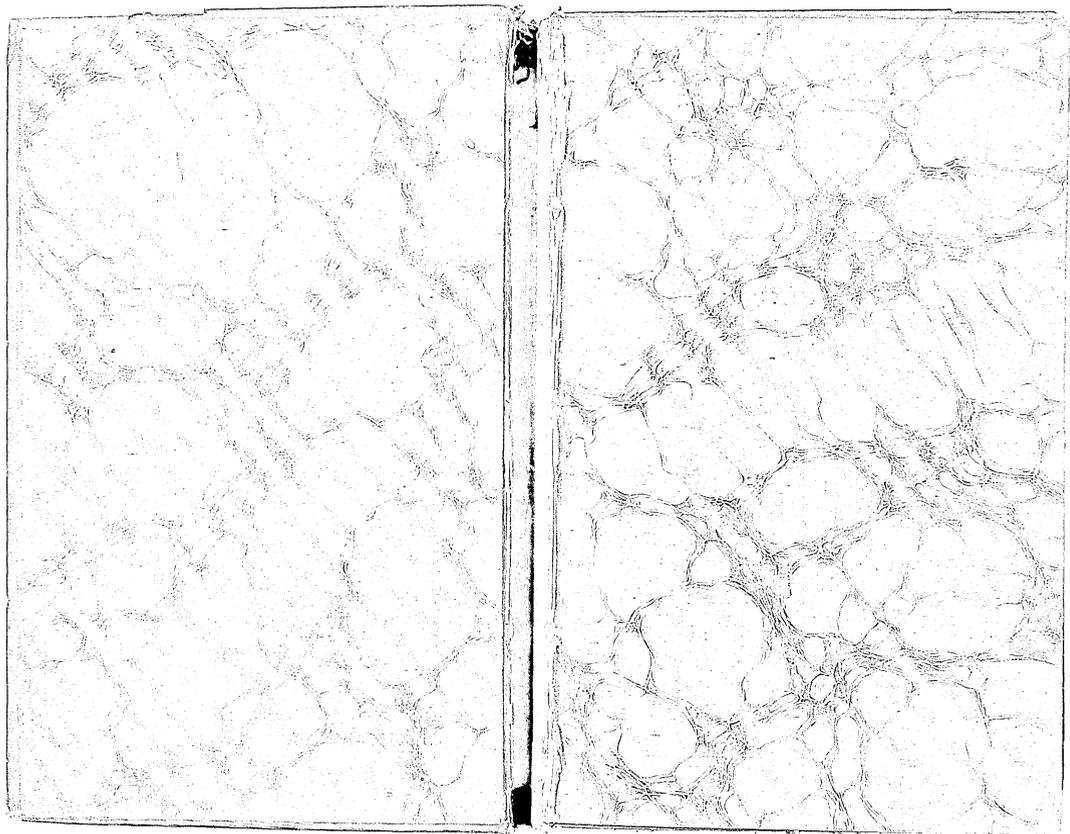
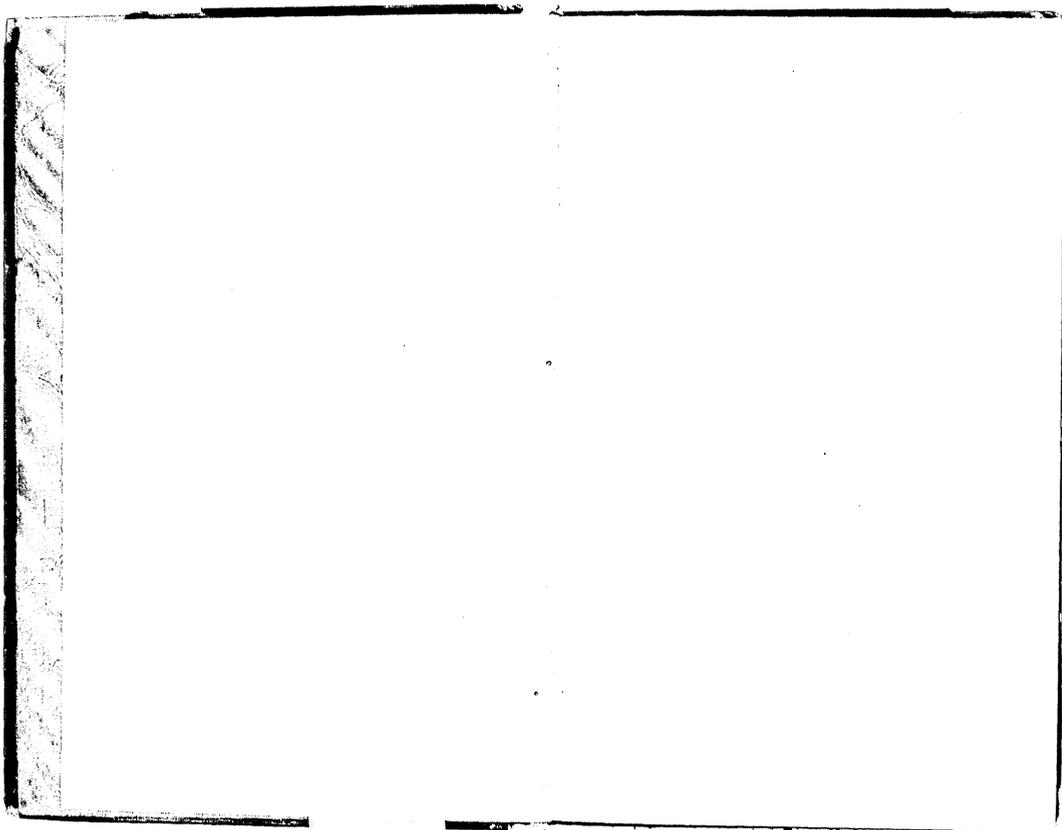


REPORTS  
OF THE  
BENGAL CHAMBER OF COMMERCE  
FROM 1st MAY TO 31st OCTOBER 1868.





REPORT

OF

THE COMMITTEE

OF THE

BENGAL CHAMBER OF COMMERCE.

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From 1st May to 31st October 1868.

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Calcutta:

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1868.

INDEX.

SUBJECTS.	Report Page.	Appendix Page.
River Trust ...	1	.....
Telegraphic Communication with England ... }	3	.....
Proposed alteration of Section 52 of the 'Customs' Act ... }	9	.....
Mr. Kellner's Report to Government on the working of the Customs Home ... }	22	.....
Defective working of the Customs' Act, No. VI of 1863 ... }	62	.....
Execution in independent Native States of the decrees of British Courts ... }	64	.....
Grounding of vessels in the river Hooghly ... }	79	.....
Moorings for vessels in the Port of Calcutta ... }	86	.....
Bibbling the Hooghly ...	95	.....
Proposal for a new River Telegraph Station ... }	126	.....
Reduction of the Tariff for Tele- graph Messages ... }	129	.....
Proposed establishment of an anti- gum system of drawing and mudi- ng Boards ... }	132	.....
Bill to provide against European vagrancy ... }	138	.....
Proposed establishment of a Sailor's Club or Institute in Calcutta ... }	144	.....
Assassination of the President of the United States of America ... }	156	.....

INDEX.

SUBJECTS.	Report Page.	Appendix Page.
Periodical re-adjustment of weights and measures in use in British India ... }	155	.....
Tariff values of Piece Goods and Yarn ... }	159	.....
Textile manufactures and costumes of the people of India ... }	160	.....
Settlement of demurrage claims with Masters or Agents of ships. }	161	.....
Discontinuance of publication of half-yearly statement of stocks of imports ... }	165	.....
New Members ...	168	.....
Members retired ...	168	.....
Funds of the Chamber ...	169	II
Schedule of Commission Charges ...	.....	III
Tonnage Schedule for the Port of Calcutta ... }	.....	VI
Members of the Chamber ...	.....	IX
Rules and Regulations of the Chamber ... }	.....	X

*Proceedings of the Half-yearly General Meeting of the Bengal Chamber of Commerce, held on Monday, the 31st December, 1868.*

THE PRESIDENT, Mr. James Rome, having taken the Chair, addressed the Meeting in the following terms:—

Gentlemen, the Report of the Committee having been circulated, is usually, to save time, taken as read, and I presume you will agree to follow the ordinary course on this occasion. I have to apologise for the lateness of the meeting, and also that the Report has only been in your hands for two or three days; both delays have arisen from somewhat unavoidable causes. In moving the adoption of the Report I shall refer briefly, as I proceed, to some of the chief points it contains. You cannot fail to observe that nearly all the subjects, which have been under consideration, are of the highest importance to the trade of Bengal and of the port of Calcutta. Several of these subjects may now be dismissed from our minds, and we may be content that they are on record in this half-yearly report; but many others are too important to be so disposed of, and must be revived during the coming year, and

agitated until they take an existence beneficial to commerce. In regard to the necessity of a River Trust, I am informed that two of the new screw piles jetties will be ready in February and the other two a few months after. The constitution of a Trust for the management of these jetties and other expected improvements cannot now be delayed much longer, and the Chamber should take the subject into immediate consideration. I am somewhat afraid mercantile men will not be found either with the leisure, or the inclination, to assist, even if invited, in the management of a Trust, or of River Bank improvements, but we must resist now, as we have done on former occasions, all attempts to place this Trust under the control of the Municipality. We must demand a separate independent body, whether that body be composed wholly of official or partly of official and non-official men. You will observe that, for the present, direct telegraphic communication with England by way of the Red Sea is opposed by the Home Government on the ground of its expense. The importance, however, of a route independent of Asiatic and European Nationalities, frequently at difference with each other, is too evident to permit this matter to fall to the ground, and I doubt not agitation here, and at home, will, before long,

terminate in success. I am glad to state that since our half-year closed, His Honor the Lieutenant-Governor has consented to recommend that section 52 of the Consolidated Customs' Act should be modified when the Act again comes before Council, so that at the end of 10, instead of 15, working days, ships will be empowered to land all unclaimed cargo at the Custom House. This is a step favourable to cargoes as well as to ships, and when our landing and shipping facilities emerge from their present antiquated state into modern shape, no doubt further concessions will be afforded as may seem to be requisite. No one who has watched the landing and shipping of cargo during the rains can fail to deplore the great destruction of valuable property daily occurring, owing to the river bank being in a state which would lead one to suppose it pertained to some poor fishing village rather than being the property of an imperial city like Calcutta,—a city ranking as one of first class in trade and opulence, existing under a wealthy Government whose first duty ought to be the convenience, encouragement and expansion of a valuable trade. The grounding of vessels in the Hooghly has not escaped the attention of your Committee, and the subject will be watched over and followed up as occasion requires. This river, bad as it is, however, has a

worse name in my opinion than it deserves. So far back as 1853, I find the Secretary of the Chamber declaring that it could not be navigable then for any length of time for any ships but those of the smallest tonnage, say 100 to 500 tons. Our experience is against that allegation, and I think further experience will disprove any rash predictions we might venture on to-day. The subject of additional moorings will not be pressed further at present, and agitation on this subject will be the less necessary, as it is now understood the question of a permanent bridge over the Hooghly has been removed from the region of discussion to the region of fact by the Home Government, the Secretary of State for India having, it is said, determined that a permanent bridge shall be constructed at Armenian Ghaut—a bridge with a moveable section about mid-channel, so as to permit the passage of ships to and from the docks or moorings above the site. No ship I apprehend will go above that bridge to discharge or take in cargo unless compelled by the want of accommodation elsewhere. You will observe your Committee have asked for the construction of a new telegraphic station between Acheepore and Garden Reach. The necessity of such a station cannot be doubted, and the reasons which prompted your Committee to ask

for this additional convenience for ships are fully set forth in their letter of the 9th November. The matter is still under the consideration of the Government of Bengal. The subject of a reduced inland telegraphic tariff has also been successfully advocated by your Committee. The injustice of forcing public vagrants on private property for conveyance to England, or other countries, is so self-evident that I need not say more than that I hope this Bill may be modified before it is again brought forward in Council. If not altered we must rely on the active opposition of our two able Mercantile Members, who have I hope, for the interests at stake, a large interest in ships themselves. I need not trouble you further than by a brief reference to the demand for a revised tariff. No doubt the time has now come when a reduced valuation of all cotton cloth and yarn is urgently demanded. The breaking up of the Tariff Committee by various causes has retarded this business, but the return of the Collector of Customs and presence in town of Mr. Henderson, two of the gentlemen to whom the task of revising the valuation was entrusted, will enable us, I hope, to re-constitute that Committee. From the public spirited manner in which His Honor the present Lieutenant-Governor meets every reasonable proposition for the good of commerce, I doubt not

this matter will be settled by him justly and liberally. The funds of the Chamber were never in a more flourishing position, and when we remember that only fifteen years ago the Chamber was a spendthrift whose outlay not only then exceeded its income, but had done so for years, we have reason to be satisfied that now the institution is more than self-supporting.

It is gratifying to record that many old friends have rejoined the Chamber. We give them a hearty welcome. We give the same to those new ones who have enrolled themselves in our ranks. I regret that two old and respected friends have felt it to be their duty to remain out in the cold,—absentees from those commercial ranks in which it ought to be a duty to serve, but I doubt not the day is not distant when they will long for the social warmth of this Chamber; and when that day comes, I for one will let bygones be bygones, and hold out the right hand of fellowship; and I am sure the other members of this Chamber will do the same.

The Chairman concluded by moving that the report be adopted.

THE HON'BLE J. N. BULLEN in seconding the Chairman's proposition, that the report be adopted, stated that there were one or two points on which he did not quite agree with the Committee. One

of these points was the construction of a fixed bridge across the Hooghly. The Committee, in their communication to the Government of Bengal, recommend that a fixed bridge be constructed to serve as well for railway purposes as for ordinary traffic at a point near Hantollah Ghaut. It struck him (Mr. Bullen) that a bridge at that spot would be of no service at all, as there would be little or no wheel traffic, and passengers would prefer to cross the river at Howrah than to go up the bank of the river for a mile above Armenian Ghaut and cross there. Instead of constructing a fixed bridge there, it would be far better to improve the present ferry communication between Calcutta and Howrah, so as to make Howrah as easy of access to Calcutta as Birkenhead is to Liverpool. Another objection to having a bridge there was its liability to damage from vessels drifting in a cyclone. If all the ships that broke from their moorings during the cyclone of 1864 had drifted against such a bridge, either the bridge would have gone or the ships sunk. The proper place in his (Mr. Bullen's) opinion for the construction of a bridge was that recommended by the Committee that sat four years ago, *viz.*, at a point not lower down the river than Bally, where it would be safe from injury from drifting ships. He had heard it stated, and seen it in the

newspapers, that a communication had reached the Government from the Secretary of State, authorising the construction of a fixed bridge across the river at Armenian Ghaut. It would be most injudicious to construct a permanent bridge near the Armenian Ghaut as it would contract the port. A pontoon bridge, such as that which had been recommended, was not open to the same objection, and either that or an improved system of ferry communication would be all that was required. With reference to the revision of the tariff, he (Mr. Bullen) thought that Government should be called upon to re-consider and revise the valuations of certain articles, especially those of cotton manufactures. One other point was with reference to the discontinuance of the publication of lists of stocks of imports. This publication was of the highest value, and he hoped that all would use their utmost influence to get it restored. The President, in his address, had referred with pleasure to the fact that the breach which had so long existed between the Chamber and some of the leading mercantile firms had been so far bridged over that all but two of the leading firms had returned to the ranks of the Chamber. This was a very satisfactory statement, but it would be made more complete if the two firms, who had isolated themselves, had seen their way to let bygones be by-

gones and rejoin the Chamber. He had much pleasure in seconding the proposition that the report be adopted.

