by Mr. Leonard.

5. On the termination of the leases the lands will revert to the Government, and it can either then or intermediately be determined, with reference to future circumstances, upon what terms the leases may be renewed, and whether it is advisable to confer upon the occupants a more permanent tenure. It should certainly be stipulated that the lease of each lot shall be resumable after 5 or 10 years, unless it can be shewn that a certain expenditure on building has been incurred upon it; and the lessee of each lot should

also be bound to build regularly in accordance with a general design, and not to use the ground for any purpose different from that for which it is marked out in the plan without the written permission of the superintending authority of the town.

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

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

COUNCIL CHAMBER,  
The 30th March, 1857.

(True Copies.)  
(Signed) A. R. YOUNG,  
Secy. to the Govt. of Bengal.

Postal Communication between Calcutta and Ellengunge  
on the Mutlah.

No. 6009.

FROM THE POST MASTER GENERAL OF BENGAL,

TO THE SECRETARY TO THE BENGAL CHAMBER OF COMMERCE.

*Calcutta, the 28th January, 1857.*

SIR,—I have the honor to acknowledge the receipt of your letter of the 27th instant, and to observe that being impressed with the necessity of a postal communication between Calcutta and Ellengunge, I had previously to the receipt of your letter addressed the authorities requesting information with regard to the road to that place, and on receipt of the requisite information no time will be lost in obtaining orders for the entertainment of a daily postal communication between Calcutta and Ellengunge. As soon as the arrangements are sanctioned by Government, a notice will be issued for the information of the Public.

I have the honor to be,

Sir,

Your most obedient Servant,

(Signed) J. R. B. BENNETT,

*Post Master General of Bengal.*

Meteorological Register at the Mutlah.

BENGAL CHAMBER OF COMMERCE,  
*Calcutta, 29th January, 1857.*

A. R. YOUNG, Esq.,

*Secretary to the Government of Bengal.*

SIR,—I am directed to request the favor of a reference to my letter of 25th October last, and that you will be so good as to add to the localities therein mentioned the most convenient spot on the river Mutlah for establishing a rain-gauge that the Government may select.

It is important to possess all the meteorological information regarding the Mutlah that can be procured; and if the Government of Bengal will direct the Chamber of Commerce to be furnished with all the necessary reports, the Committee will feel much obliged.

I have the honor to be,

Sir,

Your most obedient Servant,

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

No. 438.

FROM THE JUNIOR SECRETARY TO THE GOVT. OF BENGAL,

TO THE SECRETARY TO THE BENGAL CHAMBER OF COMMERCE,  
*CALCUTTA.*

*Dated Lieutenant Governor's Camp, "Jilpigooree"  
Zillah Rungpore, 25th February, 1857.*

*General.*

SIR,—With reference to your application of the 29th ultimo, for the establishment of a Meteorological Register at the Town of Mutlah, I am directed by the Lieutenant Governor to forward for the information of the Chamber the accompanying copy of a Letter\* addressed to the Superintendent of the Town and Port of Mutlah, together with a copy of that officer's reply.†

I have the honor to be,

Sir,

Your most obedient Servant,

(Signed) C. T. BUCKLAND.

*Junior Secy. to the Govt. of Bengal.*

\* Letter to Mr. Leonard  
No. 229 of the 12th instant.  
† Ditto from ditto No. 64  
of the 15th instant.



No. 229.

FROM THE JUNIOR SECRETARY TO THE GOVT. OF BENGAL,  
To H. LEONARD, Esquire,  
*Civil Engineer, Mutlah.*

*Dated, Lieutenant Governor's Camp,  
Rangpore, 12th February, 1857.*

SIR,—I am directed by the Lieutenant Governor to forward to you the accompanying copy of a letter\* from the Secretary to the Bengal Chamber of Commerce in Calcutta, and to request that you will, if possible, establish a Rain-gauge at the new town at the Mutlah, and keep a record of the meteorological information desired by the Chamber.

*General.*  
\* *Dated 29th ultimo.*

I have, &c.,

(Signed) C. T. BUCKLAND,  
*Junior Secretary to the Govt. of Bengal.*

No. 64.

FROM THE SUPERINTENDENT OF TOWN AND PORT OF MUTLAH,  
To THE JUNIOR SECRETARY TO THE GOVT. OF BENGAL.

*Dated Mutlah, 18th February, 1857.*

SIR,—I have the honor to acknowledge the receipt of your letter No. 229, of the 12th instant, with the enclosure\* from the Chamber of Commerce, and beg to state for the information of His Honor the Lieutenant Governor, that before the receipt of your letter I had indented on the Chief Engineer for a Rain-gauge, Standard Barometer, Thermometer and Vane, with the view of keeping a careful Meteorological Registry.

2nd. I shall of course attend to the instructions conveyed in your letter under reply.

I have, &c.,

(Signed) H. LEONARD,  
*Superdt. of Town and Port of Mutlah.*

(True Copies.)

(Signed) C. T. BUCKLAND,  
*Junior Secy. to the Govt. of Bengal.*

## APPENDIX G.

### Petition to Legislative Council.

*Calcutta, 12th January, 1857.*

To THE HON'BLE THE LEGISLATIVE COUNCIL OF INDIA.

The Humble Petition of the  
Bengal Chamber of Commerce,

SHewETH,—That the 59th Section, part 3, of the Bill now before your Hon'ble Council intituled "A Bill for the incorporation and regulation of Joint Stock Companies and other Associations, either with or without limited liability of the members thereof" provides "that the expression 'the court,' as used in the 3rd part of the Act, shall mean the principal Court having original civil jurisdiction in the place in which the registered office of the Company is situate."

That the winding up or dissolution of any such Joint Stock Company in the Mofussil would consequently take place in the district court, and the numerous intricate questions of law and equity which sometimes arise on such occasions would be decided by the law hitherto therein administered, instead of by English precedents in similar cases, as in the Supreme Court.

Your Petitioners having high confidence in the decisions of the Supreme Court and in the professional aid which suitors can there obtain, respectfully submit that parties who may be shareholders in any Insolvent Joint Stock Company in the Mofussil will very much prefer their liabilities and rights to be adjudicated upon by the Judges of the Supreme Court in uniformity with the decisions of Her Majesty's highest courts in England, instead of in Mofussil courts, where in addition to other disadvantages they will lack adequate professional assistance, or be compelled to obtain it at a heavy expense from the Presidency.

