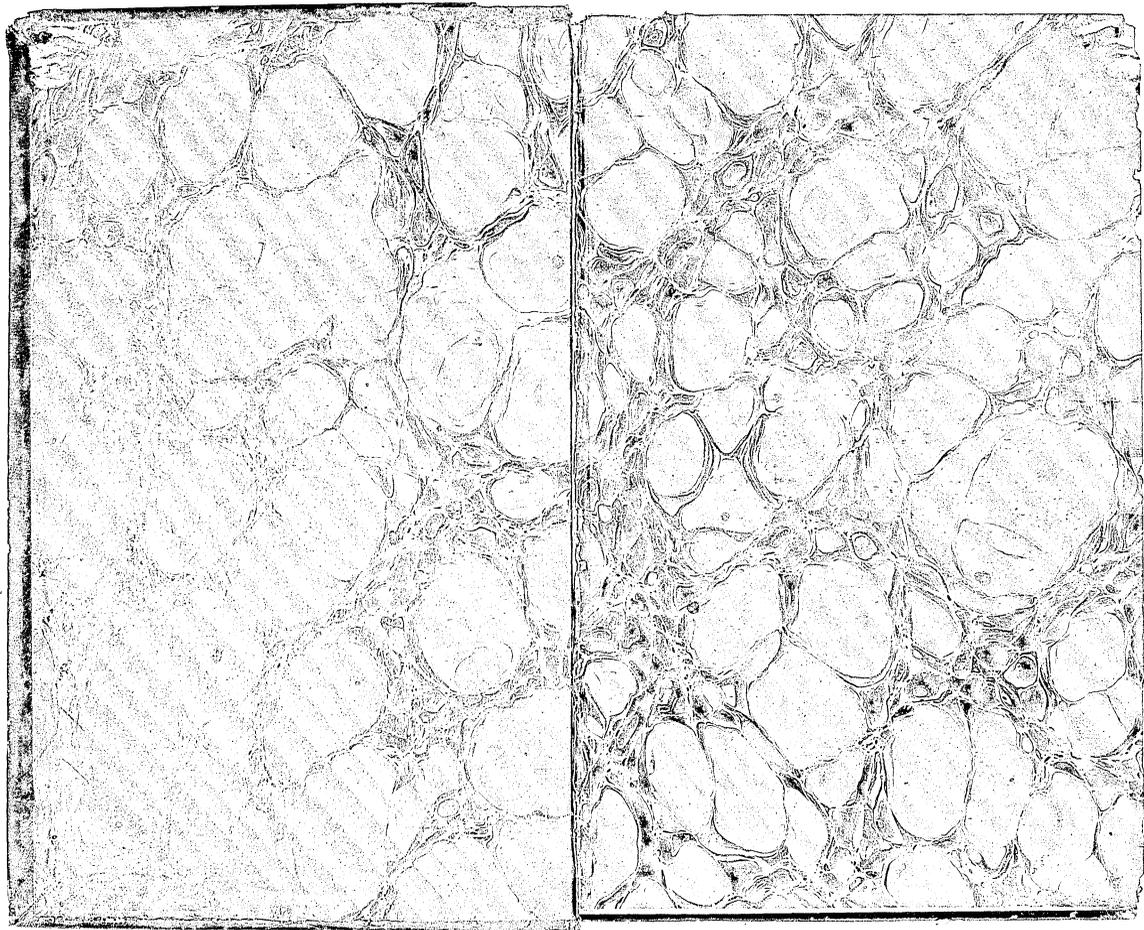
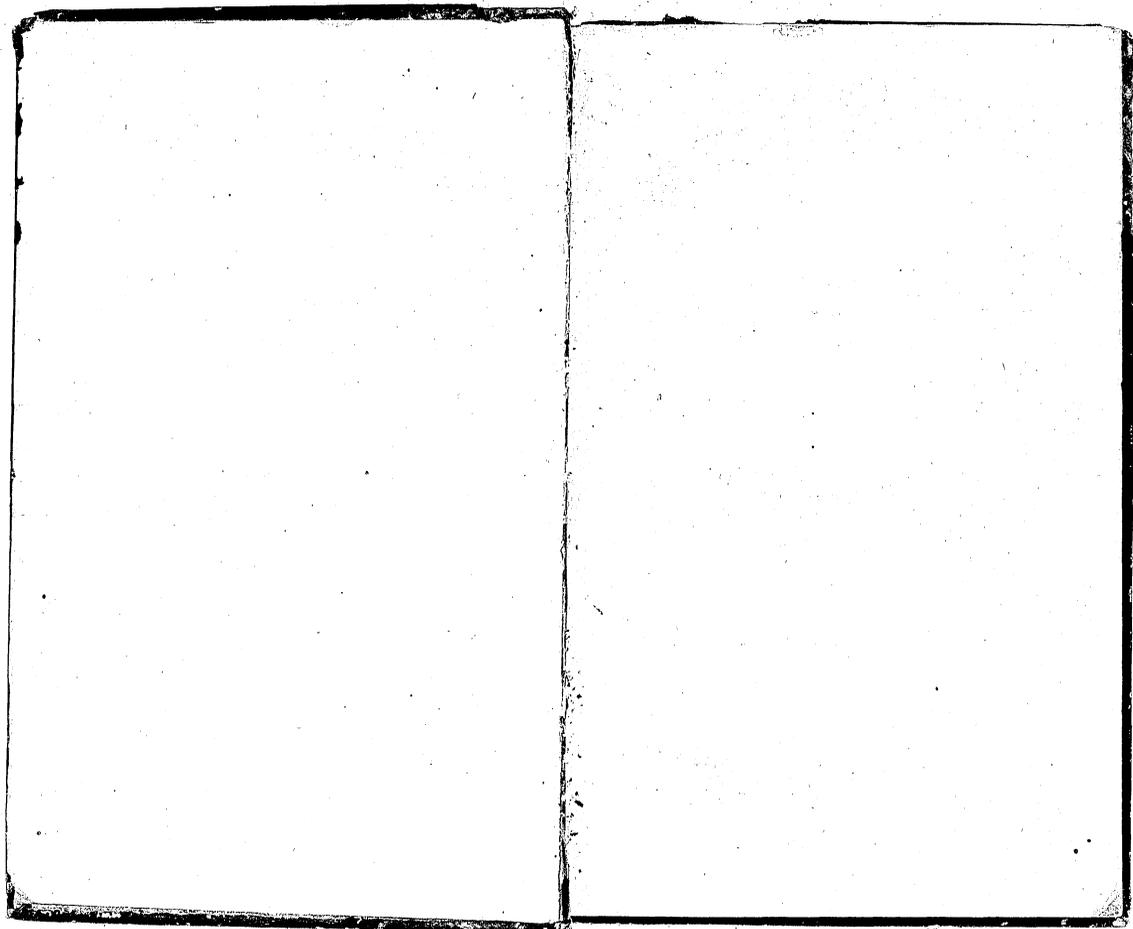


REPORT
OF THE
BENGAL CHAMBER OF COMMERCE
FROM 1ST MAY TO 31ST OCTOBER 1864





REPORT

OF

THE COMMITTEE

OF THE

BENGAL CHAMBER OF COMMERCE.

From 1st May to 31st October 1864.

Calcutta:

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*Proceedings of a General Meeting of the Bengal
Chamber of Commerce held on Saturday, the
3rd December 1864.*

The Hon'ble JOHN N. BULLEN, *President*, in
the Chair.

The Chairman informed the Meeting that they had been called together to receive the Committee's Report of Proceedings for the six months ended 31st October 1864, and for the consideration of any other matters that members might wish the Chamber to take up.

He would first of all call upon the Secretary to read the Report, and then address the Meeting upon some points in which he believed all were more or less interested.

The Report having been read, the Chairman said that many subjects besides those to which allusion was made in the Report had been under consideration of the Committee during the half-year, and papers connected therewith would be found in the Appendix to the Report when published for the use of members. With reference to one of the subjects mentioned in the report, that of wet-docks, he was glad to say that from information which had reached him there

seemed reason to hope that Government were at length awakening to the necessity of making such provision for the rapidly increasing trade of the port. He understood that a Committee was about to be appointed to decide on the most suitable site for their construction. He had heard that in some quarters there was a desire to combine with this wet-dock project a scheme for bridging the Hooghly; the docks to be constructed on the Howrah side of the river, and communication with them to be maintained by a bridge over the river at a high level abreast of the Mint. He hoped however there was no good foundation for such report, for in the first place he should have thought the late cyclone had demonstrated the great danger to which a bridge within range of the shipping would be exposed; and secondly because, whether they were constructed to the north or south of the town, the Calcutta side of the river was the proper side for docks to accommodate the trade of Calcutta. He felt certain that in practice it would be found as impracticable to divert the trade of the Hooghly from the Calcutta side of the river as it had been found to divert the trade of the Mersey from Liverpool to Birkenhead. It was certain however that something must be done at once to provide additional accommodation for the shipping, or it would be found that in this respect

the trade had outgrown the capabilities of the port. Last September the most dangerous month in the whole year for vessels to be in the stream, upwards of thirty vessels were compelled to remain there, no accommodation being available for them in the moorings. In fact there was mooring accommodation for only 174 vessels, and not unfrequently there were over 200 vessels in the port, and it appeared doubtful whether more moorings could be laid except at places inconveniently distant from the town. If that was the case this year they might be sure the difficulty of providing safe accommodation would be greater next year, and greater still in the year following, for nothing was more certain than that if the calamity of a war with a great maritime power was escaped, the external commerce of this country would year by year become larger. He had had the curiosity to extract from that valuable publication Bonnaud's Commercial Annual, a statement of the number and tonnage of vessels, which had arrived at and sailed from the port during last year (1863-64) as compared with 5 and 10 years ago, and the increase both in number and average tonnage was very remarkable. In 1853-54 the arrivals and departures were 1,732 of an aggregate tonnage of 827,924, giving an average of 477 tons. In 1858-59 the number had increased to 2,153 of an aggregate tonnage of

1,351,710, giving an average of 628 tons, whilst during last year the arrivals and departures had further increased to 2,655 of an aggregate tonnage of 1,799,268, giving an average of 674 tons. He saw no reason to doubt that this ratio of increase would continue, but he confessed he foresaw great difficulty in accommodating all the shipping unless wet-docks were constructed. Jetties or wharf walls, alongside of which vessels could lie and discharge their cargoes with greater rapidity, would no doubt to some extent afford relief, but up to the present time they seemed as distant as ever from the actual realisation of any improvements of that kind. He (the Chairman) feared that in this country all were too much disposed to expect Government to do everything for them. Most of those he was addressing had their time fully occupied with their own business, and had consequently little inclination to attend to much else; and thus, for want of energetic and persistent agitation on the part of those most interested, improvements failed to be carried out. Government on the other hand, though professing a desire to encourage private enterprise, and at heart perhaps sincerely desirous of doing so, were yet apt to propose unreasonable conditions or to refuse reasonable concessions, which resulted in disgusting projectors altogether. Some blight of this kind appeared to

have fallen on the scheme for wet-docks to which allusion was made in the Committee's report. There was a scheme the bona-fides of which was guaranteed by the names of such men as Mackinlay amongst the projectors, and of Brereton and Purdon as its engineers; yet although submitted months ago to the Government, and although the projectors were willing to leave the question of site—which was really the only point on which there could be much doubt—to the decision of Government, their Agent, Mr. Prestage, had up to this time received no reply. This question of wet-docks had been before the Government off and on for the last 20 years: he hoped that the appointment of the Committee to which he had alluded might be taken as an indication that they intended now to act. Far too much time had already been lost.

He (the Chairman) had instanced the great increase which had taken place in the arrivals and departures during the last ten years in proof of the great increase, which during that period had taken place in the trade: but there was another test which could be applied, and that was the extent and value of imports and exports during the same period. Quoting from the same publication to which he had already referred, he found that the

value of the trade had more than doubled itself in the last ten years. The figures stood thus—

	Merchandise.	Treasure.	Total.
1853-54 Imports.	5,58,98,251	2,12,90,787	7,71,89,038
„ Exports.	10,67,70,907	74,33,758	11,42,04,665
Total	16,26,69,158	2,87,24,545	19,13,93,703
1863-64 Imports.	11,05,63,281	5,51,99,333	16,60,62,614
„ Exports.	20,94,69,119	2,97,93,166	23,92,62,285
Total	32,03,32,400	8,49,92,499	40,53,24,899

These figures being based on the Custom House valuations for duty, some of which were fixed *tariff* and others *ad-valorem* rates, would not be absolutely accurate, but they were sufficiently nearly so for purposes of comparison between the two periods. The import which shewed the largest increase was of course cotton manufactures. Owing to the lamentable war in America the great expansion which had been going on in the first half of the last ten years had received a great check, but this could be only temporary, and he (the Chairman) had no doubt whatever that whenever prices reverted more nearly to a normal level this trade would again take a prodigious start. Taking those cotton goods only which were entered by the piece, which how-

ever would include the great bulk of the plain cottons imported, and would be a fair sample of the whole trade, he found that the imports in 1853-54 were 65,71,934 pieces, in 1859-60 they had risen to 1,80,35,299 pieces, whilst last year from the causes he had adverted to they had again fallen to 1,02,71,857. But there was another article which would illustrate still more forcibly the remarkable growth of our import trade during the last ten years, the article of Cheshire, or, as it was more commonly called here, Liverpool, salt. The trade in this article was not yet 20 years old, yet in spite of vexatious revenue regulations, of excessive stamp duties, and fines for wastage over which the bondor could exercise no control, the trade had grown from 14,647 tons in 1853-54, to 137,330 tons in 1863-64; and he believed that in the course of a few years the supply of Cheshire salt alone would be sufficient for the consumption of the whole of Bengal.

There was not time to analyse at greater length the increase in the import trade, and he (the Chairman) would make only one or two brief remarks regarding the export trade. He would illustrate the growth of this trade by the statistics of two or three of the more important articles. Taking first the article of jute, the export in 1853-54 was 484,440 cwt., in 1863-64 it was 20,66,474 cwt.,—an increase

of over 300 per cent. Of rice the export in 1853-54 was 1,60,633 tons, in 1863-64 it was 500,240 tons,—an increase of over 200 per cent. Of linseed the export in 1853-54 was 720,420 cwt., in 1863-64 it had risen to 24,13,059,—an increase of nearly 250 per cent. Raw cotton, which was an article of considerable trade in 1863-64, when the export was 1,46,340 cwt., had in 1858-59 dwindled down to 1,900 cwt. Last year it had again increased to 4,56,180 cwt., and during the present year, if anything like present prices were maintained, the export would no doubt be much larger. Scarcely more remarkable than the increase which had taken place in the export of the trade was the great increase which had contemporaneously taken place in prices, and which, in spite of temporary fluctuations, appeared to have attained a certain permanence. Take for instance the three articles he had already alluded to—jute, rice, and linseed. In 1853-54 the prices of jute of good quality ranged from Rs. 12 to 14 per bale. Although the market is said to be depressed and prices are in fact a good deal lower than during the last 18 months, the same quality is now worth Rs. 16 to 18 per bale. Rice, which in 1853-54 sold at from Re. 1-4 to 2-4 per maund, now usually ranges from Rs. 2-4 to 3-8 per maund. Linseed which ten years ago sold at Rs. 2-4 to 2-8 per maund now sells

at Rs. 3-8 to 4 and so on. Another remarkable circumstance was the enormous development of the export trade to Bombay during the last year, principally in rice and other pulses and in jute: the first of course owing to the displacement of food crops in that Presidency by cotton, and he was afraid he must add also to partial failure of the grain crops in some of the districts; and the second to the demand for bagging and rope for packing cotton. At that moment there were 68 vessels loading for Bombay. This large export had no doubt appreciably influenced the prices of rice and jute on this side of India, and in this way the ryot of Bengal, though growing no cotton for export himself, had indirectly benefitted by the high prices of cotton in the markets of the world. He (the Chairman) would not however enlarge on these subjects. He would only further state his opinion that, in spite of periods of temporary depression, he believed that the trade of this country, with its fertile soil and money-loving if not labor-loving population, would go on increasing, and that year by year the capabilities of the port to accommodate it would be taxed more and more severely.

He would now pass on to another subject alluded to in the Report on which he also wished to say a few words, viz. the gold currency. It seemed scarcely likely that when sovereigns were worth

as an article of merchandise more than ten rupees, parties should be found willing to pay them away as currency at that rate, yet that was what had actually been done to some considerable extent during the last week. He believed the explanation of this was that the Government notification of the previous Saturday had been understood to mean, by the native dealers who were in the habit of buying sovereigns, that Government would in future supply those coins at ten rupees. In consequence the price which before the appearance of that notification stood at Rs. 10-1-6 or thereabouts at once fell to Rs. 10, and Banks and others who had sovereigns to dispose of finding they could not obtain more than that price for them in open market, paid them in to the office of issue in exchange for notes. This might continue for some little time, but the ultimate effect would be to discourage rather than to encourage the importation of sovereigns, as bankers and others would be likely to cancel standing instructions for remittance in that coin, it was worthy however of remark that at the present price of standard gold, Rs. 14-9 per tolah, a coin identical in weight and fineness with the English sovereign could be struck off at the Mint at a cost of only a small fraction above Rs. 10-1, allowing a seignorage of 1 per cent.; but as the actual cost of coining gold was he believed only about $\frac{1}{4}$ per

cent., an Indian sovereign could at this moment be coined at the required cost of ten rupees. This measure had not however yet been sanctioned by the Home Government.

There was one more subject to which he would allude, on which he had been favored with particulars by a gentleman whose position enabled him to give them with greater accuracy than was possessed by any other person in Calcutta; he alluded to the effects of the late cyclone on the shipping at that time in the port. His friend Mr. Ross, the agent for Lloyds, had furnished him with the following particulars :—

There were in the port on the morning of the 5th October..... 195 vessels.
 Of these escaped without damage 23
 Of wrecks total or constructive,
 there were..... 36
 Vessels severely damaged 97
 Slightly damaged 39

— 195 vessels.

He (the Chairman) thought these figures illustrated very forcibly the destructive effects of the late gale.

In connection with that subject he might mention that the Lieutenant-Governor had immediately on his return from Darjeeling nominated a Committee to report on the moorings of the port, and the expediency of substituting

screw moorings for the anchor moorings heretofore in use, from which as they were aware vessels had been swept away during the gale; of that Committee he had had the honor of being nominated President, and he might take that opportunity of stating that, although the enquiry was not yet concluded, sufficient evidence had been adduced before the Committee to induce them unanimously to agree on a preliminary report, recommending that an immediate requisition for screw moorings for 100 vessels of the heaviest class should be sent to England, and from the facility with which these could be laid down he hoped they would be available for vessels before the next freshes.

He had now in conclusion only to move the adoption of the report. He was happy to say that the funds of the Chamber continued in a prosperous state, and that the number of members was maintained at its maximum strength. The Chamber had still to regret the absence from its ranks of those influential firms who receded last year on a question into which he feared that personal feelings had unfortunately been imported; but he was not without hope that at no distant time they would agree to let bygones be bygones and rejoin the Chamber. If Chambers of Commerce were of use any where, surely it was in India where there were so

few organisations through which public opinion could be represented, and where the tendency appeared to be to diminish the small number which actually existed, as witness the bill now before the Legislative Council of the Governor General to abolish the Grand Jury in the Presidency towns. It was therefore a great misfortune that those who were so well capable of assisting by their Counsel, and adding weight to the opinions of the Chamber by the fact of their membership, should hold aloof from it, and he hoped that ultimately these considerations would outweigh personal feelings and induce the firms in question to rejoin the Chamber.

The adoption of the Report was seconded by Mr. Kilburn, and unanimously agreed to.

The conditional election by the Committee of the following members was confirmed:—

Messrs. R. Brown Mackay and Co.,

” W. N. Watson and Co.,

” Barton, Baynes and Co., and

Mr. R. W. C. Merington, Manager of the Scinde, Punjab, and Delhi Bank Corporation.

Mr. Schiller then addressed the Meeting and said:—

MR. PRESIDENT AND GENTLEMEN,

The present Meeting fairly illustrates the interest which our mercantile community takes in its own affairs, and I cordially agree in all that the

President has said on the subject of European apathy in this country ; I likewise hope with him that the docks alluded to may eventually be constructed, but it strikes me that had our predecessors done their duty towards us we should have no occasion to cry out now when we begin to feel hurt. Now, gentlemen, docks are excellent facilities, but they cannot be made in one day or in one year. They will cost millions of money, and besides that we cannot wait for them ; what we want is immediate relief, and that relief you have at your own doors within your grasp.

Port Canning is in existence, and connected by railway with the Metropolis, and, whatever your individual opinions may have been when the Mutlah was first brought to notice, there can be no doubt now of its being wanted, nor that it contains all the elements of a magnificent port with safe and easy access to and from the Sea.

I therefore hope you will no longer hesitate in putting your shoulders to the wheel, and thus obtain by united efforts advantages which never can be secured otherwise. I have been fighting the question of opening the Mutlah as an auxiliary to Calcutta almost single-handed for the last ten years, and I am tired of seeing a question affecting the whole trade of the country degraded to the position which certain gentlemen connected with the Government of this country have been

trying to give to it. Now, Gentlemen, I emphatically protest against these insinuations ; I deny that the Mutlah scheme was started by my firm as a speculation calculated to benefit no one but ourselves ; and I affirm that all of you, individually and collectively, have a deep interest in it, and that every man trading with Calcutta will more or less benefit by it. I disclaim being father to this child which was conceived and brought forth under the enlightened administration of a Dalhousie, and I disclaim that the Mutlah was planned to rival or supersede Calcutta. I maintain that the trade of Bengal has long out-grown the capabilities of Calcutta, and that it wants a second outlet, and I am confident that 20 years hence instead of having *one* wretched port like Calcutta you will have two magnificent ones worthy of the power that sways this country.

To prove that Port Canning is not the scheme of Borradaile and Co., got up for their sole special benefit, I hold in my hand this petition signed by fifty-nine firms representing the majority of the Commercial interests of this province. I hope that our worthy President and those members of the Chamber who have felt some reluctance in signing this document will now change their minds, and by putting their names to it enable me to prove to Government that there is at least one question affecting our interests in which

there is something like unanimity amongst the community.

Mr. E. D. Kilburn said —

I beg to confirm what Mr. Schiller has stated, I have taken much interest in the Mutlah from its commencement, and having loaded 5 ships to test the capabilities of the port, I can practically speak to its advantages. I may mention that one of the ships so loaded was twice brought up the river by the Captain, *without a pilot*. Although to the advantage of the ship, I could not expect the Captain to subject himself to much personal discomfort with Port Canning in its unfinished state. I am of opinion we should now ask the Government to do those works which are beyond the province of private enterprise. In this country, aid by the Government is necessary. We are indebted to the Hon. E. I. Company for the development of the indigo, silk, saltpetre trades and other branches of industry. With the favorable opinion of Lord Dalhousie, the Lieut.-Governors, and those practically able to speak of the advantages of the Mutlah, I am at a loss to know why the suggestions should not receive support.

The Chairman remarked that the Committee when addressing the Government on the subject of the Mutlah last August had written as strongly as they felt justified in doing in view of the differences of opinion which existed amongst members

of the Chamber in regard to that port; speaking for himself only he was ready to admit that his opinion of the expediency of an auxiliary port at the Mutlah had undergone some change since the late cyclone; and he was now disposed to look more favorably on that scheme than he was a few months ago. The gentlemen more particularly interested in the project had, however, by getting up a petition to the Viceroy independently of the Chamber, taken the matter for the present out of the Committee's hands.

Mr. Schiller again rose and said :—

I should be sorry indeed if you were to think that my acts have in any way been calculated to depreciate the authority of the Chamber. What I have done I have done with the sole view of giving additional weight to your representation by adding names of gentlemen who are not connected with the Chamber.

Mr. H. H. Murdoch suggested that the Committee should be requested to call the attention of Government, either through the Home Secretary or the Head of the Military Department, to the very inefficient and incomplete nature of the meteorological observations at the so-called Calcutta Observatory, which had been forcibly called to his attention by the total absence of all warning of the approach of the late cyclone, and the very meagre remarks—obviously afterthoughts of the

Baboo in charge of the Observatory—published (a week after the event) in the public papers. Even from these it appeared that the Barometer the evening before the storm was in an abnormal state and shewed perturbations which to an experienced observer, with intelligence to direct and energy to act, would have given ample opportunity to convey warning to the shipping in the river, sufficient to have obviated much, if not the greater portion, of the damage sustained.

He believed that Government had years ago provided the means of recording the required observations, but that unfortunately no duly qualified European had been placed in charge of them. The Observatory was nominally under charge of the Engineering Department which was already overworked, and that the duties had consequently devolved upon men wholly unfitted to fulfil them.

The law of storms is now gradually becoming understood, and in Europe a thoroughly organised system was in force by which the observations at one place were regularly transmitted by telegram to all the principal ports in the kingdom, and as we in India are in possession of a telegraph to nearly all the great commercial centres, he saw no reason why we should be behind the mother country. He considered that Calcutta should be placed in telegraphic communication with Saugor, Akyab, Madras, Bombay, &c., and that the approach of any

great atmospheric disturbance from any of these quarters should be at once notified to the shipping in the river by the system of Fitzroy Storm Signals in use at home: to do this however it would be necessary that the Observatory here and at the central points indicated should be placed under the charge of parties duly qualified and specially appointed for the purpose, and not left as at present to the care of a mere recording clerk, whose meagre observations, which, meagre as they were, would have been significant to a competent party, are not made public until long after they have ceased to be of any practical benefit.

Mr. Murdoch was of opinion that the expense of such an establishment, however great, should not be allowed to weigh against its obvious necessity, but that even the expense would be immaterial compared with the absolute saving to property which the reform he supported would occasion. He therefore suggested—

1. The adoption of measures for improvement of the present Observatory, by placing it under proper superintendence and in telegraphic communication with the Fort, so that anticipated changes of the weather may be quickly made public.
2. The adoption of storm signals for information of shipping.
3. The establishment of an Observatory at

Saugor and two or three commercial centres, with Barometer, Thermometer and self-recording Anemometer, with competent persons in charge to telegraph hourly information to the Observatory here.

The Chairman promised that the subject should receive the consideration of the Committee. He believed however that in this instance no such warning was given by the Barometer as indicated the approach of so furious a gale; at any rate not in sufficient time to have been practically of service. He might however mention that one of the subjects referred to the Committee on moorings was the practicability of substituting screw beacons for the channel buoys now in use, and lighthouses on screw piles for the floating light vessels. Lighthouses constructed on this principle had existed for some years in most exposed parts of the English coast, and had sustained no material injury in the heaviest storms. There seemed consequently no reason why they should not succeed equally well here, and, if so, it would be a vast improvement on the floating light vessels which could never be calculated on to retain their exact positions in heavy weather. It would moreover render it possible to maintain direct telegraphic communication with the outer-light by means of a submarine cable; this would at all times be of great convenience in enabling

communication to be held with shipping, and on the approach of bad weather it would give Calcutta at least twelve hours' notice which would afford sufficient time for useful precautions to be taken amongst the shipping and on shore.

The office of Vice-President having become vacant by the departure of Mr. Eglinton for Europe, the voting cards which had been issued and returned for the election of a successor were submitted to the Meeting with an abstract of votes, the majority of which were in favour of Mr. James Rome, and that gentleman was accordingly elected.

H. W. I. WOOD,

Secretary.

Mr. F. A. Goodenough was subsequently elected member of the Committee to complete the number.

BENGAL CHAMBER OF COMMERCE.

REPORT OF THE COMMITTEE FOR THE HALF-YEAR
ENDED 31ST OCTOBER 1864.