The proposition was put and carried unanimously.

Mr. H. REINHOLD stated that he was of opinion, as he had always been, that a permanent bridge across the river was necessary near Calcutta.

Mr. F. G. ELDRIDGE supported the action of the Committee in recommending the construction of the bridge near Hautcollah Ghaut. Nearly all the trade across the river was carried on within a radius of about half a mile round Hautcollah Ghaut, and that was where all the large produce depôts were situated.

After a few more remarks from the Hon'ble Mr. Bullen and Mr. Reinhold, Mr. H. Sutherland moved, and Mr. S. H. Robinson seconded, that the election by the Committee of the following gentlemen as Members of the Chamber of Commerce be confirmed, *viz.* — Messrs. Schlaepfer, Putz & Co., Messrs. Colm, Feilmann & Co., Messrs. Hajoo Jackariah Mahomed & Co., Messrs. Dwarkanath Dutt & Co., Messrs. Anstruther & Co., and Mr. E. G. Buskin.

The proposition was put and carried unanimously.

THE PRESIDENT stated that he thought that the Chamber ought not to separate without some allusion to the strike of the manjees, which occurred about nine or ten weeks ago and lasted for a week. The strike arose very much out of the fact that the construction of the new Jetties had limited the usual space allotted to cargo boats for the reception of produce. A spacious piece of ground above the Mint had been levelled and was now in working order for the shipment of produce, chiefly linseed and other grains; the bank from the Custom House to Colvin's Ghaut had also been much improved, and the best thanks of the Chamber were due to His Honor the Lieutenant-Governor and to the Commissioner of Police for the prompt manner in which the wishes of the Chamber had been met at a time of emergency. The members of the Chamber were all glad no doubt to see their Secretary Mr. Wood back again among them; and the thanks of the Chamber were due to Mr. Shekleton for the way in which he had carried on the duties of the office during the Secretary's absence.

MR. R. SCOTT MONCRIEFF asked if the Committee had had under their consideration the papers concerning distress in the North-West, and the prospects of a famine there.

THE PRESIDENT stated that he was glad to be in a position to answer that question. The Ajmere relief Committee applied to the Chamber for assistance to alleviate the distress prevailing in their district from scarcity. Your Committee, however, considered it inexpedient to invite subscriptions for the relief of a single district whilst many other localities were threatened with famine also, but stated that, when Government took the initiative by the appointment of a Central Committee to mitigate the distress imminent throughout Upper India, the Mercantile community would certainly now, as they had done on former occasions, co-operate to the best of their ability. The correspondence which had taken place on the subject was at hand, and the following letters would place the matter fully before the meeting.

*From Chamber of Commerce to Govt. of Bengal.*

*Calcutta, 18th December, 1868.*

I have the honor to forward, by direction of the Committee of the Chamber of Commerce, the accompanying copy of a letter received from the Revd. John Rolson, bringing to notice the distress prevailing in the British Districts of Ajmere and Mhairwara, and soliciting subscriptions from the Merchants of Calcutta to the Fund being locally raised for the relief of that locality. From

information which has reached the Committee, it would appear, however, that distress is not confined to the Ajmere District only, but has already extended to Jhansi, Lullypore and Bijore, and is likely ere long to be extensively felt in other districts of the North-Western Provinces, all of which have an equal right to the benefit of any contributions raised for its alleviation in Calcutta. As Government is in a better position of judging to what extent pecuniary assistance will be required than the Committee of the Chamber, they beg respectfully to suggest that, if public aid is deemed necessary, a movement with that object should be initiated by Government, in which the Committee will be most happy to co-operate to the best of their ability. It will not be considered out of place, perhaps, in the present communication for the Committee to point out the expediency of having reliable and full information published from month to month regarding the probable out-turn, as compared with the average of the crops in those parts of the North-Western Provinces, which have suffered from drought, the conflicting reports current as to the injury already done to them and the estimated future result being calculated greatly to mislead. Special references should be made to such as are generally sent down to Calcutta, or other places, for export, and the greatest accuracy is desirable. These statistics, the Committee beg to suggest, should be collected monthly, and published by Government for general information, or, if furnished to the Committee, they will undertake to circulate them to all members of the Chamber interested in the export commerce of the Port.

*From Govt. of Bengal to Chamber of Commerce.  
Calcutta, 30th December, 1868.*

With reference to your letter, dated 15th instant, I am directed to forward, for the information of the Chamber of Commerce, copy of a letter addressed to the Government of India, in the Home Department, on the subject of the distress prevailing in the British District of Ajmere.

*From Govt. of Bengal to Govt. of India, Home Dept.  
Calcutta, 28th December, 1868.*

I am directed to forward the accompanying letter from the Calcutta Chamber of Commerce for the consideration and orders of the Government of India.

2. The Lieutenant-Governor would in any case think it proper to refer to the Governor-General in Council, before proceeding to invite the aid of the community in Calcutta, to relieve the distress now existing in Upper India; and, under existing circumstances, it seems the more advisable to do this, as he is of opinion that, if any such measure should be now set on foot, it would be right to intimate at once the possibility that some portion of the funds raised may be needed for the relief of distress in some of the districts of the Bengal Lieutenant-Governorship.

3. The Lieutenant-Governor entertains a hope indeed up to the present time, that it may not become necessary to appeal to the public in respect of the districts referred

to, but there is already in two or three of the Behar districts sufficient distress existing, with every prospect of its increasing, to have led to the commencement of special public works for giving employment to the people, and in one or two places charitable committees have already been established by native gentlemen for the relief of the weak and aged who are unable to work.

4. The return of the enclosures is requested.

THE HON'BLE J. N. BULLEN stated, with reference to the New Stamp Bill before the Council, that he did not know whether all the members had carefully gone through the provisions of the Bill; but if not, he would ask them to do so, as in the schedule, which provided for the stamping of commercial instruments, considerable alterations had been made, and he was sorry to say that they were alterations in the wrong direction. It was very necessary that the passage of the Bill through the Council should be carefully watched.

The meeting then terminated after a vote of thanks to the Chair.

A. B. SHERLTON,  
*Offr. Secy.*

## BENGAL CHAMBER OF COMMERCE.

REPORT OF THE COMMITTEE FOR THE HALF-YEAR

ENDED 31ST OCTOBER, 1868.

The Committee have the pleasure to submit their Report on the principal subjects which have come under their consideration during the last half-year.

### River Trust.

Your Committee regret this most important subject does not seem to have had that attention from Government which it undoubtedly deserves, and which it was hoped would be accorded to it in view of the progress they were able to notice in the last semi-annual report. It is true that the four experimental jetties, which it was decided should be constructed pending the formation of a Trust for a more comprehensive scheme, have been pushed on with creditable zeal, but, as it was understood that these were merely undertaken to avoid the loss in time which must be

incurred in establishing a Board capable of carrying out the more extensive improvements, and that the latter would be formed with all possible despatch, your Committee waited in vain for some sign that the matter was receiving that consideration from Government which, from the importance of the subject, they felt should be accorded to it: a letter was, therefore, sent to the Government of Bengal on the 6th of July, and, from the reply given below, it will be seen that no apparent progress has been made during the past six months: this seems particularly unfortunate, as, with the impending change in the Supreme Government, it can hardly be expected that the new Viceroy, on his accession to power, will feel warranted in dealing at once with a subject which has required such lengthened consideration from his predecessor; and it is feared that the mercantile community are destined to endure for a further indefinite period the disadvantages under which they have so long suffered through the want of proper facilities for landing and shipping goods.

*From Chamber of Commerce to Govt of Bengal.*

*Calcutta, the 6th July, 1868.*

The Committee of the Chamber of Commerce instruct me to request you will favor them by stating if any, and what, steps have yet been taken towards the formation

of a Board of Commissioners for the improvement of the Port of Calcutta, no information having reached them since they had the honor to address you on the subject, the 10th of last March.

*From Govt. of Bengal in the Public Works Department to Chamber of Commerce.*

*Calcutta, 27th July, 1868.*

In reply to your letter dated the 6th instant, I am directed to inform you that the Lieutenant-Governor has not yet submitted to the Government of India his final proposals regarding the arrangements to be made for the control and management of the measures connected with the projected improvement of the Port of Calcutta.

2. He will do so in ample time to admit of the requisite legislation being undertaken at an early stage of the next meeting of the Governor General's Council in Calcutta.

**Telegraphic Communication with England.**

Our last report took leave of this important subject at the point where the Chamber was informed by the Government of India that a copy of the Calcutta memorial, accompanied by a despatch discussing the matter in all its bearings, had been forwarded to the Secretary of State for India. This despatch you will find annexed.

Since then the reply from the Secretary of State, also printed below, has been communicated to the Chamber, and your Committee much regret to say that the answer is unfavorable. The Secretary of State, without entering into the Imperial and locally Indian considerations involved, simply shelves the question, on the ground that the British Exchequer will not at present give help in the shape of either subvention or guarantee.

Your Committee think that, apart from the fact of the continual interruptions from which our present telegraphic communication suffers so much, the political reasons for a Red Sea line will, in the end, be found powerful enough to force Government into action.

As a portion of the pecuniary liability on account of a Red Sea telegraph would fall on the Imperial Exchequer, it is to be hoped that this matter will not be allowed to rest in England. Well directed agitation there will effect more, and have quicker results, than recommendations or petitions from this side.

*From Govt. of India to Chamber of Commerce.*

*Dated Simla, the 8th June, 1868.*

With reference to the letter from this Office, No. 134,

*To the Right Hon'ble the Secy of State, No. 8, dated 14th February 1868.*

*From do. No. 20, dated 25th April 1868.*

dated 10th February last, I am directed by His Excellency the Viceroy and Governor General in Council to forward for your information the accompanying copy of a correspondence with the Right Hon'ble the Secretary of State for India, on the subject of your Memorial regarding the establishment of a line of Electric Telegraph between England and India, via the Red sea.

*From Government of India to Secretary of State for India.*

*No. 8, dated 15th February, 1868.*

We have the honor to transmit copy of a memorial presented to the Viceroy by the European mercantile community of Calcutta, urging the insufficiency of the existing telegraphic communication between England and India, via Persia and Constantinople, and recommending the concession of Government assistance to a project for a telegraphic line, via Egypt and Aden, and thence by sub-marine telegraph to Bombay.

2. We bear in recollection that the failure of the Red Sea telegraph line, which was constructed, as we believe, by a Company, on a joint guarantee of interest by the Home Government and the Government of India, involved, and still involves, a loss to the State in the payment of interest; and this consideration perhaps renders any renewal of the attempt more difficult than it would otherwise have been.

3. It is also to be remembered that telegraphic communication has now been established by the other route,

that is by Persia, which was altogether at the cost of India. And there seems reason to believe that the proceeds of the existing line, and the total income derived from the communication, will not much more than suffice to pay for that line alone. Thus from this point of view there probably will not be sufficient income from the telegraphic communication, between England and India, to pay for two lines.

4. On the other hand, the question of providing a second or alternative line between England and India, is of great and growing importance. It will be seen from the memorial now forwarded that complaint is made of imperfections in the messages by the Persian line, which passes through countries altogether out of British jurisdiction, and having several varieties of race and language. And certainly we apprehend that there is something of precariousness about the Persian line; and that circumstances might, at any moment, arise, to cause either a temporary suspension or a more lengthened interruption of that communication. From every point of view then, whether political or commercial, the provision of an alternative line becomes important. And any line by the Red Sea is more under our control and protection, and therefore more reliable and permanent, than any line through Persia could be.

5. Questions relating to the second line by the Red Sea have for some time past been under the consideration of the Government of India; as will appear from the present correspondence, as well as that already\*

\* File Telegraph despatches from the Home Department: No. 21, dated 4th May 1865. No. 22, dated 22nd June 1865, and No. 19, dated 29th July 1867.

transmitted, and of which, for facility of reference, a summary is included in this despatch.

6. There is information that the Viceroy of Egypt is advancing telegraph lines up the valley of the Nile, and is prepared to carry them across to the Egyptian ports on the western coasts of the Red Sea, as far down that sea as possible, so as to meet any line that may be constructed from India. In this way the line might be continued without much of sub-marine telegraph to Aden.

7. From Aden it could be taken along the southern coast of Arabia and round the south-west corner of that coast up to Muscat and on to Capo Mussendom. There it would cross the narrow Straits of the Gulf over to the Persian shore; where it would join the existing line between Kurrachee and the Gulf. Then the combined lines would pass along the Medran coast to Kurrachee.

8. If these projects be entertained in whole, or in part, by Her Majesty's Government, we presume that a competent professional survey would be undertaken as an essential preliminary.

9. Again there is an alternative proposal for the line between Aden and Bombay, under which the wires would be taken to the Island of Socotra, off the west coast of Africa; and thence, by one long stretch of sub-marine telegraph, straight across to Bombay. This route seems to be the most direct one; and perhaps there would be some saving of distance. But whether this route is preferable, or even practicable at all, is a question of geography, and especially of sub-marine telegraphy: on which

we need offer no opinion, as the best possible information would be available in England.

10. We are inclined to believe that, so far as practicability is concerned, the failure of a first trial by the Red Sea need not preclude a renewal of the attempt, if that, on other grounds, were deemed desirable. For that failure probably arose from errors, scientific or practical, in the execution of work, which were perhaps more or less inevitable in the then stage of telegraphy, but which in the present time would be readily avoided.

11. If Her Majesty's Government were now to be in favor of constructing an alternative line by the Red Sea, we should not recommend that the work be entrusted to a guaranteed company. Rather than adopt that course, we would prefer that the line were constructed through the direct agency of Government, believing that by these means the work would be done much more economically than by a private company. This, too, would be suitable in reference to the consideration that a Red Sea line would be in direct competition with the Government Anglo-Indian line by Persia. Or if there were valid objections to this being made a Government undertaking, then a subvention of a fixed sum per annum might be conceded to a private company. In any case we would recommend that the cost to the State be divided equally between the British Government and the Indian Government.

12. In conclusion, we observe, in reference to para. 9 of the Memorial, that no despatch from Her Majesty's

Government, regarding a guarantee as to private company, has reached us.

*From Secretary of State for India to His Excellency the Right Hon'ble the Governor General of India in Council.*

*London, 30th April, 1868.*

1. I have had under consideration, in Council, your Excellency's Despatch, No. 8 of 15th February last, and the Memorial therewith transmitted, urging the concession of Government assistance to a project for a telegraphic line *via* Egypt and Aden to Bombay.