Your Petitioners therefore pray that the winding up of Insolvent Joint Stock Companies may be entrusted solely to Her Majesty's Supreme Court, and not, in any case, to Provincial Courts; and that your Hon'ble Council will order the Bill under consideration to be amended according to the prayer of your Petitioners.

And your Petitioners as in duty bound shall ever pray.

By order of the Committee on behalf of the Bengal Chamber of Commerce,

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

## APPENDIX H.

### Spillage of Bullion.

No. 691 of 1856-57.

From MAJOR J. H. BELL,  
*Officiating Mint Master,*

To H. W. I. WOOD, Esq.,  
*Secretary to the Chamber of Commerce.*

Sir,—I have the honor to bring to the notice of the Chamber of Commerce that it appears very desirable for the benefit of the importers of Bullion to alter the system under which the spillage is returned to the importers.

2nd.—Since the separate establishment for premelting importers' Bullion has been formed, particular attention has been given to the subject of the spillage and sweep, and it is found that under the system of separately collecting the portion belonging to each tender and sending the whole out without examination, not only is there much inequality in the waste, but its amount is most probably increased considerably.

3rd.—The Bullion Clerk accordingly recommends a change of system described in the annexed extract from a report made by him. The principle of the proposed new system is, you will observe, the recovery and registry of the spillage by the Premelting Establishment at certain periods, and the crediting of each importer with the value in exact proportion to the amount of his tender. As there will be but one assay certificate for many portions of spillage, it is proposed that the value of each importer's portion shall be paid for by a cheque drawn by the Mint Master.

I request the favor of your procuring the opinion of the Bullion importers on the proposition above-mentioned. Should they agree to its being established as a rule, I propose with the sanction of the Mint Committee to introduce it upon trial for a few months, with the understanding that it will be discontinued if found attended with unforeseen difficulty which would render it unduly burdensome to the Premelting Department.

The annexed statement prepared from *bona fide* tenders will serve as an example of the manner in which the spillages will be brought to account, and proportionally credited to the importers.

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

(Signed) J. H. BELL,  
*Officiating Mint Master.*

CALCUTTA MINT,  
The 24th February, 1857. }

*Extract of a Memorandum from the Bullion Clerk, dated 24th January 1857,  
to the Officiating Mint Master.*

In place therefore of the present system, it appears desirable to substitute an entirely new one, viz., to collect together the spillage, all the silver that can be recovered from the ashes, the sweepings of the room, &c. and the rejected pots, and melt them at stated periods, say the end of every fortnight or month, and register the result in the Mint as a spillage from the Premelting room, and divide the proceeds of the assay certificate rateably among the parties, from whose silver it has been recovered, thereby having an uniform rate of loss on each batch. The dross, pieces of the pots, &c., after all the silver has been extracted from them, may be thrown into the river in the same way as they are from the standard melting room. The amount of silver melted from May to December last has been Tolas 1,79,71,799.8, the spillage returned from it Tolas 62,426.2, and the loss Tolas 36,696.2 or 3 annas 3 pie per cent. Under the proposed system it appears probable that the loss would not exceed half this.

This system could only be carried into effect with the sanction of the Bullion importers, who will have to be distinctly informed that all risk would, as at present, remain with them, and that whatever the rate of loss may be, it will have to be borne by them, the Mint taking every precaution, but being in no way responsible.

Should the proposed system receive the sanction of the Mint Master and importers, it may be tried till the 1st of May next.

To carry out this experiment it will not be necessary to incur any expense for apparatus, &c., and the present accommodation in the Bullion Depot would be sufficient, while the few extra hands, materials, &c. that will be required for recovering the silver from the ashes and pots, can be paid for from the proceeds of the silver recovered, on which the charge will probably be only a trifling per centage.

A statement should be prepared by the Bullion Clerk immediately after each spillage number has been registered and assayed, showing the weight of each importer's silver before melting, amount registered, difference between the two, the loss at the average rate, and sum recovered or amount in Co.'s Rs. due to each party, also an account of all expenses incurred in recovering the silver. Duplicates of these should be posted up in the Bullion Depot, and copies may be taken by the parties requiring them.

In order not to interfere with the Mint accounts, the amount of the assay certificates should be deposited in the Bank of Bengal, and cheques payable on the day that the assay certificate is due should be drawn against it in favor of importers as soon after the assay of the spillage is known as possible, to enable them to make up their accounts, which could under the proposed system be closed as early and easily as they are under the present system. It is probable that importers, particularly the Banks and European Firms, would gladly avail themselves of the proposed system, as the existing one is so very objectionable, and they are obliged to sell their spillage and sweepings at a great sacrifice to the bazaar dealers.

(True Extract.)

J. H. BELL,  
(Signed) *Officiating Mint Master.*

*Statement of Silver registered from the 5th to 10th January 1857, and of the Spillage recovered and the proportional distribution of the same.*

Date when Registered.	Names of Importers.	Description of Bullion.	Before Melting.		Registered after Melting.		Difference.		Losses & Gains Per Cent.	Proportional Distribution of Spillage re-covered.	Paid by China.
			Weight.	Value.	Weight.	Value.	Weight.	Value.			
Jan. 5, 6, 7, 8, 9, 10,											

(Signed) J. H. BELL,  
*Officiating Mint Master.*

*Mint Bullion Deptd. the 24th February, 1857.*

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BENGAL CHAMBER OF COMMERCE,  
*Calcutta, 13th March 1857.*

MAJOR J. H. BELL,  
*Offy. Mint Master.*

SIR,—I have the honor to acknowledge the receipt of your letter No. 661 of the 24th ultimo, in which you state that it appears very desirable for the benefit of the importers of Bullion that the system under which spillage is returned to them should be altered, and that a plan has been recommended by the Bullion Clerk in substitution, upon which you desire to receive the opinion of importers.

Your letter and its accompanying documents having been circulated among the largest importers of Bullion, I am able to state that while a number of them see no objection to a trial of the proposition, many others have taken an opposite view. Their disapproval is based chiefly on the unequal results of the new system. They say that the proposed plan, though well adapted for the importers of low Bullion and foreign coins, would materially prejudice the interests of the owners of Bullion of higher standard, and therefore object to both classes being placed on the same footing, suggesting however, as a more equitable plan, that the returns of spillage should be made *in ratio of the assay value*; and I am directed, with this expression of the views of both parties, to refer the matter for your own decision.

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

No. 777 of 1856-57.

FROM MAJOR J. H. BELL,  
*Offy. Mint Master.*

TO THE SECRETARY TO THE CHAMBER OF COMMERCE.