EXPORT DUTY ON SALTPETRE.

APPENDIX A.

On receipt of reports of the debate in the House of Commons on Indian Accounts, in the course of which Sir Charles Wood stated that a despatch to the Governor-General in Council on the subject of the saltpetre duties had that day (21st July) passed the Home Council, the Committee addressed the Government of India praying to be informed at the earliest possible date of the decision which they might come to on this subject. To that letter no reply has been received, and it is to be presumed that the question has not yet been disposed of by the Government. It is affirmed with great confidence by well informed parties in England that the converted or artificial nitre produced by a combination of nitrate of soda and muriate of potass can be produced at a cost not exceeding 30s. per cwt. ; and by improvements in the conversion it is ex-

pected to be produced still cheaper. Presuming this to be correct, it would seem necessary that the whole of the duty imposed in 1858 should be removed, inasmuch as it is believed saltpetre cannot be profitably produced to sell in Calcutta under seven rupees per maund, a price which at ordinary freight and exchange represents a cost in the English markets of 34s. to 35s. per cwt.

As however the introduction of the English system of making an annual budget statement may be understood to give a certain fixity to the arrangements announced therein, it may be considered inexpedient to make any change during the current financial year: but in that case it will be the duty of the Chamber to submit such representations to the Government as may induce it, in framing next year's estimates, not to overlook the claim of this article to a large reduction in or repeal of the existing duty.

**STAMPS ON BILLS OF SALE FOR TRANSFER OF
SHIP PROPERTY IN CALCUTTA.**

APPENDIX B.

Under Article XXIII of Schedule A. of Act X of 1862, Stamp duties are required by the Registrar of shipping of this port to be impressed on bills of sale of ships, as if such instruments were liable to the same stamp as an ordinary conveyance of other property of the same value.

Such documents are not included in the exemptions allowed by the local Act; but it is provided in Section IX, Cap. CIV., 17 and 18 Victoria, commonly called the Merchant Shipping Act, that *all instruments used in carrying into effect the second part of this Act (of which a bill of sale is one) if not already exempt from duty, shall be exempt from stamp duty.*

Section XVII of the same Act provides that "the second part of the Act shall apply to the whole of Her Majesty's Dominions, power being reserved, under Section DXLVII to the Legislature of British Possessions abroad, by any Act or Ordinance confirmed by Her Majesty in Council, to repeal wholly or in part any provisions of the Act relative to ships registered in such possessions." But it did not appear to the Committee that the power so reserved had been exercised by the Government of India in its Legislative capacity, so as to deprive British merchant shipping of the privilege which it enjoys, under the Imperial Act, of transfer by bills of sale free from stamp duty; and they submitted to the Governor General in Council that the levy of stamp duty on such bills of sale was in contravention of the Imperial Act, requesting—if the law was found to be as stated by them—a refund of the duties that had been levied.

STAMPS ON BONDS FOR CUSTOMS DUTY ON
IMPORTED MERCHANDISE.

APPENDIX C.

The subject just noticed was shortly afterwards followed up by a representation regarding another provision of the local Stamp Act, which applies to bonds required by Government for payment of duty on warehoused goods.

The Customs Consolidation Act of 1853 provides a variety of forms of bond adapted to the various requirements of trade at home, and the stamp duties on those instruments range from a minimum of *one shilling and three pence* to a maximum of *five shillings*; but the local Act admits no stamp of less value than four rupees, or more than six times the English minimum, while the maximum of Indian duty frequently exceeds 200 rupees, or 80 times the maximum charged at home.

Your Committee submitted that these duties were a heavy addition to the charges with which nearly all imported goods were weighted, that they pressed with peculiar severity upon importations of salt, and that with regard to this article, which is subject to so enormous a duty, the stamp on bonds for securing that duty was felt as the greatest hardship: and this was exemplified by instancing an ordinary cargo of 35,000 maunds, worth about 14,000 rupees, the duty on which at three rupees

four annas per maund would amount to Rs. 113,750, the stamp on bond for payment of that duty being 300 rupees. If the salt is retained in bond more than three years, or if sold in bond, a fresh bond of similar value is required. The stamp duty is thus more than 2 per cent. on the value of the salt in bond, and 6 per cent. on the value of its first cost in England.

Your Committee urged that as the system of bonding was favorable to an increased development of the import trade of Calcutta, which yielded a large proportion of the general revenue of the country, all restraints which tended to check its expansion should be removed, and that the present stamps on Customs Bonds should be assimilated to the rates levied in England, and that in no case should the duty exceed five rupees.

No answer has been received to these references.

THE STAMP OFFICE.

APPENDIX D.

With the view to decrease as far as possible payments in cash at the Stamp Office, and thereby relieve that department of considerable amount of work and avoid delay and inconvenience to merchants, tradesmen, and others, it was proposed by the Government of India in the Financial Department that, as the bulk of such payments was

made by established firms who would naturally prefer having a floating account with the Collector, to be settled periodically, instead of paying in cash for every transaction, deposits should be made by them at the Stamp Office, against which stamps would be issued as required by depositors to the amount of the security lodged by them.

The suggestion was referred to your Committee, who replied they had no doubt many firms would avail themselves of the privilege if the proposed arrangement were made generally known: but they were opposed to doing away with cash receipts altogether at the Stamp Office, and to the necessity for every applicant for a stamp or stamps, for however small an amount, having first to pay the amount to the Bank of Bengal and then present the Bank's receipt at the Stamp Office: for however convenient such a system might be to the Stamp Office it would be extremely inconvenient to the public, who would at a great loss of time have to attend at two offices instead of one.

**PROPOSED ADDITIONAL MAIL SERVICE BETWEEN
CALCUTTA AND BURMAH & THE STRAITS.**

APPENDIX E.

The British India Steam Navigation Company in March last submitted for the consideration of Go-

vernment a proposal for an additional mail service between Calcutta, Rangoon, Moulmein, Penang, and Singapore, which would give Calcutta weekly communication with Burmah, and both Calcutta and Burmah fortnightly communication with the Straits. The proposition was based on the political and commercial relations between the seat of Supreme Government and Burmah having become so much extended as to require more frequent opportunities of communication than at present exist, and the rising trade between Burmah and the Straits greater facilities than one steamer a month affords.

The opinion of the Committee having been requested as to the general and postal advantages—more especially the latter—to be anticipated from the arrangement, they replied that the proposal appeared well adapted to extend to those places the general convenience of more frequent communication with Bengal, and the special advantage of conveying to Rangoon and Moulmein the mails from Europe much earlier than they can be transmitted under existing arrangements. These were strong recommendations in favour of the scheme; but as it involved an annual loss to the State of upwards of 40,000 rupees it was for the Government to determine whether the general advan-

tages of the additional mail service would compensate for that drawback.

REDUCTION OF AFTER-PACKET POSTAGE.

APPENDIX F.

The Officiating Director General of the Post Office having referred for the Committee's opinion a proposal to reduce the rate of postage on all covers despatched by the after-packet, and to charge on English instead of Indian weight, (as an experimental measure for a few months) that officer was informed that the suggestion appeared well calculated to promote public convenience, and that the temporary loss of revenue would, in all probability, be more than recovered hereafter by the increasing correspondence which the arrangement was likely to encourage.

LANE'S TELEGRAM.

APPENDIX G.

Some members of the Chamber not being subscribers to this telegram, whilst several of the subscribers were not members of the Chamber, it was considered by the Committee inadvisable that they should continue to control the management of the subscription, holding no authority to do so from the body of subscribers. They therefore caused a circular to be addressed to the

subscribers, requesting them to nominate their own Committee. This was done at a meeting held on the 10th August, since which date the connection of the Chamber, as a Chamber, with this telegram has altogether ceased.

INCREASED TONNAGE FOR PILOTAGE CHARGE.

APPENDIX H.

The material changes that have been made of late years in the construction and size of ships having rendered it necessary that the various grades of pilots should be permitted to take charge of vessels of greater tonnage than their rank in the service had hitherto entitled them to, the Master Attendant proposed a higher scale of pilotage charge, viz. Acting Mates from 350 to 450 tons; Full Mates from 500 to 600 tons; and Masters from 700 to 800 tons. Your Committee approved of this alteration, and the Government of Bengal have sanctioned it.

EXTENSION OF TIME FOR LOADING AND UNLOADING SHIPS' CARGOES WITHOUT CHARGE FOR CUSTOMS OFFICERS.

APPENDIX I.

Under Section 51 of the Consolidated Customs Act, 15 working days, from date of entry, are allowed a vessel of 600 tons for landing her inward cargo, and one day for every additional 50

tons, without charge for the Customs Officer; and similar provisions are contained in Section 117 as to the export cargo.

Under these Sections, a ship of 1,000 tons register, but capable of carrying 1,500 tons, is allowed 23 days for discharging her inward cargo, and 23 days for loading her outward cargo. For every day in excess of these a charge of 5 Rs. per diem is levied on account of the Customs Officer on board, and this charge is often a heavy item in a ship's account, a variety of circumstances frequently preventing the despatch of a vessel within the regulated time.

The number of days allowed by the Act having been represented to the Committee as generally insufficient, a reference was made to Government with the Committee's recommendation that the time should be extended. They pointed out that circumstances were very different from what they were when the period was originally fixed by Act XIV of 1836, and that an allowance of time then sufficient is proved to be insufficient now by the numerous instances in which demurrage is charged to a ship. It was also submitted that the sums so received as demurrage could be of little importance to Government, while they pressed heavily on ship owners, who are already burdened with so

many charges in this expensive port; and that as the preventive officer is placed on board not for the convenience of the ship but for the protection of the revenue, no charge should be made for his attendance.

Under the sections referred to the Government has the power to extend the time, and the Committee suggested that 20 working days be allowed for the first 600 tons, and an additional day for every 40 tons in excess, instead of 50 as at present, for discharging inward cargo, and the same number of days for loading export cargoes.

The matter is under the Lieutenant Governor's consideration.

WASTAGE OF SALT IN BOND.

APPENDIX J.

Representations having been made to the Committee of the hardship to which bonders of Salt in private golas were subjected in being called upon to pay duty on the quantity of salt bonded less an allowance of $2\frac{1}{2}$ per cent. only for wastage, even when the wastage proved on delivery of the salt to have been more considerable, the Committee addressed the Government of Bengal on the subject, and the correspondence will be found in Appendix J. The Committee cannot but consider that when the salt has been stored in a

warehouse certified by a responsible officer of Government to be fit for the purpose, when it has been conveyed from the ship to the golas in covered cargo boats securely closed, under surveillance of peons of the Salt Department, when the Salt Department not only has joint custody of it with the bonder in the warehouse, but also charges the bonder for watching it whilst in bond; when in short the department has fenced itself round with all these safeguards and precautions, it is most inequitable that the bonder should be liable to be charged with duty, on salt which has no existence, seven times the value of the salt itself, merely because the rate of wastage exceeds an arbitrary rate not calculated to meet the varying conditions which determine this wastage in many instances. The Committee understand that the question has been referred to a Committee by the Government of Bengal, and it is to be hoped that on their recommendation a practice may soon be introduced less calculated to discourage those who are interested in a branch of trade of such growing importance.

**CARELESS MANNER IN WHICH GOODS ARE
LANDED BY COOLIES.**

The Board of Revenue in October last communicated to the Chamber an extract from the

annual report of the Collector of Customs in which he comments on the rough usage to which goods are subjected whilst in course of landing. That there is much foundation for the Collector's remarks cannot be denied. But so long as no facilities whatever are provided for landing heavy goods, and the primitive method of conveying them on coolies' heads from lighters, stranded frequently some distance from the shore, through two feet or more of mud and water, and up a sloping muddy bank, has to be resorted to, it is difficult to see what certain remedy can be applied. Nearly four years ago this subject was brought under the notice of the Government of Bengal in a memorandum submitted with the report of the Customs Commission by the now President of the Chamber, a member of that Commission. He suggested the construction of a wharf running parallel with the Custom House, projecting as far as the crane jetty already existing, and extending to the Bankshall bathing ghat, and, on the land thus reclaimed, the erection of a shed parallel to the existing shed, provided with cranes for landing goods on the wharf at all states of the tide.

The Lieutenant-Governor in acknowledging that report recorded an opinion that "if private enterprise failed to afford such facilities in a manner worthy of such a port as Calcutta the Government

should do so." Up to this hour however not the slightest additional facility has been given. The strand bank, where goods in course of transit to and from the shipping are almost of necessity deposited, is still in the rainy season frequently in parts ankle deep in mud, and the same barbarous system of conveying goods to and from the boats, which has existed since Calcutta became a port, has still to be resorted to. The only real remedy for a system under which valuable merchandise is subjected to such risk of damage or destruction is the construction of wet docks, or wharf walls, or jetties on which the necessary appliances for landing packages of any weight, and placing them at once under shelter, are largely made available.

THE MUTLAH.

APPENDIX K.

The Committee were in August last furnished with copies of correspondence which had lately taken place between the Municipal Commissioners of Canning Town and the Government. On consideration of these papers, it appeared to your Committee that unless some modification of the terms on which further public assistance was offered to the municipality of the new town was conceded by the Government, the projected port could never be called into existence, and the public revenues would have to bear for 99 years the

full weight of the guaranteed interest on the railway capital, as without the port it was certain the line could not be made to pay working expenses. Setting aside therefore all questions of the original prudence of the undertaking, and all arguments based on expressed or implied undertakings by Government to construct the necessary public works, and placing the question on the lower ground of expediency only, the Committee believed that, the public interests being so largely committed to the success of the undertaking, it would be far better now to venture a little more, and advance sufficient funds to complete such necessary public works of drainage, &c., as would make the new port a possibility, rather than jeopardise, by a refusal of further aid except on unreasonable conditions, the large amount of public money which is, so to speak, sunk in the block of the railway. They therefore addressed the Government in that sense. The correspondence appears in Appendix K. The Committee would add that though in placing the matter before the Government they rested their arguments mainly on the ground of expediency, yet recent events have proved that the existence of an auxiliary port may be of the utmost importance to the trade of Calcutta. It cannot be doubted that had the port been in a more forward state many vessels arriving in ballast would have preferred resorting to it, rather than have come

up to Calcutta where the river has been so crowded that ships have for days been unable to get within the limits of the port. Amongst other advantages appreciable relief might thus have been given to the excessive charges which have lately been current for lighterage, &c., charges which press so heavily on bulky goods of comparatively small value, such as constitute the great weight of our exports, and which are likely to continue far higher than is consistent with the interests of the port, even when the present exceptional circumstances no longer exist.

RIVER TRUST.

The Committee regret that they are not in a position to give any additional information to members of the Chamber on this important subject. It will be recollected that the original proposition brought under the consideration of the Chamber in May 1863 was for a "Board of Trust," whose jurisdiction should be confined to works of improvement of the Strand and of the River Bank lying within the limits of the port. Subsequently a much larger scheme, which had received the approval of the late Viceroy, was sent down to them by the Government of Bengal. This scheme proposed the constitution of a Board of Trust which should undertake not only works of improvement within

the limits of the port itself—such as jetties, docks, warehouses, and tramways for connecting the same—but should also be entrusted with the care of the moorings, lights, and pilotage of the Hooghly, in fact placing the whole river from Calcutta to the Sandheads under their charge. This scheme received the full consideration of the late Committee of the Chamber, was adopted by them, and a series of suggestions submitted by request to the Government of Bengal in December last, as to the best manner of carrying it out. Since that time nothing has been heard of it, but it is to be presumed that, in accordance with the instructions of the Supreme Government contained in the letter of the Public Works Department, No. 2572 of 6th June 1863, published in the Appendix to the Committee's report for the half-year May to October 1863, a bill constituting a trust on these principles will be brought into the Legislative Council of the Government of Bengal during the present session.

WET DOCKS.

APPENDIX L.

In June last the Committee were favored by Mr. Franklin Prestage, the Agent of the Eastern Bengal Railway Company, with copy of a letter which he had been entrusted to forward to the Government of India from a Company which

had been formed in London for the construction of Wet Docks and Wharves at Calcutta. The project embraced the construction of docks with a water area of about 50 acres at Kidderpore, and of river embankment and wharf from Chandpaul Ghant to Clive Street Ghaut. The Engineers were Messrs. Brereton (Mr. Brunel's successor), and Purdon. The contractors Messrs. Brassey Wythes and Co. The estimated capital required was a million sterling, and this the projectors stated their ability to raise without a guarantee, on Government agreeing to "permit the levy of "tolls in such manner at such rates, and under such "control as might be agreed upon, on all vessels "entering the port and on all goods landed, such "rates not to be disturbed until the Company was "able to pay a dividend of 10 per cent., the Government then to have power to revise them, but "not so as to reduce the dividend below 10 per "cent., the tolls which it would be necessary to "charge being however considerably less than the "expenses now incurred by merchants in landing "their goods." The Committee in an interview which they had with Mr. Prestage gave a general adhesion to these conditions, with reservation however as to the rate of 10 per cent. which they considered too high. The Committee believe that no decision has yet been come to by the Government of India. The question of

wet docks and wharves is however daily becoming of more pressing importance, and unless a Board of Trust is shortly constituted, into whose hands the carrying out of such works is committed, it will be imperative on the Government to take action in the matter.

**PUBLICATION OF STATEMENT OF GOVERNMENT
PAPER ENFACED FOR PAYMENT OF INTEREST.**

APPENDIX M.

The *Gazette* of 9th July contained the first publication by Government of the amount of their Promissory Notes enfaced for payment of interest in London; and at the Committee's suggestion this notification was supplemented by a statement, in a somewhat similar form, of the amount of paper so enfaced advised by each mail from Calcutta, and of the amount removed from the London Register for retransfer to the Indian Registers also advised by each mail.

These financial returns will no doubt prove extremely useful to all who are interested in the negotiation of Government Securities.

GOLD CURRENCY.

The first step towards an attempted solution of this important question has been taken by the announcement which appeared in last Saturday's

Gazette, that English and Australian sovereigns of current weight would be received by Government all over India in payment of dues, as the equivalent of Ten Rupees; that they would also be received by the Currency Commissioners at the Presidency Towns in exchange for notes within the limit fixed for a gold reserve by Act XIX of 1861, and that these sovereigns would, to the extent they had been received, be re-issued in payment of claims on the Government to any one willing to receive them at the same rate of Ten Rupees. Considering that, except during brief periods of extreme monetary pressure, the sovereign has always been readily saleable in Calcutta above Ten Rupees and that it cannot be laid down from Australia under Rs. 10-2-9, nor from England under Rs. 10-4-10, giving an exchange respectively of 24⁴/_{d.} and 24⁷/_{d.} per rupee, whilst bar silver at the exceptionally high cost of 5s. 2d. per ounce can still be laid down at 24³/_{d.} per rupee; it does not appear clear what greater inducement than before existed is now given for the introduction of gold, nor how sovereigns of full weight are to be kept in circulation at a rate below their relative value with silver. The certainty of a minimum price and of their being immediately available as currency under any circumstances, may however in exceptional states of the exchanges encourage importations

of sovereigns from Australia, and their greater portability will no doubt at times cause them to be employed in preference to silver in transmission from place to place in India where specie remittances are required to adjust the internal exchanges. The importance of the announcement however consists more in the admission of the principle of the expediency of gold again forming part of the currency of the country; and doubtless if the present tentative measure is found in practice to be operative, it will after a time be modified so as to attain the desired object with the least possible disturbance to existing relations between debtor and creditor.

CULTIVATION OF FLAX IN OUDH.

APPENDIX N.

The appendix contains correspondence between the Chief Commissioner of Oudh and the Chamber relative to the cultivation of flax in that district, as well as the reply of the *Belfast Indian Flax Company* to the Chamber's reference of the Chief Commissioner's letter.

In that letter it was suggested that it might be worth while to send, next February, some one, capable of forming an opinion upon the subject, to report upon flax cultivation in the country lying beyond the river *Gogra* and its capability of improvement.

The Committee thought however that it might be safely assumed, even without any such report, that lands susceptible of irrigation and with a moderate climate—such as the Northern Provinces of Oudh are favored with from October to March,—are capable of producing flax of a quality well adapted for manufacturing purposes when care is taken in the selection of good seed, sown unmixed with other crops and thick, so as to cause the plant to shoot up and preserve a wand-like form, free from lateral branches.

The question was whether, commercially, the flax plant could be grown to a profit, that is whether the return from the same land with the same amount of labor in growing and preparing the crop would not be greater if the plant was cultivated solely for the seed, as is said now to be the case, or in cereals of some kind. This could, no doubt, be satisfactorily determined by local investigation, but the difficulty was felt in procuring the services of some one who could be deputed for such purpose.

Every new staple that could be added to the export trade of Bengal was indirectly an advantage to every one connected with it, and it is to the interest of this Chamber to encourage every such development.

The Commissioner's letter was accordingly published for general information, but no one has

yet volunteered his services to make the suggested inquiry and report.

COTTON CULTIVATION.

APPENDIX O.

In continuation of the series of interesting papers on cotton cultivation in the North-West Provinces, copies of which have from time to time been supplied to members, a report, dated 24th October, on the state and prospect of the crop for the present season, and full of valuable information has been recently received, and is now available to members. The high prices obtained during last season have everywhere greatly stimulated the cultivation and notwithstanding the scantiness of the rains the crop promised on the whole to be most productive. As compared with the last season the area under cotton is stated at 17,30,634 acres against 11,35,688 acres—an increase of 52 per cent.; and the estimated yield at 19,48,966 maunds against 11,23,051—an increase of 74 per cent. In many places the out-turn was expected to exceed the estimate if the season continued favorable, and in that case it was thought the yield might reach two millions of maunds. Of this quantity it is estimated that one-fourth would be retained for domestic consump-

tion and the remainder be available for export, though if prices fall materially a larger proportion would be retained for home consumption. The gratifying fact is specially alluded to in this report that a large proportion of the profits of the cultivation have, this year at least, reached those immediately connected with the soil. They have been able to free themselves from old outstanding debts to the mahajuns, and realise a large surplus. No attempt appears yet to have been made on a scale of any importance to improve the staple by the use of other than indigenous seed, but it is stated that Dharwar seed will be tried next season. Although a gradual decline in prices of cotton must now probably be looked forward to,—even though the American war should continue—from the increased production in progress all over the world, it is not to be expected that for many years cotton will again rule at such prices as were current previous to 1861. Though it would be unreasonable therefore to look forward to a continuance of such large profits as have been realised during the last two years, it will no doubt be found that for a long time cotton will be a very remunerative crop to the cultivator, especially if, by the use of a superior seed and by increased care in cultivation, the staple can be improved to any material extent.

NEW MEMBERS.

The following members have been admitted into the Chamber subject to confirmation:—

Messrs. R. Brown Mackay and Co.,

” W. N. Watson and Co.,

” Barton, Baynes and Co., and

Mr. R. W. C. Merington, Manager of the Scinde, Punjab, and Delhi Bank Corporation.

Mr. J. E. MacLachlan has retired from the Chamber.

FUNDS OF THE CHAMBER.

APPENDIX P.

The half-yearly balance of the funds of the Chamber amounts to Rs. 4,456-2-0 in the Bank of Bengal, in addition to the reserve in Government Securities of Rs. 7,500.

JOHN N. BULLEN,

President.

APPENDIX A.

EXPORT DUTY ON SALTPETRE.

BENGAL CHAMBER OF COMMERCE,
Calcutta, 27th August 1864.

To

E. C. BAYLEY, Esq.,

Secy. to the Govt. of India,

Home Department, Simla.

SIR,—The attention of the Committee of the Chamber of Commerce having been drawn to a statement made in the House of Commons on the 21st ultimo, by Sir Charles Wood, to the effect that a despatch to the Government of India, regarding the export duty on saltpetre, had that day passed the Council, I am directed to express a hope that the decision which the Government of India may arrive at on this subject will be communicated to the Chamber as early as practicable. It was not expected here, I am directed to add, that any alteration in the duty would be made during the current financial year, but the question having apparently been re-opened by the despatch above referred to, great uncertainty will prevail until the intentions of the Government have been declared, which must seriously interfere with business in this important staple. On these grounds I am directed also to express a hope that the subject may have the early attention of His Excellency in Council.

I have, &c.,

H. W. I. WOOD,

Secretary.

G

APPENDIX B.

STAMPS ON BILLS OF SALE FOR TRANSFER OF SHIP PROPERTY IN CALCUTTA.

BENGAL CHAMBER OF COMMERCE,

Calcutta, 6th September 1864.

E. C. BAYLEY, Esq.,

Secy. to the Govt. of India,

Home Department, Simla.

SIR,—I am directed by the Committee of the Bengal Chamber of Commerce to bring to the notice of His Excellency the Governor General in Council, that under Article XXIII of Schedule A of Act X of 1862, stamp duties are required by the Registrar of shipping of this port to be impressed on bills of sale of ships, as if such instruments were liable to the same stamp duty as an ordinary conveyance of other property of the same value.

It is true that such documents are not amongst the exemptions in the Schedule of the Act above quoted, but it is provided in the 17 and 18 Vict. Cap. 104, commonly called the Merchant Shipping Act, Section IX, that "all instruments used in carrying into effect the second part of this Act (of which bills of sale are one) if not already exempt from duty shall be exempt from stamp duty."

Section 17 of the same Act provides that the second part of the Act shall apply to the whole of Her Majesty's Dominions, and in Section 2 of the Act, Her Majesty's Dominions are interpreted to mean "Her Majesty's Dominions strictly so called, and all territories under the Government of the East India Company, and all other territories (if any) governed by any charter or licence from the Crown or Parliament of the United Kingdom."

By Section 547 of the Act, power is reserved to the Legislature

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of British possessions abroad, "by any Act or ordinance confirmed by Her Majesty in Council to repeal wholly or in part any provisions of this Act relative to ships registered in such possessions;" but it does not appear that the power so reserved has been exercised by the Government of India in its legislative capacity, so as to deprive British merchant shipping of the privilege, which it enjoys under Section 9 of the Imperial Act, of transfer by bill of sale free of stamp duty.

It would appear under these circumstances that the levy of stamp duty on such bills of sale is in contravention of the Imperial Act; and I am desired to request you will move His Excellency in Council to take the matter into consideration, and, should the law be found to be as I have stated it, to direct that the stamp duties which have been levied may be refunded.

I have, &c.,

H. W. I. WOOD,

Secretary.

APPENDIX C

STAMPS ON BONDS FOR CUSTOMS DUTY ON IMPORTED MERCHANDIZE.

BENGAL CHAMBER OF COMMERCE,
Calcutta, 16th September 1864.

E. C. BAYLEY, Esq.,

Secy. to the Govt. of India,

Home Department, Simla.

SIR,—On the 6th instant I had the honor to address you relative to the levy of stamp duty on bills of sale for the transfer of ship property in Calcutta, submitting for the consideration of the Right Honorable the Governor-General in Council, that all instruments for effecting transfer of such property in England were exempt from stamp duty: and I am again desired by the Committee of the Chamber of Commerce to request you will lay before His Excellency the present representation regarding another provision of the local Stamp Act, which applies to bonds required by Government for payment of duty on warehoused goods.

For some years past the warehousing system in England appears to have undergone many important changes, each modification being attended by an improvement in the regulations of the system, which, while they were better calculated for the security of the revenue, afforded increased facilities to those from whose operations the revenue was derived.

The Customs Consolidation Act of 1855—16 and 17 Vic. Cap. 104—provides a variety of forms of bond adapted to the different requirements of the trade, and the stamp duties on these instruments are regulated by the following short and simple scale:—

If the penalty of the bond do not exceed
£ 50 the stamp is £0 1 3

£100	0	2	6
£150	0	3	9
£160	0	5	0

for any sum exceeding £150
and in some cases the bonds are altogether exempt from even this light tax.