2. Without entering into any other considerations involved in this subject, it may be sufficient to point out that, if any further expense is to be incurred by the State, the amount ought to be divided between the Imperial and Indian Exchequers, and that there is no present probability of pecuniary aid, in the shape either of a subvention or a guarantee, being given by the British Exchequer.

**Proposed Alteration of Section 52 of the Customs' Act.**

The alteration of Section 53 of the Consolidated Customs' Act has had the continued attention of your Committee during the past half-year. It will be observed that the Board of Revenue and the Collector of Customs are, on grounds which seem severely practicable, against any

alteration of the law. The hardship of Clause 52 is felt thus : that goods, for which a Consignee will not come forward, cannot be landed for 17 days after the ship has been entered, say 15 working days and two Sundays ; and, with holidays occurring, this period may be, and often is, extended to 20 days and more ; goods, therefore, which may happen to be at the top of the ship's hold, and which are not claimed, become a serious stoppage to the work of discharging ; cargo has to be sorted and moved about in inadequate space, not only to the injury of the goods themselves, and to the detention of the ship, but also to the detention of such cargo which may be well down in the vessel. This latter delay gives rise to the complaints, that Consignees willing to take their goods cannot get them, because they are detained by the Captain, whilst, it must be known, it is always for the Captain's interest to get quit of his inward cargo as speedily as possible.

The change asked by your Committee will become the more necessary when the new jetties come into operation. To make these jetties thoroughly useful, ships lying at them must be unloaded as quickly as possible, say in four to six days. No answer has as yet been received from Government, but your Committee hope that, if their wishes are not fully complied with, at

least some reasonable modification of the law will be made.

*From Government of Bengal to Chamber of Commerce.*

*Calcutta, the 2nd May, 1868.*

With reference to your letter, dated the 4th January

From the Board of Revenue,  
Lower Provinces, No. 12746,  
dated 16th March 1868.  
To the Board of Revenue,  
Lower Provinces, No. 1424,  
dated 2nd May 1868.

last, I am directed to forward herewith a copy of the correspondence cited in the margin, and to request that the Chamber of Commerce will be so good as to favour the Lieutenant-Governor with an expression of their opinion as to how far the scheme, referred to in the last paragraph of my letter to the Board of Revenue, will meet their views.

*From Board of Revenue, Lower Provinces, to Government of Bengal.*

*Calcutta, the 16th March, 1868.*

With reference to your memorandum No. 137, dated the 11th of January, forwarding for report an application preferred by the Chamber of Commerce for an alteration of the provisions of Section 52, Act VI. of 1863, and for a modification of the present procedure, under which all dutiable goods are required to be taken to the Custom House for examination and appraisement, and also with reference to your memorandum No. 337, dated the 25th of January, forwarding for report an application from the Trades' Association, objecting to the alterations in the provisions of Section 52, Act VI. of 1863, as proposed

ly the Chamber of Commerce, I am directed to submit a letter on these subjects from the Collector of Customs, and to state that the Board fully agree with the opinions expressed by Mr. Crawford on both of the questions raised.

2. In placing before the Government the recommendation, that the period of fifteen days should be curtailed to five, during which, under the provisions of Section 52 of the Customs' Law, a master of a vessel is bound to retain all goods pending their removal by the Consignees, the Chamber of Commerce have stated that Consignees of goods, who are anxious to obtain speedy and immediate delivery, are frequently unable to do so, and are therefore put to much inconvenience because other Consignees, whose goods may happen to be uppermost in the hold of a vessel, fail to take delivery, and further, that the compulsory delay during which masters of vessels are obliged to retain goods, adds considerably to the heavy expenses which all ships coming to the Port are required to meet.

3. But the first of these allegations would appear to be only exceptionally correct, for it is clear from the purport of the application made by the Members of the Trades' Association, the representatives in fact of the Consignees of goods, that, as a general rule, Consignees require time to make arrangements for the reception of goods, and that the present system is most convenient to their interests. The validity of the second allegation, however, is fully allowed by the Members of the Trades' Association in their assertion "that the alteration asked is one entirely to the advantage of masters of ships."

4. Although the Board are not prepared to endorse all the statements made by the Secretary to the Trades' Association, they are of opinion that the conclusion drawn, as above quoted, is perfectly correct, and that consequently any alteration of the law is unadvisable. It is further, they consider, quite unnecessary to make any change in the present procedure. Under Section 54 of the Customs' Act, masters and owners of vessels have the remedy sought by the Chamber of Commerce in their own hands, and can discharge their goods immediately on arriving in the Port by merely inserting a provision to that effect in their Bills of Lading.

5. As the Law stands at present, the question, as to whether goods are to be landed immediately on the arrival of a ship or after the lapse of fifteen days, has been advisedly left for mutual adjustment between the parties chiefly interested. The fact that masters of ships do not find it convenient to take advantage of the provisions of Section 54, notwithstanding the heavy expenses of the Port regarding which the Members of the Chamber of Commerce complain, is perhaps the best reason that could be advanced why the terms of the Law should not be altered.

6. In regard to the second proposal made by the Chamber of Commerce for the modification of the present procedure under which all dutiable articles are required to be taken to the Custom House for examination and appraisement, and which has been also supported by the members of the Trades' Association, I am directed to state that the scheme suggested is almost precisely similar to that which was advanced by Mr. Cock-

turn, the Officiating Collector of Customs, in 1859, when the out-pass system was abolished, and which was then negatived by the Government in Mr. Young's letter No. 1618, dated the 8th of July 1859, as not affording a sufficient safeguard for the realization of the Government dues. Precisely the same objections have now been raised by Mr. Crawford, and with his views on this subject the Board fully agree.

7. Although the Board are not prepared to recommend the adoption of the scheme suggested by the Chamber of Commerce, they are of opinion that the present system is beyond doubt inconvenient and unsuited to the present increased trade of the Port. Before any steps are taken to extend the accommodation available in the Custom House, which there is reason to believe will shortly become necessary, it would be advisable, the Board are of opinion, to consider the feasibility of introducing some such procedure as that which is now followed in England for the examination and delivery of goods. This procedure is far more simple and speedy than that which is practised in this country, and its adoption would entirely meet the views of the mercantile community.

8. Under the English Customs Law, Sections 55 to 57, all duties on goods included in a Bill of Entry are required to be paid before such Bill is signed by the Collector. After payment of the Customs' dues and the signature of the Collector, the Bill is transmitted to the Landing Waster, whose office is situated on the particular Quay or Wharf near which the ship happens to

be moored, and is his warrant for landing and delivery. On landing, the goods are carefully examined by such officer, in the same manner as goods are now examined by the Appraisers at the Calcutta Custom House, and are seized by him and reported for confiscation in all cases in which the description and quantity do not agree with the statements made in the Bill of Entry, on which the duty has been already levied. The difference between the procedure followed in England and at this Port is this, that here payment of duty is not required until after the goods have been landed under warrant of the Bill of Entry and after examination at the Custom House, where, as objected to by the Chamber of Commerce, they have to be invariably taken at the risk and expense of the Consignees for the above purpose.

9. Practically, the responsibility of an Appraiser in this Port, and the trust which is delegated to him, is quite as great as that which is placed in England on Landing Waiters, so that the only objection to the adoption of the English system would be on the score of the expense which would be incurred by the erection of suitable offices and sheds on the banks of the river; but this, as above stated, is a matter which may be advisably considered before any further outlay is sanctioned for increasing the present accommodation afforded in the Custom House premises.

*From Collector of Customs, Calcutta, to Board of Revenue, Lower Provinces.*

*No. 49, dated the 31st January, 1868.*

I have the honor to acknowledge the receipt of your

memorandum No. 485C. of 25th instant, giving cover to a letter dated 4th instant, from the Officiating Secretary to the Bengal Chamber of Commerce, to the Officiating Secretary to the Government of Bengal, and I now submit the report therein called for.

2. With regard to the reduction of the period of fifteen days allowed in Section 52 of Act VI. of 1863 to five days, it does not appear to me that any alteration in the law is required; for the owners of vessels have, as far as Calcutta is concerned, the law in their own hands: inasmuch as in Section 54, Act VI. of 1863, it is laid down that "if any earlier period than fifteen working days after the entry of any vessel is specified in the Bills of Lading of such vessel for the discharge of her cargo or any part thereof, and if the importer, owner, or consignee of such cargo, or the agent of such importer, owner, or consignee, shall not land the same within such specified period," the goods can be carried to the Custom House in the same manner, and subject on notice to the same liens as are laid down in Section 52. So that if the agents of ship owners can only persuade the owners to exercise this power by inserting a shorter period in the Bills of Lading which they grant for cargo, the object sought for by the Chamber of Commerce might be attained at once without troubling the Government to make an alteration in the law. I certainly have some doubts as to whether owners would insert such a special clause in their Bills of Lading, for it would operate practically against themselves, there being no doubt that goods would be shipped in preference on board of such vessels the Bills of Lading of which contained no such restrictions.

3. Fourteen days constitute the time allowed under similar circumstances in the English Customs Acts XVI and XVII., Vic. cap. 107, Section 74, and that too in a country where all parties have increased facilities for loading and receiving cargo. It may, therefore, I think, be fairly assumed that here, where those facilities do not exist, there is no reason why one party should be put at an advantage over the other, which would be the case if Section 52 of the Act were altered; for I presume that in asking for the privilege of shortening the period allowed to consignees for landing their cargo, the Chamber do not intend to give up their other rights under this Section.

4. The Chamber of Commerce put the case very well for their own side of the question, when they say that importers, who are anxious to receive their goods as soon as possible, cannot get delivery of them in consequence of consignees of cargo ready to be discharged not receiving their packages as they come to hand. But there is another side to this statement: Importers constantly cannot get their cargo, which is ready to be delivered, and this is often the case when there is a difficulty about getting export cargo, for after a certain point, import cargo as it comes out must be replaced by either ballast or export cargo to keep the ship steady, otherwise she would get crank. It is only this very week that an importer came to me and complained that he had been for days endeavouring to get his consignment which was quite handy for delivery, his goods had been passed at the Custom House, his man in daily attendance, and that he had been informed they would be sent that very day to the Custom House as the fifteen days had expired.

ed. Had I kept a register of the complaints I have had made to me on this subject, I could have shown a very strong case, but I always replied that I have no discretion in the matter. I have only to look if the cargo has been taken out or not by the importer within the fifteen days, and if not, I am bound to receive it, subject to the provisions of Section 52.

5. With regard to the second proposal of the Chamber of Commerce, that of landing goods direct into their own godowns, less a certain percentage for appraisement, it appears to me that the main difficulty lies in the fact of drawing the line as to whom this privilege is to be allowed, and to whom it is not to be permitted. I have little doubt that personally I could deal with this difficulty if the concession were allowed, for my experience of the Custom House has given me a tolerably accurate knowledge of those I can trust and those I cannot. But my new incumbent has always to learn this part of his duty, and I consider it a very important part of the duty of the Collector of Customs, for occasions will arise, and do even now arise, when the Collector has to assume a responsibility which, as a purely Executive Officer, he might legally decline to exercise; but to do so would be, to a certain extent, to put a stop practically to business. I have not the least hesitation in saying that whilst to a large number the concession asked for might be yielded *without the slightest risk*, yet there are certain importers and certain classes of importers whom I could on no account trust. These are the people who would run the risk of "the uncertainty of which packages would be taken for examination."

6. There is another point also: The amount of goods proposed to be retained, is "a sufficient number of packages representing in value the estimated amount of duty chargeable." In the event of a misdescription or fraud being detected in any of these, how is the penalty to be enforced. The packages will only represent in value the duty chargeable, and the balance of the invoice will be in the importer's possession. Confiscation of the whole amount in the hands of the Custom House would only ensure the value of the duty and no more. To prosecute at the Police Court would be nearly out of the question, for the department would be subject, as it once was from the Bench, to the remark that the Bench refused to take the case up summarily under the special Act for regulating the proceedings of the department, Act VI. of 1863, but would take it up under the Penal Code.

7. It appears to me that the proper mode is not to alter the law which has been assimilated, as nearly as possible, to the English law; but to follow the example that has been set in England and other places in providing greater facilities for landing and storing cargo, and for examining it at the place of landing.

*P. 8*.—Original enclosures returned.

*From Govt. of Bengal to Board of Revenue, L. P.  
Calcutta, the 2nd May, 1868.*

I am directed to acknowledge the receipt of your letter No. 1275C, dated the 16th March last, submitting the Board's Report on the following proposals which were made by the Bengal Chamber of Commerce:—

1st.—That the time prescribed by Section 52 of Act VI. of 1863, for the delivery of goods to consignees after the arrival of a ship into port, be diminished from 15 to 5 days.

2nd.—That the procedure, under which *all* dutiable goods are required to be taken to the Custom House for examination and appraisement, be so modified as to permit of an importer landing and sending goods direct to his own godowns, or elsewhere, less a certain percentage reserved for transmission to, and examination at, the Custom House.

2. With regard to the first proposal, it is observed that the Chamber of Commerce and the Trades' Association are at variance. The opinions held by the former in support of it are, that consignees of goods, who are anxious to obtain speedy and immediate delivery, are unable to do so, and are, therefore, put to much inconvenience, because other consignees, whose goods happen to be uppermost in the hold of a vessel, fail to take delivery; and further, that the compulsory delay, during which masters of vessels are obliged to retain goods, add considerably to the heavy expenses which all ships coming to the port are required to meet. Regarding the first allegation, it is gathered from the remarks made by the Trades' Association that, as a general rule, consignees require time to make arrangements for the reception of goods, and that the present system is most convenient to their interests. Regarding the second allegation, its validity is, as the Board observe, fully allowed by the Association in their assertion "that the alteration asked is one entirely to the advantage of the masters of ships."

The Board acknowledge the correctness of these conclusions, and, with the Collector of Customs, are of opinion that any alteration of the terms of the law is inadvisable. On this point the Lieutenant-Governor is inclined to accept the view of the Trades' Association and of the Revenue Authorities, having regard especially to the want of facilities at present possessed by consignees for landing goods. It is, moreover, as indicated by the Board in your 4th paragraph, in the power of the parties interested to have a provision entered in the Bill of Lading, which would enable them to land their goods at the risk of the consignee at as short a notice as they like. The fact that this is not done shows with sufficient clearness that the alteration would be in favor only of the few, and consequently the Lieutenant-Governor is unwilling to adopt it.

3. With regard to the 2nd proposal, both the Chamber of Commerce and the Trades' Association are agreed. Its adoption would obviously tend much to the convenience of the public; but the Lieutenant-Governor has also to consider whether, under such an arrangement, the public revenue would be secure. The views of the Collector of Customs and the Board are to the effect that the scheme would not afford a sufficient safe-guard for the realization of the Government dues, and the same objection appears to have been taken by this Government in 1859. The Lieutenant-Governor, after careful consideration, is compelled to accept this view of the case so far as to feel precluded from adopting the proposed alteration as it stands.

4. A modification, however, is suggested in your penultimate paragraph, based on the procedure which is followed in England for the examination and delivery of goods, and this, in the Lieutenant-Governor's opinion, has *prima facie* much to recommend it. Before, however, deciding finally on this point, His Honor desires that the Board will be so good as to obtain from the Collector of Customs an expression of his opinion as to the practicability of carrying out the scheme in the present state of the port—where it must be remembered there are yet neither wharves nor jetties—and as to the additional expenditure which would be entailed by its introduction. The Chamber of Commerce and the Trades' Association will also be asked how far the proposed scheme would meet their views.