SIR,—I have the honor in answer to your letter of the 13th instant, to forward copy of a memo drawn up by the Bullion Clerk on the subject of the distribution, according to the assay value of the silver recovered from the spillage in melting importers' Bullion.

As I stated in my letter of the 24th of February, that it was intended to credit each importer with the value of the spillage in exact proportion to the amount of his tender, and as the Bullion Clerk's tabular statement showed that the amount of the tender would be reduced in each case to its standard value

as determined by the assay, I am under the impression that the importers who object to my proposition believe that there is usually a greater loss of weight in melting coarse than in melting fine silver. Other things being equal, such would certainly be the case, as a portion of the alloy is oxidised and lost, while every particle of silver is preserved and may be recovered; but in practice it is found that the loss is usually quite as much of fine as of coarse silver, for the bars are often dirty, and there is a greater probability of accidents from leakage when they are melted, while it would never pay to recover all the spilled silver.

If, however, such is not the view of the importers, but their wish is simply that the spillage may be returned in the proportion not of weight but of the assay value, I beg to say that the new system strictly provides for that condition by reducing every tender to its standard value, which of course is higher or lower according to the assay of the Bullion.

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

(Signed) J. H. BELL,  
*Offg. Mint Master.*

CALCUTTA MINT,  
The 27th March, 1857. }

**Memo.**

In continuation of my memo suggesting a new system of disposing of the spillage from importers' Bullion, and with reference to the letter from the Secretary to the Chamber of Commerce of date the 13th instant, stating that many of the importers object to the proposition, "chiefly on the unequal results of the system," and that they say that the proposed plan, though well adapted for the importers of low Bullion and foreign coins, would materially prejudice the interests of the owners of Bullion of higher standard, and therefore object to both classes being placed on the same footing: suggesting however as a more equitable plan that the returns of spillage should be made in *ratio of the assay value*, I have to state that the objection is founded on a misapprehension as the returns of spillage under the proposed system would be made in the ratio of the assay value as will appear from the sub-joined *bona fide* return (marked A.) which was submitted with my last memo

and which in statement B. is applied to the case of three classes of silver of the value of Rs. 1,00,000 of each class, the loss in all three instances being Company's Rupees 93-12, on the value, while the loss in weight would be 97 tolas, 10 annas on the Dollars of the value of 1,00,000, tolas 92-15 on the guilders, and 88-12 on the bar silver of similar value. Should the objection however refer to the proposition that the melting loss on inferior silver and foreign coins is greater in proportion than that on silver of superior quality, I beg to submit that this is not shown from the past experience of this department, the advantage that better silver has in some respects being fully compensated by other advantages peculiar to silver of lower standard. Should I be mistaken in this particular I would submit that the advantages that appear to me likely to result from the introduction of the new system in the diminution of the melting loss, and the saving of time and trouble to importers in recovering their spillage, &c. &c., will far more than compensate for any little irregularity of this description, which if it exist, cannot easily be obviated.

Signed) W. F. DAVIS,  
*Bullion Clerk.*

The 25th March, 1857.

(True Copy.)

(Signed) J. H. BELL,  
*Officiating Mint Master.*

A.

Date.	Description of Bullion.	Before Melting.	Registered.	Inferences.	Loss.	Distribution.
		Before Weight.	After Weight.	Gr-weight.	Gr-weight.	Value.
	Dollars & Pence.	241 134 0	241 134 0	241 134 0	241 134 0	241 134 0
	Guineas.	18 134 0	18 134 0	18 134 0	18 134 0	18 134 0
	Bar Silver.	258 134 0	258 134 0	258 134 0	258 134 0	258 134 0
		830 307 2	830 307 2	830 307 2	830 307 2	830 307 2

B.

Date.	Description of Bullion.	Before Melting.	Registered.	Difference.	Loss.	Distribution.
		Before Weight.	After Weight.	Gr-weight.	Gr-weight.	Value.
	Dollars & Pence.	104 029 0	104 029 0	104 029 0	104 029 0	104 029 0
	Guineas.	93 123 0	93 123 0	93 123 0	93 123 0	93 123 0
	Bar Silver.	91 090 0	91 090 0	91 090 0	91 090 0	91 090 0
		287 242 0	287 242 0	287 242 0	287 242 0	287 242 0

(True Copy)

(Signed) J. H. BELL, *Officiating Mint Master.*  
 (Signed) W. I. DAVIS, *Bullion Clerk.*

BENGAL CHAMBER OF COMMERCE,  
*Calcutta, 7th April, 1857.*

MAJOR J. H. BELL,  
*Offg. Mint Master,*  
 CALCUTTA.

SIR,—I have the honor to state, in reply to your letter No. 777 of the 27th ultimo, that the parties who were originally opposed to the proposed system of distributing recoveries of spillage have withdrawn their objection, and now consent to a trial of the plan you desire to introduce.

I have the honor to be, &c.,  
 (Signed) H. W. I. WOOD, *Secretary.*

## APPENDIX I.

### Jail Manufactures.

No. 1125.

W. I. WOOD, Esquire,

Secretary to the Chamber of Commerce,

Dated Fort William, the 8th November, 1856.

Sir,—You are doubtless aware that an Exhibition of Jail Manufactures is now open at the Town Hall, and that it contains samples of most of the articles ordinarily made in the Jails of Bengal and the North-Western Provinces.

1. The cost price of the raw materials, and the actual value of the labour employed in working them into carpets, floor cloths, rugs, towelling, gunny cloth, and various other articles, are marked upon the articles exhibited.

2. Having brought together so large a number of prison manufactures, I am anxious to ascertain their real commercial value, their relative and absolute merits as articles, and the demand that exists or is likely to arise for them.

3. I should also be glad to know if there are any new and profitable channels of industry that are capable of being introduced or developed by means of convict labour.

4. The best means of accomplishing these objects is by the aid of a Committee of gentlemen, practically acquainted with those subjects, if they will kindly afford their assistance.

5. The design being one which I venture to believe of some public interest and importance, I shall feel much obliged by your submitting this letter to the members of the Chamber of Commerce at their next Meeting, and of forwarding the aid of the Chamber to render this the first exhibition of the kind in the Metropolis of British India practically useful.

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7. Should the Chamber be pleased to appoint a Committee to examine and report upon the exhibition, I shall be happy to meet the Committee as often and as long as they may wish at the exhibition, and to afford them every information in my power regarding the objects to which their enquiries may be directed.