This scale of duties is submitted in order that His Excellency in Council may conveniently compare it with the scale of duties imposed on similar instruments required by the Customs Act of India. These are made subject to the stamp duties provided in Article 12 Schedule A of Act X of 1862; consequently if the penalty does not exceed £50, or Rs. 500, a stamp of 4 rupees is required; if it does not exceed £100 or Rs. 1,000—6 rupees; if it does not exceed £200 or rupees 2,000—10 rupees. These rates contrast unfavorably with the rates levied at home: and while the maximum amount of stamp there does not exceed 5 shillings, the local scale does not stop short of 200 rupees or 50 times the home charge.

These duties are a heavy addition to the charges with which nearly all imported goods are weighted; but they press with peculiar severity upon importations of salt; and with regard to this article, which is subject to so enormous a tax, the stamp on bonds for duty is felt as the greatest hardship.

The present value of an ordinary cargo of say 35,000 maunds of salt is about 14,000 rupees: the duty at Rs. 3-4 per maund is 1,13,750 rupees, and the stamp duty on the bond for that amount would be 200 rupees; and if the salt is retained in bond more than 3 years, or if sold in bond, a fresh bond has to be executed bearing a stamp of similar value. The single bond stamp is more than 2 per cent. on the value of the salt in bond, and 6 per cent. on the value of its first cost in England.

The system of bonding is favourable to an increased development of our import trade, the most important branch of the commerce of the country, inasmuch as it yields a large proportion of the revenue: it is therefore undoubtedly the policy of Government to encourage the system by which that trade is advantageously affected, and to remove all restraints which tend to check its expansion; especially it should be the policy of Government, now that it has decided on the abandonment of the home manufacture of salt,

to give all possible encouragement to merchants to hold stocks of that necessary article in bond.

The Committee therefore respectfully suggest that in lieu of the present duties charged on Customs bonds a sliding scale similar to that at home be adopted, and that in no case should the maximum exceed five rupees. The loss of duty to the Government would be unimportant, whilst the relief to individuals would be great.

I have the honor to be,

Sir,

Your most obedient servant,

H. W. I. WOOD,

Secretary.

APPENDIX D.

THE STAMP OFFICE.

No. 2015 T.

FROM

THE SECRETARY TO THE GOVT. OF BENGAL,

TO

THE SECRETARY TO THE BENGAL CHAMBER
OF COMMERCE,

Darjeling, the 3rd August 1864.

Stamp.

SIR,—With reference to the accompanying extract paras. 1 to 4. from a letter from the Secretary to the Government of India in the Financial Department, No. 1624, dated the 24th March last, I am directed to request that the Chamber will have the goodness to favor the Lieutenant-Governor with their opinion regarding the proposal contained in the 4th para. It is very desirable to decrease as far as possible the cash transactions at the Stamp Office, and the arrangement proposed seems to His Honor calculated to answer the object in view, and at the same time to be a convenience to both merchants and tradesmen.

I have the honor to be,

Sir,

Your most obedient servant,

A. EDEN,

Secretary to the Government of Bengal.

Extract from a letter from the SECRETARY TO THE GOVERNMENT OF INDIA, Financial Department, to the SECRETARY TO THE GOVERNMENT OF BENGAL, No. 1624, dated Fort William, the 24th March 1864.

I am directed to invite consideration of the following suggestions

which are offered with reference to the report of increased work in the Calcutta Collectorate —

2. First with regard to the Alkaree Department ; the payments into the Alkaree Collector's Office are numerous and in detail, solely from the practice of cash being taken on each occasion of issuing a pass. But if each licensed vendor or distiller were required to lodge an advance equal to, say, one week's payment of duty, the passes might be issued against the credit in the Collector's books.

3. These advance payments, and the further sums payable on the weekly settlement of account for each advance, need not be received at the Collector's Office, as the depositors might readily be furnished with a warrant (as is done in analogous circumstances in England,) for payment of the money to credit of the Collector at the Bank of Bengal.

4. A similar course might also be adopted with respect to the stamp duty on hoochies, bills of lading, &c. The bulk of these payments, it is understood, is made by established firms, who would naturally prefer having a floating account with the Collector to be settled periodically instead of making cash payments for each transaction. It is believed that such an account was kept formerly, and the facility with which, under existing arrangements, the Agency of the Bank can be employed, will, as in the case of the Alkaree dues, relieve the Collector's Office from dealing with cash receipts.

(True Extract.)

MAURICE POWER,

Assistant in charge Office on Tour.

BENGAL CHAMBER OF COMMERCE,

Calcutta, 13th August 1864.

THE HON'BLE A. EDEN,

Secretary to the Government of Bengal,

Darjeeling.

SIR,—I am directed to acknowledge your letter of the 3rd instant, and to state in reply with reference to para. 4 of the an-

nexion to your letter, to which the attention of my Committee is called, that if it were generally known that deposits would be received at the Stamp Office, against which stamps would be issued to the depositor as required up to the amount of the deposit, and an account rendered periodically, the Committee do not doubt that many firms would avail of the privilege, and to such firms it would be matter of indifference whether the amount of the account, when rendered, had to be paid to the Collector at the Stamp Office or to his credit at the Bank of Bengal. But if the Committee are to understand, from the concluding words of the para. referred to, that it is proposed to do away altogether with cash receipts at the Stamp Office, and to oblige every applicant for a stamp or stamps, for however small an amount, to first pay the amount into the Bank of Bengal and then present the Bank's receipt at the Stamp Office, I am directed to say that however convenient such a system might be to the Stamp Office it would be extremely inconvenient to the public, who would have at great loss of time to attend at two offices instead of one. My Committee trust therefore that no such alteration will be made in the present system.

I have, &c.,

H. W. J. WOOD,

Secretary.

APPENDIX E.

PROPOSED ADDITIONAL MAIL SERVICE BETWEEN CALCUTTA AND BURMAH AND THE STRAITS.

No. 3638.

From

A. M. MONTEATH, Esq.,

In charge of the Office of

Director General of the Post Office of India.

To

THE SECRETARY TO THE BENGAL

CHAMBER OF COMMERCE,

Calcutta, 29th April 1864.

Sir,—The Chamber of Commerce are aware that, under existing contract arrangements between the Government of India and the British India Steam Navigation Company, postal communication is maintained between Calcutta and the eastern ports as follows:—

Chittagong,	...	Twice a month.
Akyab,	...	Four times a month.
Rangoon,	...	Three times a month.
Moulmein,	...	Three times a month.
Straits,	...	Once a month.

2. From the enclosed copy of a communication from the Managing Agents of the British India Steam Navigation Company, to the address of the Secretary to the Government of India, the Chamber of Commerce will observe that the establishment of an additional monthly line between Calcutta, Rangoon, Moulmein,

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and the Straits, has been proposed. The effect of the arrangement would be to give Rangoon and Moulmein four mails instead of three mails, and the Straits two mails instead of one per mensem.

3. Before submitting a report on the proposal to the Government of India, I should like to be favored with the views of the Chamber of Commerce on the subject: any information which it may be in the power of the Chamber of Commerce to offer in regard to the advantages (general or postal, but more especially the latter) to be anticipated from such an arrangement will be gladly received.

4. I may mention that the postage receipts on the correspondence between Calcutta, Rangoon, and Moulmein, under existing arrangements, amount to about Rs. 1,000 per trip (there and back) or Rupees 3,000 for the three trips per month, and it might perhaps be assumed that the additional monthly communication, so far as these ports are concerned, would yield about Rupees 1,000 per month more. The correspondence between Calcutta and the Straits yields in postage only about Rupees 200 per trip, there and back. I am not able at present to say what the postal revenue is on the correspondence between British Burmah and the Straits.

I leave the honor to be,

Sir,

Your most obedient servant,

A. M. MONTEATH,

*In charge of the Office of Director General
of the Post Office of India.*

From MESSRS. MACKINNON, MACKENZIE AND COMPANY, Managing Agents, British India Steam Navigation Company, "Limited," to E. C. BAYLEY, Esquire, Secretary to the Government of India,—dated the 30th March 1864.

We have the honor, on behalf of the Steam Company we represent, to submit, for the consideration of Government, a proposal for an additional mail service between Calcutta, Rangoon, Moulmein, Penang, and Singapore; but before doing so we may be permitted briefly to refer to our subsisting arrangements with Govern-

ment for the conveyance of the mails to the ports on the eastern coast of the Bay of Bengal.

The contract which is at present in operation provides for a monthly line to Rangoon, Moulmein and the Straits Settlement; a bi-monthly one to Akyab, Rangoon, and Moulmein; and a bi-monthly communication with Chittagong and Akyab. This last named part has four mails a month, while Rangoon and Moulmein have only three.

We believe the political and commercial relations between the seat of the Supreme Government and Rangoon and Moulmein, have now become so much extended as to require more frequent opportunities of communication than at present exist, and the rising trade between Burma and the Straits greater facilities than one steamer a month affords.

With the view of meeting these requirements and placing Rangoon on a par, so far as regards frequency of mails, with Akyab, we beg leave to submit a proposal for a second service on the Singapore Line.

Under existing contract, the steamer on the Singapore Line leaves Calcutta on the 7th of the month, and we would propose the 23rd for the second service if sanctioned, as being not only an intermediate period, but a fitting date to secure earlier transmission to Burma of the English mail *via* Bombay, which usually arrives here about the 15th. This arrangement would give Calcutta weekly communication with Burma by steamers leaving on the 1st, 7th, 16th, and 23rd, and both Calcutta and Burma fortnightly communication with the Straits.

For the one steamer, that of the 7th, we receive according to contract the subsidy of Rupees 7,500 a month, and we would undertake the second service for the reduced subsidy of Rupees 5,000, making an average of Rupees 6,250 for each completed service.

We may add that, should Government entertain our proposal, we are in a position to commence the double line at once.

Trusting it may receive your recommendation.

(True copy.)

A. M. MONTEATH,

In charge of the Office of Director General of the Post Office of India.

BENGAL CHAMBER OF COMMERCE,
Calcutta, 4th May 1864.

A. M. MONTEATH, Esq.,

*In charge of the Office of Director General of
the Post Office of India.*

SIR,—I have submitted to the Committee of the Chamber of Commerce your letter No. 2638 of the 26th ultimo, accompanied by copy of a communication, dated 30th March last, from Messrs. Mackinnon, Mackenzie and Co., Managing Agents of the British India Steam Navigation Company, addressed to the Government of India; and I am instructed to state in reply that their proposal for an additional mail service, between Calcutta and Burma and the Straits, appears well adapted to extend to those places the general convenience of a more frequent communication with Bengal, and the special advantage of conveying to Rangoon and Moulmein the mails from Europe much earlier than they can be transmitted under existing arrangements.

These appear to be the main recommendations of the proposition; other benefits may possibly arise from a more frequent communication between the seat of Government and its dependencies, but the Committee are not in a position to anticipate them.

It is clear however from your 4th para. that the scheme is likely to involve a loss to the State of upwards of 40,000 rupees; and it is for the Government of India to determine whether the general advantages of the additional mail service will compensate for that drawback.

I have, &c.,

H. W. I. WOOD,

Secretary.

APPENDIX F.

REDUCTION OF AFTER-PACKET POSTAGE.

OFFICE MEMORANDUM.

OFFICE OF THE DIRECTOR GENERAL,
OF THE POST OFFICE OF INDIA.

Calcutta, 8th August 1864.

It has recently been represented to me that the additional postage on overland summaries sent to England from Calcutta by the after-packet, is in point of fact "prohibitive," and on that ground the expediency has been urged of making an exception in respect of such summaries by allowing them to go by the after-packet without additional postage.

2. The exemption of overland summaries from the charge of extra postage would not in itself cause material loss of revenue to the Post Office, or increase the bulk of the despatches to any very great extent; but I think that any such special exemption would be bad in principle. There can be no good reason why overland summaries should be exempted so long as price currents, and indeed all newspapers published on the day of the departure of the after-packet, are subjected to the charge: and to exempt all such papers would cause a loss of revenue to the Post Office of about Rs. 200 per trip, and would increase the weight of the after-packet by throwing upon it a large proportion, if not the whole, of the newspaper portion of the mails otherwise posted on the previous day. This increase of weight would cause an increase of expenditure of more than Rs. 100 per trip. The financial result

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of a general exemption from extra postage of summaries, price currents and other newspapers would thus cost the Post Office about Rs. 300 per trip, i.e. Rs. 200 by loss of revenue and Rs. 100 by increase of expenditure.

3. Although, however, I cannot see my way to recommend any special exemption from after-packet postage, I think there is ground for a revision of the existing scale of charge, which should include not only a general reduction in amount, but a change from the calculation by Indian weight to a calculation by English weight.

4. Overland postage being calculated according to weight in ounces, it is obviously inconvenient to have the additional after-packet postage charged according to weight in *tola*.

5. After-packet postage is of the nature of *express* postage and has no necessary connection with the ordinary inland postage. The ordinary inland scale was adopted as a mere matter of convenience. It has, however, given rise to a prevalent misconception as to the nature of the charge: it being often argued that, when an Overland letter is carried across the Continent of India to catch the steamer at Bombay without any separate charge for inland postage, it is absurd to levy separate inland postage for carrying a letter to catch the steamer at Koolgeroe. The fact is that the separate after-packet postage to Koolgeroe is levied as express postage just as a separate charge is made for letters sent by the express to Bombay a day after the ordinary mail.

6. The ordinary inland scale of postage may have been very well adapted to the circumstances of the after-packet when it was carried by runners to Koolgeroe, and when it was a necessity to keep its weight and bulk within very moderate limits. That necessity exists in a much less degree, now that the mails are conveyed by horse-drawn vans and steamer. The Post Office is in a position to convey almost any amount of weight at a comparatively small increase of cost, and may, therefore, fairly endeavour to accommodate the public by reducing the rate of charge; trusting to a development of traffic to make up for the loss of revenue resulting therefrom.

7. In this view, I should be inclined to propose to the Government the adoption experimentally (say for six months) of a modified

scale which may be represented in juxtaposition to the present scale, as follows—

	Not exceeding	Present Scale.	Proposed Scale.
Letters.....	½ oz.	from ½ anna to 3 annas.	1 anna.
	1 oz.	from 3 annas to 6 annas.	2 annas.
	2 ozs.	from 6 annas to 10 annas.	4 annas.
Newspapers..	2 ozs.	from 1 anna to 2 annas.	½ anna.
	4 ozs.	from 2 annas to 6 annas.	1 anna.

(Signed) A. M. MONTEATH,

In charge of the Office of Director General of the P. O. of India.

No. 1091.

Copy forwarded to the Secretary to the Chamber of Commerce with a request that the undersigned may be favored with any remarks or suggestions which the Chamber may wish to offer on the subject.

A. M. MONTEATH,

In charge of the Office of Director General of the P. O. of India,
CALCUTTA, }
5th August 1864. }

BENGAL CHAMBER OF COMMERCE,
Calcutta, 17th August 1864.

A. M. MONTEATH, Esq.,

*In charge of the Office of Director General of the
Post Office of India.*

SIR,—The Committee of the Chamber of Commerce desire me to acknowledge receipt of your Office memorandum of the 5th

instant, in which you suggest that—as an experiment—the after-packet postage on letters and papers be reduced according to the scale submitted, and that the postage be calculated on English instead of Indian weight.

And I am directed to state in reply that your suggestions appear well calculated to promote the public convenience, and that in their opinion the temporary loss of revenue will be more than recovered hereafter by the increasing number of covers which your arrangement is likely to encourage.

I have, &c.,

H. W. J. WOOD,

Secretary.

APPENDIX G.

LANE'S TELEGRAM.

Proceedings of a Meeting of subscribers to Lane's Commercial Telegrams held at the Chamber of Commerce rooms on Wednesday, the 10th August 1864.

The Hon'ble JOHN N. DUNLEA, in the Chair.

The Chairman said that the purpose for which the meeting had been convened had been explained in the circular which had been addressed to subscribers. Up to that time the control and management of all matters relating to the commercial telegrams had been undertaken by the Committee of the Chamber of Commerce. This the Committee had been right in doing under the old system when the message was bona fide the Chamber's message, paid for out of the Chamber's funds. But the circumstances were now entirely different. The message was no longer the Chamber's message. The Chamber did not even, as a Chamber, subscribe to it, and received no copy of it. Under the present system the message was an open message, to the benefit of which any one was admitted on payment of the subscription. Although, therefore, the present Committee had up to that time continued to do what the former Committee had done, they had in reality no authority to act for and represent the subscribers, of whom more than a fourth were not even members of the Chamber. Under these circumstances the Committee thought they should no longer exercise powers which had never been properly delegated to them, and that the subscribers to the telegram should elect their own Committee.

It was then moved by Mr. J. ROME and seconded by Mr. F. G. Eldridge—

That Messrs. Bullen, Eglington, and Dundas be appointed a Committee, with full powers to act for the subscribers.

The Chairman then said that it had been under the consideration of the Committee of the Chamber, whilst the management was in their hands, whether, by the adoption of a system of cipher, the length of the message might not be considerably abbreviated without omitting any of the quotations now given. He believed it would be easy in this manner so to reduce the length of the message that, without exceeding the 100 words which the present subscription was estimated to cover; about 40 words would be available in each message, in which might be given, briefly, important political or general intelligence which had transpired during the week. This would no doubt greatly increase the value of the messages. As the preparation of this summary of news would however entail additional trouble on Mr. Lane, he considered it would be only fair that that gentleman's remuneration should be increased. When Mr. Lane commenced to compile his monthly messages for the Chamber nine years ago, the fee paid to him by the Chamber was £100, which was increased to £125 when the weekly service came into operation. Subsequently when the Chambers of Banbury and Madras joined this Chamber in subscribing for an associated message, the fee, in consideration of so many additional articles being required to be quoted, was raised to £200. On this association being dissolved, and the subscription being put on its present footing, Mr. Lane's fee was again reduced to £125. He now proposed that, from the date when the more general telegram to which he had alluded commenced, the fee should be raised to £150.

He had also to propose that in consideration of Mr. Wood acting as Secretary of the associated subscribers, he should be allowed a fee of Rs. 100 per mensem. Mr. Wood had up to that time given his services gratuitously, but he (the Chairman) thought he should not be expected to do so any longer, as a good deal of trouble was entailed upon him in corresponding with Mr. Lane, with subscribers, and with the Telegraph Department, and in collecting subscriptions and keeping the accounts.

The financial position of the subscribers after providing for these payments would be as follows:—

There were now 69 subscribers at Rs. 200 per annum	Rs. 13,800
The cost of 52 messages, each of 100 words, from London to Suez would be	Rs. 7,500
And from Bombay and Galle to Calcutta	1,560
	<hr/>
	Rs. 9,360
To pay the Telegraph Department for printing & distributing	600
Mr. Lane's honorarium	1,500
Mr. Wood's ditto	1,200
	<hr/>
	Rs. 12,660
Leaving a balance at credit, to meet incidental charges, of	Rs. 1,740

And additional subscribers might probably be expected when the fuller telegrams, to which he had adverted, began to arrive.

These recommendations were concurred in by the meeting, and it was proposed by Mr. Bullen, seconded by Mr. Moncrieff, and carried unanimously.—

That in consideration of Mr. Lane including in the telegrams a brief summary of political and general as well as the commercial news, his "honorarium" be increased to £150 per annum, and that Mr. Wood be appointed Secretary and Treasurer of the associated subscribers, and be remunerated by a payment of Rs. 100 per annum, commencing with the present month.

The Chairman said he regretted to see so small an attendance of subscribers. Complaints by subscribers were very frequent of late delivery of their messages, and of the contents of the telegrams being repeated to them by non-subscribers before their own copies of the telegram reached them from the Telegraph Office. He had hoped that subscribers who had these or other complaints to make would have taken the trouble to attend, and offer such suggestions as occurred to them for the improvement of the present system. The object sought to be attained by the existing arrangement was that there should be

nearly as possible a simultaneous delivery of the printed slips to all subscribers. With this view the Town was parcelled out into six divisions by the Telegraph Department, and the first 8 or 10 copies of the Telegram which were struck off were despatched to the most distant, the next 8 or 10 to the next most distant, and so on. That seemed the fairest and most equitable mode of distribution. But even under that system it was obvious that some subscribers must get their copies earlier than others, and if it so happened that one of the first delivered was shown to a non-subscriber, it was quite probable that that non-subscriber, deriving to other quarters of the town, might be able to impart the intelligence to half a dozen subscribers before their own copies reached them. It was very difficult to lay down any rule on the subject, but he thought if it was understood by subscribers generally that many of their body objected to the contents of the telegrams being divulged to non-subscribers, and becoming public property immediately on arrival, they would abstain from showing them to non-subscribers. Without forbearance and good-will amongst the subscribers themselves, the confederation could not be held together.

It was then resolved that a copy of the proceedings be sent to each subscriber; and the meeting separated with the usual vote of thanks to the Chair.

H. W. I. WOOD,

Secretary.

APPENDIX II.

INCREASED TONNAGE FOR PILOTAGE CHARGE.

No. 1503 T.

From
THE SECRETARY TO THE
GOVERNMENT OF BENGAL,

To
THE SECRETARY TO THE BENGAL CHAMBER
OF COMMERCE,

Dated Darjeeling, the 13th July 1864.

Mvms.

Sir,—I am directed by the Lieutenant-Governor to forward herewith a copy of a letter* from the Master Attendant, proposing that the Masters, Mates, and other grades of Pilots be allowed to pilot vessels of a higher tonnage than they do at present, and to request that the Chamber of Commerce will be good enough to favor His Honor with their views on the subject, and to state whether they have any objections to offer to the proposal.

I have the honor to be,

Sir

Your most obedient servant,

A. EDEN,

Secy. to the Govt. of Bengal.

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No. 1567.

From
THE MASTER ATTENDANT,

To
THE SECRETARY TO THE
GOVERNMENT OF BENGAL,

Fort William, the 7th June 1864.

Sir,—I beg to bring to his Honor the Lieutenant-Governor's notice the great change that has taken place during the last nineteen years in the class of vessels frequenting this port, and as these great changes materially affect the junior and other grades of pilots, I would take the liberty of suggesting that the class of vessels, officers of different ranks are confined to, be generally raised as per statement annexed. Appended is also the list of arrivals and departures divided into three grades. It will be seen that in 1845-46 there were 942 ships under 500 tons, whereas last year there were only 496; 430 from 500 to 1,000 tons, and 1,104 last year; 29 upwards of 1,000, whereas in the last year there were 652.

I have, &c.

(Signed) JOHN G. REDDIE,

Master Attendant.

	Tons.		Tons.
Acting Mate Pilots allowed to pilot vessels up to.....	350	Proposed to increase tonnage of Acting Mates to	450
Full Mate Pilots Do. Do. . . .	500	Do. Do. of Full Mates to	600
Masters Do. Do.	700	Do. Do. of Masters to . . .	800

(Signed) JOHN G. REDDIE,

Master Attendant.

MASTER ATTENDANT'S OFFICE,
The 7th June, 1864.

STATEMENT showing the total number of Arrivals and Departures of vessels in the river Hooghly, arranged in classes according to their tonnage, from the year 1845-46 to 1863-64.

Year.	Description.	1 to 500 Tons.	501 to 1,000 Tons.	1,001 and upwards.	Tonnage not stated.	Total.
1845-46...	Arrivals & Departures.	942	430	29	32	1,433
1846-47...	do. do.	850	458	34	10	1,352
1847-48...	do. do.	851	441	48	11	1,351
1848-49...	do. do.	829	480	50	7	1,366
1849-50...	do. do.	870	531	59	3	1,463
1850-51...	do. do.	827	595	62	6	1,490
1851-52...	do. do.	799	782	63	17	1,662
1852-53...	do. do.	703	738	118	7	1,561
1853-54...	do. do.	723	750	114	1	1,588
1854-55...	do. do.	993	851	169	6	1,929
1855-56...	do. do.	988	1,082	264	4	2,338
1856-57...	do. do.	807	1,006	223	1	2,107
1857-58...	do. do.	631	942	387	0	1,960
1858-59...	do. do.	558	964	424	0	1,946
1859-60...	do. do.	480	857	376	0	1,713
1860-61...	do. do.	468	842	340	0	1,650
1861-62...	do. do.	500	878	415	0	1,793
1862-63...	do. do.	429	971	470	0	1,870
1863-64...	do. do.	495	1,101	652	0	2,252

(Signed) J. G. REDDIE,
Master Attendant.

MASTER ATTENDANT'S OFFICE,
The 7th June, 1864.

(True Copies)

MAURICE POWER,

Act. in charge, Office on Tour, Bengal Secretariat.

BENGAL CHAMBER OF COMMERCE,

Calcutta, 20th July 1864.

THE HON'BLE A. EDEN,

Secretary to the Government of Bengal,

Darjeeling.

SIR,—The Committee of the Chamber of Commerce desire me to state in reply to your letter, No. 1503 T of the 13th instant, that they approve of the Master Attendant's proposal to allow Masters, Mates, and other grades of Pilots to pilot vessels of higher tonnage than they do at present, and on the scale recommended by Captain Reddie.

I have the honor to be, &c.,

H. W. I. WOOD,

Secretary.

No. 1864 T.

FROM

THE SECRETARY TO THE GOVT. OF BENGAL,

TO

THE MASTER ATTENDANT,

Dated Darjeeling, the 27th July 1864.

MAINE.

SIR,—I am directed to acknowledge the receipt of your letter, No. 1370, dated the 20th ultimo, and in reply to state that, the Lieutenant-Governor is pleased under the circumstances represented

in your previous communication, to sanction the following arrangements. Acting Mate Pilots will pilot vessels up to 450 tons; Full Mate Pilots up to 600 tons, and Master Pilots up to 800 tons.

I have, &c.,

(Sd.) A. EDEN,

Secy. to the Govt. of Bengal.

No. 1865 T.

Forwarded to the Secretary to the Bengal Chamber of Commerce for information, with reference to his letter of the 20th instant.

A. EDEN,

Secretary to the Govt. of Bengal.

DARJEELING, }
The 27th July, 1864. }

APPENDIX I.

EXTENSION OF TIME FOR LOADING AND UNLOADING SHIPS' CARGOES WITHOUT CHARGE FOR CUSTOMS OFFICERS.

BENGAL CHAMBER OF COMMERCE,

Calcutta, 4th October 1864.

THE HON'BLE A. EDEN,

Secretary to the Government of Bengal,

Darjeeling.

Sir,—At the instance of a large majority of the consignees of ships frequenting this port, who have represented to the Chamber of Commerce that the number of days for discharging inward and loading export cargoes, as allowed by Sections LI and CVII of the Consolidated Customs Act VI of 1853, during which no charge is made for the Preventive Officers on board, is found totally inadequate to their requirements; the Committee beg leave to submit the matter for the consideration of the Honorable the Lieutenant Governor of Bengal with the view to an extension of time for those purposes being granted.

Under Section XV of the Customs Act XIV of 1856, vessels of 600 tons were allowed twenty working days for discharging inward cargo, and, under Section XVI, fifteen days for loading export cargo; and vessels above that tonnage were (under the said Sections) allowed thirty and twenty days respectively.

Under Government order of 15th May 1859 the time for loading was extended to twenty-five and thirty-five days for vessels of 600 tons and upwards respectively.

Prior to passing the Act now in force an 800 ton ship had consequently sixty-five days for loading and unloading without charge for the Preventive Officer on board.

But since Act XIV of 1856 came into operation a great revolution has taken place both in ship building and in the course of the local trade.

When that Act was made few vessels rarely carried more than their register tonnage and a *third*; now, as a rule, they carry their register tonnage and a *half*, and many even a proportionately larger cargo.