*From Chamber of Commerce, to Govt. of Bengal.  
Calcutta, the 1st June, 1868.*

The Committee of the Chamber of Commerce direct me to acknowledge the receipt of your letter No. 1435, dated the 2nd ultimo, and annexures, regarding the recommendations submitted in January last, for reducing the number of days specified in the 52nd Section of the Customs' Act before unclaimed cargo can be landed after date of a vessel's entry; and, for altering the law relating to dutiable imports.

2. Before expressing their opinion of the suggestion put forward by the Board of Revenue on the latter proposal, the Committee beg leave to review shortly the

objections raised to the Chamber's recommendations which have led to their rejection.

3. In the 3rd para. of their letter No. 1278 C., to the Bengal Government, the Board of Revenue advance the assertion that the members of the Trades' Association *de facto* represent the consignees of goods in this port, and the inference is drawn therefrom that any alteration in the existing law unacceptable to the larger interests, or to the Trades' Association, is inexpedient.

4. Without wishing in any way to detract from the important and useful elements represented by that body, the Committee of the Chamber of Commerce cannot allow such a statement, especially when His Honor the Lieutenant-Governor attaches weight to it, to pass unchallenged. The Committee regret their inability to prove from actual statistics what proportion of the import commerce of the port is consigned to members of the Trades' Association, or passes into Calcutta through their agency, but the experience of the Committee, as merchants, is conclusive, and enables them to affirm emphatically that it is not a little of the goods annually imported or received on consignment by mercantile houses. This fact alone disposes of the arguments advanced by the Board of Revenue against curtailment of the prescribed period, for if the Calcutta merchants advocate the proposed change, and can prepare for the quicker reception of the *bulk* of imports, surely the members of the Trades' Association should find less difficulty in making their smaller arrangements. His Honor will, therefore, perceive that the Chamber's proposal in no way

favoured any one particular class of importers to the detriment of another.

5. The Committee further desire to show "that the alteration asked is not *entirely to the advantage of Masters of ships.*" In submitting their recommendations at the beginning of the year the Committee pointed out that the reduction of time in the landing of merchandise would, in addition to giving despatch to the vessel, enable merchants to obtain possession of their consignments much sooner than at present, and importers, especially of piece goods, would thereby be saved from losses now frequently incurred through the catchment of sales made with a fixed date of delivery, the seller being prevented from fulfilling the terms of his contract through reason of other consignees refusing to take delivery of their packages as they came to hand, and so delaying the ship's unloading. Instances of this nature almost invariably occur before the Doorga Poojah holidays, when the leazar dealers are particularly anxious to obtain immediate delivery of any goods they purchase, and include in the terms of their sales contracts "delivery guaranteed before the Doorga Poojah holidays."

6. The Collector of Customs indicates another side of the question, and states, that importers constantly cannot get their cargo which is ready to be discharged by reason of the Master of the vessel retaining it for ballast. Doubtless, cases have occurred of unjust detention of goods, but they are altogether of an exceptional character, as Captains of ships generally endeavour to get out of this expensive port with all practicable and

convenient speed. This point was fully discussed by the sub-committee, who reported in favor of the proposal alterations, and it was decided by them, and also at a general meeting of the Chamber in November last, that consignees had a remedy at law for loss of market or other damages incurred through wilful detention of goods on boardship.

7. Again, the Collector argues that, with regard to the reduction of the number of days after which goods may be landed at the risk and expense of the consignee, "*owners of vessels have the law in their own hands, as far as Calcutta is concerned,*" for that "*if the agents of shipowners can only persuade the owners to exercise this power by inserting a shorter period in the Bills of Lading which they grant for cargo, the object sought for by the Chamber of Commerce might be attained at once without troubling the Government to make an alteration in the law?*" The Collector, however, somewhat weakens the value of his corollary, for he says in continuation "*certainly have some doubts as to whether owners would insert such a special clause in their Bills of Lading, for it would operate practically against themselves, there being no doubt that goods would be shipped in preference on board of such vessels as the Bills of Lading of which contained no such restrictions.*"

8. But beyond the difficulties foreseen by the Collector of Customs in the adoption of this course, there are others which he apparently overlooked, or was unacquainted with, in submitting his report on the subject.

The very fact that some importers in Colombia are opposed to the amendment advocated by the Chamber clearly shows that, if a shipowner is discontented with the prevailing usages, he must either grant bills of lading of "mixed" tenor—or risk losing freight—unless he can persuade all other shipowners to adopt universally a shorter period in their conditions for the discharge of cargo. The first of these alternatives would not answer, because the goods specified in the longer dated bills of lading might be the first to land, and would decisively prevent compliance with the shorter dated agreements;—the second would scarcely be advisable,—and the accomplishment of the third would be a work of time and difficulty. It may also be pointed out that merchants are frequently advised of certain ships being consigned to them long after they have started on their way, and of course when the chance of communicating with the owners regarding bills of lading is past.

9. While the Committee appreciate the solicitude shown by the Board of Revenue and Collector of Customs for the interests of a portion of the trading community, they are of opinion that the questions under discussion were referred to them by His Honor the Lieutenant-Governor for an expression of their views as to what effect the proposed changes would have on the Revenue or Customs' Departments, and not on the mercantile public. The Committee of the Chamber feel that they are better enabled to form a correct judgment on this latter point than any Government officials can be, and it is presumed that 15 days were originally adopted for the

purpose of affording a reasonable time for consignees to prepare for reception of their goods, and not for the purpose of protecting the Revenue, or for the convenience of the Custom House authorities. Merchants are by far more largely interested in the change than any one else, and would experience the hardship of an inadequate period of time in which to land goods more keenly than others; if then, they are prepared to accept the change, the Committee do not see why the Government, which would not be affected by it in any way, should object to the adventitious curtailment.

10. The remedy proposed by the Board of Revenue, to alleviate the evils caused by having to send all dutiable imports into the Custom House is entirely of a prospective nature, and contingent on the carrying out of the river bank improvements—a desideratum frequently urged by the Chamber on the attention of Government. The Board admits that the construction of the requisite accommodation for the landing and shipping of goods must be a work of time, whilst the proposition of the Chamber was recommended as a temporary and immediate relief from the inconveniences to which commerce is subjected by the existing state of the port. The Board of Revenue and Collector of Customs are opposed to the extension asked for by the Committee of the Chamber, "*as not amounting to a sufficient safeguard for the realization of the Government dues;*" but, with all deference to these official opinions, the Committee of the Chamber feel satisfied that no importer or consignee would run the risk of the appraiser's choice of packages, in attempting to defraud the Revenue, more especially

if the infliction of heavy fines or penalties for such an attempt were provided for by law.

11. The Committee think that possibly there may be a misconception on the part of the Customs' authorities regarding this proposal. It was never their intention to recommend that the privilege should be extended to a miscellaneous invoice, but only to consignments of piece goods, or articles of a similarly uniform character; and, of course, it should rest with the appraiser to retain any percentage of packages he might consider sufficient for the protection of Government. If even further precautions were thought requisite, consignees taking advantage of the concession might be made to deposit Government paper or cash, equal in amount to the estimated duty on the invoice, and this would be willingly agreed to by all large importers of goods who would be more than compensated by the many advantages of having consignments transferred direct from the cargo boats to their own godowns.

12. In conclusion, I am directed to express the Committee's earnest hope that His Honor, the Lieutenant-Governor, may again be induced to take into consideration these recommendations, the adoption of which would confer such material benefits on the commercial community of Calcutta.

*From Chamber of Commerce to Govt. of Bengal.*

*Calcutta, 19th August, 1868.*

In the 5th para. of their letter, dated the 1st June, to

your address, regarding the alterations of the Consolidated Customs' Act, advocated by the Chamber of Commerce, the Committee had the honor to point out that the enactment asked for of the fifteen days specified in the 52nd Section would be agreeable to consignees of goods as well as to masters of ships.

Subsequently, an official letter from the Calcutta Trades' Association, confirming the opinion previously expressed by that body—"that the attention asked is one entirely to the advantage of masters of ships"—appeared in the daily papers.

Although, perhaps, unnecessary, the Committee deem it expedient to prove the correctness of their assertion, and they now have the honor to forward, in support thereof, for the information of the Lieutenant-Governor, a statement signed by the bulk of the mercantile firms of this city, both consignees of goods and agents of ships, expressing themselves in favor of the Chamber's suggestions, which the Committee doubt not His Honor will consider conclusive.

*Calcutta, 27th July, 1868.*

We, the undersigned merchants of Calcutta, consignees of goods, and agents of ships, hereby declare ourselves in favor of the alterations of the Consolidated Customs' Act, asked for in communications, dated 4th January and 1st June 1868, from the Bengal Chamber of Commerce to the Government of Bengal, &c. —

1st. That the fifteen days after date of ship's entry, prescribed by the 52nd Section of the Act, before the

master of a vessel can land unclaimed cargo at the risk and expense of a consignee, should be reduced to five days.

2nd. That merchants should have the privilege of sending a consignment of piece goods, or articles of a similarly uniform character, direct from the ship to their own godown, less such percentage as the appraiser might deem sufficient to cover the amount of duty chargeable thereon.

(Signed)	Atkinson, Tilton and Co.
"	Graham and Co.
"	Peel, Ross and Co.
"	Crooke, Rome and Co.
"	Borradale, Schiller and Co.
"	Zornshausen and Oesterley.
"	Apear and Co.
"	Elias S. Gublay.
"	Turner, Morrison and Co.
"	Carlises Nephews and Co.
"	Huber and Co.
"	Mackillop, Stewart and Co.
"	p. p. Ralli Brothers, P. T. Ralli.
"	Wattenbach, Heilgers and Co.
"	A. Walker and G. Fournier.
"	Andrew Yule and Co.
"	Kettlewell, Ballen and Co.
"	Hoare, Miller and Co.
"	Gisborne and Co.
"	Schilizzi and Co.
"	p. p. E. E. Petroschino and Co.
"	D. Couvelas.
"	Whitney Brothers and Co.

(Signed)	Shand, Fairlie and Co.
"	Lyall, Rennie and Co.
"	Playfair, Duncan and Co.
"	J. H. Fergusson and Co.
"	John Elliott and Co.
"	Graf and Banziger.
"	Balmer, Lawrie and Co.
"	John Atkinson and Co.
"	Samuel Smith, Sons and Co.
"	p. p. Argenti, Schilizzi and Co.
"	C. Menelas.
"	E. D. Latapie and Co.
"	Fornaro and Huid.
"	Begg, Dunlop and Co.
"	Ker, Dods, and Co.
"	Wiseman, Sreud and Co.
"	M. Bastonjee.
"	Wolf, Withams and Co.
"	Geo. Henderson and Co.
"	The Borneo Company " Ltd."
"	M. Knowles.
"	Shoene, Kilbarn and Co.
"	p. p. Henderson and Co., W. Blackhall.
"	Pauze, Macrae and Co.
"	Kelly and Co.
"	Mackinnon, Mackenzie and Co.
"	Barton, Baynes and Co.
"	Robert and Charziel.
"	R. G. Giose and Co.
"	Colvin, Cowie and Co.
"	Canin, Lamoureux and Co.
"	Mackenzie, Lyall and Co.

(Signed) Schroter, Smidt and Co.  
 " p. p. W. H. Smith, Barry and Co.  
     S. U. Phipps.  
 " Jardine, Skinner and Co.  
 " p p Ulmann, Hirschhorn and Co.  
     Gustav Teske.  
 " R. Macallister, Agent Tudor Company.  
 " Macdonald and Co.  
 " Grindlay and Co.  
 " D. A. Smith and Co.  
 " Williamson Brothers and Co.

**Mr. Kellner's Report to Government on the  
 working of the Custom House.**

The Government of Bengal, having resolved upon an enquiry into the working of the Calcutta Custom House, deputed Mr. G. W. Kellner to investigate the matter, and communicated to the Chamber, in the shape of an elaborate and very able report, the result of his labor, asking, at the same time, for an expression of the views of the Committee on the changes therein proposed.

Your Committee could, it will be seen, only express its full general concurrence in the alterations and changes suggested in the internal working of the Custom House by Mr. Kellner, adding one or two modifications which appeared to them desirable.

*From Board of Revenue L. P. to Chamber  
 of Commerce.  
 Calcutta, the 28th August, 1868.*

I am directed by the Board of Revenue to forward herewith copy of a Report which has been drawn up by Mr. G. W. Kellner, recently appointed by Government to inquire into the working of the Custom House, and to request you to be good enough to move the Committee of the Chamber of Commerce to favour the Board with an early expression of its views in regard to the several changes which Mr. Kellner proposes to adopt in the procedure at present in force in the Custom House, in dealing with applications from both importers and exporters.

2. The return of the enclosure is requested.

*From G. W. Kellner, Esq. to Government of Bengal.  
 Calcutta, the 7th July, 1868.*

In accordance with the orders conveyed in your letter No. 1583, dated the 21st May 1868, I have enquired into the course of business at the Calcutta Custom House, and now submit my report on the system prevailing when the embossment of the late cashier was discovered, the change since adopted, and the further changes that appear to be required.

2. It is necessary to describe, at some length, the procedure respecting the recovery of export and import

duties and of marine dues, in order to show where the checks failed, and to what extent the system may be modified for the future, so as to ensure the security of the revenue with due regard for the convenience of the public.

3. Under the old system, when goods had to be exported, the shipper prepared a shipping bill, under Section 123 of the Customs' Act, and submitted it to the Collector,\* who referred it to the appraisers' department for declaration of the rate of value. After this had been declared, the Collector noted upon the bill whether the goods were dutiable or free, the export department calculated and noted the duty payable in the former case, and the bill was presented to the cashier with the amount of duty in cash or notes. The payment having been recorded by the cashier upon the shipping bill, it was taken back to the export department, and an outwards pass granted under the signature of the Collector, the shipping bill being retained for record. Upon this pass, the goods were shipped, being checked with the pass by the preventive officer on board, and on completion of the shipment, the pass was returned to the Custom House, to be available for checking the antecedent record of the transaction or any subsequent claims for refunds or drawbacks.

4. When the cashier received the amount of duty, he noted it (as already mentioned) in the shipping bill, and

\* The word "Collector" has been employed throughout this report for the sake of abbreviation, but it should be understood that the functions here ascribed to him were shared, under his general authority, by the Deputy and Assistant Collectors of Customs, respectively.

in a Bengalee register of receipts and payments, whence extracts were furnished on the following day, to the account department of the Custom House. The same department received also, a day or two later, the register of exports prepared in the export department from the shipping bills. This constituted the only check upon the daily demands for export duty, the actual collections by the cashier, and the payments into the Bank of Bengal. The check was imperfect, as experience has proved. There was no record of the duty computed by the export department in each case, except on the shipping bills, which might have been skillfully altered, either by the shipper whilst it remained in his possession, or subsequently in the cashier's office. No charge was raised against the cashier for the claims due upon the shipping bills passed to him for realization, and there was no daily agreement between the computed claims and the realizations acknowledged by the cashier. The essential checks, in fact, were altogether wanting, and appear indeed never to have been applied—within, at least, the recollection of the most experienced officers of the Custom House.