I have the honor to be,

Sir,

Your most obedient Servant,

(Signed) F. J. MOUAT,

Inspector of Jails, L. P.

BENGAL CHAMBER OF COMMERCE,

Calcutta, 11th November, 1856.

F. J. MOUAT, ESQUIRE, M. D.,

Inspector of Jails, Lower Provinces.

SIR,—The Committee of the Chamber of Commerce direct me to acknowledge the receipt of your letter No. 1125 of the 8th instant.

The Committee are of opinion that the measures you have adopted for the

John N. Bullen Esq., Vice President of the Chamber of Commerce.

D. Mackinlay Esq., Jas. Church Esq., R. D. Kilburn Esq., & Chas. Haffsloche Esq., Consul General for America.

development of the practical utility of convict labour are likely to be attended with highly successful results, and, in approval of the design which you have suggested for the formation of a Committee to examine and report upon the exhibition of Jail manufactures now open in Calcutta, they have invited the gentlemen whose names are given in the margin, to co-operate with you in carrying out the objects you have in view: and it will afford those gentlemen much pleasure in at once entering upon the duties they may have to perform.

If you will do me the favor of stating when and where it may be convenient to you to meet them, I will communicate with them as to all necessary arrangements.

I have the honor to be, &c.,

(Signed) H. W. I. WOOD,

Secretary.

\* Baboo Ramgopal Ghose was subsequently placed on this Committee.

BENGAL CHAMBER OF COMMERCE,  
Calcutta, 2nd December, 1856.

F. J. MOUNT, ESQUIRE, M. D.,  
Inspector of Jails, Lower Provinces.

SIR,—The Committee of the Chamber of Commerce have received from the Committee appointed to report on the Exhibition of Jail Manufactures the expression of their opinion in a highly interesting letter, copy of which I have the honor to transmit for your information.

They trust that the objects you had in view in applying for the assistance of that Committee have been obtained in the manner and to the extent you desired, and that the suggestions contained in the report will be found worthy of your attention. Among those suggestions are two which the Committee of the Chamber desire me to bring to your notice as of chief and special interest, viz., that a general agency be opened in Calcutta for sale of Jail manufactures; and that Gunny Cloth and Bags and any other articles for which a wholesale demand may exist be disposed of by public tender for fixed periods.

They further desire me to congratulate you on the success which has attended your exertions in connection with the late exhibition, and cordially unite in the sentiments with which the Committee conclude their report.

I have, &c.,

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

Calcutta, 26th November, 1856.

To H. W. I. WOOD, ESQUIRE,  
Secretary to the Chamber of Commerce.

SIR,—The Committee named to examine the Jail manufactures having met Dr. Mount by appointment on the 18th instant, proceeded to inspect the various articles exhibited, with the view of meeting as far as possible the wishes expressed in his letter to you on the 8th instant.

The Committee were agreeably surprised at the extent and variety of the exhibition, and at the quality and perfection of workmanship which several of the articles possessed; many of the manufactures shown on this occasion are of a quality and price which must ensure them a ready sale, and as a large portion of the Public has hitherto been ignorant that such goods were procurable from the Jails, the exhibition just closed will no doubt prove extremely

useful in facilitating their sale in future by bringing the various productions to the notice of an extended circle of buyers. So strongly are the Committee impressed with this view, that they take the liberty of suggesting the opening of an office or agency in Calcutta for the sale of Jail manufactures, where samples from all may be seen by intending purchasers, and orders received.

The low cost marked on many of the articles must render certain a large and profitable sale which should assist to defray the cost of the establishments.

The Committee have not the means of judging of the salability or market value of many of the articles exhibited, such as Paper, Iron and Brass work, Dhotees and Sarrees designed for native use, Printed Cotton for lining tents, Blankets and some other articles obviously restricted to the consumption of the country, and which they believe will be generally found most saleable in the localities in which they are produced; as respects these the Jail authorities will find the demand which exists on the spot for such articles, the best guide, though probably the opening of agencies such as suggested for Calcutta at some of the principal up-country stations might lead to an extended sale, particularly of such an article as paper. In making these remarks however, the Committee are in some measure in the dark, as much will depend on the quantity of the article produced, or which might be produced if it was found advantageous to divert more labor to its manufacture, on which point no information is afforded regarding any of the specimens exhibited.

The Committee therefore proceeded to notice such articles as they feel more competent to speak of.

The first and most important of these is undoubtedly Gunny Cloth and Bags. The labor requiring so little skill that any prisoner can in a few days acquire the requisite proficiency, while the sale is unlimited and the price extremely remunerative, the value here being in nearly every case considerably more than the selling prices marked on the samples. The most suitable bags as to size and quality are those marked Hooghly No. 1 and Alipore No. 70: the first measuring 30 inches wide by 33 deep, second ditto 28 " 35 "; the sewing being in both instances very good.

From some of the other Jails the sample mentioned in the Catalogue as a bag is not sewn, which is a mistake, the bags should in all cases be prepared ready for use, as the sewing—upon the quality of which the value of the bag so much depends—can be performed much better in a Jail under inspection than by free labor. The Committee are of opinion that it would be advantageous were an uniform size and quality of bag manufactured in the different



Jails; and suggest as a standard muster as to quality, Alipore No. 70, but consider the size of Hooghly No. 1 to be better: the quality of Hooghly No. 1 is better than that of Alipore, but being made of yarn spun by English machinery, of which a supply could not be obtained in other districts, the Alipore bag can best be imitated.

They would further suggest that the sale be periodically thrown open to public competition, either adopting the system of allowing the production to accumulate for a certain number of months, and then selling off the actual stock, or by accepting contracts for the whole production of each Jail during a specified period.

In the opinion of the Committee the better course would be to receive tenders on the same day, for the production of all the Jails during the following twelve months, samples of all being previously open for the inspection of intending purchasers.

The quantity which each Jail is expected to produce being stated beforehand.

By having a simultaneous sale of the whole, more buyers would be attracted and greater competition produced.

As connected with the manufacture of Gunny the Committee had pleasure in noticing a machine on the principle of that used for rope yarns contrived by Mr. Mooney in charge of Khyouk Phyouk Jail, well calculated to facilitate the spinning of the yarn and which might be advantageously adopted in the country generally, instead of the present very rude apparatus employed.

An experiment might also be tried of weaving Gunny for bags, with two warps in one loom, so as to form a tubular web, thus saving the necessity of sewing the bags at the sides.