And at the above date a vessel came out either with a cargo assigned to one house or to few houses, and her return cargo was provided either by her consignees or she was put on the market as a general ship and quick despatch thus secured. The trade in salt moreover was not then opened.

Now however a vessel will have a large general cargo addressed to perhaps fifty different consignees, or she will have a cargo of salt which is to be discharged by charter party, frequently at no greater rate than 40 tons per working day. And when her import cargo is discharged, the ship may be chartered for her outward cargo, and at least 40 working days required to complete her loading.

Circumstances are consequently quite different from what they were twenty-eight years ago, and an allowance of time then sufficient is proved to be insufficient now by the numerous instances in which demurrage is charged to the ship.

The Committee would moreover submit that the sums so received as demurrage can be of little importance to Government, but they press heavily on ship owners who are already burdened with so many charges in this expensive port; and they would also point out that the Preventive Officer is placed on board not for the convenience of the ship but for the satisfaction of the Government, and that on this ground there should be no charge whatever made for his attendance.

Under the Sections LI and CXVII already quoted the Government has the power to extend the time, and the Committee respectively suggest that twenty working days be allowed for the first 600 tons, and an additional working day for every 40 tons in excess instead of 50 tons as at present.

They submit this recommendation for favorable consideration, and trust it will receive His Honor's sanction.

I have, &c.,

H. W. I. WOOD,

Secretary.

BENGAL CHAMBER OF COMMERCE,
Calcutta, 22nd October 1864.

THE HON'BLE A. EDEN,

Secretary to the Government of Bengal.

SIR,—In continuation of the representation contained in my letter of the 4th instant, relative to the number of days allowed for the unloading and loading of vessels without any charge being made by Government for the services of Preventive Officers attached to them, I am desired by the Committee of the Chamber of Commerce to submit for the consideration of the Honorable the Lieutenant Governor of Bengal their application for the relaxation of the clauses of the Customs Act which at present define the period after which a charge of five rupees per diem is levied.

The Committee base their application on the unprecedented circumstances under which the trade of the port labours; the effects of the hurricane have been disastrous beyond calculation; and it is apprehended that, with very few fortunate exceptions, the shipping then in the river has sustained damages to such an extent as to render it impossible for the greater number of disabled vessels to complete their repairs for several weeks.

The destruction too of cargo boats and other river craft employed in the loading and discharging cargo has been enormous, and greatly aggravates the difficulties vessels have to contend with, and their detention from this cause alone will involve a heavy loss.

In the meanwhile the presence of Preventive Officers being indispensable, their attendance will not terminate until vessels have completed the discharge of inward or the receipt of outward cargo, a service which apparently may be extended to an indefinite period; ships will consequently be liable to a very heavy demurrage charge under the clauses referred to.

Under these exceptional circumstances the Committee of the Chamber trust His Honor will be pleased to permit a relaxation of the Act to such an extent as will place all vessels in no worse position than they would have been in had they not suffered from the hurricane.

The Committee would draw His Honor's attention to the peculiar hardship sustained by salt laden vessels; and they would urge on behalf of all ships that were compelled to jettison portions of their cargo exemption from charges for Preventive Officers superintending that operation.

Such service was manifestly in the more immediate interest of Government; for while it was compulsory on the ship to jettison the salt for her own safety, though at a considerable sacrifice, the supervision of its destruction was absolutely necessary in order to prevent the possibility of any portion of it being surreptitiously removed without satisfying the revenue tax.

The Committee therefore hope the Government will not throw this additional burden upon shipping which have in other respects suffered to an unparalleled extent.

I have, &c.,

H. W. I. WOOD,

Secretary.

APPENDIX J.

WASTAGE OF SALT IN BOND.

BENGAL CHAMBER OF COMMERCE,

Calcutta, 6th August 1864.

THE HON'BLE A. EDEN,

Secretary to the Government of Bengal,

Darjeling.

SIR,—The Committee of the Chamber of Commerce have lately had under consideration the rules under which duty is charged on imported salt in bond.

Under those rules, as you are aware, the duty on salt stored in Government godahs is charged on the quantity actually delivered for consumption, while on that in private warehouses it is levied on the quantity bonded less a maximum allowance of $2\frac{1}{2}$ per cent. for wastage.

In several cases which have lately come under the notice of the Committee the working of the latter rule has been shown to be productive of serious loss to the bonders, owing to the wastage exceeding very considerably the maximum allowance; and I am directed to invite the attention of Government to the subject with a view to a more equitable arrangement than the present appears to the Committee to be.

So far as the Committee are aware, the only reason for the difference in the mode of treating salt in private and in public bondahs is to secure the revenue against fraud or negligence on the part of the private bonder.

As regards fraud the Committee of course feel that the Government are quite justified in securing themselves to the fullest extent, and they have no complaint to make of the precautions taken to accomplish this.

At present as you are aware private godahs are placed in charge

of the servants of Government without whose connivance therefore fraud is, or ought to be, impossible.

As regards negligence on the part of bonders, the Committee submit that as a rule they (the bonders) may be safely trusted to take due care of their own property and to permit no unnecessary wastage. This need not however interfere with the Customs Officers satisfying themselves that the golahs in which salt is to be stored are fit for the purpose before granting a licence.

But the Committee feel very strongly that, these precautions once taken, the distinction between private and Government golahs should be abolished, and the importer in either case be called upon to pay duty only upon the quantity of salt delivered for consumption.

The Committee are aware that, under a Government order, the Board of Revenue are authorised in cases of extreme hardship to extend the fixed allowance of 2½ per cent. to 4 per cent.; but apart from the question of the fairness of fixing any per-centage as a maximum under the circumstances stated above, it is found in practice that the uncertainty as to what the actual wastage may be, or as to what the Board of Revenue may consider to be a case of extreme hardship, interferes very materially with the sale of salt in private bond, and is otherwise of much inconvenience to the importer.

As a matter of fact at the present moment there is a difference in value in favor of salt stored in Government golahs of three to four rupees per 100 maunds, which is attributable solely to the above causes.

The Committee have been at some pains to ascertain the feeling of the principal importers of salt on the subject of the bonding rules in question, and it is unanimous as to their being oppressive and inequitable.

The Committee trust therefore that the subject will receive the favorable consideration of Government, and that the modifications now suggested be ordered.

I have the honor to be, &c.,

H. W. J. WOOD,

Secretary.

No. 734.

FROM

H. T. PRINSEP, Esq.,

Offy. Junior Secretary to the Board of Revenue.

TO

THE SECRETARY TO THE CHAMBER OF COMMERCE,
CALCUTTA.

Dated, Fort William, the 23rd August 1864.

Customs, Salt,
H. J. ALLEN, } Esq.
and
E. T. TOWN, }

SIR,—Your letter of the 6th instant to the address of the Secretary to the Government of Bengal having been referred to the Board of Revenue, I am directed to request that you will specify the several cases alluded to therein, as having been lately brought to the notice of the Committee of the Chamber, in which the practice in force at present in regard to the Levy of duty on imported salt stored in private ware houses has been productive of serious loss to the bonders.

I have the honor to be,

SIR,

Your most obedient servant,

H. T. PRINSEP,

Offy. Junior Secretary.

BENGAL CHAMBER OF COMMERCE,

Calcutta, 2nd Sept. 1864.

H. T. PRINSEP, Esq.,

Offy. Junior Secretary to the Board of Revenue.

SIR,—I am directed by the Committee of the Chamber of Commerce to acknowledge the receipt of your letter No. 734 of the 23rd ultimo, and to annex for the information of the Board of Revenue extracts from letters addressed to the Chamber relative to the unfair operation of the plan under which duty on bonded salt is levied. The instances in which the present rule acts unfairly are, the Committee think, sufficiently numerous to justify the represen-

lation which they have made to Government; and they renew the expression of their hope that the system may be modified to the extent of duty being charged on the quantity delivered for consumption and no more.

I have the honor to be,

Sir,

Your most obedient servant,

H. W. I. WOOD,

Secretary.

EXTRACTS,

FROM MESSRS. RAMGOPAUL GHOSE & CO.

We have only recently been compelled to pay duty on the excess of wastage over 2½ per cent. in the case of the cargo of the "City of Ottawa," and we look upon this as an instance in which the rules now in force have operated very unfairly. We enclose copy of our representation to the Board of Revenue on the subject together with their reply.

We have some other similar cases pending in which the same rules will no doubt be enforced by the customs authorities unless the Government should interfere to put an end to this hardship. We earnestly trust that the influence of the Chamber of Commerce may be successfully exerted in reference to the subject.

FROM MESSRS. MACKINNON, MACKENZIE & CO.

We have been obliged to pay duty on the full quantity landed, less the authorized allowance, when the wastage was in excess. In February 1862 we landed in bond the cargo of the "Kurrachee" from Liverpool, weight 15,621 maunds, which being delivered and weighed in May 1863 was found to be 14,893 inds. shewing a deficit of 728 " being a wastage of 4½ per cent. The Government required of us the full duty on landed quantity less the authorized allowance of 2½ per cent.

FROM MESSRS. GORDON, STUART & CO.

On some salt bonded by us where the wastage exceeded the authorized allowance, we were called upon to pay duty on the full quantity, less the usual allowance, but on representing the matter to the Board of Revenue, and after a deal of trouble and correspondence on the subject, the duty was remitted. As a rule we do not think that duty should be levied on more than the quantity actually delivered, as the salt is stored in bonded godowns, in charge of Government officers, and to which importers can have no access without an officer being present.

FROM MESSRS. TURNER, MORRISON & CO.

In case of excess wastage we have usually paid on such excess, viz., on the full quantity bonded, less 2½ per cent. It is indeed possible by showing good reason for the excess wastage to obtain a remission of the duty, but much time and correspondence has to be expended in the attempt, which after all may probably be fruitless. Bonded salt is from first to last under the immediate control of Government employes, weighed by them, sent under seal to a goda previously approved by Government, and there stored and taken care of by Government Officers. Under these circumstances the rule as to the excess wastage can never operate otherwise than unfairly, but it is naturally most objectionable in the case of salt which has changed hands perhaps more than once while in bond.

FROM MESSRS. SCHOENE, KILBURN & CO.

We purchased two cargoes in bond, viz. 22,150 maunds per "Meliceto" and 6,900 maunds per "Bonaventure."

These cargoes were bonded in 1861 and sold by us a few months ago.

The quantity per "Meliceto" delivered was ... 21,346 maunds and per "Bonaventure" 5,764 "

shewing for the first a loss in weight of maunds... 804 "

The Government allowance being only 554 maunds, on the excess of 250 maunds we had to pay duty amounting to Rs. 813.6, and on the cargo of the "Bonaventure," we lose in like manner rupees 120.

APPENDIX K.

THE MUTLAH.

Calcutta, 15th August 1864.

H. W. I. WOOD, Esq.,

Secretary to the Chamber of Commerce.

DEAR SIR,—In the year 1856 the Chamber of Commerce urged upon Government the necessity for an auxiliary port to Calcutta, and suggested opening up the River Mutlah for that purpose, and establishing a town there. To these propositions Sir F. Halliday readily responded, and a number of vessels were experimentally loaded by various firms at the site of the proposed town of "Port Canning." The successful result of these experiments fully demonstrated the advantages which were likely to accrue from this new channel of trade. Shortly afterwards Lord Stanley gave an imperial guarantee to the Calcutta and South Eastern Railway (since constructed) for the sole object of connecting Calcutta with Canning.

Whilst this Railway was in course of construction Government began selling building sites in the future town, and fair progress was made during the first two years towards carrying out the most necessary "Public works," such as clearing the ground, constructing tanks, roads, &c., without which Canning could never have been habitable. During the administration of Sir J. P. Grant, these works were all suspended.

In 1862 however, shortly after taking his seat, Mr. Beadon entered into, and began to take an interest in, the works at Canning, and foreseeing the advantages to commerce which were likely to follow, he at once applied to the Supreme Government for a grant of two lakhs to continue the works already commenced, but this appli-

cation was unsuccessful. The Government in fact seemed disposed to do nothing because the mercantile community had shown so little inclination to assist. At last however Municipal Commissioners were appointed, and subsequently the whole of the Government property of Canning was made over to them, (about 15,000 bighas). The Commission was permitted to raise a debenture loan on the security of the Canning property, and it was thought at one time that this would be successful. The terms however (2½ per cent. for 85 rupees) did not prove sufficiently tempting at a time when the value of money all over the world had much increased under the stimulus given to the cotton trade. The total subscriptions to this loan barely reached £20,000, and these chiefly from parties who had a great stake in Canning.

Although all this money is not yet expended, it has recently become obvious that a much larger sum will be required for completing these public-works which are absolutely necessary.

As one of the prime movers in the scheme for making Canning an auxiliary to Calcutta, I now address you and would urge upon your Committee the propriety of breaking the silence which has been maintained by the Chamber since its first appeal in favour of the Mutlah scheme. I contend that what was felt to be a *great* in 1860 has now become a *necessity*. I contend that the whole commercial community has a deep interest in seeing the establishment of an additional and cheap outlet for the enormous trade of this province, and although individual members of the community may not feel disposed to join in taking active steps, which possibly would entail some trouble and risk, yet the boon to be conferred is one which would benefit the public generally. It has been difficult at all times and in all countries to shift trade from one channel to another, but never has an attempt at improvement met with such decided opposition as the Mutlah scheme, and that chiefly owing to the lukewarmness of Government with regard to its own works at Canning, and the ignorance of the public generally of a scheme believed by many to have been commenced solely with a view to individual interests, instead of one calculated to benefit the whole province of Bengal.

The more deeply I study the question, the more am I convinced of the advantageous results which would inevitably follow on the establishment of Port Canning. It has been suggested that the difficulties in effecting this were unsurmountable except at great expense and after much time. This is not correct; the obstacles are but few, and there is not one of them but could be removed within a reasonable time and at moderate expenditure.

Quite independent of any fear that the Hooghly may at a future period cease to be navigable for large vessels, I affirm that our trade is so rapidly increasing as to call for a vigorous effort in the matter of an auxiliary port, and this being the case it becomes necessary to select a place suitable in all respects as an auxiliary to Calcutta, and, *if need were*, capable of accommodating the whole shipping of that port. The superiority of the River Mutlah for the purpose is not denied even by the opponents of the scheme, and the difficulties as to its entrance and position existing in the imagination of some people are, to say the least, without the slightest foundation.

The distance from the heads to the port site is only seventy-five miles, from whence a Railway of twenty-eight miles connects it with the metropolis; whilst the distance up the Hooghly to Calcutta is 125 miles. There are no horses in the Mutlah, and a complete absence of rapid tides such as we have here in the rainy season.

The new port is well situated at the confluence of three rivers, has the most splendid water communication with all the districts to the east and north-east, throughout the whole year, and at present a very considerable country trade passes to and from the north of the site selected for the future port, and which could easily be diverted, were the town of Canning once established. This site once raised and drained must become as healthy as any part of Bengal, and indeed a marked improvement has already taken place. From November 1863 to June this year there was absolutely no sickness amongst the shipping that visited Port Canning.

One other desideratum is requisite in choosing a site for a new port, namely, cheapness, and this I have not the slightest doubt will be attained once that Port Canning is recognised. The ex-

pende at present incurred by vessels proceeding up and down the Hooghly is enormous, and must in some way or other be curtailed. To make Calcutta a cheaper port, and provide the accommodation and conveniences which are urgently required would cost millions of money, and even after such an outlay the results would not nearly approach those which, at comparatively trifling cost, would be obtained at Port Canning on the Mutlah.

A glance at the accompanying map will show what I propose should be done.

The raising of the ground, drainage of the town, construction of roads, tanks, and embankments all come under the head of "Public Works," and for these Government is liable; but I am disposed to think that all these improvements would be better, more rapidly, and more economically carried out by private enterprise, and to tempt private enterprise to undertake improvements connected with Government property a vested interest in the latter would require to be given as a free gift. The great additional value which such property would acquire in course of time would offer sufficient temptation to the general public to invest, and take an interest in Port Canning; and Government, without running any direct risk would have the chance of being relieved at an early day of the onerous and costly guarantee given to the railway, which under present circumstances involves an annual loss of upwards of £20,000.

Should your Committee coincide with these views I beg that the Chamber will be pleased to support the appeal as made by my letters to Sir Charles Trevelyan and Sir John Lawrence, dated respectively 11th April and 22nd July 1864, and, at the same time, to urge the necessity of either allowing private enterprise to step forward or of granting the required funds for public works at Canning without further delay.

To leave matters as they are at present is as short sighted as it is disgraceful.

I remain,

Dear Sir,

Yours faithfully,

FERD. SCHILLER.

Calcutta, 11th April 1864.

THE HONORABLE SIR C. E. TREVELLAIN, K. C. B.

SIR,—In continuation of our conversation upon the development of Port Canning, I take the liberty of sending you the following suggestions, calculated to meet your personal view upon the subject.

The present position appears to be that the public are waiting for the Government, while the Government is waiting for the public: no private capital however will be forthcoming without a material guarantee, that "Port Canning" is to be built in reality, and if the Government decline spending the sum necessary, and which I estimate at about quarter of a million sterling, it strikes me that there is but one alternative, namely to hand over the whole enterprise to private action. In doing so the Government will be giving up property which, in time, may become very valuable from the amount of capital brought to bear upon it. The advisability of sinking this capital must, of course, be a matter of private opinion, but without it "Port Canning" will never be any thing but a disappointment to all concerned, and such is the opinion of all who have studied the question, unbiased by private interests.

The Government in having given an imperial guarantee to the Calcutta and South Eastern Railway Company (built for the sole purpose of connecting "Port Canning" with Calcutta) are involved, as matters are at present, in an amount less of more than 20,000*l.*, of which they can never hope to be relieved, except by the prosperity of the new port. Government must therefore be prepared to sink further sums or sufficient encouragement must be given to private enterprise. To leave the matter in its present state is more than equivalent to throwing good money after bad, in as much as the bad money has a guarantee attached to it involving a loss exceeding in amount seven times the sum considered requisite to ensure the complete success of the whole scheme.

Without entering further into the merits of the case, and gathering from our conversation that you are prepared thoroughly to support the alternative proposed, namely to hand over lot 54 to 50—the land comprising "Port Canning"—to private action for its development as a port, the following are my suggestions:—

1. That one party be made the "Concessionaire" of the enterprise, with powers to sell his right, unaltered by any restriction, to any party or parties who undertake to sink not less than 250,000*l.* in the development of the place, and during a time not exceeding five years.

2. That this concession be a "bona fide" gift in freehold of all the property, for which the Municipal Commissioners of "Port Canning" are now the trustees, and that the same powers now enjoyed by the said Commissioners be delegated to this "Concessionaire" or his nominees.

3. That the whole port and its privileges, consisting of the appointment of Master Attendant, Harbour Master, Pilots, &c., and other usual privileges connected with River trust be also given over to the said "Concessionaire," who in consideration thereof will relieve Government of all future expenses, consequent upon the establishment of the port.

4. That the only liability which the "Concessionaire" accepts is the debenture debt issued by the Municipal Commissioners during the last year 1863.

5. That, should the Government desire to be relieved of the present loss, arising from the working of the Railway, the "Concessionaire" will take over the working of the line upon the following conditions:—

- a. The first three years rent free.
- b. The fourth year against a rental of 2 per cent. upon the capital guaranteed.
- c. The fifth year against a rental of 3 per cent. upon the capital guaranteed.

d. After this time the "Concessionaire" to have the option of retaining the working of the line for another ten years, on paying a rental of 7 per cent. upon the amount of capital guaranteed, whereby Government would have the chance of recovering the amount of interest lost during the first five years.

It is of course understood that the line is put into efficient working order, and that all its accessories be completed.

6. Upon Government accepting the above proposal and officially notifying it, I am prepared to name a "Concessionaire" within six months subject to approval.

7. The "Concessionaire" does not claim any civil or military jurisdiction over the said town and port. The Government will, of course, appoint their own Magistrate and Court of Justice, Police authorities and powers both on shore and afloat, as well as Customs House authorities, the power of the "Concessionaire" or his nominees being confined to the levying of land taxes or other municipal rates, to be sanctioned from time to time for the purpose of keeping up the conservancy of the said port and town.

I have the honor to be,

Sir,

Yours obediently,

(Signed) FERD. SCHILLER.

Private.

TO THE

RIGHT HONORABLE
SIR JOHN LAWRENCE, BART., K. C. B., K. S. I.,
Viceroy and Governor General of India.

Sir,—I should not venture to intrude upon your Excellency's time but for the importance of my subject.

I had not returned from Europe when your Excellency paid a personal visit to Port Canning, and I have had no opportunity since of conversing with you on the subject; I may assume however that your Excellency is fully acquainted with the history of this place, and the opinions entertained of it both by Sir Frederick Halliday and Mr. Beadon.

Since 1856 Mr. Dorradaile and myself have devoted what little influence we possess in furthering the objects for which the River Moolah was opened to trade, and if results have been short of our expectation and of the expectations of the public generally, it is owing to circumstances over which we had little or no control. The future will perhaps show that a useful and desirable undertaking has seldom met with so much selfish opposition as the scheme of making "Canning" an auxiliary Port to Calcutta. But far from

abandoning "disheartened" what I have once undertaken, I feel now more certain than ever of ultimate success, and all I ask is reasonable support on the part of Government, who after all must be looked upon as the party most interested.

The Calcutta and South Eastern Railway, projected and formed for the sole object of connecting Calcutta with Port Canning, can never pay more than working expenses so long as Canning remains a myth, and the State must continue to lose annually upwards of £20,000 on account of Railway interest. But independent of this loss, it would appear that Government, when selling in 1857 building sites in its future town of Canning, came under something more than an implied promise to see the works carried out, without which no town can ever be, and the subsequent nomination of Municipal Commissioners can scarcely be considered as having freed Government from the moral, I may even say the legal, obligation to complete the most necessary "Public works" at Canning.

To be brief, I beg to submit for your Excellency's consideration.

- (1) That Canning can never be a habitable place until the land is raised and good drainage obtained.
- (2) That until Canning is habitable it cannot become an auxiliary port; for notwithstanding its Railway communication so many disadvantages would still remain that there would be no inducement to divert the trade from where it is at present.
- (3) That money is required almost immediately to carry into effect the most urgent of these works, and
- (4) That this money must either be given by the State or by private enterprise.

The question therefore arises—will Government give the required funds, or make over to private enterprise the development of the new port upon such terms as may be sufficiently tempting to secure money from the public? I have occupied myself much with these questions, and, finding in many quarters opposition, or at least hesitancy, with reference to the whole undertaking, I some time ago placed my views before Sir Charles Trevelyan and pointed out what I considered the alternative. To this letter (dated 11th April 1864) I have not been favored with any reply, and although I may assume that Sir Charles Trevelyan has not lost sight of it, I begin

to feel that another valuable cold season may be lost, and, at the risk of being considered impudent, I take the liberty of addressing your Excellency.

Should the State decline all support, and refuse the money demanded for "Public Works" at Port Canning, I repeat my suggestion that private enterprise be allowed to step in at once upon such terms of encouragement as will secure the necessary funds. After the great success of the various Bombay Land Investment Companies, I have no hesitation in saying that to the best of my belief funds could be secured for the purpose if Government were to abandon the property, now held in Trust by the Commission, in favor of a Company which would undertake the building of Port Canning, and free the State of all further obligation in respect thereof. Should it be considered desirable, the Municipality of Canning might participate in the ultimate profits of this Company.

I will say no more but leave the case in your Excellency's hands, convinced that it will receive all the attention it deserves.

I have the honor to remain,
Your Excellency's most obedient servant,

(Signed) FERD. SCHILLER.

CALCUTTA,
22nd July 1864. }

Calcutta, 22nd August 1864.

H. W. I. WOOD, Esq.,

Secretary to the Chamber of Commerce.

DEAR SIR,—In continuation of my letter of 14th instant I now beg to hand you copy of a letter just received in answer to my appeal to Sir John Lawrence, together with copy of the communication therein referred to from the Secretary to the Government of India, Public Works Department, to the Secretary of the Government of Bengal.

You will observe that the terms on which His Excellency in Council is pleased to grant further aid to Port Canning amounts

simply to a refusal, for I need not tell your Committee that if there were a possibility of raising fifteen lakhs of rupees by subscription to the Municipal debture loan, there would be no necessity for any appeal to the Government; but there is one portion of the Government letter to which I must draw your particular attention, because it affects not only my own position, and that of my firm, towards the Mutlah question, but likewise the position of the Chamber.

From the remarks of the Secretary to the Government of India, P. W. Department, it would appear that after impressing the Mutlah scheme with the highest official stamp by attaching an imperial guarantee to the Calcutta and South Eastern Railway; after publishing a map of the future town and Port of Canning; after selling, six years ago, building sites in this town on paper at ground rents forming a peculiar contrast to the ground rents ruling in the early days of Calcutta; after announcing to the commercial world at large that Canning was opened as an auxiliary to Calcutta; after all this, the onus of carrying out these "Public Works" is thrown upon an individual firm who, in good faith and trusting to the Government of the hour, have taken more than ordinary interest in the scheme and largely invested in it. This then is the position in which I have been placed; and I appeal to your Committee whether I deserve to be thus treated after eight years of untiring exertions; I appeal to the records of your Chamber, to the minutes of Sir F. Halliday, to every act of the Government to the minutes of the year 1859; and I ask bearing upon the question previous to the year 1859; and I ask you, is it fair to treat the Mutlah scheme as the scheme of any firm, is it fair to call us the projectors, to cast upon us the imputation that we are now seeking Government aid for the purpose of carrying out works in which no body is interested but ourselves, and perhaps a portion of the mercantile community, and to tell us that we must not expect further aid because Government have already done as much as can be reasonably expected?

I shall be happy to meet your Committee any day that may be convenient to them for further conversation on this matter.

I remain, Dear Sir,

Yours faithfully,

FERD. SCHILLER.

APPENDIX A.

No. 535C.

FROM

THE SECRETARY TO THE GOVT. OF INDIA,

Public Works Department,

TO

F. SCHILLER, Esq.,

*Shoolie, 10th August 1864.*Civil Works,
Miscellaneous.

Sir,—I am directed to acknowledge the receipt of your letter dated the 22nd July 1864, to the address of His Excellency the Governor-General, on the subject of the improvement of the Town and Port of Canning.

2. In reply I am directed to state that the Municipal Commissioners for the town lately applied to the Government for a loan to enable them to carry out these objects, and the Government of Bengal has been informed of the terms upon which His Excellency in Council has been disposed to grant such a loan. The Lieutenant-Governor has no doubt communicated with the Commissioners on the subject. If on consideration you think these offers insufficient, any further proposals you may wish to make should be submitted in a definite shape to the Lieutenant-Governor of Bengal, under whom all such matters are properly placed.

I have the honor to be,

Sir,

Your most obedient servant,

(Signed) R. STRACHEY, Colonel, &c., &c.,

Secretary to the Govt. of India.

B.

No. 535C.

FROM

THE SECRETARY TO THE GOVERNMENT OF INDIA,
Public Works Department,

TO

THE SECRETARY TO THE GOVERNMENT OF BENGAL,

*Shoolie, 14th July 1864.*Civil Works,
Miscellaneous.

Sir,—I am directed to acknowledge the receipt of your letter No. 1725, dated the 5th April 1864, addressed to the Secretary to the Government of India in the Home Department, forwarding for consideration papers relative to an application from the Municipal Commissioners for the Town of Canning for a loan from Government, to enable them to undertake such works as are considered by them essential to the existence of the port and town; and in reply to communicate the following observations:—

2. It is observed that the outlay which the Municipal Commissioners consider necessary, is as follows—Rupees 11,52,500 on certain roads, four in number; Rs. 600,000 on drainage; Rs. 1,25,000 on protection of the river bank, and contingencies Rs. 1,87,750, making a total of Rupees 20,15,220: of this sum however they propose to spend only Rupees 5,55,100 during the current financial year, viz Rupees 2,60,000 on drainage, Rs. 50,000 on the river bank, and the rest on roads; to meet this expenditure they have one lakh in hand.