5. The procedure in respect of import duties was similarly defective. The bill of entry presented by the importer was checked in the first instance in the import department with the ship's manifest, and then referred by the Collector to the wharf and appraisers' departments, successively. The wharf officer having reported whether the packages, or any number of them, were on the wharf, the appraiser called for one or more of the packages (if not too bulky—heavy goods are examined on the wharf) and after comparing the contents with the bill of entry,

noted on the latter the rate or rates of value at which the goods were appraisable. The total value of the goods was then calculated in the appraisers' department and noted on the bill of entry. After being initialed by the head appraiser, the bill was taken back to the Collector, who noted thereupon the rate or rates of duty at which the goods were assessable. The total amount of duty leviable on the goods was then calculated in the import department and noted upon the bill of entry; on presentation to the cashier, with the amount of duty in cash or notes, the payment was noted upon the bill, it was then taken back to the import department, and exchanged for an inwards pass, under protection of which the goods were cleared.

6. The system of recording the daily receipts, and communicating them to the accountant's department, was precisely as described above in para. 4.

7. The marine dues may be broadly classed under two heads, *viz.*, those belonging to the Marine Department of the Government (such as pilotage, lead money, sale of charts, charges for duck-yard stores), and those appertaining to the Port Fund (such as port dues, charges for mooring, lashing, docking, hire of anchor vessels, salvage for recovery of lost anchors and chains, &c.) Both descriptions of chains originated in the Master Attendant's office, but whilst those due to the Government were forwarded to the Collector of Customs through the Accountant General to the Government of Bengal, those due to the Port Fund were sent direct to the Custom House. The bills both for the Port Fund and Marine Depart-

ment were indexed and entered in a general register, then copied in detail in separate sub-registers, and finally made over to the cashier for realization.

8. The amounts and other particulars of all the bills being entered in the general register, and also the dates on which the cashier credited the realizations, the register afforded a sufficient means of check, if only methodically and rightly used. The obvious course, in short, was, at frequent and unexpected intervals, to prove the alleged balance of outstanding bills by the production and examination of the bills. The neglect of this precaution, if it did not encourage the cashier's irregularities, certainly lessened the chances of detection.

9. Although the period when the irregularities commenced cannot be precisely ascertained now, they might have been committed at any time during the currency of the system just described, and there is strong presumption that they are not of recent date. The number of outstanding Marine and Port Fund bills and their aggregate amount, in the beginning of each year from 1852-53 to 1867-68, were as follows:—

YEAR.	Number.	Amount.		
		Rs.	A. P.	
1852-53	...	255	50,375	0 0
1853-54	...	152	39,124	0 0
1854-55	...	123	40,338	0 0
1855-56	...	168	42,632	0 0
1856-57	...	258	59,505	0 0
1857-58	...	238	52,573	0 0
1858-59	...	373	1,03,676	0 0
1859-60	...	386	1,13,614	0 0
1860-61	...	437	1,16,319	0 0
1861-62	...	396	1,12,463	0 0
1862-63	...	447	1,53,697	0 0
1863-64	...	505	1,33,142	0 0
1864-65	...	658	1,84,171	0 0
1865-66	...	794	1,94,501	0 0
1866-67	...	690	1,65,492	0 0
On the 19th Feb, 1868	...	664	1,56,770	0 0

10. It will be seen, therefore, how large was the number of outstanding bills in every year, how the amount nearly doubled in 1858-59, and (even after making due allowances for the effect of the rapid increase in the trade of the port upon the number and amount of the bills) how little apparent progress was made in the realization of the outstandings. Yet promptitude was enjoined, and really necessary, in adjusting the accounts of each ship, within at least a reasonable time after departure from the port. Section L of the Marine Act XXII of 1855 directs that port dues, fees, and all charges for which the owner or master of a ship is liable, shall be paid before port clearance is granted, and any great delay in recovering the claims, such as is implied in the large amount of outstandings above shown, must have provoked general com-

plaint, and have long ago directed attention to the subject. It may be inferred, therefore, and the inference is borne out by a minute examination of the registers, and by other independent testimony, that the bills, on the whole, were realized in due course; that the realizations, varying in amount from time to time, were retained by the cashier until further realizations of subsequent bills enabled him to make good the previous deficiency in the Government account, and that in this way he always retained in his hands considerable sums of money recovered upon bills which he falsely represented as unpaid. There is proof that a bill realized on the 28th June 1867, was not credited until the 13th July; that another bill realized on 2nd October 1867 was not credited until the 18th November, when a bill of similar amount was realized from another firm, but not credited until the end of November; that a bill for Rs. 506-4-0 against Messrs. Schoene, Kilburn & Co., realized on the 28th January 1868, was not credited until the 14th February, when a bill for the same amount was realized from Messrs. Turner, Morrison & Co., but remains uncredited in the books to this date. On the 19th February 1868, when the cashier absconded, the balance of outstanding bills was stated in the office account at Rs. 1,56,770. The bills found in his strong box represented less than a fourth of that sum. The difference may be partly owing to cancelled bills, but the remainder has to be accounted for. The account is under preparation, and as it involves a minute examination of the books for several years back, it will probably not be completed in time for submission with this letter. The result may show a somewhat larger deficiency than has been reported,

but will not otherwise affect the state of the case. To ensure accuracy, the account is being prepared from two independent sources, *viz.*, the bill registers of the Custom House and the records of the Marine Department. But from what has been above stated, it is evident that the misappropriation of these marine bills commenced several years ago. It might have been detected at any time by a very simple expedient, but I am assured that the bills have never been dealt with on any other system than that above described, since the Collector of Customs was charged with their recovery in 1845.

11. On a careful review of the whole case, it is impossible to resist the conclusion that the late cashier's frauds originated with the lax system of dealing with the marine and port fund bills, and that the absence of checks upon his receipts for customs duty, encouraged him to tamper with the realizations from that source also. His proceedings might still have been checked by proving his cash balance daily, but this operation was always performed on the 1st of each month, when, of course, he was prepared for the test by temporary loans from his friends, or by the uncredited realizations from marine bills which were excluded from his apparent cash balance. Incredible as it may appear, I am assured that the system of the Custom House, whether as regards the proving of the cash balances or the realization of customs and marine dues, was never otherwise than as above described.

12. I now come to the second division of my subject, *viz.*, the checks instituted by the Board of Revenue and the Collector of Customs, since the discovery of the cashier's embezzlement. These are briefly,

- I. To register the computed export and import duties at the time they are calculated in the respective departments.
- II. To require a subsequent registration in the accountant's department, before presentation of the shipping and entry bills to the cashier.
- III. A daily tally of the marine and port fund bills, realized and outstanding.
- IV. A daily examination of the cash balance in hand.

These checks are now in operation, and provide a sufficient safeguard against future irregularities on the part of the cashier. But inasmuch as they were engendered upon the old system, and have added to the already numerous processes of business, besides necessitating additional clerical aid, it seems desirable to simplify the whole procedure, without however relaxing present checks for the security of the revenue. This brings me to the third and last division of my subject.

13. One of the most prominent evils of the old system was the unnecessary diffusion of responsibility amongst individuals and departments. The object of the following proposals is, by defining strictly the obligations of each department, to concentrate responsibility upon their respective superintendents. The appraiser's department should be responsible for declaring the rates of value for duty of export and import goods; the export and import departments respectively should be responsible for computing the total value and the payable duty, and for notifying the computed claims to the accountant's department at stated intervals during each day:

the accountant's department should have nothing to do with the public, but be kept to its legitimate duty of seeing that all claims are duly realized and credited to the Government; the cashier (whose duties I propose to reduce greatly by various expedients mentioned further on) should be responsible for crediting all claims realized, and forwarding lists of the realizations to the accountant's department, at intervals corresponding with the transmission of the lists of computed claims from the export and import departments. Lastly at the close of each day, the books of the cashier should be agreed with those of the accountant, by the Collector.\* This arrangement would simplify the processes (described above in paras. 3 to 6) for passing goods through the Custom House. After the goods had been appraised, the shipping bills and bills of entry would be dealt with by the export and import departments respectively, then submitted for the approval of the Collector, and upon proof of payment of the duty, the passes would be granted.

14. The effect of these changes upon the duties of the several departments has now to be considered in detail, in connection with the proposals for their reorganization. And here I would beg permission to say that, fully sensible of my own inexperience in the business of the Custom House, I have not ventured to suggest any changes except after careful enquiry, and consultation with the Collector of Customs and several merchants and tradesmen in Calcutta, of whose concurrence I am enabled to assure the Government. For the sake of clearness, the proposed

\* Or by the Deputy Collector, or Assistant Collector, as may be arranged. See footnote at page 54, which applies to all the suggestions in this report relating to the Collector.

changes will now be separately stated for each department, the financial effect of the whole being shown in Appendix A of this report.

*The Appraisers' Department.*

15. This department consists of ten appraisers, and eighteen native calculators, who respectively occupy two ends of the ground floor of the Custom House. The calculators are not under any immediate control, and although their work is of a purely mechanical kind, being the calculations of the total values of goods after the rate for duty has been appraised, there are numerous complaints of the dilatory and unsatisfactory manner in which the work is done. It cannot be efficiently controlled by the appraisers, there is no necessary connection between the appraisers' duties and those of the calculators' branch, nor is there any reason why the calculation of values, as well as of payable duties, should not be done in the export and import departments respectively, where other sets of calculators are employed for the latter work only. I would suggest this arrangement, and the consequent abolition of the calculators' branch of the appraisers' department. By the proposed change, time and expense would be saved, and the responsibility for all the calculations would be definitely fixed.

16. A reform is wanted also in the other and more important branch of this department. I cannot myself pretend to judge the qualifications of the present appraisers, but it is my duty to inform the Government that no department of the Custom House has, for years past, less enjoyed the confidence of the public—not because of

obstructiveness, or unfaithfulness in the discharge of their duties, but on the ground that the men were not qualified by training or experience for the efficient discharge of the duties. Amongst those who constantly transact business at the Custom House, there is some irritation at the delays in every branch, but considerable amazement that, in the most important of all, the large interests involved in the correct appraisement of goods have not been confided to experts, or even to persons moderately acquainted with the various articles of import and export trade. The appointments, in fact, have always been made from a limited class, and though a very few men have turned out well, the appraisers' branch on the whole has not been equal to the duties required of it. No doubt, peculiar qualifications, not easily obtainable in India, are required for this work, but nevertheless the consideration of the question cannot be omitted in a general revision of the Custom House establishments. It involves the safety of the revenue, and the credit of a Government Department with which the public has more to do than any other. The Collector of Customs, Mr. Crawford, is about to make a short visit to England. The opportunity may be taken of reinforcing the present staff by bringing out three or four competent appraisers. Each should have his speciality, one should be a competent judge of piece goods, another of millinery and haberdashery, another of metals and cutlery, and so on. The nucleus of a good staff thus formed, it may be recruited on emergency from the merchants', tradesmen's, or other offices in India. The selections would of course have to be carefully made, the men selected would be on probation, be carefully instructed and trained during the period of probation, and

admitted on the permanent staff only after affording proof of the requisite qualifications. From time to time, it would be probably necessary to bring out fresh recruits from England, under the same rules of probation as have been proposed for the men selected in this country. The change would involve higher rates of pay, which have accordingly been proposed in the schedule of establishments in Appendix A of this report. It will be seen that the present aggregate cost of the appraisers' department, including the calculators, is Rs. 3,782 per month; the proposed establishment, including two additional appraisers, would involve a mean cost of Rs. 4,365, or Rs. 583 per month in excess of the present charge. The additional cost is not of much importance compared with the object to be attained; in fact, a qualified staff of appraisers is the first condition of economy in collecting the customs revenue, and the scale of pay proposed is the lowest that is likely to secure qualified men. The addition to the number of appraisers is intended to meet the growing requirements of the trade of the port, and to admit of some of the appraisers being placed where they ought to be, *viz.*, in the Custom House sheds, or on the wharf, instead of in the snug little office which they have hitherto occupied. The entire arrangement has been discussed with the Collector of Customs, and has his approval.

#### *The Export Department.*

17. The proposed transfer to this department of the estimation of values will not appreciably affect its work. There are but nine classes of dutiable articles, and the tendency is to further reduction; besides, in most cases,

the calculations of values are made in the shipping bills before presentation at the Custom House, and the check involves a very ordinary arithmetical process which may easily be accomplished at the time of calculating the payable duty. The other processes of the department, especially the present elaborate registration of computed claims, and the daily returns for the purposes of the account department, might be greatly simplified. After the duty has been calculated and noted upon the shipping bill, the superintendent or his deputy should verify the calculation, number the bill, and enter the number, name of the shipper, and amount of duty, in a register. From this register, lists should be prepared at noon, 2 p. m., and 4 p. m., of each day, and forwarded to the accountant, who would thus be enabled to check the computed claims with the corresponding lists of realizations rendered at similar intervals by the cashier. The check would be simple and sufficient; the holders of shipping bills would be spared the reference to the accountant's department, as well as to the appraisers' calculators; and except for appraisement of the goods and for the Collector's orders, the shipping bills throughout would be dealt with by the export department. The deputy superintendent and a first class clerk, aided by calculators, would have the immediate charge of this business, so as to ensure its being intelligently and promptly done. For the preparation of the passes, the daily lists of computed claims, the export register, the ledgers of Europe, Foreign, and Country exports, &c, due provision is made in the schedule in Appendix A. Another object of the proposed change is to have fewer and more efficient men, on better pay, the pay being fixed on the minimum scale likely to meet the

requirements of the case. The mean cost of the proposed establishment will be fifty-one Rupees per month in excess of the present cost, the number of men being reduced from fifteen to twelve.

*The Import Department.*

18. The preceding observations apply, *mutatis mutandis*, to the import department, but owing to the greater number of dutiable articles, the variety and intricacy of the calculations, besides other obvious considerations, the proposed establishment for this department is on a higher scale than that proposed for the export department. The number of men remains the same as at present, but the aggregate monthly cost will be more by Rs. two hundred and eighty-nine per month, owing to the necessity of some improvement upon the present inadequate rates of pay.

*The Cashier's Department.*

19. If no other reason existed, the unfortunate events which have led to the present enquiry would suggest some change in the management of the cash department. With the banking facilities and economic expedients of the present day, the rule of paying customs and marine dues in cash (carried frequently on coolies' heads from the Bank to the Custom House and returned a few hours later to the Bank as Government revenue) cannot be necessary, and must involve risk and inconvenience to the public and to the Government. My proposal is to modify the system of paying customs duty by expedients similar to those which have succeeded in the port of

London, and to relieve the Collector of Customs of the duty of recovering marine dues altogether.