*Carpets.* This article would find a ready sale both for up-country consumption and to a limited extent for exportation. For either purpose Indian designs are preferable to English patterns; from the different nature of the fabric the latter cannot be reproduced in this country with the precision and detail requisite to display their full effect, and for consumption in Europe the original styles of the country would be much more esteemed.

Three large Carpets were exhibited; in these the pattern consisted of a repetition of parts, as in a common English carpet woven in breadths and sewn together afterwards, the opportunity of making a complete design with a centre and corners afforded by the carpet being manufactured in one piece being thus lost. The borders of large carpets should be of darker colors and broader than in these specimens, so as to throw into higher contrast and relief the more brilliant coloring which should prevail in the middle.

Of the small carpets No. 66, Allahabad, was most Indian in design, but the effect would be better if the colors employed were more decided. No. 31, Patna, contrasts favorably with all the others in point of quality of fabric.

There were various specimens of carpets with a cotton pile, but which possess the disadvantage of getting sooner dirty; they however have the valuable property of being exempt from the attacks of moths, and may therefore in this country be saleable to a moderate extent.

Generally speaking the Committee noticed that the dyes employed were deficient in brilliancy, being for the most part of mixed tints instead of pure colors, and in this respect find great room for improvement.

*Beddinges, Cotton Carpeting, and colored Table Cloths* are articles which would, in the opinion of the Committee, find a ready sale among residents in this country; as respects the two former, the remarks relating to style of patterns and colors are nearly equally applicable.

The cotton carpeting in rolls intended for stairs and passages would be more durable if made of fine jute yarn in place of cotton; goods of this description are manufactured extensively at Dundee from Bengal jute, which, when properly treated, takes very brilliant colors.

The Committee are inclined to think that a considerable sale would be found for all these goods if the public had an opportunity of selecting from a ready stock, or giving orders on patterns.

The prices for Carpets should be quoted per running yard specifying the width in the case of stair carpeting, and per square yard or square foot in the case of rugs or large carpets.

*Towels, Dusters, Table Cloths, &c.* There can be no doubt that all these articles would sell freely and to a large extent if the Public had an opportunity of conveniently inspecting samples and ordering what they required.

In conclusion the Committee beg to express their sense of the credit due to Dr. Mout for his energy and zeal in getting up the recent exhibition of Jail manufactures, which they have no doubt will fulfil the objects he anticipates from it.

We have the honor to be,

Sir,

Your most obedient Servants,

(Signed) JAS. CHURCH, Junior.  
 " E. D. KILBURN.  
 " RAMGOPAUL GHOSE.  
 " JOHN N. BULLEN.  
 " D. MACKINLAY.  
 " CHARLES HUFFNAGLE.

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No. 1803.

To H. W. I. WOOD, Esquire,

*Secretary, Chamber of Commerce.*

*Dated Fort William, the 25th March, 1857.*

SIR,—I owe you and the Committee of the Chamber of Commerce my many apologies for not having sooner acknowledged the receipt of your letter dated the 2nd December 1856, transmitting the report of the Committee on the late Exhibition of Jail Manufactures.

2. I was unable to take up the matter when travelling in the North-Western Provinces, but have now done so, and have just submitted my statement of the results of the Exhibition to the Government, in which is incorporated the report of the Committee, all of whose valuable suggestions I have strongly recommended for adoption.

3. Personally I feel deeply indebted to the Committee for the great interest which they took in the exhibition, and for their valuable and interesting report.

4. It takes a long time to alter any existing plan of proceeding in public institutions, but I am not without hope that the benefit of the late exhibition, in placing the subject of prison labour over more systematic footing, will be felt at an early period.

5. For the feeling expressed towards myself by the Committee and yourself I am most grateful, and shall feel much obliged by your kindly conveying this expression of my sentiments to the Committee, and accepting them yourself from,

Your most obedient Servant,

(Signed) F. J. MOUAT,  
*Inspector of Jails, L. P.*

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No. 96.

H. W. I. WOOD, Esq.,

*Secretary Chamber of Commerce,*

*Camp Dargjeeling, 5th May, 1857.*

SIR,—I have much pleasure in communicating for the information of the

Chamber of Commerce the extract noted in the margin,\* from a letter to my address which has just reached me from the Junior Secretary to the Government of Bengal, and to state that I have

\* "The Lieutenant Governor fully concurs in the opinion which you have recorded regarding the labours of the Committee appointed at your request to report upon the [Jail] Exhibition, and His Honor requests that you will convey to them his thanks for the valuable and suggestive remarks which they have drawn up regarding it."

been directed to communicate the suggestions of the Committee to the officers in charge of Jails, with a view to the practical adoption of such of them as may be suitable to the different manufactures carried on in those institutions.

I have the honor to be.

Sir,

Your most obedient Servant,

(Signed) F. J. MOUAT,  
*Inspector of Jails, L. P.*

## APPENDIX J.

### Amalgamation of the Courts, &c. &c.

TO THE RIGHT HONORABLE THE LORDS SPIRITUAL AND TEMPORAL OF THE UNITED KINGDOM OF GREAT BRITAIN AND IRELAND IN PARLIAMENT ASSEMBLED.

The Humble Petition of the undersigned  
Members of the Bengal Chamber of  
Commerce,

SHewETH,—That the purpose of the Institution in the year 1853 of the Bengal Chamber of Commerce, of which the undersigned are Members, was to provide an Association, composed of commercial men of all countries engaged in the trade of this Port and Presidency, which should have its centre of operation in Calcutta, and be charged with the duty of watching over and protecting the general interests of commerce, and of using all means within its power for the removal of evils, the redress of grievances, and the promotion of the common good. And that the said Chamber now contains among its Members all the leading English, American, French, German, and Greek, and also some of the Native mercantile firms of Calcutta.

That your Petitioners have learnt with considerable apprehension the changes which it is proposed to make in the Constitution of the Courts of this Port, by the abolition of the present Supreme and Sudder Courts, and the substitution of a High Court, to consist of 3 Queen's and 5 Company's Judges, possessed of original jurisdiction within the town of Calcutta, and an appellate jurisdiction extending over the whole Presidency.

That the Town of Calcutta has been, for a period of upwards of 80 years, subject to the jurisdiction of the Supreme Court alone, composed of 3 trained and experienced English Lawyers, by whom jointly all questions of law and fact in Civil cases are tried, the Commercial Law and the Law of Contracts administered, these being in all respects the same as the Law of England.