3. In your letter under reply it is proposed that the balance of the sum required for the estimated expenditure of the year, 4½ lakhs, should be lent to the Commissioners on the security of the town and port revenues, as now existing and hereafter to be raised, on the following conditions: 1.—That the Government will expend no more public money on the Town; 2.—That no further assistance of this kind is to be looked for; and 3.—That the estimates for the works shall be approved by the Public Works officers of Government, and that they shall be carried out under their general supervision, the works being restricted to certain items named.

4. The Governor-General in Council concurs in the general views and proposal of the Lieutenant-Governor. The Government is deeply involved in the success of the new port inasmuch as (irrespective of other more general considerations) the guarantee on the capital of the Calcutta and South Eastern Railway can only be covered by a traffic that will make that line remunerative, and such a traffic could hardly come into existence except as a result of the success, in a greater or less degree, of the port. The Govern-

^a Vide Memo. Darncliffe and Co's. Letter of 4th December 1864.

ment has the strong assurance of the projectors^b of the town and port that a little Government help will enable them to do all that is wanted to meet its essential requirements, and the Governor-General in Council is disposed to give them a limited amount of assistance, subject to the conditions named by the Lieutenant-Governor, and the further stipulation that they themselves at the same time show that they and their projects so far possess the confidence of the mercantile community and the public as to enable them to raise the further sum which is now represented to be essential. On these grounds it has been recommended to Her Majesty's Government to contribute the sum named by the Lieutenant-Governor, viz 4½ lakhs on the security named, but on the condition that the Municipality will simultaneously raise 15½ lakhs, the remainder of the twenty lakhs said to be required. It will be left to the Government of Bengal to take the necessary steps for ascertaining that the 15½ lakhs had been subscribed and paid up by the public, and thereupon the Government of India will make up the amount to 20 lakhs by a grant of 4½ lakhs by way of loan on the terms named by the Lieutenant-Governor.

5. I am to add that the Governor-General in Council is distinctly of opinion that it should henceforth rest with the mercantile community to give proof of their belief in the value of the port, as an auxiliary to Calcutta, by embarking their own capital in the works needed by the settlement. The Government of India has already done as much as can properly be expected of it, and the projectors must be made finally to understand that no further Government aid can be given for the purposes of the port and town of Canning.

6. In conclusion, I am to add that the actual disbursement of any grant must depend on the proposal which has been made being sanctioned by Her Majesty's Government.

I have, &c.,

(Signed) R. STRACHEY, Colonel, R. E.,

Secretary to the Govt. of India.

Calcutta, 30th August 1864.

To

THE SECRETARY TO THE
GOVERNMENT OF BENGAL.

STE.—The Municipal Commissioners for the Town of Canning have to acknowledge receipt of your letter, dated August 9th, with its enclosures, and regret to see that the terms upon which His Excellency in Council is pleased to grant further aid to them for completing the most necessary public works at Canning are equivalent to a refusal.

The Municipal Commissioners feel that after the unsuccessful attempt last year of raising a loan upon the security of their property to the extent of ten lacs of rupees (a little above two lacs only having been subscribed up to date), it would be useless to attempt to raise fifteen lacs now, upon precisely the same security, as nothing has occurred since to make the general public more willing to subscribe to such a loan; on the contrary, the same causes that have acted against investments of this nature, namely, dear money all over the world, are still in full force, and the parties interested in Canning properly have already responded to an extent which shows clearly that they have lost neither courage nor confidence in the scheme.

It is also evident to the Commissioners that unless Government shows some very decided interest in, and contributes liberally towards, the formation of the port and town, the mercantile Community will not be inclined to invest further in it.

I

His Honor the Lieutenant-Governor is aware that the private individuals who have interested themselves in the scheme assert emphatically that they invested their money in it confidently relying that the Government had undertaken to execute, at its own expense, the works which were necessary for the establishment of the port and town, such as the protection of the river bank, the drainage of the ground shown in the Map as the town lots, and the construction of the public tanks and streets. They go to the length of holding that the liability of Government to execute these works could be legally enforced. Be that as it may, the Commissioners do not doubt that the lots were purchased, and the money invested, under the *bona fide* impression that the Government looked upon the establishment of the port and town as its own scheme, by which the crying want of port accommodation at Calcutta was to be supplied, and they do not believe that money would have been invested, as has been done, if the impression had existed that the scheme was to be thrown over by Government, and treated as the favorite project of a few speculators before half the works have been effected, which are absolutely essential to make the place habitable all through the year.

Those personally interested in the scheme rely on the various minutes of Government with reference to Port Canning, which have been passed since 1853, and would draw particular attention to a minute by Sir J. P. Grant, dated 28th May 1859, in which he says:—

“Considering the difficulty of obtaining a large supply of labor on the spot, and the uncertainty which existed, until the other day, when the Railway was guaranteed, as to the ultimate prospects of the intended port, though the work done on shore was not much, I do not know that there is much reason to complain of it. But the case is very different now that the Railway has been not only guaranteed but actually commenced. Every exertion must now be made by the officers of the Public Works Department to have all that Government has to do in the way of preparatory arrangement completed by the time when the Railway is expected to be opened, which, I believe, may be calculated at two years hence.”

In the same Minute, alluding to the supply of water, Sir J. P. Grant says:—

“It seems to me that the first point to be attended to is the provision of fresh water. There is an idea of laying down water-pipes along the Railway from Calcutta to the new port. I believe that nothing short of such a project will suffice to supply the shipping. But in the meantime a provision of fresh-water tanks, such as is requisite in every Soonderbun Lot, is a matter of necessity. It is most essential that no more time should be lost in making so much of this provision as it may be resolved it is incumbent on Government to make in the shape of public tanks; for it takes years to sweeten the water of a new tank. In such a spot, where the whole surface of the country is a wash at high water in spring tides, tanks cannot be too large or too many, as the soil excavated is the only means by which the sites of the houses can be raised above the water-line. I wish Mr. Leonard, to whom I have spoken on the subject, to commence as soon as possible, next dry season, the excavation of a large oblong tank in the centre of the plot reserved for the Custom House and Marine Buildings, the earth to be spread over the whole surface of the plot. At the same time, the other public tanks planned may be commenced upon; as labor is available. I would increase the size of the tanks that are to form the centres of the squares from 200 to 300 feet. I should be glad to know if a steam pump, whereby the contents of the tanks could be changed oftener than once a year, and thereby the sweetening of the water could be sooner effected, would not be usefully employed here.”

Again, in referring to the protection of the site, Sir J. P. Grant says:—“An early object should be the securing of the site of the town against an intrusion of salt-water during a cyclone. I beg for a well-considered report on the vertical height and sectional area of an embankment which shall give the requisite security against such a calamity, so far as scientific and historical enquiry may enable us to form a judgment.”

His Honor the present Lieutenant-Governor is fully aware how much remains to be done to complete the works here contemplated; and, turning from the interests of those who have entered into the

scheme, to the interests of the public in general, if the Commissioners refrain from pressing on the Lieutenant-Governor the absolute necessity of providing accommodation for the surplus shipping of Calcutta, it is because they are aware that His Honor already feels that necessity as strongly as it deserves.

The funds at the Commissioners' disposal are utterly inadequate to the works before them, and the fact that Government is already deeply interested in the success of the Port of Canning, by having incurred large expenses in public works, and charged themselves with the heavy annual cost of the port establishment, and with the still heavier payment on account of the Railway, are only, in the opinion of the Commissioners, additional reasons why the aid demanded by them should be given.

The protection of the river bank is of such paramount importance, that not a moment should be lost in securing it; upon it depend the safety of the site of the future town, the safety of the Railway works, and the very existence of the port as now planned.

The Commissioners, in conclusion, would only remark that, while they have made every exertion to push forward the interests of Canning, they cannot hold themselves responsible for the success of Canning or for the consequences that may follow the policy adopted by the Government.

It must be clearly understood, that while they continue to act cheerfully as Commissioners for the Port of Canning, they protest against a policy which more than jeopardises a large property, in which Government are deeply interested, and in which the public have been induced to invest.

I have the honor to remain,

Sir,

Your most obedient servant,

FERD. SCHILLER,

*Vice-Chairman of the
Municipal Commissioners of Port Canning.*

BENGAL CHAMBER OF COMMERCE,

Calcutta, 21st September 1864.

COLONEL R. STRACHEY,

Secretary to the Government of India,

Public Works Department,

Sinla.

SIR,—The present condition of the Town of Canning on the Muttah has been brought to the notice of the Committee of the Chamber of Commerce by parties who are interested in its establishment as an auxiliary port for the trade of Lower Bengal, and the Committee have received copies of communications addressed to His Excellency the Governor General in Council, to the Honorable Sir Charles Trevelyan, and to the Government of Bengal, as well as of your letter of 10th August to the address of Mr. Schiller, giving cover to copy of your reply to the Government of Bengal of the 14th July—all bearing on the question which I am now directed to place before you.

These communications have been submitted to the Committee with a representation of the circumstances under which the reference to the Chamber has been thought necessary, and an earnest desire has been expressed that the Chamber will support the movement that is being made to obtain from Government a more liberal encouragement than it has yet given to the scheme, and such pecuniary assistance as may be considered essential to its eventual success.

The propositions before the Chamber embrace the following points:—

- 1st.—That the necessity of relieving Calcutta of a portion of the tonnage arriving at the port is daily becoming more pressing.
- 2nd.—That the commercial public still think favorably of Canning as an auxiliary to Calcutta and calculated to afford that relief.
- 3rd.—That the Chamber should therefore urge upon Government the necessity of completing the necessary public works at Canning without further delay.

4th.—That the little interest which the general mercantile community has hitherto taken in Port Canning is owing to the backward state of those public works which are necessary to make the port a fit place to which to direct ships.

5th.—That the least assistance Government can reasonably be asked to render is that it will make grants for those public works *pari-passe* with private subscriptions to the Municipal Loan, and that as £21,000 has already been subscribed to this loan a like sum should be at once subscribed by Government, the Government agreeing also eventually to extend their grants to ten lacs, which is half the sum stated to be required to render the Port of Canning habitable and ensure its safety.

6th.—That individuals who have to this time invested in Port Canning have done so on the faith of Government carrying through the works it must have known to be necessary, after having given to the project that weighty sanction implied in a guarantee of 5 per cent. on railway capital of £400,000.

Upon these points the Committee would remark that there is no doubt of an annually increasing number of vessels resorting to this port, and that the time will come when it will be found impracticable to moor them all in the river itself within convenient distance of the present places of business, or even within the present limits of the port—the lower end of Garden Reach and Cossipore; but the Committee do not think this is *very* imminent, or that such increase of trade may not timely be provided for by the construction of Wet Docks.

But though the Committee think that an auxiliary port to Calcutta will not for many years become a necessity, and that consequently the Mutlah scheme, in so far as it was based on such a presumption, was at least premature, there are no doubt reasons why, having gone so far as it has done, Government should now venture further, and endeavour to convert into a success what without more assistance must, it is feared, be a failure.

The Committee are not well informed as to what pledges were held out by the Government to those who took an active part in establishing the new port in regard to public works, but it is reasonable, they think, to infer that Government was expected to con-

struct public roads; and it appears by Sir J. P. Grant's Minute, quoted in the correspondence, that the Government of Bengal at that time understood the obligation was upon them to excavate public tanks, raise the adjacent lands, and secure the site of the town from an irruption of salt water, during a cyclone, by a properly constructed river embankment.

Certainly these are works which individual lot-holders could scarcely be expected to take upon themselves; and in the fact that none of these works have been carried out may be found the explanation of the little interest which the general mercantile public has taken in the project; and the consequently small amount of trade yet diverted to the Mutlah.

There is force also, the Committee think, in the argument that those who have laid out money at Canning Town have been induced to do so on the faith of the Government guarantee to the Mutlah Railway. It was reasonable to suppose that Government, having agreed to give a State guarantee to a line one terminus of which was then a mere jungle lot, must have counted the cost and have made up its mind to the construction of necessary public works, without which the new port could not be called into life, and traffic created to render the line otherwise than a costly failure.

There are two grounds on which the Committee believe they may appeal to Government on behalf of the Mutlah scheme:—

1st.—The ground of expediency.

2nd.—That Government has not fulfilled its expressed or implied undertaking to construct such works as were necessary to render Canning Town habitable, on the strength of which individuals were induced to lay out money on the improvement of their lots.

On the first ground, *viz.* that of expediency, the Committee would represent that the Government have guaranteed for 99 years 5 cent. on £400,000, involving an annual payment of £20,000, the whole of which must be an absolute loss if there is failure to establish the new port, for the ordinary passenger traffic of the line cannot pay the working expenses.

Although there is perhaps no immediate likelihood of the ship-

<i>Comparative Tonnage</i>	
The vessels which entered in trade in 1854 were	408
1855-1872 ..	696,912
The clearance	
outwards .. 554 ..	413,152
1,615 ..	812,065
Average Tonnage	463
In 1854 there was	Tons
Inwards .. 1,151	859,556
Outwards .. 1,106 ..	809,974
2,257 ..	1,669,530
Average Tonnage	752
Showing an increase of tonnage of over 100 per cent. in 19 years.	

The Mutlah possesses natural advantages over the Hooghly owing to greater depth of channels and less formidable tides and the absence of bars; it would no doubt also be less expensive than the Hooghly; and being placed, as the new port is, at the junction of other rivers by which a large proportion of the products of the eastern districts reach Calcutta by the circuitous and dangerous route of the canals, it would certainly become a large emporium for the sale of such produce to the advantage of the country trader equally with the buyers for exportation.

But it is impossible that trade or shipping can be attracted to the port, or that it can ever be other than a failure, until those public works which it is within the province of Government to construct are carried out.

The outlay necessary for these works is stated at about 20 lacs, spread over from five to ten years, of which it is believed one-half could be raised by the Municipal Commissioners of the Town on the securities of the land and rates, provided that Government agrees to advance equal sums, *pari passim*, on the same security.

If this is agreed to, those interested in the Mutlah confidently affirm, and in the opinion of the Committee it may reasonably be expected, that trade and shipping will then be diverted to the Mutlah, that the port will in time become a success, and the railway become at least self-supporting, instead of being, as it otherwise must be, a costly failure entailing an annual loss to the Government of £20,000.

Under these circumstances the Committee of the Chamber of Commerce believe they are justified in the recommendation they

ping arriving in the Hooghly not finding accommodation, or of its becoming un navigable for vessels up to 22 feet at certain states of the tides, yet the commerce of the port is expanding with such rapidity, and there is such a tendency to increase the size of vessels that the day may not be very distant when the Mutlah would give valuable assistance as an auxiliary port.

venture to submit for the favorable consideration of the Governor General in Council, that the enterprise which has developed the Mutlah scheme to the extent in which it is now seen should be encouraged to further exertion by a liberal grant of public funds for the purposes of the port and town, and that His Excellency in Council will by a timely and judicious policy avert that loss to public and individual interests which it is apprehended must otherwise occur through failure and abandonment of the scheme.

I have the honor to be,

Sir,

Your most obedient servant,

H. W. I. WOOD,

Secretary.

APPENDIX I.

WET DOCKS.

No 1.

To

H. W. I. WOOD, Esq.,

Secretary, Chamber of Commerce.

DEAR SIR,—Enclosed herewith I beg to forward you copies of some correspondence received from England by the last mail, and from which it will be seen the Provisional Committee of the Calcutta Wet Docks and Wharves Company "Limited" are about to depute me to lay before Government plans of the works proposed to be undertaken by that Company.

Upon receipt of the plans I shall have much pleasure in submitting them to the Committee of the Chamber, if they will do me the honor of granting me an interview for the purpose.

I am,

Dear Sir,

Yours faithfully,

FRANKLIN PRESTAGE.

CALCUTTA,
The 3^d June 1864. }

CALCUTTA WET DOCKS AND WHARVES COMPANY (LIMITED)

11, Great Queen's Street, Westminster,

April 20th 1862.

To

FRANKLIN PRESTAGE, Esq.

MY DEAR SIR,—Mr. Purdon's letters will have informed you generally of the steps taken towards forming a company for the

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construction of docks and river walls at Calcutta, but it has been thought desirable that I should in a more official manner communicate with you in order that you may be in full possession of the views and prospects of the parties who are moving in the matter at home, and your hands may be strengthened in dealing with the officials and public of Calcutta.

The plans and documents which we were anxious you should have are not ready, but I hope to send them by next mail, therefore I can only now write a preliminary letter. Enclosed is a copy of a letter I was instructed to address to the Secretary of State for India in Council which will show you pretty clearly the position of matters at its date.

With respect to the plan submitted, I would mention that it embraced the construction of a capacious wet dock near the spot selected by you, and also the construction of a quay wall opposite the Custom House and adjacent warehouses.

It was considered essential to embrace both docks and river walls in the project; first, because both appear requisite to meet the wants of the trade; secondly, because it is thus hoped to secure the support of all parties; and, thirdly and most important of all, because if the quay walls were made by any other parties they would at once compete with the docks, and should they be in the hands of the Government or any body exercising control over the port, and the docks be in charge of a private company, the competition might be very unfair and become ruinous to the latter.

It is also believed that the quay walls may be constructed according to Mr. Beeton's design more rapidly, and a quicker return be obtained, than could be hoped for in the case of the docks.

Another point upon which all parties here are agreed is that the money cannot be found, nor will substantial people join the enterprise, unless a guarantee from the local Government or from the port can be obtained.

It is believed that dues might be levied, or landing charges made, under Government authority that would be amply sufficient for this purpose without in any way pledging the imperial revenue. But whether authority should be given to the Dock Company to levy tolls, or a River Trust should be formed for this purpose must be decided by the authorities in Calcutta.

We are in a position to obtain the capital immediately if a guarantee of the character above indicated can be obtained, that is, a guarantee from the revenue of the port.

The letter to the Secretary for India will give you the names of our chief promoters. The memorials were signed by the most influential merchants of the several ports.

At the interview with Sir Charles Wood we were well received, but he stated that he had determined not to take the initiative in any purely local business, and would not express an opinion until the matter was referred to him by the Government of India. If so referred he would be happy to discuss the matter with us.

By next mail I hope to send you plans of the works proposed, and with them complete instructions duly authorized by our provisional directors, to enable you to lay before the Government on their behalf certain definite propositions. In the meantime you can convey to the authorities at Calcutta this outline of our views, and when the official documents arrive you will be prepared to submit them, and press for an intimation of the views which the local Government may think proper to forward to the home authorities upon the subject.

I should mention that Mr. Hugh C. E. Childers, M. P., having accepted office as one of the Lords of the Admiralty, has withdrawn his name from us, although we may rely on his private assistance. His withdrawal will in no way affect the arrangements we have made respecting capital.

Wishing you success in this important project.

I am, &c.,

(Signed) W. B. LEWIS,

Secy., Pro. tem.

CALCUTTA WET DOCKS AND WHARVES COMPANY (LIMITED)

Temporary Offices, 11, Gl. Queen's Street, Westminster,

January 6th, 1861.

To

THE RIGHT HONORABLE THE SECRETARY OF STATE
FOR INDIA IN COUNCIL

Sir,—I am directed by the Provisional Directors of the Calcutta

Wet Docks and Wharves Company to solicit permission for a deputation from their body, consisting of Mr. Hugh C. E. Childers, M. P., Mr. J. F. Leith, Mr. D. Mackinlay, Mr. Brasscy, Mr. Breerton, Mr. Pardon and myself to wait upon you and explain the undertaking they contemplate.

In making this application I am directed to submit the following brief statement of the origin and objects of the Company, and, in support of the same, beg to enclose the following documents, viz. :—

Memorial of the merchants, shipowners, and others interested in the commerce of India of London.

Ditto ditto ditto of Liverpool.

Ditto ditto ditto of Glasgow.

The object of the Company is to provide suitable accommodation for the shipping frequenting the port of Calcutta by the construction of spacious docks and river walls.

The need for such accommodation is distinctly stated in the memorials and has been urged both by the Government and the commercial authorities of Calcutta.

Vastous projects have been discussed for many years. In December 1862 Mr. Franklin Prestage, of the Eastern Bengal Railway, brought forward a plan for the construction of docks which was favourably noticed by the local Government and the Chamber of Commerce.

The papers were brought to England by Mr. W. Pardon (late Engineer in Chief of the Eastern Bengal Railway) in April last, who laid them before Mr. R. P. Breerton (Mr. Pardon's successor), and these gentlemen in concert have prepared a design for the construction of docks and wharves in their opinion most suitable for the port and its trade.

Mr. Breerton's general knowledge and experience, and Mr. Pardon's great local information, together with the materials collected by previous enquiries into the same subject, have enabled them to suggest a project which they can with confidence recommend.

In July last a number of gentlemen associated themselves together with a view to raising the necessary funds and taking the requisite steps for carrying out the undertaking.

They met with the earnest co-operation of the parties interested in the trade, as the memorials will in some measure show.

Their proceedings were however suspended by information received from India that a Municipal Council was to be formed, into whose hands the banks of the river would be conveyed.

A letter from the Government of India to the Government of Bengal, Public Works Department, dated 6th June 1863, and numbered 2572, states that it has been decided that the municipal corporation shall not have charge of the river, but suggests the creation of a body of trustees for the port.

Under these circumstances the Provisional Directors of this Company are anxious to elicit some expression of opinion whether or not it would accord with the views of the Home Government for the desired works at the port of Calcutta to be carried out by a Company formed in England.

The gentlemen who now instruct me to write base the propositions they have to make upon the project of Messrs. Brereton and Purdon, which contemplates the construction of a large floating dock at Kidderpore, and sections of river walls to form wharves opposite the Custom House and neighbouring warehouses and at the entrance to the dock. But the designs are of course to be subject to the improvements and modifications that may be desired by the local Government.

These works are estimated to cost one million (£1,000,000).

Estimates of revenue which have been carefully prepared from the actual tonnage of the port and other reliable data show a very large probable income. The saving to the merchants and ship-owners trading to the port would also be very great.

It is humbly submitted that to justify any Company in the outlay of the capital, and in undertaking the extensive and important works before indicated, such powers, rights and privileges should be granted as would protect the Company from unfair competition, and enable it to secure a dividend of 5 per cent. The dues that might be levied on the trade of the port, either by a river trust or under powers granted to a Company, would afford sufficient basis for a guarantee of such an income without in any way pledging the revenues of the State.

I am to add in conclusion that the gentlemen who instruct me to write are now prepared to lay before the Indian Government a well considered scheme, and have already made such arrangements as will ensure the proposed capital being raised if the Government are disposed to grant them terms.

I have, &c.,

(Sd.) W. B. LEWIS,

Secretary (Pro. tem.)

No. 3.

H. W. I. WOOD, Esq.,

Secretary, Chamber of Commerce.

DEAR SIR,—In continuation of my No. 1, of the 3rd June. I beg to inform you I am in receipt of the plans I am about to submit to Government, on behalf of the Calcutta Wet Docks and Wharves Company; and I shall have much pleasure in laying them before the Committee of the Chamber at any time they may fix for the purpose.

I enclose a copy of the letter I am instructed to forward to Government, also a copy of a report by the Company's Engineers.

Yours faithfully,

FRANKLIN PRESTAGE.

CALCUTTA, }
14th June 1864. }

CALCUTTA WET-DOCKS AND WHARVES COMPANY, (Ld.)

11, Great Queen's Street, Westminster,

May 1864.

To

HIS EXCELLENCY THE GOVERNOR GENERAL,
OF INDIA IN COUNCIL.

RIGHT HONORABLE SIR,—We have the honor to address you on a subject of great importance to the commercial prosperity of

India in which we and those whom we represent are much interested.

On the 6th February last a somewhat similar communication (a copy of which is enclosed) supported by memorials from the leading merchants and shipowners of London, Glasgow, and Liverpool, was forwarded to the Right Honorable the Secretary of State for India, who on the 9th of the same month received by appointment a deputation from our body, whom he informed (after discussing the objects of the Company with much interest) that he could not officially take the initiative in such a matter which must be referred to the Government at Calcutta.

Accordingly we now beg to lay before your Excellency the proposals then made, accompanied by the following remarks.

Various plans have been discussed for affording those additional facilities at Calcutta which are urgently required for the accommodation of its large and increasing maritime trade. The most favored of all has been the construction of docks. But no steps have been taken towards providing these, not, it would appear, because of the objections raised to them, for there has been the same inaction with respect to other schemes to which the like objection could not apply; but chiefly, it is believed, because no well considered plan made by parties likely to carry out their proposals has been submitted to the Government of India or the Calcutta Public.

It is the aim of the parties hereto to supply this desideratum, and they approach the Government with proposals which they submit are sufficiently defined to admit of their merits being fully considered, and to form a basis for a concession.

A careful consideration of the nature of the port and the character of its commerce has led to the belief that any scheme that will adequately accommodate the trade must embrace the supply of dock and also river wharfrage, and that those should be under the same management to ensure both being worked to the greatest advantage and prevent baneful competition, as well as to promote economy in the first cost.

The works proposed are shown on the plans sent herewith, and are described more in detail in the Engineer's report appended

hereto. They consist (Plan No. 1) of a dock of about 50 acres, and a river quay, almost of the town, of about 1,400 yards; or (Plan No. 2) of a dock of about 30 acres, and river quays at the entrance to the dock and alongside the town, amounting to 2,000 yards run altogether.

The estimate for these works is £1,000,000, exclusive of land, which it is assumed will be provided by the Government in the manner usual for public works in India.

Responsible contractors (Messrs. Brassey, Wythes and Co) are prepared to carry out the designs, and arrangements have been entered into with capitalists, by which the sum required is guaranteed to be raised if the Government are willing to grant a concession on what are conceived to be equitable terms.

While desiring to state the leading features of their propositions as definitely as possible, the parties hereto wish it to be understood that they are prepared to consider any modifications that the Government might suggest, and to leave all details to be settled in conference with the local authorities.

It is submitted that any works now undertaken should be on a scale sufficiently large to meet the exigencies of the present and future probable trade, should be capitals of extension hereafter, and should be so laid out as not to hinder, but rather facilitate, further improvements in the port. These points have been borne in mind in designing the works proposed.

It has been urged against docks at Calcutta that owing to the alluvial character of the soil their construction would be extremely difficult, that so large a mass of stagnant water into which impurities must necessarily be cast would become putrid in a tropical climate, that the vessels and warehouses being crowded together would become unhealthful, and that the water of the Hooghly owing to the amount of soil held in suspension is not fitted for dock purposes.

Modern science and engineering experience are capable of surmounting the difficulties of construction, and the opinion of the engineers employed with that of the contractors is sufficient evidence of this.

The dock is purposely arranged with entrances at each end so as to admit of the water being changed as often as may be requisite,

and thus the dock kept free from impurity, whilst its size and the arrangement of the warehouses will be such as to admit of ample ventilation, and it is believed that the spot may be made perfectly healthy.

The mud deposited may be dealt with by scouring, dredging, or other means in ordinary use.

The objections to a dock being removed, the next question that presents itself is—where should it be placed?

The following sites have been suggested, viz. at Chitpore, on the river bank in front of the Mint, near the East Indian Railway Terminus at Howrah, or at Kidderpore.

Chitpore is situated above the town and would involve all the shipping passing the most crowded part of the river to reach it. This would be a serious objection alone, but it entails, as a consequence, serious impediments to the prospect of ever erecting a bridge between Calcutta and Howrah. The approach roads also are inadequate to meet the traffic, and great difficulties stand in the way of opening a wider road or forming a tramway. Difficulty also would be found in dealing with the important roads leading towards Barrackpore.