20. The arrangement adopted, since 1855, from payment of customs duty in the port of London, besides payment of small sums in cash and notes, is two-fold, viz. :—

1st.—To receive traders' cheques upon their respective bankers. Whilst the several processes for passing out the goods are in progress, a Custom House clerk takes the cheques presented during each hour of the day to the bankers on whom they are drawn, who mark them for payment at the Bank of England, where they are charged to the respective bankers' accounts. The clerk then returns with the marked cheques, the goods are cleared, and the cheques forwarded at the close of each day to the Bank of England as customs revenue.

2nd.—To receive in payment of customs dues, a special form of cheque denominated a "customs cheque," strictly limited in its operation to the particular object, and having no effect beyond the transfer at the Bank of England from the drawer's account to that of the Government revenue. Forms of these cheques are furnished by the Bank of England to other banks, who supply them to their constituents for the specific purpose only for which they are designed.

The convenience and security alike of the trader and of the Government are thus assured, and the currency relieved to the extent of more than eight millions sterling per annum. The success of the arrangement will be seen from the following statement compiled from the latest

report, received in India, of the Commissioners of Her Majesty's Customs :—

	Total Customs Revenue.	Amount received by Traders' Cheques.	Amount received by Customs' Cheques.
1855	11,737,525	3,222,484	3,261,069
1856	11,914,765	3,279,441	3,252,979

21. Either of the above expedients would be acceptable to the majority of merchants and traders in this port; the "customs cheque" would certainly be the safest, as its special and distinctive character obviates all risk of fraud.\* In some cases, merchants and traders would probably arrange with the Bank of Bengal to give a guarantee to the Collector of Customs for payment of their customs cheques, and the cheques, on presentation, would be at once accepted at the Custom House in payment of customs duty. In the case of firms who employ other banks, the guarantee of the respective banks would suffice, the latter being supplied with customs cheques for their constituents by the Bank of Bengal. The guarantee in both cases would be either general or for specified amounts, as may be arranged. Again, where the shipper or importer may prefer to pay Customs duty by ordinary cheques, I would suggest that the cheques be accepted by the Bank of Bengal, or, if drawn upon other banks, be marked by

\* Since this suggestion was made and discussed with such of the merchants and traders of Calcutta as I have had the opportunity of consulting, I have been informed by Mr. Dickson, the Secretary to the Bank of Bengal, that the employment of special customs cheques was suggested by him as far back as the 12th of February 1859, but the suggestion was not adopted. It will doubtless be satisfactory to the Government to have the opinion of such an authority in support of the proposal which has now been received with general favor by those who are in the habit of transacting business at the Custom House.

the respective banks for payment at the Bank of Bengal, before presentation at the Custom House. To meet the case of individuals or firms who have no bankers, an arrangement might be made for payment of the customs duty at the Bank of Bengal, the Custom House passes being granted on production of the bank's receipts. Lastly, claims under 50 Rs. may be made payable in cash or notes at the Custom House, but the option need not be extended to claims above that limit. The alternative methods of payment here suggested would afford undoubted facilities to the public, without any risk to the revenue. An objection may be urged on the ground of the delay involved in the journey to the banks when cheques have to be accepted or marked, or claims above 50 Rupees have to be lodged. But this will be compensated by the proposed abbreviation in the other processes of the Custom House, and by the greater promptitude in the transaction of business that may be hoped for in future. The delay cannot be of much consequence in any case, and may be altogether obviated by the employment of customs cheques under a banker's guarantee.

22. The effect of the proposed methods of payment will necessarily be a considerable reduction in the cash business of the Custom House. Of the customs duty realized between the 1st March and 31st May 1868, amounting to Rs. 65,41,527, the payments of claims under fifty Rupees amounted in the aggregate to Rs. 83,225, and may be safely estimated for the future at an average of two thousand Rupees per diem throughout the year. The customs and marine dues realized at the Custom House during the past three years may be roughly stated

at an average of one lakh and twenty thousand Rupees per diem. The decrease in the responsibilities of the cashier by the proposed change will, therefore, be considerable, justifying the proposed reduction in the cost of the establishment from Rs. 572 to Rs. 160 per month.

23. The marine dues made over to the Collector of Customs for realization during the year 1867-68 amounted to upwards of fourteen lakhs of Rupees. It is proposed to relieve him of this duty altogether. By Section XLV of the Marine Act of 1855, it is laid down that the "Collector of Customs, or such other Officer as the local Government shall appoint, shall collect the port dues," &c. It is therefore in the discretion of the local Government to employ any other agency that may be preferred. My suggestion is to hold the department originating the claims responsible for their recovery. As the claims arise, the Master Attendant should notify them to the master or agents of the ship, requesting that the amount be paid into the Bank of Bengal, and that the Bank's receipt be forwarded to his office, in order to enable him to grant the certificate requisite for obtaining port clearance at the Custom House. At the same time, a list of the claims should be forwarded to the Bank, and to the Accountant General to the Government of Bengal for purposes of account. On receipt of the Bank's acknowledgment of payment, the Master Attendant would score off the claims on his books, and grant a certificate of no-demands to the master or agents of the ship; upon this certificate the port clearance would be granted at the Custom House. The whole plan is illustrated by the forms in Appendix B of this report, which I beg leave to recom-

ment for adoption. The proposed change cannot fail to expedite the settlement of the claims, a matter of considerable importance to the agents and owners of ships; it will relieve the Government Offices of all pecuniary responsibility; and the lists forwarded to the Accountant General to the Government of Bengal will enable him to see that the claims are properly realized and credited. I may add that the proposal is entirely approved by all the departments and agencies concerned.

*The Account Department.*

24. As the great reduction in the cash business of the Custom House will lighten the duties of the account department, I propose to reduce the number of men from twenty to twelve, but the present rates of pay being quite inadequate to secure competent accountants, the reduction in the aggregate cost cannot be less than fifty-two Rupees per month. The Collector of Customs approves of the change, as also of the proposed arrangement respecting the statistical department, which is noticed further on.

*The Miscellaneous Department.*

25. This department is charged with the correspondence and miscellaneous duties of the Custom House including the clerical business connected with the preventive service. After a careful examination of the duties to be performed, I propose that the numerical strength of this department be reduced from eight to seven, involving however a mean increase, in the aggregate monthly cost, of Rupees one hundred and fifteen and eight annas. It should be clearly understood that in this and the other

departments of the Custom House, the higher rates of pay are intended to secure a better class of men, not to be given to present incumbents as a matter of course, but only on proof of their possessing the required qualifications.

*The Wharf Department.*

26. The cost of this department is certainly large, compared with the returns from wharfage fees and crane hire, being in the proportion of Rs. 5,775 to Rs. 5,809 per month. This may not be considered a fair measure of the work, regard being had to the moderate scale of wharfage fees, but nevertheless my impression is that the number of wharfingers is greater than it need be, and that as the scale of remuneration for this class of officers was raised in 1865 with the view of securing better men and reducing the number, some effort should be made for this object. It cannot be necessary to post two men at each gate to watch the ingress and egress of goods, or to have more than one man in each shed, especially during the slack season. The number and pay of the supervisors appear also susceptible of reduction, considering the mechanical duties on which they are employed. But the general demand for increased wharf accommodation, the growing requirements of the port, and the fact of this department having only lately been revised with the sanction of Government, render it undesirable perhaps to do more at present than generally to suggest the reduction of the permanent staff to the lowest limits compatible with actual existing requirements, leaving it in the discretion of the Collector to meet any sudden pressure of business by the employment of extra hands, as in the

case of the Preventive Service. I have entered in the Appendix A my estimate of what the established force of this department should be, but the determination of this point had better perhaps be deferred until Mr. Crawford has had the opportunity of testing my proposals by comparison with the system of wharf control in London, Liverpool, and other ports of the United Kingdom. Meanwhile, any vacancies in the regular establishment need not be filled up, but authority given for the employment of temporary hands as occasion may require.

*The Statistical Department.*

27. This department consists of eleven men at an aggregate monthly cost of 385 Rupees. After the shipping bills and bills of entry have passed through the several stages described in the previous part of this report, they are here classified in abstracts which exhibit the declared values, the quantities and values for duty, amount of duty collected, for each class and description of goods exported and imported. From these abstracts, monthly returns are prepared and sent to the Board of Customs, and these constitute the statistics of the Custom House. But there are two establishments in the office of the Board of Customs, amounting in the aggregate to twelve men at a monthly cost of 450 Rupees, who work also, at a still later stage, upon the shipping bills and bills of entry, which are forwarded for the purpose to the Board's office. These men check the duty calculations in each case, including refunds and drawbacks, as also the customs returns from the out-ports of Chittagong, Cuttack, Pooree, and Balasore, and assist in the preparation of the annual commercial report. By the

fusion of these three establishments, all of whom work upon the same materials, though for different objects, a compact and more efficient department may be obtained. One objection against the present arrangement is that the sending to and fro of the *challans* (i. e., the shipping bills and bills of entry) sometimes occasions public inconvenience. A *challan* is wanted with reference to an application for refund of duty, and it has to be fetched from the Board's office, delaying the settlement of the claim. The action of the Board's office also leads to numerous references and correspondence with the Custom House, respecting points of detail which may be more promptly and satisfactorily settled by personal conference. On the other hand, the audit of the *challans* by an outside independent authority is an undoubted advantage. This advantage may be retained, and the previous objection obviated, by establishing the new amalgamated department in the Custom House, but as a part of the Board's office, and owing allegiance to the Board only. Thus the *challans* would remain at the Custom House where they ought to be, the audit would be accelerated, and, in fact, concurrent with the record, questions of mere detail would be settled by personal conference with the Collector, and all other questions would be referred by the superintendent of the new department for the Board's orders. The superintendent should be of equal rank with the superintendents of the several departments of the Custom House, and the rest of the establishment be so organised as that the total cost shall be much the same as the cost of the three establishments which it is proposed to amalgamate. If the character of the proposed change be approved by the Board of Customs and the Government, I shall be glad

to draw up the details of the scheme, with rules for the conduct of the audit and the preparation of the statistics.

28. The general result of the proposed revision will be a saving in the aggregate cost of all the establishments to the extent of Rs. 522½ per month, taking into account the proposed reductions in the wharf department, which alone promise a saving of Rs. 1,015 per month, but upon which action will probably be deferred until Mr. Crawford's return from England. If the wharf department be excluded, the net result, on the whole, will be an increase over the present cost of Rs. 492½ per month. Even with this increase, and including the salaries of the Collector, his Deputy and Assistant, and the cost of the Preventive Service, the total charges of the Custom House would be less than 2 per cent. of the total Customs revenue. In England the proportion is 3·3 per cent. The increase now proposed, however, arises entirely from the higher rates of pay intended to secure a better class of men. As a preliminary to that important object, a thorough weeding of the present staff is absolutely necessary, and may appropriately be undertaken at the present time. Indeed it would be vain to hope for the eradication of the bad habits popularly attributed to the Custom House, or for any improvement in its working, without replacing a considerable proportion of the present employes, in every branch, by men of superior education and character. The measure may involve hardship in individual cases, but is imperatively required for the good of the public service.

29. There are other points doubtless in which reforms may be suggested, but they are beyond the scope of the

present enquiry. There are some minor points, however, not wholly unconnected with the question of establishments, which will be noticed briefly in concluding this report. They are as follows:—

- I.—The publication of a cheap *vade mecum* describing the processes followed in passing goods through the Custom House, the methods of calculating values and duty, the tariff rates, and general regulations. This would enable merchants, traders, and private persons to present their *chittans* in a more perfect state than is now, except in a very few cases, attempted. It would save time and reduce the work of the Custom House to that of checking the details previously worked out.
- II.—To introduce more practical and handy forms of *chittans*. Mr. Crawford has already undertaken this most necessary and useful task.
- III.—To have large black boards at the two principal entrances of the Custom House for chalking up, from time to time, the names of the ships whose cargoes have been landed on the wharf, or in the Custom House sheds, with tally boards in the sheds indicating the goods from each ship.
- IV.—To employ similar expedients in the Long Room of the Custom House for indicating the several officials of the export, import, and other departments who have to do with the public. Thus, the places of business of the Collector, his deputy, and assistant, the manifest noters, the import and

export duty calculators, the receiver of dices, and the pass writers, would be indicated by small zinc plates, so that any stranger would be at no loss as to the course to be followed in each case. These expedients, never to be despised in any well regulated public office, are especially requisite in a Custom House. In connection with this arrangement, the railings of the Long Room should be renewed so as to exclude outsiders from the enclosures, and an entire suite of new and appropriate office furniture provided. The consequent outlay would probably not exceed six or seven thousand Rupees, an expense of small consideration compared with the importance of adapting the Long Room to the requirements of business, and making it worthy of the Metropolitan Custom House.

V.—To enforce the attendance of the officers of the Custom House from 10½ A. M. to 4¼ P. M. daily. This should be insisted upon in the interest of the public. The official hours of attendance at the Custom Houses in England are, in some cases, from 8 A. M. to 5 P. M. daily, and are strictly observed. The subject was considered of sufficient importance to be specially noticed in the proceedings of the Parliamentary Committees appointed to enquire into the establishments of Her Majesty's Customs in 1852 and 1863, respectively.

VI.—And lastly, to organize a Committee for settling

disputes on questions of fact between the Custom House and the public; the Committee\* to consist of a Member or Secretary of the Board of Customs, the Collector of Customs, and two delegates from the mercantile community, selected quarterly or half-yearly through the Chamber of Commerce, or otherwise; the meetings of the Committee to be held at the Custom House once a week, or more frequently if necessary. A Committee thus constituted, sitting with open doors and accessible to all who may have any thing to say respecting the disputed questions, could not fail to help their solution in a way that would be satisfactory both to the Government and to the public. Questions of principle or policy, arising out of the interpretation of the customs laws, would remain, as now, with the Collector, acting in subordination to the Board of Customs. The proposed Committee would deal only with questions of fact. For example, an appraiser may be quite familiar with the character of the goods brought to him for appraisement, and with their value under certain conditions, but he may be at fault respecting the market value upon which the duty should be assessed. There is no appeal from his valuation, but to the Collector and to the Board of Customs, who, relying upon the practical experience of their subordinate, confirm his view. However just their decision,

\* It will of course be optional for merchants and others to refer their cases to this Committee, or to abide by the present channels of reference, the ultimate appeal to the Government being in both cases reserved.

it is received with dissatisfaction as emanating from a tribunal in which the Government interests are only supposed to be represented. By importing another element into that tribunal, as now proposed, not only will the confidence of the public be conciliated, but the Government members will have the advice and co-operation of experienced practical representatives of the mercantile community.

30. I have thus endeavoured to lay before the Government some of the prominent defects of the present system, and the remedies that seem most appropriate and practicable. My object throughout has been to ensure economy and safety in collecting the revenue and, consistently with that object, to obviate the delays and inconveniences to the public which have long been a fertile source of complaint. The cases are inseparable, and if, in the endeavour to solve them, I have exceeded the limit prescribed in your letter, it is only with the view of presenting the whole subject clearly and completely before His Honor the Lieutenant-Governor.