That the growth and development of the trade and commercial importance of the Port of Calcutta, since the determination of the exclusive right of trade of the East India Company, have been almost unprecedented, as appears by the following extracts from the commercial returns of this Port.

The Import tonnage of the shipping of Calcutta for the mercantile year 1834-35 amounted to 166,537 tons, and the Export tonnage for that year to 172,470 tons, or a total of 339,007 tons.

The value of the Imports for the same year was Sa. Rs. 2,79,83,962, and of the Exports 4,23,00,867, or a total of Sixteen Rupees 7,02,93,829.

The Import tonnage for the year 1855-56 was 6,84,618, and the Export 6,71,145, or a total of 13,55,763, tons, being an increase since the year 1834-35 of about fourfold.

The value of the Imports for the year 1855-56 was Co.'s Rs. 13,87,08,627, and of Exports for the same year 13,75,20,947, or a total of 27,62,29,574; being an increase of nearly fourfold since the year 1834-35.

The foreign shipping included in the above return for the year 1855-56 amounted to 257,305 tons, or upwards of a third of the whole. The increase is still largely continuing both in the British and Foreign trade.

As a necessary consequence the number and importance of the cases of Commercial Law tried in the Supreme Court, and in which the parties were of many different nations, have been and are proportionately increasing; and the necessity for the best possible administration of Commercial Law becoming every day more decided and apparent.

That the effect of the substitution of the proposed Court will, on the contrary, be to give for the trial of commercial cases a weaker and less competent tribunal by the introduction into the High Court of 5 Judges, who, however able and skilled in the Laws and Regulations of the East India Company's Courts, must necessarily be unversed in English and Commercial Law which is unknown in, and foreign to, those Courts, but the knowledge of which is, as your Petitioners respectfully submit, indispensable for the due administration of justice to the Merchants, Ship Owners, and other trading interests of a Port such as Calcutta now is.

Your Petitioners are also apprehensive that the effect of adopting the proposals of the Commissioners, and thereby giving to this Port a Court of first instance, which must, by reason of its being composed of Judges inferior in number and judicial fitness, be weaker than the present Supreme Court, and by establishing here at the same time a Court of Appeal so incongruously composed, will be, firstly, to insure appeals in almost every case and to double the costs and delays of litigation; and secondly, from the want of authority in the Appellate Court, to deprive its decisions—at least in commercial cases—of all respect and finality, to the great prejudice of the administration of justice and of all the best interests of this Presidency and Port.

Your Petitioners also see with regret and apprehension that it is recommended by the Commissioners to deprive the Judges of the High Court of that independence of the Government of India which has been hitherto enjoyed by the Judges of the Supreme Court, and to give the Governor-General in Council the power of degrading by suspension any of the Judges of the High Court.

Your Petitioners say that the experience of every year up to the present one, since the institution of the Supreme Court, has affirmed the wisdom and necessity of the policy which established the Supreme Court in this country to act as checks on the Government of India and on its Officials, and as a protection to the independent and unofficial classes of the Indian community, and with that view gave and continued to that Court a jurisdiction in all actions for wrongs over all servants of the East India Company, and made the Judges of the Court wholly independent of the Government of this country: and against the withdrawal or weakening of that salutary check and protection by conferring on the Government the power at pleasure of suspending and disgracing the Judges, your Petitioners earnestly protest as being calculated to seriously prejudice the commercial and enterprising classes of this Presidency, who have hitherto found in an appeal to the free Judges of the Supreme Court their only security from, and redress for, any acts of wrong or oppression which they might suffer at the hands of the servants of the East India Company.

Your Petitioners submit that no case has been or can be made for a change of so retrograde a character and so plainly prejudicial to the interests of all classes engaged in the trade of this Port; and that if any change be adopted, it should be one by which all the tribunals of the Presidency should be strengthened and adopted to the requirements of the time, and not one by which the only competent Court should be abolished, and the interests of the wealthiest and most civilized portion of the Presidency should be fruitlessly sacrificed to an idle and preposterous scheme of uniformity.

Your Petitioners therefore pray that your Honorable House will be pleased to take this their petition into consideration, and that your Honorable House will reject so much of the proposals of the Commissioners as will have the effect of giving to this Port a tribunal less competent than the present one for dealing with commercial questions, and will also preserve to the commercial classes of this country the protection which they have hitherto derived from the independence of the Judges of the Supreme Court.

And your Petitioners as in duty bound will ever pray.

Signed by 68 FIRMS AND INDIVIDUALS.

Calcutta, 21st April, 1857.

☞ A similar Petition was addressed to the House of Commons.

# TO THE HONORABLE THE LEGISLATIVE COUNCIL OF INDIA.

The Humble Petition of the Bengal Chamber of Commerce,

SHewETH,—That the purpose of the Institution in the year 1853 of the Bengal Chamber of Commerce was to provide an association, composed of commercial men of all countries engaged in the trade of this Port and Presidency, which should have its centre of operations in Calcutta, and be charged with the duty of watching over and protecting the general interests of commerce, and of using all means within its power for the removal of evils, the redress of grievances, and the promotion of the common good; and that the said Chamber now contains among its members all the leading English, American, French, German and Greek, and also some of the Native mercantile firms of Calcutta.

That your Petitioners are, both as an association and in their individual capacity, deeply interested in the prosperity of the various factories and other commercial establishments throughout the Mofussil, and in the safety and well being of the body of managers and agents engaged in those factories and establishments.

That since the determination of the exclusive trade of the East India Company there has been, and still is, an almost unprecedented increase in the produce and commerce of this Presidency, and a corresponding increase in the number of factories and commercial establishments and persons employed therein.

That such managers and agents include among them persons of many different races, both European, American, and Asiatic; but that the large majority of them are British subjects.

That the isolated position of these persons, scattered as they are among the masses of the native agricultural population with whom they are continually brought into collision by conflict of interest and other causes, and their consequent exposure to every species of false criminal charges which are the common weapons of litigation in the Mofussil, render their situation one of the greatest difficulty and risk, calling for the utmost protection that the strong and just administration of the Law by competent and trustworthy Judges can afford.

That your Petitioners regard with great apprehension the effect upon the legal status and personal security of that body, which as it appears to your Petitioners will be produced by passing into Law the "Bill to simplify the procedure of the Courts of Criminal Judicature of the East India Company," which is now before your Honorable Council.