The site before the Mint is already occupied by the native craft and inland river boats, and is close to the quarters of the native traders whose interests would have to be purchased at considerable cost, and whose displacement would interfere with their religious prejudices. The space also is too limited, and this site, as well as that at Chitpore, would involve vessels passing all the craft in the river before entering the dock, and interfere with the bridging of the Hooghly.

Many reasons may be urged for a dock at Howrah; the great importance of the traffic brought by the East Indian Railway seems to point to a bridge at some time being constructed to connect its terminus with Calcutta, accompanied probably by dock accommodation on the western side of the river. It is therefore submitted that no steps should be taken that would interfere with the realization of these prospects. But the whole present course of trade, the situation of the merchants' warehouses and the position of the terminus of the Eastern Bengal and South Eastern Railways, and of

the Eastern Canals, seem to point conclusively to the Eastern or Calcutta side of the river, as being that upon which docks should first be made.

On the Calcutta side the Kidderpore site offers many and commanding advantages. It has been recommended by Committees who have well considered the subject. There is a bend in the river between the anchorages opposite Calcutta and Garden Reach which will maintain deep water at the dock entrances. There is sufficient space, not occupied by valuable property, to admit of a capacious dock being now made and largely extended if needful hereafter. It admits of the entrances being most conveniently placed, and it is near Tolly's Nullah. Access may be easily obtained to it by a Railway from the existing Eastern lines, and a tramway might be carried to it from the quays opposite the Custom House, alongside the river: thus affording communication with the centre of the town. This tramway may be carried past Fort William without interfering with it.

These are amongst the considerations that have led to the selection of the site at Kidderpore shown on the plan.

With reference to the advantages of the proposed river embankment and continuous quay frontage little need be said. Although the current in the river will render the quay a less desirable place for vessels to lie at than the dock, there must ever be a large amount of trade carried on by lighters and river boats, and the facilities offered by this wharf for landing goods close to the principal warehouses will be very great, besides the general advantages of retaining the large extent of mud bank on the river shore.

It will be urged by some that the state of the river Hooghly below Calcutta is becoming so unsatisfactory that a large outlay in docks and wharves at the town could not be justified. But it must be evident that the trade is altogether too large and important to be abandoned or shifted, and that should the river hereafter become difficult for the passage of large vessels, means would be adopted either by the construction of a canal to the Muttah or works of improvement in the Hooghly to maintain a communication with the sea. The proposed works would then be equally available, and are designed with a view to meet such a contingency.

We beg leave further to submit the following suggestion, viz. that the Company should be authorized to levy tolls in such manner and subject to such control and at such rates as may be agreed upon with the Government, on all vessels entering the port and on goods landed; such rates not to be disturbed until the Company is able to declare a dividend of say 10 per. cent. Then the Government might have power to revise them, but not so as to reduce the dividend below this amount.

The tolls it would be requisite to charge would be considerably less than the expenses now incurred by merchants in landing their goods.

The immediate object of this application is to solicit from the Government an expression of opinion—first, whether the project meets with their approval; secondly, whether they would concede the construction of such works to the Company; and, thirdly, whether they would sanction the levying of tolls in the manner and under the restrictions above mentioned so as to secure to the Company a minimum income?

In the event of the Government favourably receiving these proposals and agreeing to the principle of a concession, we would venture very respectfully to suggest that an early intimation of their views will greatly expedite future proceedings, as under such circumstances the organization of the Company would be immediately completed, and a thoroughly competent and skilled person would be sent out in the autumn to meet the local authorities, so as in concert with them to mature the plans and settle the terms of the concession.

We have the honor to be,

Right Honorable Sir,

Your Excellency's most obedient servants,

CALCUTTA WET DOCKS AND WHARVES COMPANY.

18, *Duke Street, Westminster, May 9th 1864.*

TO THE PROVISIONAL DIRECTORS OF THE
CALCUTTA WET DOCKS AND WHARVES
COMPANY.

GENTLEMEN.—Having given full consideration to the subject of providing dock and wharf accommodation for the shipping frequenting the River Hooghly at Calcutta, and having attentively studied the different suggestions and plans that have been proposed, we beg to offer the following observations:—

The objects sought have been to provide accommodation for vessels now using the deep water of the river at moorings for discharging and taking in cargoes by means of lighters and river craft, and for this some have suggested river wharves by the construction of a quay or jetties in front of the business portion of the town; whilst others have been in favor of the formation of floating docks. All concur that improvement upon the accommodation already existing is indispensable.

Both suggestions have their respective advantages, and it is proposed in the plans recommended to provide for the requirements of the trade by a river bankment and continuous wharf frontage between Chaudpaul Ghat and Clive-street Ghat, and floating docks in the neighbourhood of Garden Reach at Kidderpore.

The advantages of the river wharf will be that a continuous frontage may be constructed in deep water for large vessels to lie afloat, loading their cargoes upon the wharf at warehouses or transferring into river craft. Deep water may be obtained with only small encroachment on the river bank, a considerable extent of land will be reclaimed and the muddy foreshore disposed of without displacing any valuable trade. On rare occasions, when a mischievous bore comes up, it may be prudent for vessels to haul off from along side the wharf to moorings in the river opposite.

The floating docks will relieve the river or pool of large quantities of its shipping, which when in dock will be at all times in privacy and quiet water, and will admit of all modern appliances for the convenience of trade.

The site for the proposed docks at Kidderpore has been selected as being in a healthy neighbourhood, below the pool or portion of the river Hooghly most frequented by shipping and the general anchorage, the form of the river at Garden Reach being favorable for the direction of the dock entrances and the maintenance of deep water, which should be principal considerations; at the same time the docks will be near the Government Establishments and in close proximity to the entrance of Tolly's Nullah or Canal, from which there will be great intercourse with the interior of the country by the native craft.

The warehouses or sheds will be airy buildings placed wide apart so as not to obstruct free ventilation.

The property required for the docks is not of an expensive character, and but little occupied by buildings; communication by Railway can be effected with the Termini of the Eastern Bengal and the Mutlah or South Eastern Railways at Sealdah, without passing through densely populated portions of the town, and tramway communication can be made along the river bank to the proposed wharves alone.

Should the condition of the channels of the Hooghly ever become such as to call for the carrying out of any project for a ship canal to the River Mutlah, which has been suggested, the situation of the dock will be favorable for connection with it.

In the execution of the wharf or dock no insurmountable engineering difficulties need be apprehended. For the river wharf a method of construction will be adopted suitable for an alluvial foundation in deep water without extravagant outlay and without uncertainty or risk in execution.

The nature of the ground, as ascertained by borings at the site of the proposed docks, consisting principally of silt and clay, will not be unfavorable for construction, but the works will be of such a character as to admit of execution without being dependent on the expensive contingencies occasionally occurring in the construction of similar works.

Apprehensions have been entertained of unhealthiness from the stagnation of the water in floating docks in a tropical climate. This will be provided against by arrangements for the frequent passage of large quantities of river water through the docks.

The water of the Hooghly, particularly during the rainy season, being greatly charged with sediment, is not well suited for the supply of docks, but the water from the sea coming up by the communications with the Mutlah River, although better fitted for dock purposes, does not appear to be at a level sufficient to keep up the connection between the river and the docks. It is necessary for the conduct of a large traffic that the entrances to docks should be thrown open regularly near high water for the passage of vessels without delays caused by the tedious process of locking in and out, this requires daily communication with the Hooghly, and the muddy deposit from the water will have to be removed, as in other instances, by means of flushing and by dredger.

Two plans have been proposed, which accompany this Report, both designed to meet the objects in view. The first is recommended as the most desirable. The second should be had recourse to only from considerations connected with the property at Kidderpore.

No. 1 project comprises—

1st.—A river embankment with wharf frontage of 1,400 yards in length with warehouse sheds, and 21 feet water at low water spring tides, extending from the Chandpaul Ghat below the Bank of Bengal to the Clive-street Ghat above the Custom House.

2nd.—A floating dock or basin of 50 acres in extent with a depth of water at ordinary spring tides of 25 feet and 21 feet at neaps, with upwards of 7,000 feet run of frontage for vessels with the necessary warehouse sheds.

3rd.—A main entrance lock 450 feet long and 80 feet in width, with a depth of water upon the sills of 14 feet at low water spring tides, and a second entrance lock from the river Hooghly 220 feet long and 60 feet in width, with 14 feet upon the sills at low water.

No. 2 project comprises—

1st.—The river embankment and wharf extending from the Chandpaul Ghat to the Clive Street Ghat same as in No. 1.

2nd.—A floating dock or basin of 30 acres in extent, with a depth of water at ordinary spring tides of 25 feet and 21 feet at neaps, with upwards of 6,000 feet run of frontage for vessels and the necessary warehouse sheds.

3rd.—An entrance lock from the River Hooghly 450 feet long and 80 feet in width, with a depth upon the silts of 14 feet at low water spring tides. Also a junction lock from Tolly's Canal of 30 feet in width.

4th.—A river embankment with wharf frontage of 600 yards in length, with warehouse sheds adjoining the dock entrance below Fort William, with 21 feet of water at low water spring tides.

In laying out the dock as recommended in the first project, the most favorable position on the river Hooghly has been selected between the entrance to Tolly's Canal and the Peninsular and Oriental Company's premises, avoiding the buildings of the Government Dock Yard and the India General Steam Navigation Company's works, which properties and the river frontage may be made available for any future extension of the docks.

The crossing of all public roads will be avoided, and the Garden Reach Road will be diverted keeping clear of the dock property.

It is proposed that the communication between the Strand and Garden Reach shall be effected, instead of at present over the Hastings' Bridge, by a new bridge over Tolly's Canal, and thus to join the intended road diversion.

Communication with the Eastern Railways would be effected by a Branch Railway about four miles in length, leaving the South Eastern Railway about two miles south of the Sealdah Terminus. The Branch would cross Tolly's Canal and run along its bank to Kidderpore for about a mile and a half.

The tramway communication with the proposed river wharf would cross Tolly's Canal at the Hastings' Bridge and skirt the shore of the river past Fort William.

Access by road to the Government Dock Yard and the Indian Steam Company's works would be preserved by the Hastings' Bridge and a drawbridge across the minor entrance lock.

A railway station would be provided for the district near the Kidderpore bridge at the circular Garden Reach road.

The level of the public roads at the crossings of Tolly's Canal will admit of the Railway being carried under them.

The estimates for the works of the docks and wharves have been carefully prepared. One million sterling will be required for either of the projects to provide the works enumerated, exclusive of the

acquisition of land and the construction of the railway communications.

The second project has been designed to be adopted in the event of any insuperable objections being raised to the first project, from considerations connected with the land, or the Government Dock Yard property, or the Tolly's Nullah navigation.

The length of the floating basin will be limited, and its capabilities for passing the required change of water less complete than in the first design. This has led to the proposal of an increased extent of river wharf immediately outside the entrance.

We are, &c.,

(Signed) R. P. BRERETON.

"

W. PURDON.

APPENDIX M.

PUBLICATION OF STATEMENT OF GOVERNMENT
PAPER ENFACED FOR PAYMENT
OF INTEREST.

BENGAL CHAMBER OF COMMERCE,

Calcutta, 12th August 1864.

E. H. LUSHINGTON, Esq.,

Secretary to the Govt. of India, Financial Department, Simla.

Sir,—With reference to the statement of Government Promissory Notes enfaced for payment of interest in London, which the Committee of the Chamber of Commerce were glad to find published in the "Gazette" of 9th ultimo, I am desired to request you will be so good as to submit for the consideration of His Excellency the Governor General in Council the Committee's suggestion that it would be extremely useful, to those who are interested in the negotiation of Government Securities, if the Accountant General were authorised to publish, in the same form as the statement already noticed, the amount of paper enfaced for interest in London advised by each mail from Calcutta, and of the amount of paper removed from the London Register for re-transfer to the Indian Registers as advised by each mail from London.

I have, &c.,

H. W. I. WOOD,

Secretary.

INXV

No. 2045.

TO THE CHAMBER OF COMMERCE,
CALCUTTA.

Financial Department.

GENTLEMEN,—In reply to your Secretary's letter of the 12th August 1864, I am directed to inform you that the Governor General in Council has been pleased to authorize the Accountant General to the Government of India to publish in the "Gazette of India" particulars of the Government Promissory Notes enfaced for the payment of interest in London as advised by each mail from Calcutta, and of the amount of paper removed from the London Registers for re-transfer to the Indian Registers as advised by each mail from London, in the same detail as that given in the statement which appeared in the "Gazette" of the 9th July.

I have the honor to be,

Gentlemen,

Your most obedient servants,

ED. H. LUSHINGTON,

Secy. to the Govt. of India.

SIMLA,
The 23rd Aug. 1864. }

Ordered that a copy of the foregoing correspondence be sent to the Accountant General to the Government of India for the purpose indicated above.

APPENDIX N.

FLAX CULTIVATION IN OUDH.

No. 1811.

FROM
THE SECRETARY TO THE CHIEF COMMISSIONER,
OF OUDH.

TO
THE SECRETARY, BENGAL CHAMBER OF
COMMERCE, CALCUTTA.

Dated Lucknow, the 6th June 1861

REVENUE

SIR,—The Chief Commissioner ventures to draw the attention of the Calcutta Chamber of Commerce to the flax-growing districts of Oudh. North of the Gogra, and more particularly north of the Raptee, and along the range of hills, flax is grown extensively on irrigated land, not mixed with other crops, as is so commonly the case, but by itself. It is grown solely for the seed, the value of fibre being unknown.

2. The Chief Commissioner has lately passed through this country, and been struck with the extent of the cultivation, and the fine appearance of the plant, its average height being, the Chief Commissioner would say, two feet, when raised on ground that has not already borne a crop, but it is very much the habit to sow it on rice land. With increased care in the culture, it is capable of great improvement, as has been proved by Doctor Bonaira, Secretary, Agri-horticultural Society of Lucknow, who, at the first sowing from seed brought in the bazar, produced flax straw 3 feet long, which, he says, promises to give a finer fibre than plants raised from English seed. In the public Garden of Baraitch the Chief Commissioner has lately seen flax raised from English seed upwards of 4 feet high.

3. In other parts of India the first efforts of enterprise have been directed to introducing the cultivation, but here it is already largely carried on. All therefore that appears to the Chief Commissioner necessary is for an Agent of some company to establish himself in the vicinity of the flax-growing localities, and offer to buy all the flax straw of a certain quality that may be brought to him. The natives of India respond very readily to the demands of the market, and will soon take steps to improve the length of the plant if they can obtain a fair price for it near at hand. At present the straw is thrown away.

4. If the company does not set up its own machinery and undertake the manufacture of fibre from the straw, persons might be sent skilled in its preparation and capable of teaching the art to the people by some simple process, who will then be able to furnish the fibre instead of straw. There is no one here who is conversant with the manufacture, and the Chief Commissioner knows by experience, having made many trials in another part of India, that it is a delicate operation, for the different conditions of the climate in this country and Europe make it impossible to follow with success all the stages of the retting process as practised in Europe. At the time of year when the flax is fit for plucking the sun is powerful, and the water of a high temperature, and a few hours too much steeping will entirely rot the fibre. It is only by repeated experiments that the details of the process best adapted for the country will be learnt by persons starting without experience.

5. The best flax is now grown on the vast estate of the Maharajah of Bulhampore, who is a most enlightened landed proprietor, and will co-operate earnestly in furtherance of an enterprise of this nature, which, he is well aware, will largely benefit him. It is highly probable too, that some of the forest lying at the foot of the hills trans-Raptee, will be available for sale under the waste land rules, and facilities for irrigation exist in those tracts from the numerous streams that issue from the hills.

6. At any rate the Chief Commissioner thinks it would be well worth while to send some one next February to report on the state of the flax cultivation beyond the Gogra, and its capability of improvement.

7. The Chief Commissioner did address the Agent, Belfast Flax Association at Sealkote, on the subject, hoping to turn his attention to this province, but he pronounces the native seed incapable of producing a good fibre, in which he differs from the opinion and experience of Dr. Bonaira.

I have the honor to be,

Sir,

Your most obedient servant,

J. REID,

Secy. to the Chief Commissioner, Oudh.

BENGAL CHAMBER OF COMMERCE,

Calcutta, 23rd July 1864.

J. REID, Esq.,

Secy. to the Chief Commissioner, Oudh.

Sir,—The Committee of the Chamber of Commerce desire me to acknowledge the receipt of your letter No. 1611 of the 6th ultimo, and to request you will have the goodness to express to the Chief Commissioner their obligation for having brought to their notice this subject of flax cultivation in the districts under his Government.

The Chief Commissioner suggests that it may be worth while to send some one next February capable of forming an opinion on the flax cultivation of the districts trans-Gogra to report upon it and its capability of improvement.

The Committee think however that they may safely assume, even without any such report, that lands susceptible of irrigation, and with a moderate climate, such as the northern provinces of Oude are favored with from October to March, are capable of producing flax of a quality well adapted for manufacturing purposes when care is taken in the selection of good seed, and it is sown mixed with other crops, and close, so as to cause the plant to shoot up and preserve a wand-like form free from lateral branches.

The question is whether commercially it can be grown to a profit, *i. e.*, whether the return from the same land with the same amount of labour in growing and preparing the crop would not be greater if the plant was cultivated solely for the seed, as is said now to be the case, or in cereals of some kind. This no doubt could be most satisfactorily determined by local investigation; but the difficulty is felt in procuring the services of some one who could be deputed for such purpose.

No doubt every new staple that can be added to the export trade of Bengal is indirectly an advantage to every one connected with it, and it is to the interest of this Chamber to encourage every such development, though the merchants' legitimate trade is buying such products at the shipping ports, not experimentalising in their growth.

The Committee therefore, though they do not expect much result from the reference, will forward a copy of your communication to the Flax Association in Belfast; and they will also send copies to the local press for general information.

I have, &c.,

H. W. I. WOOD,

Secretary.

BENGAL CHAMBER OF COMMERCE,

Calcutta, 23rd July 1864.

THE SECRETARY TO THE FLAX ASSOCIATION,
BELFAST.

Sir,—The Chief Commissioner of the province of Oudh has been so good as to draw the attention of the Bengal Chamber of Commerce to the cultivation of flax in the districts under his government, and I am desired by the Committee of the Chamber to forward for the information of your Association a copy of the communication they have received.

The Committee notice that your agent at Sealkote has been already addressed by the Chief Commissioner on this subject, and that there is a difference of opinion between him and the Secretary of the Agricultural Society of Lucknow as to the native seed being capable of producing a good crop. Probably you have heard from your agent on this point; nevertheless the Committee consider

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the Chief Commissioner's letter of sufficient importance to forward to you direct, and they trust your Association will take the whole question into consideration and favor them with the expression of their views upon it.

I have, &c.,
H. W. I. WOOD,
Secretary.

THE INDIAN FLAX CO., LIMITED,
Delfest, 24th Sept., 1864.

To
THE SECY., BENGAL CHAMBER OF COMMERCE,
CALCUTTA.

SIR,—I have the pleasure to acknowledge receipt of your letter of 23rd July, enclosing copy of letter addressed to you, by the Secretary of the Chief Commissioner of Oudh, with regard to flax cultivation in that district. I have not as yet had an opportunity of placing these documents before the Board of Directors, but having consulted with the Chairman, of the Company, I beg to state that with the opinion before us of our agriculturist very unequivocally expressed that "native seed is incapable of producing a good fibre," it could scarcely be expected, that the Directors of this Company could adopt any measures antagonistic to the opinion thus communicated. I have the authority of our Chairman to recommend that those interested in the cultivation of flax in the Oudh district, should send forward here samples of the flax raised from the native seed; and immediately after receipt of such I shall advise you very decidedly as to the practicability of its adoption in virtue of its fibre.

I beg to assure you of the good wishes and the anxiety of the Directors to assist in the advancing generally of flax cultivation.

I am,
Sir,
Your very obedient servant,
H. M. SIBERATH,
Secy., Indian Flax Co., (Ltd.)

APPENDIX O.

COTTON CULTIVATION IN THE NORTH WESTERN PROVINCES.

No. 766 of 1864.

From

W. CHICHELE FLOWDEN, Esq.,
Secretary, Board of Revenue, N. W. P.

To

R. SIMSON, Esq.,
Secretary to Government, North Western Provinces,
dated, Allahabad, the 24th October 1864.

Present:
W. MUN, Esq.,
Senior Member,
and
R. MOORE, Esq.,
Junior Member.

SIR,—I am directed by the Sudder Board of Revenue, North Western Provinces, to submit the following report on the state and prospects of the cotton crop in these provinces, and the estimated out-turn as compared with that for 1863.

2. The following table will show that the price of cotton was maintained at the extreme rates of from Rs. 30 to 40 a maund, and that about the sowing season it ranged from Rs. 35 to 40, that is, from 10½d. to a shilling per lb.

Date.	Muzak.	Agh.	Faramahut.	Comvans.	Alhabad.	Muzafar.	Ghoopur.
Close of December 1863.	29 1 6	28 0 0	27 0 0	28 0 0	27 0 0	27 0 0	27 10 0
January 1864.	27 11 5	26 0 0	27 12 0	27 0 0	26 0 0	27 0 0	27 10 0
February 1864.	26 10 5	25 0 0	27 12 0	27 0 0	26 0 0	27 0 0	27 10 0
March 1864.	26 10 5	22 0 0	27 12 0	27 0 0	26 0 0	27 0 0	27 10 0
April 1864.	23 1 2	20 0 0	20 8 0	20 0 0	20 0 0	20 0 0	20 7 0 0
May 1864.	23 10 1	21 5 0	21 0 0	21 0 0	21 0 0	21 0 0	21 7 0 0
June 1864.	21 0 0	20 0 0	20 0 0	20 0 0	20 0 0	20 0 0	20 7 0 0
July 1864.	25 11 0	25 0 0	25 0 0	25 0 0	25 0 0	25 0 0	25 12 10 0
August 1864.	25 9 0	25 0 0	25 0 0	25 0 0	25 0 0	25 0 0	25 15 1 0
September 1864.	25 10 5	25 0 0	25 0 0	25 0 0	25 0 0	25 0 0	25 22 0 0

3. Within the last two months, the market having been disturbed by rumours of peace in America, the prices has fallen throughout the country, and is now reported in many chief marts as not ranging higher than from 18 to 22 rupees. But the previous great demand and eager competition of speculators had their full effect upon the cultivators of cotton throughout the parts of the country suited for its growth. In the Appendix will be found extracts from the district reports shewing the high rates of contract at which the cultivation was bespoken and, generally, the immense gains realized by the cultivating community. It is not doubted that the great majority of the profits have, this year, at least, reached to those immediately connected with the soil. The cultivators have been generally freed in the first instance from the old standing claims of their mohajims, and have realized a large surplus; but it is feared that the habits of the country have not encouraged the saving of any part of this unexpected income as capital. Meanwhile, however, the result has been very materially to improve the condition of the Zemindars and ryots throughout the western half of these provinces.

4. The season has been a very unusual one. The setting in of the rains was deferred till near the middle of July, in some places till

near the end of that month; and it was feared that the cotton crop which ought to be sown at latest in the first week of July, would have suffered in consequence. But for the excessive stimulus afforded by the excited state of the market, it is probable that this would have been the case, and that very little cotton would have been sown. As it was, the area sown was greater than that of last year by above 50 per cent.

5. The rains were everywhere scanty; but in the cotton districts the fall was distributed in so favorable a manner that the crop promises to be very productive. The showers came in such timely succession as to nourish the plant, which they did not obstruct the process of weeding. Greater care and diligence was naturally shown by the people in the culture of a crop which was expected to yield so large a return. Mr. Forbes, for instance, writes—

"It has been noticed by every one that the care bestowed upon the cotton lands this year, exceeds that ever known before. Men, women, and children were continually to be seen in the field,—weeding, clearing, loosening the earth about the young plants, and fondly contemplating the crop upon which all their hopes are this year centred."

6. On account of the great value of the crop, it was to a considerable extent irrigated where water was readily procurable; whereas a rule it used formerly to be left entirely at the mercy of the rain of heaven. Indeed, in the present season, it was to some extent sown and irrigated, in anticipation of the rains.

7. In the Meerut, Rohilkhand, and part of the Agra Divisions, the crop is described by the latest reports as flourishing. In some places it is termed "magnificent," and a larger yield anticipated than was ever known before. But elsewhere the early cessation of the rains, and the drought consequent upon the very spring fall of the season, (not one-half, in some places not even a third or a fourth, of a full average fall), have begun to tell upon the plant which has dropped and partially withered before the time of flowering. In Etawah, the loss is estimated by Mr. Hume in some pergunnals at as much as 75 per cent.; and whereas for his whole district his estimate was 95,000 mands, a fortnight or three weeks of this drought has made him reduce the expected out-turn to 52,000. In some other quarters the effect has been observed in the limited shew of buds.

8. On the other hand, the rain which would have restored these fading plants, would have injured the first pickings elsewhere; so that the continued absence of rain at the present time, has not been

without its advantages. And upon the whole a favorable cotton harvest may be expected.

The following are the details from each district:—

DISTRICT.	AREA AND OUT-TURN IN MAUNDS OF 40 SEEDS OR 33 BS.				REMARKS.
	1862.		1861.		
	Acrs.	Maunds.	Acrs.	Maunds.	
Delwa,	61	750	1,250	1,250	* Crop described "magnificent."
Solwasnagar,	52,805	44,200	49,800	72,000	† Ditto ditto Collector estimates 175,000 maunds, but this is not correct.
Mozaffargarh,	25,805	41,800	41,000	78,000	† Harvest very promising.
Muzaffar,	63,413	61,200	61,000	124,000	
Buchindahur,	47,000	70,000	59,200	120,000	
Allypore,	1,04,570	1,78,200	1,85,500	2,15,000	
Meerut Division,	2,72,400	4,01,200	4,30,450	5,58,200	
Kanauj,	730	730	1,350	1,350	
Bijnour,	27,500	41,420	55,300	67,400	Crop flourishing.
Muzaffad,	42,075	71,000	67,500	69,600	Collector states crop to be promising, but estimates only 22,000 maunds; the yield, however, was less than 1/4 of a mound per acre.
Banahly,	30,000	20,000	50,500	42,600	
Shahjahanpore,	15,800	8,000	29,400	15,000	Very low, even less than 1/4 of a mound per acre.
Tera Pergunah,	800	1,000	2,150	2,620	
Rohtakbund Div.,	1,92,770	2,01,000	2,75,450	3,63,120	
Muthra,	91,750	23,810	1,53,800	1,85,700	Crop flourishing.
Agri,	1,71,500	1,81,000	1,75,000	2,08,200	Ditto, but anticipation of heavy rain drought.
Fateh,	15,200	22,200	16,000	30,000	Ditto ditto.
Mysoree,	31,200	35,000	50,200	38,000	
Ferozpoore,	19,500	14,000	27,000	22,000	
Etawah,	65,600	20,000	61,200	61,000	Collector at first estimated 100,000 maunds, but on account of drought has reduced it to 61,000 maunds. See remarks taken off the first estimate.
Agri Division,	1,05,650	5,00,800	5,59,700	5,77,700	
Jaloun,	35,000	4,110	26,700	47,500	
Dhamee,	14,400	10,600	23,200	16,500	
Lahaspore,	2,070	400	1,350	1,200	
Bhainsi Division,	58,107	14,618	41,710	65,000	
Cawnpore,	61,000	11,000	1,15,700	85,400	Crop promising.
Ferozpoore,	41,200	10,000	71,100	31,500	Crop will be affected by drought.
Fatehpoore,	23,800	29,500	40,000	30,000	Ditto ditto.
Banahly,	49,000	51,000	1,11,000	75,000	
Allahabad,	49,950	90,000	124,000	65,500	
Allahabad Div.,	575,350	1,000,000	1,089,400	1,257,600	
Jenapoor,	700	700	1,200	1,200	
Amrohtah,	2,620	550	210	510	Sown with other crops and grown only for domestic consumption.
Mirzapoor,	40	40	40	40	
Banahly,	30	10	10	10	
Chatterpore,	1,620	1,620	4,200	4,200	
Benares Division,	4,450	4,450	5,810	5,810	
Grand Total,	1,176,688	1,102,800	1,218,010	1,948,900	

The following is an abstract by divisions:—

DIVISION.	AREA OUT-TURN IN MAUNDS.			
	1862.		1861.	
	Acrs.	Maunds.	Acrs.	Maunds.
Meerut,	272,400	401,200	432,450	728,200
Kanauj,	730	730	1,350	1,350
Rohtakbund,	192,770	231,000	273,450	363,120
Agri,	369,650	299,950	555,300	577,700
Dhamee,	29,570	14,400	61,750	65,200
Allahabad,	275,930	170,000	400,343	297,500
Benares,	4,466	4,400	5,876	5,876
Total ...	1,135,688	1,121,991	1,730,634	1,948,906*

9. Thus we have an area of 1,730,000 acres in the present year, against 1,135,000 of the preceding; and an out-turn of 1,949,000 maunds, as compared with 1,122,000 for 1861.