*From Chamber of Commerce to Board of Revenue,  
Calcutta, the 15th September, 1868.*

The Committee of the Chamber of Commerce have perused with pleasure Mr. G. W. Kellner's very able report on the working of the Custom House, forwarded with your letter No. 287 of the 28th ultimo, and they desire me to express their general concurrence in, and approval of, all that gentleman's suggestions for facilitating

public business, and remedying the inconveniences which importers and exporters have hitherto experienced in their transactions with that department of the Government.

There are two modifications, however, which the Committee beg leave to propose regarding Clauses V. and VI. of paragraph 23.

With respect to the former, the Committee are of opinion that the official hours of attendance at the Custom House should be from 10 to 4 instead of half an hour later, as the necessary preparations for commencing the day's work always postpone the *actual* commencement for some time.

As regards the latter, it appears to the Committee that, if the mercantile community are to have any jurisdiction in the settlement of questions of disputed values, it would be necessary to appoint at least six representatives of that body, as no two gentlemen qualified to give sound opinions on all the various articles of import and export merchandise could easily be found. These arbitrators, the Committee suggest, should be elected by ballot at the half-yearly meetings of the Chamber of Commerce; their names would then be furnished to the Collector of Customs together with a statement of the tariff articles of which they are severally competent judges; and, instead of a Committee sitting weekly at the Custom House, it would, it is thought, be found sufficient if the Collector requested the attendance of one or more of those gentlemen, when a disputed point had to be determined, and only then, selecting them according to whatever article formed the subject of discussion.

The only other point which seems to call for special remark is the proposal in the 21st para. of the report, that sums over 50 rupees should not be received at the Custom House in cash. The Committee have some doubts as to how far the Government would be justified in declining, under any circumstances, to receive a legal tender in payment of Imperial revenue; and it, therefore, appears to them inexpedient that the order under notice should be passed until this question is absolutely determined.

**Defective working of the Customs Act, No. VI.  
of 1863.**

The Committee beg a reference to their last half-yearly Report, in which this matter was specially brought to the notice of members of the Chamber.

Therein will be found detailed the action taken by the Committee with regard to a case submitted to them, in which the defective working of the Customs' Act was particularly apparent; and the result of their representation to the Government of Bengal, as set forth in the accompanying communication, has, they are happy to say, been in accordance with their anticipations, *viz.*, a reversal of the decision of the Board of Revenue. The Committee trust that Mr. Koller's report on the working of the Custom House, previously alluded to, will result in the application of a substantial remedy to the defects of this Act.

*From Government of Bengal to Board  
of Revenue, L. P.*

*Calcutta, the 20th June, 1868.*

I am directed to acknowledge the receipt of your letter No. 2443 C., dated the 28th ultimo, and in reply to state that the Lieutenant-Governor fully agrees with the Board that the duty levied by the Collector of Customs on the goods imported by Messrs. Carlises Nephews and Co. in the "St. Lawrence," in the month of November 1867, should now be refunded. Indeed, the Lieutenant Governor is inclined to concur with the opinion of the Chamber of Commerce, as contained in the 6th para. of their letter, dated 26th March 1868, to this Government, that the original levying of the duty was not necessary under the law, and if it was not necessary it was certainly not desirable. The ground for levying the full duty on the bales, which were lost in the Cyclone of the 1st November, would appear to be, under Section 49 of the Consolidated Customs' Act, that the deficiency was not satisfactorily accounted for; but there being apparently no possible room for doubt that the bales were absolutely and totally lost, it is not easy to see how they could be more satisfactorily accounted for.

2. I am to add, in respect to your 3rd para. that the orders\* therein quoted referred exclusively to Salt, and that the whole ground on which they rested were, that in comparison with the great rarity

\* No. 3405, dated 7th November 1859; No. 35 T, dated 19th June 1865.

of boat wrecks in the case of ordinary merchandise, the number of boat wrecks in regard to salt was so disproportionately great as to indicate a probability of fraud in the latter which did not exist in the former class of cases. To apply the especial stringency of these orders, therefore, to a class of cases which, by the very ground of the argument, was especially excepted from their purview, was inconsistent with their scope and object, and the orders cannot by themselves be taken as sufficient to justify the Board's original rejection of the appeal of Messrs. Carlisle Nephews & Co.

3. As soon as an opportunity for revising the law occurs, the Lieutenant-Governor will bring to the notice of the Government of India the alteration proposed by the Board in your 5th para.; but in the meantime if the proviso in Section 49, requiring only that the deficiency should be accounted for to the satisfaction of the Custom House Authority, be applied with a reasonable discrimination, no difficulty is likely to arise.

**Execution in Independent Native States of the  
Decrees of British Courts.**

Your Committee have much satisfaction in placing upon the Chamber's records the following important resolution of the Government of India, regarding the execution in Independent Native States of the Decrees of British Courts.

*Extract from the Proceedings of the Government of India, in the Foreign Department (Judicial),—under date Simla, the 27th August, 1865.*

**RESOLUTION.**—His Excellency the Viceroy and Governor General in Council observes that the object aimed at by the Resolution of the 31st of January 1867, which was forwarded to all Governments, Administrations, Departments, and Agencies, was to give facilities for the execution of the decrees of Civil tribunals obtained by British subjects in our own territory, by enlisting the influence of the several political authorities with the Princes and the Chiefs of Native States to which the debtor had absconded, or in which he was possessed of property.

2. It then appeared that several political officers objected to the Resolution in question, and the subject again came under the consideration of the Government on the 10th of April 1867.

3. On that occasion the Governor General in Council explained the broad principle under which the decrees of Courts of one nation or country are recognized by the Courts of another country, and the Government declared its opinion that there was no reason why this just and equitable principle should not be recognized in India. The Governor General in Council next proceeded to modify and explain the Resolution of the 31st of January preceding, by proposing more specific rules for the guidance of the political authorities, and by inviting

their opinions on this important question. The rules, it may be stated, comprised the following provisions:—

I.—Where there were regular Courts in Native States, the holder of a decree obtained from a British tribunal was himself to apply to such Native Courts for the execution of his decree.

II.—Where there were no regular Courts, the decree-holder was to bring the decree to the notice of the Native ruler, through the political representative of the British Government, who was to recommend to the Native Chief or Prince that effect should be given to the decree in whatever way the system of administering Justice in such State would permit.

III.—The practice of reciprocity in execution of decrees between our own and Native tribunals was, if possible, to be adopted.

4. The replies to the circular abovementioned of the 10th of April, inviting opinions and suggestions, have been received and have been fully considered by the Government of India in Council.

5. The opinions of the experienced officers consulted on this question differ considerably both as to the propriety of issuing the proposed instructions, and as to the possibility of obtaining the end which the Government had in contemplation.

6. The Governor General in Council sees no reason whatever to question the soundness and equity of the principle laid down in the circular of the 10th April 1867, nor does he cease to hope that, in process of time,

regular tribunals may gradually be established in all important Native States, which shall eventually secure the confidence of suitors, which shall be reliable instruments for the execution of decrees of British tribunals, and which, in their turn, shall deliver decrees such as would, in ordinary cases, be respected by our own Judges.

7. But looking to the weighty objections urged by several able and experienced officers to the adoption of the second provision of the circular in question, to the inexpediency of subjecting Native Princes and Chiefs to the constant official pressure of the British representatives, to the irritation and complication to which such a course might possibly give rise, and to the probability that, in the end, the legitimate influence of high Civil or Military Officers may be weakened or diverted from its proper scope, the Government of India is not prepared to insist on carrying out the instructions which it had previously contemplated in the interest of honest and successful suitors. In future, then, all administrations and political representatives of the British Government will be guided solely by the following instructions:—

8. The rule contemplated for cases and States where regular tribunals exist will still be maintained. Holders of decrees obtained in British tribunals must present them themselves, or by their lawfully-constituted agents, for execution before such tribunals, without in any way invoking the aid or relying on the influence of the British representative. The question of reciprocity in the execution of decrees is one which the tribunals of the respective Governments must decide.

9. Where there are no regular tribunals, the political representative will, as a general rule, abstain from putting any pressure on, or using his influence with, the Chief or the Durbar, in order to the execution of a decree obtained in British territory.

10. Nor ought this determination to inflict any real hardship on claimants who successfully have resorted to our Courts for redress.

11. In many cases where large sums of money are claimed from debtors resident in British territory, such persons, if they abscond into Native States, leave either property or partners behind them in the said British territory, against whom execution may at once be taken out; and, in all cases, where plaintiffs apprehend that a defaulting debtor may abscond, or may convey away his property, the provisions of Act VIII. of 1859, regarding the attachment of property while a suit is pending, afford to all litigants, who are properly alive to their rights and position during litigation, a fair and adequate security against eventual loss by evasion or default.

12. There may occur, however, the Governor General in Council observes, some flagrant cases in which a defaulting and absconding debtor possesses large means within the limits of Native territories, in which the default and evasion may be marked by acts of gross fraud and flagrant dishonesty, and in which, by deceit or artifice, he may have reduced the honest creditor to ruin, or have left him without the slightest prospect of redress; and there may be other peculiar circumstances which, in the judgment of the political officer, might render interposition on his part expedient.

13. In such cases the representative of the British power may, when applied to, most properly use his discretion in pointing out to the Chief and the Durbar the special circumstances which render intervention desirable, and may urge them to compel the defaulter to discharge his liabilities. In cases of remarkable difficulty or doubt, the political authority may, if he thinks fit, refer the matter to Government for orders before taking any action.

14. But it must be clearly understood that these cases will form the exception and not the rule, and that the political authority will only adopt this course when he is fully satisfied that the case is distinguished by exceptional circumstances, and that the claimant has been the victim of fraud and trickery, and has, practically, no other means of obtaining his rights.

15. In such marked cases, the Governor General in Council does not doubt that the moral influence and advice of the British official may be properly exerted, and that the Durbar will recognize the propriety of insisting that the evading debtor shall come to some satisfactory arrangement with his creditors.

16. The resolution of the 31st of January is hereby cancelled, and all officers will henceforth be guided by the principles as above laid down.

(True Extract)

W. S. SETON-KARR,

*Secretary to the Government of India.*

**Grounding of Vessels in the River Hooghly.**

During the past half-year accidents to ships in the River Hooghly have been very numerous, and, in the case of the *Agamemnon* and *Ethel*, especially disastrous. Your Committee on enquiry found that, in a period of twelve months, no less than 96 ships had been aground, and as this number, in proportion to the number of vessels frequenting the port, appeared to them excessively large, they addressed the Government of Bengal, inviting the Lieutenant-Governor's attention to the matter, and requesting His Honor to appoint a Commission to enquire into the causes of so many accidents, and especially into the efficiency of the Pilot Service.

It appears from the annexed correspondence that a Commission sat in the early part of last year to consider the position and prospects of the Pilot Service, and that certain radical changes were recommended in its constitution. How far these bear on the question of efficiency your Committee are not yet in a position to state, but they have applied for a copy of the full Report of the Commission, which will enable them to judge whether it is expedient to press for a further enquiry. Their present impression is, however, that Pilots are not required to serve a suit-

cient number of years at sea to give them such experience and skill in the handling of sailing ships as they ought to possess; and as the result of frequent accidents might eventually lead to an increase in the rates of Insurance premia on vessels trading to Calcutta, your Committee will not fail to continue the action they have commenced, if the efficiency of the Service in question has not been thoroughly investigated by the former Commission.

*From Chamber of Commerce to Govt. of Bengal.  
Calcutta, 24th July, 1868.*

I am directed by the Committee of the Chamber of Commerce to request you will invite the attention of His Honor, the Lieutenant-Governor of Bengal, to the very large number of ships—96—which have been aground in the river Hooghly during the last twelve months.

The Committee feel sure His Honor will agree with them in considering that the accompanying list of names and dates of grounding renders comment superfluous, and justifies them in preferring a petition, which they do in the interests of underwriters, shipowners, and the commerce of the port generally, that a special Commission should be appointed without delay to enquire into the efficiency of the Pilot Service, as at present constituted, and the causes which have brought about such a heavy catalogue of accidents.

The Committee trust the Lieutenant-Governor will entertain this application favorably.

*List of the groundings of Ships during the last twelve months from 27th July 1867 to 23rd July 1868.*

Ship's Name.	Date of grounding.
City of Shanghai	27th July 1867.
Melbeck	29th "
Vanguard	21st "
Marlaban	" "
Jone	1st August.
Xantho	5th "
Aibar	" "
Hindustan	" "
Timour	8th "
Aysidne	10th "
Bethshan	12th "
Arratoon Apex (Steamer)	20th "
Meinan (Steamer)	21st "
Alpine	22nd "
Waterloo	23rd "
India (Steamer)	2nd September.
Chifford	4th "
New Era	" "
Zelica	7th "
Cornwallis	" "
Robomany	10th "
Asie Mineure	16th "
Assomption	18th "
Victory	6th October.
Persian Empire	" "
Mount Royal	" "
Col. Fytche	22nd "
Edith Moore	25th "
Aracan	2nd November.
Prince Imperial	10th "

Kale Gregory	10th November.
Tynemonth (Steamer)	11th "
O'Tuyen	12th "
Stanforth	16th "
Asinacan	18th "
Iskander Singh	10th December.
Asia	13th "
Thomas Wood	19th "
British Flag	22nd "
Andrukios	23th "
Chanticleer	26th "
Louisa	27th "
Ajax	28th "
Berlin	14th January 1868.
Knight Ernst	15th "
Coringa (Steamer)	23rd "
Agas Bakha	23th "
James Aikou	23th "
Albert Victor	29th "
Conete	30th "
Nagier	13th February.
City of Manchester	23rd "
Ghana	27th "
British Consul	1st March.
Victoria De-lige	5th "
Meera Hoosany	11th "
Indian Empire	13th "
Charles of Fame.	20th "
Ledore	" "
Uma	21st "
Sibia	23rd "
Cambray	20th "
Star of the South	" "
Fennought	27th "
Nagpore	6th April.
Victor	8th "
Rangoon (Steamer)	19th "

Aganemson	...	...	32nd	April
Ethel	...	...	"	"
Frances Monty	...	...	3rd	May
Soukar	...	...	7th	"
Himalaya	...	...	10th	"
Duke of Argyll	...	...	11th	"
Alexandra	...	...	19th	"
Tanza	...	...	27th	"
Tamoor Shah	...	...	11th	June
Poonsh	...	...	20th	"
The Bruce	...	...	21st	"
Victory	...	...	22nd	"
Victoria Nyronza	...	...	23rd	"
Kate Kellock	...	...	"	"
Magnificent	...	...	20th	"
T. A. Gihh (Steamer)	...	...	2nd	July
Queen of India	...	...	3rd	"
Persian Empire	...	...	4th	"
Hengist	...	...	"	"
Lord Strathmairn	...	...	6th	"
Martha Jackson	...	...	"	"
James Vainouabo	...	...	"	"
Orion	...	...	"	"
Gairanda	...	...	7th	"
Tusallan Castle	...	...	8th	"
Springwood	...	...	"	"
Waterloo	...	...	14th	"
Wensington	...	...	16th	"
Lady Octavia	...	...	23rd	"

*From Govt. of Bengal to Chamber of Commerce.  
Calcutta, 4th August, 1868.*

I am directed to acknowledge the receipt of your letter of the 24th July, and to forward, for the information of

the Committee of the Chamber of Commerce, copy of a letter No. 3832 of this date, addressed to the Master Attendant.