That your Petitioners do not seek here to discuss the necessity or propriety of abolishing the exclusive jurisdiction of the Supreme Court over British subjects, but they submit that whatever changes may be introduced into the administration of the Criminal Law, the interests of the commerce of this country and the safety of the persons of British subjects and others engaged therein are entitled to the highest consideration, and should not, except it be wholly unavoidable, be further endangered or prejudiced.

Your Petitioners submit that the plain and direct effect of the proposed changes will be to establish for all classes of the commercial body in the Mofussil, whether British subjects or otherwise, Courts inferior to those to which they are at present amenable in criminal matters. All classes alike will be subjected to the jurisdiction of the two lower Courts, which it is proposed for the first time to establish, presided over by, among others, Principal Sudder Amcens and Moonsiffs, invested with powers of imprisonment for periods of from three to twelve months: and British subjects will further, as regards the two higher Courts, be deprived of the benefit of trial by the learned and independent Judges of the Supreme Court, and be subjected to the jurisdiction of Judges and Magistrates who hold their places at will, and are in very few instances fitted for their office by previous experience, or selected for their peculiar qualification for it.

Your Petitioners say that the powers which it is now proposed to entrust to native officials in the two lower Courts have been always hitherto withheld from a sense of their unfitness for such a trust; and that your Petitioners know of no improvement in those officials either as regards the class from which they are taken, their legal training, or moral fitness, which can now justify entrusting them with powers for which, it is your Petitioners' well-founded conviction, they are in all respects unfitted, and the abuse of which must tend to add so largely to the risks and difficulties of the Mofussil commercial body already alluded to, to depreciate property there and to discourage most seriously the commerce of the Presidency. And for these reasons, and also that the institution of those two lower Criminal Courts under such Judges is called for by no necessity whatever, your Petitioners respectfully but most energetically protest against it.

As regards the two higher Courts your Petitioners submit that the change, which is called for there, is not so much as one which would extend their jurisdictions to British subjects as that which would give to those Courts Judges duly qualified for their office by experience, legal training, and independence, and not, as now, appointed without regard to fitness and in the mere routine of promotion from the other departments of the service.

Your Petitioners therefore pray that your Honorable Council will wholly reject so much of the said Bill as proposes to entrust the said powers of imprisonment to native officers in the lower Courts; and that before extending the jurisdiction of the two higher Courts, such amendments may be introduced into the said Bill as will insure to those Courts competent and independent Judges.

And Your Petitioners will ever pray.

By order of the Committee for and on behalf of the Bengal Chamber of Commerce.

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

*Calcutta, 30th April, 1857.*

## APPENDIX K.

### Electric Telegraph.

BENGAL CHAMBER OF COMMERCE,  
Calcutta, 29th January, 1857.

#### TO THE SUPERINTENDENT ELECTRIC TELEGRAPH.

SIR,—It would be a convenience to the mercantile community and public generally to know when any interruption in the communication by Telegraph between Calcutta and Bombay or other places takes place; and it is suggested that such interruption should be notified in the shipping slips.

The Committee of the Chamber of Commerce will be glad if you will give the information asked for and in the manner suggested.

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

No. 44.

FROM THE OFFG. SUPDT. ELECTRIC TELEGRAPH IN INDIA,  
TO THE SECRETARY TO THE BENGAL CHAMBER OF COMMERCE.

SIR,—I have the honor to acknowledge receipt of your letter dated the 29th ultimo, and, in compliance with the request therein contained, have this day issued the necessary orders for inserting at the foot of every printed shipping intelligence notice of any interruption to Telegraphic communication, which may exist on any part of the lines throughout India.

2. A copy of the order above alluded to is hereto annexed for information of the Chamber.

I have the honor to be,

Sir,

Your most obedient Servant,

CALCUTTA,  
SUPDT. E. T. OFFICE,  
The 3rd Feb., 1857.

(Signed) P. STEWART, *Lieut., Engineers,*  
*Offg. Supdt. Electric Telegraphs in India.*

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No. 1122.

### Office Memo.

Lieutenant Stewart requests that in future an intimation of the places between which any interruption to Telegraphic communication exists on the lines throughout India, and of the time when the interruption first occurred, may be inserted at the foot of every printed shipping report, thus:—

"Telegraphic communication between Benares and Sherghottee interrupted since 10 a. m. this day."

No notice whatever of the state of the lines to be inserted when no interruptions exist.

The above to have effect from to-morrow the 4th instant.

(Signed) P. STEWART, *Lieut., Engrs.,*  
*Offg. Supdt. Electric Telegraphs in India.*

CALCUTTA,  
SUPDT. E. T. OFFICE,  
The 3rd Feb., 1857.

(True Copy.)

(Signed) P. STEWART, *Lieut., Engrs.,*  
*Offg. Supdt. Electric Telegraphs in India.*

Telegraphic Communication between Calcutta & Jessore.

No. 1505.

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

*Dated Darjeeling, the 17th April, 1857.*

SIR.—In connection with a scheme which is under consideration for the establishment of an Electric Telegraph communication between Calcutta and Prome, a question has arisen as to the necessity of having a station at Jessore. I am directed therefore to request that you will favour the Lieutenant Governor with the opinion of the Chamber of Commerce as to whether the importance of Jessore in a commercial point of view, and the probability of the line being made use of for the transmission of messages to or from Jessore are sufficient to warrant the additional expense of a separate station at that place.

I have the honor to be,

Sir,

Your most obedient Servant,

(Signed) A. R. YOUNG,

*Secretary to the Government of Bengal.*

BENGAL CHAMBER OF COMMERCE,  
*Calcutta, 9th May, 1857.*

TO A. R. YOUNG, Esq.,  
*Secretary to the Govt. of Bengal.*

SIR,—I am instructed to acknowledge the receipt of your letter No. 1505, of the 17th ultimo, and to state in reply that in the opinion of the Committee of the Chamber of Commerce, as the district of Jessore is of much importance in point of Indigo cultivation and an increasing general trade, the establishment of Telegraphic communication between it and the Presidency would be a positive boon to the public, and one which the Committee trust His Honor the Lieutenant Governor will not hesitate to grant.

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It may be problematical at first whether the revenue from this line of wires would prove profitable upon the outlay, but the Committee think the experiment is well worth the trial.

I have, &c.,

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

# APPENDIX L.

## Abolition of Duties in Hamburg on Imports from India.

H. W. I. WOOD, ESQUIRE,  
Secretary Chamber of Commerce.

SIR,—I take the liberty of handing you here annexed an extract and translation of a communication dated 28th December last, received from the Senate of Hamburg referring to the abolition of the Import Duty in that city of different Indian produce, and request the favor of your circulating the same to the Members of the Chamber of Commerce, to whom this alteration may be of interest.