10. In many places, it is stated that if the season continues favorable, the yield will exceed the estimate. We shall not be far wrong in putting the expected yield at two millions of maunds, or 100,000,000 of lbs.

11. From enquiries made in various quarters, it is estimated that about one-fourth will be retained for domestic consumption; and the remainder or 120 millions of lbs. exported, either for consumption in the Eastern districts where cotton is not produced, or (which will form the greater part) for exportation to England. Should prices materially fall, the proportion retained for consumption in the country will be greater.

12. Referring now to the points noted for report by the Government of India, I am directed to state that the increased area for cotton has been obtained by the displacement mainly of the autumnal crops, jowar, bajra, pulses, lentils, &c., and partly also of wheat.

* The figures here given have been generally corrected by the District Officers:—showing a somewhat larger out-turn than was anticipated. See paragraph C of Board's report No. 7, dated 31st January 1861.

Among other staples supposed by cotton are Indian corn, rice, indigo, gram,—but to a smaller extent. Even sugar-cane has been put aside occasionally to make place for cotton.

13. In several districts, it is noticed that new lands have been broken up for cotton; and no doubt the same has taken place in respect of other crops; the higher demand and price making it worth while to till less productive lands.

14. In hardly any quarter has the apprehension been expressed that the extension of cotton cultivation has increased the price of other agricultural staples by diminishing their productive area; or that it will do so. The tendency no doubt will be in that direction; but there will be increased production to meet the demand.

15. Prices indeed have risen, and are rising; but there are other causes at work. The extraordinary influx of money, attributable in great part to the high rates of cotton, has materially increased the currency in these provinces, and as a necessary consequence has raised prices generally. Next, the stock of grain, owing to a succession of bad seasons, is low; and the very general failure of the khureef in the Lower Doab, and in the Benares Division, affords the prospect of a further diminution. Indeed if rain do not fall in time to facilitate the Rulbees sowings, that crop too will be in these quarters seriously affected; and a very sensible scarcity, bringing grain to almost famine prices, may be apprehended. In these circumstances, any falling off in the production of grain owing to its displacement in the eastern districts by cotton, may produce an effect, but it will be hardly appreciable in the midst of such largely disturbing causes.

16. The Native manufacture of cotton is everywhere spoken of as depressed. In the eastern districts, the trade has almost entirely ceased. Not so in the Western districts, where though dull, it is still supported by the supply of cotton grown on the spot. In some of these districts indeed it is even mentioned as slightly reviving. And undoubtedly so soon as prices sink, and the inducement to exportation is diminished in a corresponding degree, more cotton will reach the local manufacturer, and the trade will revive. It requires capital to maintain the machinery for European manufactures, and to keep it in readiness for re-opening the works; but in India no capital is needed to re-open the manufacture with its rude implements and scanty appliances. In seasons of cotton-

scarcity the weaver can betake himself to the fields or to other kinds of labor, and again when the supply is plentiful return to his old trade. Such it is probable will be the case in all the cotton growing districts; it will also be the case in the eastern districts, but not to the same extent, if the reports of many weavers having emigrated to the Mauritius and elsewhere be well founded.

17. There appears to be a tendency in many quarters for the trade in European fabrics to become brisker; and it will be observed from the extracts under this head that an improvement has actually taken place already. The requirement of the country, as last year, is said to be a coarser, stronger material than that supplied by England. But it may be doubted whether England will ever be able to compete in the production of an article in which the cost of manufacture bears so small a proportion to the cost and weight of the material, and its freight to and from England. The coarser and heavier fabrics will apparently always be produced in India at an immeasurable advantage over England.

18. But for almost all the finer fabrics, in which the cost of manufacture bears any considerable proportion to the cost and weight of the material, it is against reason to suppose that India can compete with the capital, machinery, and improved methods, of England. The present crisis has only hastened this conclusion. And it can be averted alone by the establishment in India of manufactories based upon the same system and with the same advantages of capital and machinery as those in England. The attempt to make the experiment is spoken of in some quarters.

The Dharwar seed, which was imported from Madras, at the instance of the Board in their last report, arrived too late to be distributed for the present season. But it will be tried next season. If the existing unparalleled demand for Indian cotton shall have the result of introducing into general cultivation a seed yielding a finer and a better staple, the advantage, otherwise transient and temporary, will leave a permanent and important blessing behind it.

I have, &c.,

W. CHICHELE PLOWDEN,

Secretary Board of Revenue.

APPENDIX.

SEHARUNPORE.—On the demand for English Goods and the state of native manufactures, Mr. H. D. Robertson writes,—

"A very limited demand exists in this district for any kind of cloth in consequence of the great increase in price which has taken place, and this demand is confined almost entirely to the coarser native manufactures which are considered more enduring than imported cloth. The native weavers are securing more work perhaps than during 1863, still a large number of this class find great difficulty in supporting themselves, and many have become cultivators, combining where possible the cultivation of cotton with their former occupation. The finer descriptions of cloth made from English thread are not now manufactured, and English cloth is only purchased by the more wealthy portion of the community. The Tehsildars in their reports remark that the people would willingly purchase English cloth if they possessed the means of doing so, but it seems impossible to calculate, with any approach to certainty regarding the probable future demand for this cloth. The reports received in this district would, however, clearly indicate, that until a very large reduction takes place in the price of English cloth, the demand will be very limited."

MOOZUFURUNGGER.—Profits of Cotton cultivation. Mr. Martin says,—

"There is quite a mania abroad to grow cotton. High and low all are busily engaged in taking up land for the purpose of producing this valuable crop. As proof of this, and I do not think it is irrelevant to state the fact, my private servants have hired lands in the neighbourhood of my residence from lease-holding tenants, that is, tenants cultivating lands on cash leases, called "tushkhees," at Rs. 1-4 the kutchra beegah, or Rs. 7-8 the acre. They know nothing about the cultivation of the land, but they are impressed with the idea that they are sure to make their fortune even if a part of the crop fails.

"Last year Mirza Vikar Ali Deg, the intelligent Deputy Collector of this district, sowed for his own private use one pukka beegah of land in Moozuffurungger kusbah. A little short of two of these pukka beegahs go to the acre. The out-turn per pukka beegah was as follows :—

Three maunds of cotton pods (Kupās) from this was extracted.	
One maund of clean cotton, market value,	Rs. 30 0 0
And two maunds seed (Benowia)	3 3 0
	Total, 33 3 0

The cost of production was—	
Rent for one pukka beegah,	2 1 0
Labor, ploughing, weeding and picking,	7 8 0
	Total, 9 9 0

This does not include the value of stubble used as fuel. As this is a small item, it may be left out of the calculation. If a native gentleman cultivating through others can make this profit, we may safely conclude cultivating proprietors and tenants make much more.

"I am at a loss to conceive how the Manchester Chamber of Commerce makes out that the tenure under which land is held in India, impedes the cultivation of cotton; in reality there is no such impediment. The cultivation is going on at rapid strides and displacing other crops. The minute sub-division of landed property has no doubt the effect of preventing the accumulation of capital, and thereby the means of purchasing cotton, cleaning and pressing instruments; but private companies are springing up all over the country, and providing the necessary apparatus to the trading classes. As long as prices remain steady, Manchester need not fear any competitor, or the breadth of land sown with cotton. This will increase annually up to the maximum, till the demand has been satisfied—if prices fall considerably owing to peace in America or production elsewhere, then the cultivation will fall too. Attention should be directed more to the best mode of cultivating and watering. The numerous directions lately translated into the Vernacular, and distributed among landlords, have in a measure supplied this desideratum, and I have little doubt that there will be much improvement.

Comparative consumption of Native and English Stuffs.—"I continue to hold the same opinion expressed in my previous report to the Board, that high prices have hitherto prevented the consumption of English cloth. Where people were two suits of clothes, they now make one. The trade in country-made cloth suffers from the same depression. The raw article has risen to double the price. Native

cloth that used to sell for 1½ annas the yard, now sells for 3 to 2½ annas the yard. Wages have not risen equally in proportion, consequently the demand has much slackened, and native weavers finding the trade not so profitable as it used to be, have left their looms for daily labor on public works, such as roads and canals, &c.

"There is a considerable quantity of home-made cloth manufactured by the producers, this is found to be cheaper than buying cloth in the bazar. Cotton is spun into thread by the women of the family, and weavers are hired to make it into cloth at so much a lhan. I have no means of ascertaining to what extent this is carried on all over the district, but there can be little doubt it affects the consumption of ordinary-made country cloth.

The following return taken from the books of a few dealers will show the sales of English and country-made cloth in the town of Moosuffringgur:—

MONTH.	ENGLISH CLOTH.		COUNTRY CLOTH.		TOTAL.	
	Yards.	Amount.	Yards.	Amount.	Yards.	Amount.
May 1863.	12316	5,000 0 0	7733	800 0 0	19949	5,400 0 0
June 1863.	8673	2,700 0 0	3466	400 0 0	12139	2,700 0 0
July 1863.	8540	2,800 0 0	2556	300 0 0	11096	2,600 0 0
August 1863.	7825	3,100 0 0	2510	300 0 0	10335	2,400 0 0
September 1863.	5820	1,600 0 0	3157	350 0 0	8977	1,750 0 0
October 1863.	4666	1,650 0 0	2605	250 0 0	7271	1,600 0 0
November 1863.	5997	1,550 0 0	2133	200 0 0	8130	1,600 0 0
December 1863.	7695	1,800 0 0	1907	450 0 0	9602	2,250 0 0
January 1864.	5030	2,500 0 0	5253	600 0 0	11512	2,800 0 0
February 1864.	5713	1,000 0 0	1207	100 0 0	6983	2,000 0 0
March 1864.	5403	1,250 0 0	1670	450 0 0	10335	1,975 0 0
April 1864.	7446	2,650 0 0	4800	850 0 0	12246	2,500 0 0
Total.	83977	21,675 0 0	47219	1,800 0 0	136696	29,475 0 0

English yarn is not sold in this district. Country thread at 8 chittacks to 12 chittacks per rupee. Quantity sold for three months about 2,400 rupees.

"The conclusion to be deduced from the above enquiries is three:—

"1st.—Consumption of English manufactured cloths has been contracted by the great rise in prices.

"2nd.—Native manufactured cloth is also lessened, the trade is suffering from the high price of the raw materials. Many looms have been abandoned.

"3rd.—Home-made country cloth is manufactured to a greater extent than before by producers of cotton, this being found cheaper than bazar cloth.

"4th.—Manchester must send into the market coarser and cheaper stuffs, so as to meet the wants of the millions of the poorer classes in this country.

MERRIOT.—*Profits of Cotton Cultivation.* Mr. W. A. Forbes, c. s., writes,—

"I may mention a fact which decides the question as to the general opinion of the Native community. One village of Asorah, in the Havpur Tehsil, has 300 pukka beegals under cotton this year, they have sold the crop at prices ranging from 24 to 26 Rs. per maund, engaging to supply 300 maunds in November and December.

"The Government Revenue of this same village of Asorah is Rs. 2,200. The cost of 300 maunds at Rs. 25 is Rs. 7,500, equalling upwards of 3 years' entire revenue, leaving their sugar-cane, wheat, cotton in future years, and all other crops, on the net profit side of the account."

Price of Cotton Contracts.—"Speculation evidently ran riot, and the reaction was severe. I fear there must be severe losses and disasters amongst those who bought up the extravagant rates of last year. And who have even this year been making advances upon contract at Rs. 28 to Rs. 32 per maund, but this has not taken place to any ruinous extent. There is at this moment a general panic in the cotton market, partly arising from an over-confident expectation of peace being proclaimed in America, and

partly no doubt from the desire to drive down the price below the just-market rate, and thus compensate for the high advances already made."

Native and European manufacture.—"The manufacture of country cloth, as might have been expected, has not increased, but rather the contrary, whilst the general complaint is that the quality continues to deteriorate; it is becoming lighter and more flimsy in its texture. In two Tahsil districts of the district, it is reported that the sale of Manchester stuffs is slightly on the increase. In the other parts of the district the demand is said to be stationary."

"Even here, in Upper India, complaints are made that the European importers have learnt the art of mixing extraneous substances with the cotton thread in the manufacture of cloth. I trust this may soon be put a stop to. The Natives like to cheat, but cannot bear being cheated, and English cloth will be looked upon with suspicion."

Rohilkund.—Profits of Cultivation. The Commissioner, Mr. J. D. Inglis, says,—

"The large profit made during the past year by cotton cultivation has enabled the Asamees to free themselves from the money lenders, and has materially improved their condition. This is observable in nearly all the villages of the Barahilly district. The houses have been newly thatched, and notwithstanding the high price of cotton stuffs, the people are generally well clothed."

"The present prosperity of the agricultural classes in this division is not however entirely owing to the high price of cotton; the increase in sugar cultivation has been nearly as large, while the profits are even higher."

"The result of the plentiful supply of silver introduced into the villages of this division by purchasers of cotton and sugar, has been a rise in the price of grain of all kinds. The profits, however, have, generally speaking, gone to the Zemindars and Cultivators, and not to the Banneahs. The cultivators having been able to pay nearly the whole of their rents from the profits of their cotton and sugar crops, have retained the grain in their own hands, and sold it at the market rate of the day, instead of

disposing of it to the Banneahs as they were formerly obliged to do at the village market rates."

On the comparative merits of English and Native Stuffs, he adds—"cleared cotton is now selling at the rate of one scer two chittacks the rupee, and the impression seems general that it will be even higher, for large sums have already been paid by speculators who are purchasing up next season's cotton at the rate of two scers the rupee, the cotton to be delivered uncleaned to the purchaser when ripe. This will give little more than two lbs. of cleaned cotton to the purchaser, but on an average crop will give a profit of upwards of Rs. 30 for each acre under cotton to the cultivator."

"Even if the present price of cotton continues, I doubt whether there will be any increased demand for impure cotton stuffs, except among the wealthier classes. The agricultural population, and the lower classes in towns, prefer the coarse country-made cloth, as it is found, to be more lasting than that imported; it is said, that cloth woven from hand-spun thread is tougher and more durable than that woven from machine-made thread."

AGRA DIVISION.—A report of the separate markets for European and Native goods, Mr. G. D. Turnbull, the Commissioner, makes the following pertinent remarks:—

"In regard to the state of native cloth manufacture and of the market, present and prospective, of English-made cloth, I would observe that both have suffered, and are still in a low and depressed condition, from the same cause;—obviously the high price of the raw material enhancing prices, and as a necessary consequence, checking and restricting the demand for the manufactured goods. But this cause though affecting both equally, has worked in each separately, and independently of the effect of the trade upon the other."

"There is no real competition between the two. The markets are distinct and perfectly independent one of the other, and as both are now depressed from the same cause, so equally the removal of that cause would tend to raise and revive both."

"The class of consumers and the description of cloth which each class require is wholly different, and the consumption is regulated by the wants of each within its own means, and in its own circle of supply."

"The better classes wear nothing but English cloth, and no rise in prices, unless absolutely prohibitive, would drive them to use native cloth for purposes of ordinary wear. The only effect would be to make them economise and retrench in the quantity of their consumption. Amongst them, the English market is made, and it has long since driven out the native manufacture of the finer kinds which they prefer, and which could not compete with it.

"The Native manufactures now in these parts comprise, with the exception of turban cloths, none but cloths of the coarsest kind, which are considered stronger and more durable in wear, and are certainly at the same time far cheaper in their cost price than any English cloth of the same texture that could be imported. They are therefore purchased in preference by the poorer classes, who could not afford the higher priced English cloth, and the demand for them continues the same, limited in extent by the means of their consumers, but unimpeded otherwise by the state of the English market. A large proportion moreover of the agricultural population have their own field-grown and house-spun cotton manufactured in the country looms for home consumption, and are thus in a measure independent of the general market.

"There is no doubt that the high price of cotton has been severely felt in both markets. Its effect on native manufactures has been so close, as I am informed, about one-third of the looms that were working last year, and on the English market to check demand, and deter Native merchants from sending orders to any considerable extent till their stock in hand is exhausted, and the prospects of the future show themselves more clearly, but with any fall in prices the natural results must follow in both cases. Consumption will increase, and with its supply the native looms will again be set to work, and the demand for English cloth will also revive, and the market be restored to its former state.

"Prices have already fallen very considerably from 35 and 37 Rs. per maund, at which rate advances were made at the commencement of season, to 24 and 22, and if this continue, the result may be anticipated at no very distant period."

ACRA DISTRICT.—*Portion of Cotton crop retained for domestic consumption.*

Mr. W. Kays, Assistant Collector, writes,—“An estimate has been obtained from each village of the amount of cotton which would probably be kept for village consumption. These estimates give 52,502 maunds for the consumption of the whole district, leaving 1,56,292 maunds to find its way to the market.

Native and English Goods.—“With regard to Native cloth manufacture, I have consulted those best qualified to give an opinion on the subject, and that opinion is, that Native manufacture is decreasing year by year. It has to contend against the double difficulty of a greatly enhanced price of raw cotton, and a not greatly increased cost of English piece goods. The price of cotton has risen from Rs. 10 to 30, and even 40 per maund. Grey shirtings have only risen in the same period from Rs. 6-8 to 12. The present dullness of the piece-goods trade is not attributed to increased Native manufacture. It is set down to the presence of enormous stocks all over the world. A disturbing cause, which must now be nearly at an end, and which will be followed by increased demand, and also in all probability by increased prices. How the Native manufacture would be affected by an increased price of English piece-goods remains to be seen. At present the best kind of unbleached long-cloth procurable in the bazar is that known as “Company’s mark,” and it is much in demand. It cost about the same for “Dhotees” as the best English cloth, and is cooler and pleasanter to wear, but it is much less durable, the reasons for which must be perfectly well known to the manufacturers. A coarser and stronger cloth would meet with much better demand.”

Rate of Cotton contracts and produce.—Mr. Clarmont Daniel writes,—“Rs. 34 and 36 per maund were promised for cotton in order to secure the crop, at the time the sowing was going on, and advances made to the Assamese by the merchants calculated on those rates. These rates were quoted not as exceptional but as ruling. It is likely, however, that cotton which is not already sold or hypothecated in this way will not fetch more than twenty rupees per maund.

Supposing only that half the cotton in the district has already been secured at the higher rate, and the other half only sells at the lower rate; the value of the anticipated out-turn may be put down at Rs. 17,55,000.

Such a sudden accretion of wealth, a very great part of which will consist of payments of coin (the rest being adjusted by the writing off of old debts) cannot but have an effect on the price of every thing, and necessarily of commodities that enter into the obligatory consumption of the masses. It will be borne in mind that every village and almost every family partake more or less in the wealth, the rise in the price of cotton has brought to their doors.

"From what I have heard in conversation with all sorts of people during the last three months, I think the above calculation is probably below the mark. I believe it is a fact, that last season in Kasganj the value of the cotton sold in the bazars amounted to more than fifteen lakhs of rupees, and though much of this may have come from the neighbouring villages in the Allypore district, still much must have been produced in this district, which never found its way to Kasganj. Assuming my calculation of produce to be correct, such an addition to the wealth of the district is considerably more than equivalent to the whole net-vental assets of the district, calculated on the same basis on which the revenue of the district (7,32,893 Rs.) was assessed at the 30 years' settlement."

English and Native manufactures.—"The Native cloth manufacture has suffered; in some places, it is stated, that one-sixth of the looms are not at work, in another one-third. As far as I can find out this is not attributable to English cloths having undersold native-made cloth, but to the fact that the latter is too dear for the general body of the people to buy. They are weaving out their old cloths.

English cloths have risen in price as well as Native made, and when it is borne in mind, that it is only lately that it has been worth the while of the Lancashire Manufacturers to set their mills going out at all, owing to the high price of the raw material, in all parts of the world, it can hardly be expected that English cloths would find purchasers among the masses, or except among those who can afford to pay a fancy price for what they buy.

"Whenever I enquire, I find it stated that high price of English goods has prevented extended sales in this district."

MYNPORE.—*Some subject.*—Mr. H. Chase says,—

"The manufacture of country cloth is much depressed owing to the high price of the raw material. In the Moostulabad pergun-

nah, the quantity of cloth procurable in 1860-61 and 1861-62 for a rupee now costs Rs. 2-8, but the small quantity manufactured meets with ready sale owing to the higher cost of British fabrics.

"Most of the looms in the town of Shekobod, the largest seat of the manufacture in this district, had either stopped or were working short time; but the fall within the last two months in the price of cotton from Rs. 40 to 18 and 19 per maund has had its natural effect, and most if not all of them are again employed, though not perhaps actively. The falling off in the demand for British piece-goods created during the past two years will, however, be trifling, as cloth of every description is likely for some time to be in great request.

"In the Sudder pergunnah also, an increase in the supply of cotton has led to a larger quantity of cloth being manufactured, (agriculturists preferring the country cloth on account of its real or supposed durability), but English cloths continue nevertheless in demand on account of their superior quality.

"In the Bhowgong pergunnah the quantity of cloth manufactured is very small, and much dearer than in former years. On this account, and perhaps also owing to the facility with which they can be obtained from Furruckabad, one of the chief centres of the trade in cloth, British piece-goods are in great request, and the demand for them may reasonably be expected to increase.

"The Kurul pergunnah does not contain any large towns, and much of the cotton grown in it is reserved for home consumption. British piece-goods are seen at Kurul itself, and at the different fairs, but any increase in the demand for them may not be looked for immediately."

BEWARR.—A short time ago, the Collector, Mr. A. O. Hume c. b., submitted to the Board an elaborate report on the manner and degree in which the price of cotton in India is regulated by the English price; and also upon the cost of production of the raw material compared with that of other popular staples. This report is being printed for circulation, in order that the valuable information it contains may be rendered as widely available as possible. A copy will be submitted to Government. The following extracts are from his present report:—

Displacement of crops, and rise in prices.—“I have in my former letter explained that in this district bajra, jowar, and wheat are the crops almost exclusively displaced by cotton. I have also noticed, that the effect of this great cotton demand has been to raise very materially the price of grain generally, partly because the actual production has been materially diminished, and partly because the producers have been able to afford to keep for their own use (present or future) a much larger amount than they have ever hitherto done.

Comparative demand for Native and English goods.—“In one pergunnah only, that of Etawah, have I been able to obtain really satisfactory and reliable information as to the sale of cloth, English and Native; although therefore I have returns for the whole district, I prefer to give only those of the Etawah pergunnah, which may be taken as the most correct returns of this nature, which it is possible to procure.

“The result, I confess, I was not prepared for. I had believed on the strength of general statements, that the diminution in the consumption of cloth had been very large indeed, but figures, and these I assure the Board, reliable ones, prove that the diminution has been less than one-fifth, the subjoined table shews the actual retail sales of cloth by traders of all description and manufacturers in the Etawah pergunnah in the three years commencing 1st October 1861. It includes besides retail sales, cloth manufactured for people out of their own thread. It includes sales by traders from other districts, at the large fairs, of which we have registers, but not sales at small fairs or elsewhere by chance pedlars or weavers, resident out of the pergunnah, nor purchases by inhabitants of the pergunnah without its limits. The excluded items are not of much moment, and there is little doubt, that their aggregate varied very triflingly in the 3 years, hence their exclusion (and it was impossible to include them) cannot materially affect the *proportion* with which we are chiefly concerned. The retail sales of all the Bazars have been checked by the Bepjunks of their wholesale purchases; their books and stock in hand now, and as recorded at their previous stock-takings. Here and there a few were absent, and a few declined to furnish the required information, but this was neverthe-

less obtained with very considerable accuracy from neighbours of the same trade, and altogether the errors attributable to this source, or indeed any other source are, I believe, and Moonshce Middee Ally positively assures me, very inconsiderable.

“Very great pains have been bestowed on its preparation, and I believe the Board may confidently accept the sub-note.

Table showing the actual consumption of cloths of all description in the Etawah pergunnah (area in square miles 363, population 1,94,800) in the year 1861-62, 1862-63, 1863-64.

YEAR.	IMPORTS.				Manufactured within the Pergunnah.	
	English.		Native made elsewhere.		Pieces of worst different sizes, average 8 yards each.	Mounds of thread used.
	Pieces.	Yards.	Pieces.	Yards.		
1861-62	1,307	2,57,444	8,637	65,319	1,55,766	5,659
1862-63	13,197	3,56,918	7,307	53,777	1,55,228	5,099
1863-64	16,541	2,62,293	8,255	54,192	1,59,752	5,155

“Now in regard to the English cloth, it is to be noted, that there has been a falling off in the heavy and long length classes, and an increase in the light classes.

CLASS.	Description of Cloth.	Number of Pieces sold in.		
		1861-62.	1862-63.	1863-64.
Heavy (of which the prices rose 60 per cent)	Marken (unbleached calico), Long-cloth,	2,147	5,047	1,912
	Khara, Jaconnet,	132	301	79
		5,281	5,392	2,093
Light (of which the prices rose only about 30 per cent.)	Nainso (Ficred, Doolamash, Mutual and Fursch (fine and extra fine Nainsookh),	858	151	516
	Taloo, (Gaz),	1,577	1,855	1,611
		62	71	64

* This is called Nainsookh in the retail shops at home. What we in India call Nainsookh is a fine Jaconnet with a good deal more stuff in it.

"As regards Native manufacture it has, I think, decidedly improved during the past year. There are fewer weavers, heads of families, at work, because many have taken to other occupations; but those who still pursue their own profession had more looms at work in 1863-64 than in the previous year.

Table showing the state of the Native manufacture of cloth in the Etawah Pergumahl is

	1861-62.	1862-63.	1863-64.
No. of Korrees and Joolahan heads of families working at their trade,	1,956	1,713	1,606
No. of Looms in work,	2,015	1,791	1,881
Pieces of Cloth manufactured (almost exclusively to order, or out of thread furnished to them,	1,55,736	1,28,513	1,39,752
Mounds of thread used,	3,600	3,100	3,228

"It will be observed, that since the price of cotton has been raised, our Native weavers would seem to have put more cotton into their cloth than before. This would indeed be strange, the fact is, that the weavers have in a great measure given up the manufacture of Jheona, coarse Muslin, and such like light stuffs, and have taken more to the production of these heavier veils, which have been substituted for our English Calico. Thus the general average weight per pieces of the whole manufacture is really somewhat above that of previous years, although the average weight per thán of any particular class of goods (Garrah, Guzoe, Dooseece for instance) would be considerably less than the average of the same in former years.