I have the honor to remain,

Sir,

Your most obedient Servant,

HAMBURG CONSULATE, } (Signed) G. PEHMOLLER, Consul.  
CALCUTTA,  
The 16th February, 1857. }

Extract of a letter dated 28th December 1856, from Dr. C. H. Merck, Syndic to the Senate of Hamburg, Foreign Office.

The Import Duty of  $\frac{1}{2}$  per cent *ad valorem* formerly levied in Hamburg on the following Indian produce, has been abolished since the 1st January 1857, viz., Cotton, Hemp, Rape Seed and Wheat, besides some minor articles of less importance.

N. B. The Export Duty of  $\frac{1}{4}$ th per cent *ad valorem* formerly levied has been entirely abolished since said date of 1st January 1857.

(A true Extract.)

HAMBURG CONSULATE, } (Signed) G. PEHMOLLER, Consul.  
CALCUTTA,  
The 16th February, 1857. }

N. B. The list of which can be inspected at the Hamburg Consulate.

## APPENDIX.

Statement of the Funds of the Bengal Chamber of Commerce for the Half-year ended 30th April 1857.

Dr. .... Cr.

	Co's Rs.	A.	P.	Co's Rs.	A.	P.
To Office Rent	600	0	0	By Balance of 31st October 1856.		
" Establishment	2,750	0	0	Cash in Bank of Bengal.	2,296	2 5
" Charges General.	1,713	12	6	Company's Paper.	7,500	0 0
" A Post Bill for £100 at 2-9d for payment				Subscriptions.	3,796	2 5
of C. L. J. on account				" Interest for 6 Months on Company's	6,588	0 0
of Commercial Reports.	979	9	6	4 per Cent. Paper for Co's Rs. 7,500	160	0 0
Balance—	7,081	0	0			
Cash in Bank of Bengal.						
Company's Paper.	2,232	13	5			
	7,500	0	0			
Co's Rs...	16,804	2	5	Co's Rs...	16,804	2 5



# MEMBERS OF THE CHAMBER OF COMMERCE.

Allan, Doffell and Co.  
 Apear and Co.  
 Anderson, W., Agent Oriental Bank.  
 Atkinson, Tilton and Co.  
 Borradaile, John and Co.  
 Carlisles, Nephews and Co.  
 Church, James Jun. and Co.  
 Cowell, James.  
 Cowell, E. M.  
 Colvin, Ainslie, Corrie and Co.  
 Crooke, Grey and Co.  
 DeSouza, Thos. and Co.  
 Durschmidt, Grob, Sand and Co.  
 Ewing and Co.  
 Fitzwilliam, W. S., Agent Commercial Bank of India.  
 Foster, Rogers and Co.  
 Forrester, Chas.  
 Gillanders, Arbuthnot and Co.  
 Gisborne and Co.  
 Gladstone, Wyllie and Co.  
 Gilmore, McKillop and Co.  
 Gouger, Jenkins and Co.  
 Gordon, Stuart and Co.  
 Griffiths, Curtis and Co.  
 Hoare, Miller and Co.  
 Haworth, W. and Co.  
 Henderson, Wallace and Co.  
 Henderson, Jas. and Co.  
 Harris Chandler Bhoose.  
 Jardine, Skinner and Co.  
 Kally Dass and Rajender Dutt.  
 Kettlewell, Drabble and Co.  
 Kelly and Co.  
 Langlois and Co.  
 Larpent, Saunders and Co.  
 Leneh, Rawson and Co.  
 Lovell, H. P.

Livingston, Withers and Co.  
 Lyall, Rennie and Co.  
 Laroche, C.  
 Mackillop, Stewart and Co.  
 Mackinnon, Mackenzie and Co.  
 Malcolm and Co.  
 Mackenzie, Lyall and Co.  
 Marks, C. H.  
 Mair and Co.  
 May, Belford and Co.  
 Moran, W. and Co.  
 Oxford, J. and Co.  
 Paterson, W. R. and Co.  
 Pearce, Macne and Co.  
 Peel, Boleirs and Co.  
 Pennington and Co.  
 Potter and Co.  
 Purrier and Co.  
 Prestwich, E.  
 Pehmoller, G. and Co.  
 Ralli Brothers.  
 Ralli and Mavrojan.  
 Ralli, P. T. and Co.  
 Ram Gopal Ghose and Co.  
 Robinson, Balfour and Co.  
 Robert and Chavrol.  
 Robertson, D. T., Manager, Mercantile Bank of India.  
 Samuel Smith, Sons and Co.  
 Schillazi and Co.  
 Schoene, Kilburn and Co.  
 Shand, Fairlie and Co.  
 Smith, Fyrie and Co.  
 Sham Chand Mitter.  
 Thomas, R. and Co.  
 Turner, Cadogan and Co.  
 Wattenbach, Heilgers and Co.  
 Wienholt, Ernsthausen and Co.

## MOTUSSIL MEMBERS.

Apel, Dawson and Co.—*Moulmein and Rangoon.*  
 Becher, Wm.—*Gowahatty, Assam.*  
 Brue, T.—*Nabookally.*  
 Crisp and Co.—*Rangoon.*  
 Deverell, H.—*Ackergunge.*  
 Guppy, S.—*Dally Khat.*  
 Gale, John.—*Pseudout.*  
 Hamilton, Brown & Co.—*Mirzapore.*

Jenkins, Decimus.—*Mirzapore.*  
 Kenny, J. T.—*Salganoodiah.*  
 Longdon, G. H.—*Agre.*  
 Macrae, Begbie & Co.—*Moulmein.*  
 MacLagan, F.—*Lokenathpore.*  
 Maxwell, D.—*Cowpore.*  
 Monies, T.—*Mirzapore.*  
 Savi, R.—*Nohatia.*  
 Todd, Findlay & Co.—*Moulmein.*

## 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 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 arrears, 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.
- 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.

*† The following Rules were adopted at a General Meeting of the Chamber, held on the 18th May, 1853:—*

That the Subscription for individual Members of the Chamber be Rupees 10 per mensem, while those alone carrying on business under any style or firm, do pay Rupees 16 per mensem, as resolved at the Chamber's last Meeting.

That the Subscription for Mofussil Members be two Gold Mohurs, or Company's Rupees 32 per annum.