There is no exceptional character in the Etawah pergumahl. It may, it seems to me, be taken as a fair sample of the Doab. If any thing, with a rail road running through it from east to west, a metalled road from Futtchgurh on the Ganges traversing it from north to south, and the navigable Jumna flowing past its wharves, we should expect it to have given more than average encouragement

to English, and less than average encouragement to Native cloth. Yet the above figures prove, that contrary to the accepted belief that high price in cotton encourages the consumption of English, and discourages the manufacture of Native cloth, the high prices of the past two years have reduced the consumption of English by 22, and of Native home-made by only 11 per cent.

The fact is this, when "*Marbin*" (unbleached calico) stood at 3 annas a yard, and good "*Garrah*" at 1½ to 1¾ anna a yard, although the latter was more durable, many townspeople, officials, &c., preferred the Marbin on account of its smartness and nice appearance, but when Marbin goes up to 6½ to 7 annas a yard, at which it now stands, the case is altogether altered. "*Garrah*" is at 2½ to 2¾ annas a yard, it is true; the increase has been nearly proportional, though the "*Garrah*" contains less cotton than it did, but 7 annas a yard is altogether beyond a multitude of purchasers, who would gladly have given the 3 annas in former times, and who now have to give very nearly that for the "*Garrah*," consoling themselves with the reflection that this is much more durable than the English cloth. Practically, probably, at least 40,000 yards or 5,000 pieces of Garrah were used during the past year by persons who, in 1861-62, used Marbin instead, and it follows, that the laboring masses who wore Garrah and other Native stuffs even when Marbin was cheap, and who will always continue to wear them until English goods last better than they now do, have, under the pressure of high prices, reduced their consumption from about 156 thousand to about 135 thousand pieces, or by somewhat less than 14 per cent. This after all is as much as could be expected. Hircabonis the masses never indulge in superfluous clothing; people cannot well go about naked; cloth will not wear for ever. Even while cotton was cheap, the people as a body (men, women, and children) wore almost the least possible quantity of cloth, and for almost the longest possible time. When prices rose, they could hardly be more economical in clothing than they were accustomed to be without reverting to primitive fig leaves, and a prosperous season saved them from this undesirable alternative. Innumere though the aggregate consumption be of our teeming masses, an average of 8 yards in length or 6 square

yards of cloth per annum per head, rich and poor, not only for cloths, but for every possible domestic and commercial use, is a very low one.

"Two questions still remain,—what prospect is there of the demand for British goods assuming its normal dimensions, and what prospect is there of British trade being able to obtain a larger share than heretofore of the cloth supply. As regards the first, it seems almost certain, that the higher the price of "markin," long-cloth, &c., rises, the less their sale here will be, and that as soon as the price falls the consumptions will rapidly rise to its former level. But on the other hand, as matters now stand, there seems no reasonable prospect of any great expansion of the trade. Independent Gentlemen, Officials, Bankers, Doctors, School Masters, in fact the non-laboring classes will doubtless use English cloths when they are at prices that they can afford, but the vast mass of the people, the laboring classes, who in 1861-62 in this one pergunnah of Elawah used something like 1½ million yards of pergunnah-made stuffs, these will never buy English stuffs even if they fall to one-third less in price than their own home-made webs, until English makers turn out better and more durable articles, goods made to wear and last, and not merely to sell.

JALOUSY.—Native and English Manufacture. Mr. J. Alone says,—“The Native cloth manufacture continues in a depressed state. The high price and general export of cotton have prevented Joolahs and Koroos from making retail purchases and weaving cloths, but with an abundant crop, and a decrease in price, local manufactures will probably revive. The majority of the population wear Native-made cloth, as they consider it more durable than English cloth. The demand for the latter is not brisk, but with reduced prices and a larger supply, the demand will doubtless proportionably increase. I may here mention, that a screw for pressing cotton is being put up at Calpee.”

JINASSA.—Native and English Stuffs. Mr. E. G. Jenkinson writes,—

“I should say that the manufacture of all kind of Native cloth has been decreased by one-half of what it used to be. This is of course owing to the high price of the cotton. The people are poor,

and cannot afford to buy cloth at its present price, and purchase only when compelled to do so.”

“There has never been a very large demand for English cloth in this district. The poorer people prefer Native cloths, which are cheaper and more durable than English cloths, and the richer people purchase for their own use dupattas, puggies, &c., manufactured at Chundzyce. English cloth is of course worn, but not so generally or to so large an extent as is the case in the other Provinces of the North-West. Native weavers are to be found in great numbers in all the principal towns of this district, and in almost every village, and these supply not only the large dyeing manufactories in Now and other places, but also the general demand for Native cloth for wearing apparel. Of late years owing to the decreased demand for Native cloth, a large number of these weavers have been compelled to work on the district roads and other public works, and have even left the district in search of employment.

“The general belief now prevalent in the district is that cotton and consequently all cloth-goods will be much cheaper during the next cold season, and that grain of all sorts will rise in price, and should this turn out to be the case, we may look to an increased demand for cotton-goods, but I do not expect that the demand for English cloth will be greater than in former years. The people, as I said before prefer the coarse Native cloth as more durable than the English, and as the cotton crop is this year a large one, the whole of it will not be required for exportation, and the Native weavers will be able to supply cloths of their own manufacture at a much cheaper rate than that of English cloth. The belief that cotton will sell at a lower price than last year, and that consequently all cotton goods, whether of English or Native manufacture will be cheaper, has been much strengthened by the sudden fall of the price of cotton during the last two months. Whereby dealers in cotton and Native cloth have suffered considerable losses, and by the spread of two reports, one of a most mischievous nature, which reached this district hardly a month ago. They are: 1st,—That all holders of any stock of English cloth have been advised to sell of their stock immediately; and, 2nd,—

That the North and South in America have come to terms; that the war is over; and that large quantities of cotton are expected in England from South America. I have not been able to trace the origin of this latter report."

ALLAHABAD.—On the profits of Cotton cultivation, Mr. F. M. Lind, Officiating Commissioner, writes,—

"The lands principally taken up for cotton cultivation in the present year are those in which the Jowar and Bajra crops would have been sown.

"These crops are usually mixed with other cereals such as Mash or Moong, Till and Uthir. It is computed, that in a beegah of land sown with these cereals, the produce in an ordinary year would be about 4 maunds of Jowar or Bajra, 15 seers of Mash or Moong, 5 seers Till seed, and 20 seers Uthir, or about 5 maunds of produce in all, and this, at the rate which obtained in the market last month, may be estimated at a value of 11 Rupees.

"The produce of cotton in the same extent of land would probably be 20 seers of picked cotton, and I would 20 seers of seed, valued at about Rs. 32 altogether.

The scarcity of rain having affected the price of grain, and the rumours of a possible termination of the American war having caused a slight fall in the price of cotton, the amount of profit would not be quite so much as I have stated above; still the difference is so marked as to be an irresistible temptation to the extension of cotton cultivation, and no doubt this will continue until there is a very great falling off in the market price of that commodity."

Native and English Goods.—"The Native manufacture of cloth is about the same as it was last year, i. e. below the average of former years. The high price of cotton influences the demand for these goods, and the poorer classes being unable to afford high prices, are content to do without such extra suits as they might have been tempted to purchase had the prices of former years still obtained. The more respectable and wealthier classes prefer as a rule the manufacture of Manchester.

"The cloth of English make in most demand is Markeen, or unbleached long-cloth; and all who can afford it from the middle

classes clothe themselves with it. The price has within the last day or two fallen rather more than a rupee per thain, the price which obtained last month for a thain of from 35 to 40 yards was 15 Rs.

On the Native Manufacture. Mr. G. H. M. Rickets, c. n., says,— "This manufacture may be considered to have ceased as a trade in this district. A little is occasionally made to meet an immediate individual want, but no quantity made in the district can ever be now obtained. Inquiries into this subject have been made from the largest dealer in country cloths and Manchester goods in this city. He informs me, that during the last season he has dealt largely in coarse Native cloth manufactured in Meerut, Moradabad, and Shahjehanpore, which he has sent down to the eastward, where it finds a ready sale, but still he largely purchases Manchester goods for which there is a good demand, at, and above this city, at prices from 10 per cent. for 'Markeen' to 30 per cent. for other kinds, below those of last year. It is singular how these different lines of trade in different forms of the same staple thus cross each other to suit the wants of the Upper and Lower Provinces. It is strange why Behar and Bengal should prefer coarse up-country cotton cloths, to those coarse Manchester kinds, which are in universal demand up-country. A further fall in prices of English cloth is expected. The demand for such goods has increased since the prices fell, and is further expected to increase."

Distances Destroyed.—*Notice and English Fabrics.* Mr. G. P. Mosey, Officiating Commissioner, writes,— "With reference to the present state of the Native cloth manufactured there is no doubt that it has been decreasing each year; the manufacture in the city of Benares is almost entirely confined to Sarces and Dupattals, for which articles Benares has been long famous, and the name has still kept up the credit, though the trade has greatly gone down, which is shewn by the reduced state of the Joolahs.

"The present demand for English cloth has a good deal decreased owing to the price of the article having risen so much, and also from the fact of the cloth lately imported having been found to be of such an inferior quality, and one reason I have heard assigned for this is, that owing to the shortness of the staple of

Indian cotton, the size which is required to be used in the manufacture of the cloth sets the fibre.

"The future demand for English cloth will chiefly depend upon the quality of the material sent out to the Indian market."

MIRZAPUR.—*Price of Cotton affecting market for Cotton fabrics.* Mr. W. McClure says,—"In respect of the cotton market at present a general panic seems to prevail, caused by the rumours of peace in America, the price having suddenly fallen within the last month, from Rs. 44 and 45 to Rs. 29 and 30 per maund. It is estimated in the cut marts that the quantity of land under cotton cultivation exceeds that of last year double, and in some districts treble the quantity of seed has been sown. This, as might be expected, has already affected the price of cloth of every description and considerably reduced its rates, so that very material changes in the manufacture of Native cloth, and future demand for English piece-goods may be expected to follow.

"An unusually good business is reported by the mercantile firms here to have been done in the past year in long-cloth (grey shirtings). Fancy goods have ruled high, and sales have been small.

"I am assured by a member of one of the largest European firms here, that the manufacture of Diottes has greatly increased of late, the poorer classes being unable to buy English cloth at the ruling prices."

GHAZEPUR.—*Native and English Manufacture.* Mr. M. Brodhurst says,—

"The cloth merchants state that the natives of this district generally prefer the English cloths to those of this country; that during the present year less English manufactured cloth has been imported into the district than usual; that this is owing to the stock in Calcutta being small, and to the rates having risen so high as to prevent the mass of the people from purchasing their usual amount of clothing; that at a rough guess they believe 20 lacs worth of cotton goods were imported into Ghazepore from Calcutta in 1863, and were sold, and that during the present year 15 lacs worth of cotton fabrics have been received here, and of that amount about 11 lacs worth have been sold. One of these merchants informed me, that he himself, last year,

imported Rs. 75,000 worth of such goods, and sold the whole amount, and this year he imported cloth to the value of Rs. 50,000 of which he had still on hand to the value of Rs. 15,000. The merchants assert that the sale of both English and Native manufactures has decreased; that the price of cloth made in this district with English thread is the same as English cloth; that the Country-cloth used to be made much stronger than it now is, (the cotton formerly being well cleaned and the thread woven closely,) and then lasted longer than that imported from England, but that the present Native cloth manufactured with Native cotton cannot be compared as regard its appearance or strength with English cloth, and that, therefore, although the former cloth is purchased at 25 per cent. less, the latter is found to be in the end cheaper, and is consequently preferred.

"The cotton brokers state, that there are at the present time 20,000 maunds of cotton here in store; that cotton has fallen in price Rs. 10 per maund within the last month; that the present price per maund is Rs. 36 at Ghazepoor, and Rs. 37 at Calcutta; that the transit charges by steamer to Calcutta are Re. 1-12 per maund; that there is no sale here, and that from fear of a further fall in rates they are despatching the cotton to Calcutta by steamer at a loss; they add, that local cultivation of cotton has this year increased; that in consequence less imported cotton has been detained for local wants, and the amount thus kept they estimate at 4,000 maunds.

"The weavers inform me that the manufacture of Native cloth has decreased 25 per cent since last year; that the people prefer English cloth on account of its greater durability; that more Joolahas have recently gone to Cachar and the Mauritius, or have announced their intention of going to Meen, but have in reality gone to beg in other districts.

"During the time that I was making these enquiries, a large number of people were present in my Cutcherry. I searched, but could find only one person, and he was a Joolaha (weaver), who was wearing clothes of local manufacture, all the rest, including the Punkha coolies, wore clothes of English fabrics, but the puggies of the Joolahas, and perhaps a few others, were woven at Ghazepore with English cotton."

APPENDIX P.

Statement of the Funds of the Bengal Chamber of Commerce from 1st May to 31st October 1864.

To Office Rent.....	1,680 0 0	By Balance of 30th April 1864.—			
„ Establishment.....	5,249 12 6	Cash in Bank of Bengal.....	3,848 10 0		
„ Charges General.....	3,883 0 0	Government Paper.....	7,500 0 0		
		„ Subscriptions.....	7,560 0 0		11,348 10 0
„ Balance:—	9,682 12 6	„ Arbitration Fees.....	80 0 0		
Cash in Bank of Bengal.....	4,456 2 0	„ Net profits of Paper Cms Oct. 1864.....	1,300 0 0		
Government Paper.....	7,500 0 0	Balance of London Commercial Report account.....	9,440 0 0		850 4 6
	11,956 2 0				
	Rs..... 21,638 14 6				Rs..... 21,638 14 6

CALCUTTA, 31st October 1864.

E. E.
H. W. I. WOOD,
Secretary.

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SCHEDULE OF COMMISSION CHARGES,

Revised and adopted by a Special General Meeting of the Bengal Chamber of Commerce held on the 18th June 1861,—with effect from 1st January 1862.

1. On the sale, purchase, or shipment of Bullion, Gold Dust, or Coin 1 per cent.
2. On the purchase (when in funds) or sale of Indigo, Raw Silk, Silk Piece Goods, Opium, Pearls, Precious Stones or Jewellery 2½ „
3. On purchasing ditto when funds are provided by the Agent 5 „
4. On the sale or purchase of all other goods—the commission in all cases to be charged upon the gross amount of sales, and in regard to purchases upon both cost and charges 5 „
5. On returns for Consignments if made in produce 2½ „
6. On returns of Consignments if in Bills, Bullion, or Treasure 1 „
7. On accepting Bills against Consignments 1 „
8. On the sale or purchase of Ships, Factories, Houses, Lands, and all property of a like description 2½ „
9. On goods and treasure consigned, and all other property of any description referred to Agency for sale, whether advanced upon or otherwise, which shall afterwards be withdrawn; and on goods consigned for conditional delivery to others and so delivered, on invoice amount at 2s. per rupee half com.
10. On making advances or procuring loans of money for commercial purposes, when the aggregate commission does not exceed 5 per cent. 2½ „

11. On ordering or receiving and delivering goods, or superintending the fulfillment of contracts, or on the shipment of goods, where no other Commission is derived ... 2½ per cent.
12. On guaranteeing Bills, Bonds, or other engagements, and on becoming security for administration of Estates, or to Government for the disbursement of public money ... 2½ "
13. On *del-averde* or guaranteeing the due realization of sales ... 2½ "
14. On the management of Estates for Executors or Administrators ... 2½ "
15. On chartering ships or engaging tonnage for constituents for vessels to proceed to outports for loading ... 2½ "
16. On advertising as the Agents for Owners or Commanders of ships for cabin passengers, on the amount of passage money, whether the same shall pass through the Agents' hands or not ... 2½ "
17. On procuring freight for a ship by a shipping order or charter, or on procuring employment for a ship on monthly hire, or acting as Agents for owners, Captain, or charterers of a vessel upon the gross amount of freight, brokerage inclusive 5 "
18. On engaging Asiatic Emigrants for a ship to the Mauritius, the West Indies, or elsewhere, upon the gross amount of earnings ... 5 "
19. On engaging troops for a ship to Great Britain or elsewhere, on the gross amount of passage money for rank and file ... 2½ "
20. On realising inward freight, inward troop, Emigrant, or Cabin passage money ... 2½ "
21. On landing and re-shipping goods from any vessel in distress, or on landing and selling by auction damaged goods from any such vessel, and acting as Agent for the Master on behalf of all concerned on the declared value of all

- such goods as may be re-shipped, and on the net proceeds of all such goods as may be publicly sold ... 5 per cent.
- If Opium, Indigo, Raw Silk, or Silk Piece Goods 2½ "
- If Treasure, precious Stones or Jewellery ... 1 "
22. On effecting Insurances, whether on lives or property ... ½ "
23. On settling Insurances claims, losses and averages of all classes, and on procuring returns of premium ... 2½ "
24. On drawing, purchasing, selling or negotiating Bills of Exchange ... 1 "
25. On debts or other claims when a process at law or arbitration is incurred in claiming them ... 2½ "
- Or if recovered by such means ... 5 "
26. On Bills of Exchange returned dishonored ... 1 "
27. On collecting House Rent ... 2½ "
28. On ships' Disbursements ... 2½ "
29. On realising Bottomry Bonds, or negotiating any Loan on *sempoundaria* ... 2½ "
30. On granting Letters of Credit ... 1 "
31. On sale or purchase of Government Securities and Bank or other Joint Stock Shares, and on every exchange or transfer not by purchase from one class to another ... ½ "
32. On delivering up Government Securities and Bank or other Joint Stock Shares, on the market value ... ½ "
33. On all amounts debited and credited within the year (less the balance brought forward) upon which no Commission amounting to 5 per cent. has been charged ... ½ "
- ☞ Brokerage when paid is to be separately charged.

H. W. I. WOOD,

Secretary.

TONNAGE SCHEDULE for the Port of Calcutta adopted at the General Meeting of the Bengal Chamber of Commerce held on the 28th May 1859. The Schedule came into operation from 1st January 1860.

ARTICLES.	Cwt. per Ton Nett.	Cubic Feet per Ton.
Aloes, in Bags and Boxes	20	.....
Alum, in Ditto	20	.....
Aniseed, in Bags	8	.....
Arrowroot, in Cases	20	50
Asafetida, in Bags and Boxes	20	20
Apparel, in Boxes	20	50
Bark, in Bags	8	.....
Bees' Wax	20 cwt. gross.	.....
Barilla	20	.....
Betel-nut	20	.....
Books	20	50
Borax or Tincl	20	.....
Bristone	20	.....
Bullion	16	at per cwt.
Cake-ole, in Bags	16	50
Camphor, in Cases	8	.....
Candamoms, in Robins	8	.....
Cassia, in Boxes	20	50
" in Bags	12	.....
China Root, in Bags	11	.....
" in Boxes	20	.....
Chiretia	20	50
Cigars	20	50
" in Bags	20	50
" in Boxes	20	50
Coals	20	.....
Cochinial	20	.....
Coffee, in Bags	18	.....
" in Casks	16	.....
Coral, Rough	20	.....
Cotton, in Bales, 5 to the Ton, not to exceed	20	.....
Cow-Hes	20	.....
Cutch, in Bags	18	.....
Dates, Wet	20	.....
" Dry	16	.....
Dholl	20	.....
Elephants' Teeth, in Bulk	20	.....
Furniture	20	.....
Garlic and Onions	12	.....

ARTICLES.	Cwt. per Ton Nett.	Cubic Feet per Ton.
Ginger	16	.....
Grain	20	.....
Guns, in Cases	20	50
Gunny Bags and Gunny Cloth	20	50
Gunjah	20	50
Hemp, in Bales, per ton of 5 Bales, not to exceed	20	52
Hides, Buffalo, or Cow, Cural	14	.....
Horns, Horn Slivings and Tips	20	.....
Horns, Cow, Buffalo or Deer	20	.....
Indigo	20	50
Jute, 5 Bales to the Ton not exceeding	20	52
Luc Dye	20	50
Lard	20 cwt. gross.	.....
Linseed	20	.....
Mace	20	50
Machinery	20	.....
Metals	20	.....
Mirabolans	16	.....
Molasses	20	2 puncheons or 4 hds.
Mother o'Pearl, in Bags	20	.....
" in Chests	20	.....
Munjeet	20	.....
Mustard or Rape Seed	20	.....
Nutmegs, in Cases or Casks	20	50
Nux Vomica	16	.....
Oil	16	.....
Oil, in Cases	20	50
" in Casks	20	4 hogsheds.
Opium	20	per chest.
Paddy	16	.....
Peas	20	.....
Pepper, Long	12	.....
" Black	14	.....
Planks and Deals	20	50
Poppy Seed	20	.....
Putcluck	20	.....
Raw Silk, in Bales	10	.....
Rattans for Dunnage	20	.....
Red Wood Ditto	20	.....
Rices, in Bales, per Ton of 5 Bales, not exldg	14	33
Rice	20	.....
Roping in Coils	20	50
" in Lines and Twines, in Bundles	16	.....
" in Casks	20	2 puncheons or 4 hds.

ARTICLES.	Cwt. per Ton Nett.	Cubic Feet per Ton.
Safflower, in Bla. p. Ton of 5 Bls. not exdgy	50	52
Soya, in Cases	20	50
Salamoutae, in Bags	20	50
Saltpetre	50 cwt. gross	.....
Salt	20	.....
Sapan Wood for Dinninge	20	.....
Sealing Wax, in Cases	50	50
Seed-lae, in Cases	50	50
" Bags	16	.....
Senna	50	50
Shells, Rough, in Bags	20	.....
Shells, in Cases	30	.....
" Bags	16	.....
Silk Piece Goods	50	.....
Slkus	14	.....
Soap, Country, in Cases	15	.....
" Bags	15	.....
" Bar	20	.....
Stick Lae, in Cases	16	50
" Bags	16	50
Sugar	20	.....
Tallow, in Cases or Casks	20	.....
Talc	20	.....
Tamarind, in Cases or Casks	20	.....
Tapioca	50	.....
Tea	50	.....
Teel Seed	20	.....
Timbet, Round	40	.....
" Squared	50	.....
Tobacco, in Bales	50	.....
Tortoise Shells, in Chests	16	.....
Turmeric	16	.....
Wheat	20	.....
Wood	50	.....

N. B.—Goods in Cases or Casks to be calculated gross weight when paying freight by weight; and where freight is made payable on measurement, the measurement be taken on the Custom House wharf, or other shipping wharf within the limits of the Port of Calcutta.

H. W. I. WOOD,

Secretary.

MEMBERS OF THE CHAMBER OF COMMERCE.

- | | |
|----------------------------------|-------------------------------------|
| Agabeg, Joseph. | Lewis, Bailey and Co. |
| Apoor and Co. | Maclellan, Stewart and Co. |
| Argenti, Sechiari and Co. | Mackinnon, Mackenzie and Co. |
| Atkinson, Filton and Co. | Mackenzie, Lyall and Co. |
| Barry, Smith and Co. | Mackay and Co. |
| Barton, Brynes and Co. | Mackay, R. Brown and Co. |
| Bege, Dunlop and Co. | Merington, R. W. C. Manager of |
| Balfour and Co. | the Sainde, Punjab, and Delhi |
| Borcabillo, Schiller and Co. | Bank Corporation. |
| Brynjoe Gama and Co. | Marr and Co. |
| Camin, H. and Lemoutoux. | Moran, W. and Co. |
| Caribler Nephews and Co. | Mosley and Hurst. |
| Campbell, Robert, Agent, Char- | Mohenironnath Basse. |
| tered Mercantile Bank of India. | Manojee Rustomjee. |
| Colvin, Cowie and Co. | Ogle, John and Co. |
| Crooke, Romo and Co. | Puare, Marraz and Co. |
| DeSours, Thos. and Co. | Peel, Beharis and Co. |
| Duff, Thos., Agent, Borneo Com- | Pennington and Co. |
| pany. | Pelmoller, G. and Co.'s Successors. |
| Durheimald, Grob and Co. | Pelsch, G., Manager, Comptoir |
| Ernselmann and Oeslerley. | D'Escompt de Paris. |
| Ewing and Co. | Playfair, Duncan and Co. |
| Elhott, John and Co. | Potter and Co. |
| Forrester, J. H. | Prestrich, E. |
| Finlayson, Alex. V., Agent, Com- | Petrozsching, E. B. and Co. |
| mmercial Bank of India. | Pickford, Mathewson and Co. |
| Forrester, Chas. | P. & C. Sussarwanjee Cama & Co. |
| Fuller, W. H., Manager of the | Ralli Brothers. |
| Bank of Hindustan, China, and | Ralli and Mavrajani. |
| Japan. | Rana Gopal Ghose and Co. |
| Gibson and Co. | Robert and Charnd. |
| Graf and Benziger. | Schilzitz and Co. |
| Gordon, Stuart and Co. | Schneider, J. P. |
| Grinby and Co. | Schoena, Kilburn and Co. |
| Grant, Smith and Co. | Shand, Pacific and Co. |
| Graham and Co. | Shim Chund Mitter. |
| Gentle, R. | Smith D. A. and Co. |
| Henderson and Co. | Sonai, Samul, Sons and Co. |
| Henderson, George and Co. | Thomas, R. and Co. |
| Heron and Co. | Turner, Morrison and Co. |
| Hoare, Miller and Co. | Townin, L. W. and Co. |
| Hornumjee Bomanjee Cama & Co. | Watson, W. N. and Co. |
| Hutton, W., Manager, Central | Whyte, G. A., Agent Chartered |
| Bank of Western India. | Bank of India. |
| Jenkins, Deaman and Co. | Whitney, Budge and Co. |
| Kendwell, Bullen and Co. | Wronam, Smead and Co. |
| Kelly and Co. | Wuskus, C. |
| K. & Dods and Co. | |

MEMBERS.

- | | |
|--------------------------------------|---------------------------------------|
| Becher, Wm.— <i>Goldsmith, Assam</i> | Hay, J. O. and Co.— <i>Alcock.</i> |
| Devicelli, H.— <i>Alcavage.</i> | Howard Brothers.— <i>Mirapore.</i> |
| Cope, H. and Co.— <i>Umsitaur.</i> | Kony, Thomas.— <i>Salgemoedoh.</i> |
| Gale, John.— <i>Pseudol.</i> | Todd, Findlay & Co.— <i>Meutheim.</i> |
| Hamilton Brown & Co.— <i>Mira-</i> | |
| <i>porce.</i> | |

RULES AND REGULATIONS
OF THE
BENGAL CHAMBER OF COMMERCE.

- 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; 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 and seconded by Members, may be admitted provisionally as Members by the Committee, subject to confirmation at the next General Meeting.

- Fifth*..... The 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 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.
- Eighth*..... That the Subscription for individual Members of the Chamber be 10 Rupees per mensem, while those alone carrying on business under any style or firm do pay 16 Rupees per mensem.
- That the Subscription for Mofussil Members be two Gold Mohurs or 32 Rupees per annum.
- Ninth*..... That the business and funds of the Chamber shall be managed by a Committee of seven Members, consisting of a 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* All annual elections of President, Vice-President, and Members of the Committee shall be determined by a majority of votes of Members, such votes being given in voting cards to be issued numbered and signed by the Secretary: and no voting card shall be received for such purpose unless so authenticated: and all vacancies created by the absence of the President, Vice-President, or any of the Members from the Presidency for two months, or by departure for Europe, or by death, shall be forthwith filled up, and the election determined by votes of Members to be taken as above in voting cards and declared by the Committee.
- 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.