*From Govt. of Bengal to Master Attendant.  
Calcutta, the 4th August 1868.*

I am directed to forward herewith copy of a letter and of its enclosure, dated 24th July last, from the Bengal Chamber of Commerce, drawing attention to the large number of groundings of ships in the river Hooghly that took place last year, and suggesting the appointment of a Commission for the purpose of enquiring into the efficiency of the Pilot Service.

2. The Lieutenant-Governor desires that you will be so good as to state to what general causes you can attribute such general evil effects. You should, in reference to the statement of groundings submitted by the Chamber of Commerce, in each case state the name of the Pilot, whether free or licensed, or salaried, and his period of service.

3. It is observed that in the last Annual Report out of 90 cases of grounding only 12 are said to have been attributable to neglect or other default of the Pilots. You should say whether you agree in this view entirely, or whether you consider that the expression includes also unskillfulness, or inexperience on the part of the Pilots concerned; and whether you consider the proof of the statement conclusive.

2  
4. The Lieutenant-Governor wishes to have this information as a preliminary to a decision on the request of the Chamber of Commerce for a Commission. His Honor will be glad to know whether you are of opinion that any useful or further information than is now available will be obtained by a Commission; and also in what manner you would suggest the Commission being constituted, should one be appointed.

5. The favor of an early reply is requested.

*From Govt. of Bengal to Chamber of Commerce.  
Calcutta, 5th September, 1868.*

In continuation of my letter No. 3834, dated the 4th ultimo, I am directed by the Lieutenant-Governor to forward, for the information of your Committee, the accompanying copy of a communication\* from the Master Attendant, reporting, with reference to your letter of the 24th July, on the general causes of the grounding of vessels in the river Hooghly.

2  
6. The conclusion to which that letter has led the Lieutenant-Governor is that there is not at present any strong ground for the appointment of a special Commission to enquire into the efficiency of the Pilot Service. The Chamber are probably aware that a Commission sat in the early part of last year, to enquire into the position and prospects of the Pilot Service. They have in their

\* No. 6385, dated the 27th ultimo and enclosure.

Report submitted a recommendation for a radical change in the constitution of that Service, and the Master Attendant has been requested to report on their suggestion. Extracts from the report of the Commission and from the Resolution recorded thereon by the Lieutenant-Governor are herewith forwarded for information.

3. I am now to request that you will be so good as to state whether, under the circumstances explained above, the Committee of the Chamber of Commerce still wish to press for a Commission, and if so, I am to beg that you will state the special points to which they are anxious that inquiries should be directed.

*From Master Attendant to Govt. of Bengal.  
Calcutta, the 27th August, 1868.*

I have the honor to acknowledge the receipt of Mr. Under-Secretary A. Mackenzie's letter No. 3832 of the 4th instant, giving cover to a communication from the Chamber of Commerce drawing the attention of the Lieutenant-Governor to the number of groundings in the River Hooghly this year, and suggesting that a Commission be appointed to enquire into the efficiency of the Pilot Service.

2nd. I will begin by classifying the different groundings under the channels and marks where they occurred, stating the Pilot in charge, his standing as a Pilot, and remarks on each separately, whether accidental or not. I will here state by accidental is meant that little or no blame could be attached to the Pilot, and then I will con-

clude by stating my opinion as to the necessity or advisability of having a Commission at all.

3rd. I have deemed it most expedient to put down the different groundings in a Tabular form, which will at once show where the accident occurred, the name of the Pilot, his standing, whether licensed or free, and the opinion formed at the time as to whether it was accidental or not, and I would further remark that I have always had the greatest difficulty in getting the Masters of ships whose vessels have grounded to remark freely on the cause of their grounding; in nearly every case the Commander signs the Pilot's report, thereby signifying his agreeing with all the Pilot says, should the ship be outward bound, it would be an utter impossibility to condemn the Pilot even should he be thought to have acted injudiciously. I will in explanation quote one instance; a ship grounds, the Pilot reports that owing to the chain jamming on the windlass, cable could not be lighted to in time, the result of which is that the ship takes the ground, the captain signs the report as correct, and this grounding is consequently put down as accidental.

4th. I find, in taking the average of groundings for the last six years, there are 84 ships under Pilots' charge, so that this year there are really only 6 in excess of the average; I attribute the increase to the best of the Steam Tugs having been taken up for the Abyssinian expedition, and the number of vessels piloted without steam. There is no doubt that Pilots who have now for several years been accustomed to pilot vessels with steam lose their nerve when taking ships under sail, especially the

large class of vessels that now come to this port; another reason is from the class of Steam Tugs available this last year, Pilots are anxious to get their vessels under their charge underweigh as soon as possible from Nynan, so as to make sure of their getting across the James and Mary in good time; the consequence is in many cases they get to the James and Mary before the strength of the flood has taken off, when it catches the ships on the bow and renders them quite unmanageable. I have witnessed it more than once; I have seen a vessel take a sheer, go right ahead of her tug, drag her after her, and before she could recover herself she was aground; nothing could have saved her from grounding, but a large powerful steamer.

5th. A Commission sat so lately on the Pilot Service that I do not see what further particulars could be elicited by having another, and I think the accompanying Tabular Statement will show that the men who have entered the Service in the licensed list are quite equal to those belonging to the old service, and that the number of groundings has as often happened to men of old standing as to youngsters.

6th. It will be seen that the pilots in charge of the vessels which grounded are as follows:—

Service Pilots.

*Free List.*

2 Branch Pilots.

4 Acting do.

3	Brevet Pilots.
17	Masters.
27	Acting do.
7	Mates.
5	Junior do.
<i>Licensed.</i>	
12	Masters.
15	Mates.
3	Junior do.

I have, &amp;c.,

(Sd.) JOHN G. REDDIE,

Master Attendant.

Date of grounding.	Names of vessels.	Tonnage.	Pilots names.	Ranks.	Length of service.		With steam or without steam.	Place of accident.	REMARKS.
					Year.	Months.			
1897 July 27th	Ship City of Shanghai	959	C. W. Warden	Branch Pilot Free List	29	11	With Steam	Eastern route of the outer Ranganafulla Channel	Accidental
July 30th	" Molbrok	670	F. Ansell	Acting Master Free List	11	1	Do	Upper Ranganafulla Channel	Less water in the track thus reported a little above C. R. K. F.— <i>gery</i> —does not say if it was the Eastern or Western buoy.
August 1st	Barque Vanguard	395	J. B. Romany	Acting Mate salaried	5	10	Without	Hog River reach close on the Western Bank	Accidental.
" 21st	Ship Mastodon	773	A. M. Merritt	Mate Free List	8	10	Do	Bedford's Channel	Do
" 4th	" Xantho	363	H. P. Miller	L. Mate	13	0	Do	Lower part of ditto	Do
" 6th	Ship Akum	525	J. H. Lammick	Mate Free List	12	0	Do	Above Hog River Obelisk	Do
" "	" Hindustan	930	R. Mead	L. Mate	5	9	With	Bedford's Bar	Do
" 8th	" Timour	1,230	D. J. Scott	Acting Master Free List	10	5	Do	Gasper Channel	Do
" 10th	Barque Ayschiro	360	S. D. O. Walters	Acting Mate Free List	10	5	Without	On the middle ground south of I. G. L. Vessel	Do
" 12th	Ship Beth Shan	963	H. A. Merritt	Brevet Branch Free List	21	6	Do	Edge of Hoopoe Sand	Do
" 20th	Steamer Arratoon Apout	938	A. Bond	Acting R. P. Free List	23	9	Own Steam	1st Eastern route Ranganafulla 2nd Mud Point Channel	Newly formed Lumps in the channel in both entrances.
" 21st	Steamer Meisam	930	R. M. Daly	Master Free List	18	8	Do	Garden Reach Foul'd the bank	Accidental.
" 22nd	Ship Alpine	1,164	C. Matson	ditto	17	1	With	Southern part Ranganafulla Channel	Not having received timely information from the Assistant River Surveyor.
" 23rd	" Waterloo	836	C. Heald	ditto	14	0	Do	Garden Reach	In consequence of the Tug cutting hawsers without orders.
September 2nd	Steamer India	791	J. R. Wells	ditto	13	4	Own Steam	Upper part of Mud Point Channel	Instigation to River Surveyor's Reports.
" 4th	Ship Clifton	916	H. J. Phillips	Acting ditto	13	0	With	Edge of Buage	Accidental.
" "	" New Era	725	R. C. Rutherford	Master Free List	13	11	Without	Not having seen the latest reports lower part of the Ranganafulla off Channel Creek	Mined by a buoy.
" 7th	" Zelica	1,054	W. G. B. West	Acting ditto	13	11	Do	On the Eastern Bank below Fisherman's Point	Accidental.
" 10th	" Cornwallis	1,214	R. G. Hand	Mate salaried	16	6	With	Upper part of Mud Point Channel	Accidental.
" 10th	" Rokomany	878	D. E. Mangan	Ld. Master	10	1	Do	Fisherman's Flat above Budge Budge	Not sufficient rise of tide.
" 10th	Barque Asi Misere	439	H. E. Miller	Ld. Mate	4	2	With	No. 2 Track Eastern G4 James and Mary's	Do
" 18th	Ship Assomption	809	H. T. Black	Ag. Master Free List	13	4	Do	Do	Do
October 6th	" Persian Empire	1,532	F. Hyndman	Ld. Master	5	10	Without	Fort Morington Flat James and Mary's	Want of judgment.
" "	" Victory	1,198	G. M. Anderson	Ag. Master F. L.	9	4	Do	Eastern of marks on Nyrnan James and Mary's	Accidental.
" 6th	" Mount Royal	1,209	J. R. Wells	Master F. L.	13	5	Do	Do	Another vessel anchoring too near the deep water track.
" 23rd	Barque Colonel Pythee	407	L. P. Goodwyn	L. Mate	4	3	Do	Between Fisherman's Point and Futah Hosso on the G4	Accidental.
" 23rd	Ship Edith Moore	1,423	B. K. Bevet	Ag. B. P. F. L.	23	10	Do	Eastern Ranganafulla Channel	Do
November 2nd	" Arracan	783	W. H. Feilder	B. P. F. L.	26	2	Do	Mechanby point, southern bank	Do
" 10th	" Kate Gregory	1,012	L. P. Goodwyn	Ld. Mate	26	2	Do	Diamond Sand	Do
" 11th	Steamer Tynewmouth	1,142	J. H. Baldwin	Ag. Mate F. L.	21	3	Without	Between Sand	Down ashore during the Cyclone.
" 12th	Ship O'Thlyen	637	J. Christie	Brevet R. F. L.	21	3	Own Steam	Gasper Sand	Do
" 16th	" Seaforth	1,189	H. K. Bevet	Ag. B. P. F. L.	23	6	Without	Casterbury Flat	Do
" 16th	" Astman	1,049	J. Sherman	Ag. Master F. L.	10	0	Do	Edge of Sangoe Flat	Error in judgment.
December 10th	" Prince Imperial	1,074	H. J. Phillips	Ag. Master F. L.	13	3	With	Edge of the Hinghans Sand	Accidental.
" "	" Lakender Shah	777	H. W. Woodbridge	Ag. Master F. L.	11	0	Do	Hooghly Sand	Do
" 13th	Barque Asia	640	J. H. Egan	L. Mate	4	8	Do	Sankral light	Carriage of the officer in charge of the watch at night.
" 16th	" Thomas Wood	620	S. E. Walker	L. Mate	5	10	Without	Futah Reach	Accidental.
" 22nd	Ship British Flag	1,284	J. H. Wells	Master F. L.	13	8	With	Do	Do
" 23rd	Barque Androctes	963	H. Scott	L. Jr. Mate	2	11	Without	Outer Bank below Noerpore Point	Do
" 29th	Ship Chanteller	728	W. Hoggett	Ag. Master F. L.	11	0	Do	Eastern side of Bedford's Channel	Do
" 27th	" Louisa	637	A. Hoewck	Ag. Master F. L.	9	7	Do	Eastward of the Eastern Inner Buoy Ranganafulla Channel	Do
" 27th	" Ajax	772	R. Mead	L. Mate	6	1	With	Fort Morington Flat	Standing over too long on the port track.
1898 14th	" Bertha	905	R. L. Long	Master F. L.	36	1	Do	Bedford's Channel	Accidental.
" 16th	" Knight Errant	1,312	F. Hyndman	L. Master	6	1	Do	Flat off Akra	Do
" 23rd	Steamer Coringa	444	P. E. LeCoutour	L. Mate	4	9	Own Steam	Atchupore edge of the sand	Do
" "	" "	"	"	"	"	"	"	N. E. of the upper eastern dredge buoy	Do
" "	" "	"	"	"	"	"	"	Offree sands above Budge Budge	Tried by Marine Court.

Date of grounding.	Name of vessel.	Tonnage.	Pilots names.	Ranks.	Length of service.		With steam or without steam.	Place of accident.	REMARKS.
					Years.	Months.			
1868									
January	20th Barque Aga Dakha	467	A. Hough	Acting Master F. L.	9	8	Without	Rangafalla Channel	Mr. Hough acquitted of negligence and unskillfulness by Marine Court.
	28th Ship James Aiken	958	J. S. Robertson	Bravet B. F. L.	20	3	With	Moyaporo Flat	Accidental.
	29th Albert Victor	354	R. Russ	Acting Master F. L.	10	11	Ditto	Koolrahny lumps between Juff Point and Diamond Harbour	Ditto.
	30th Barque Comete	568	R. J. Mowle	Mate F. L.	7	9	Ditto	Moyaporo Flat	Ditto.
February	12th Napier	571	J. Christie	Acting Mate F. L.	7	0	Without	Budge Budge House Flat off Hooghly Sand	Ditto.
	22nd Ship City of Manchester	699	H. Browne	L. Master	6	0	Without		Unskillfulness on the part of the Pilot. Marine Court.
March	27th Ghana	1,334	H. Beale	L. Mate	9	3	With	Nyann	Turning to low down.
	1st British Consul	1,506	O. H. Benseley	Master F. L.	16	8	Ditto	Fulahi House Sand abreast of Sankral Light	Accidental.
	5th Victoria Bridge	639	J. H. Jones	L. Master	6	3	With		Ditto.
	11th Barque Meera Hoosary	427	J. C. Cooper	L. J. Mate	4	7	Without	Between Neoporo and Hooghly Point	Ditto.
	12th Ship Indian Empire	1,414	D. F. Miller	L. Master	0	3	With	Flat abreast of Moyaporo Bagazine	Ditto.
	20th Lodoro	859	R. Mead	L. Master	6	4	Without	Flat above Hooghly Point	Ditto.
	Chariot of Fame	1,649	W. O. B. West	Acting Master F. L.	14	5	Ditto	Fouled the edge of the Hooghly Sand	Chain not properly stoppered.
	21st Lisa	857	A. Hough	Acting ditto F. L.	9	9	Ditto	Eastern Old James and Mary's Sd. and Sd. of No. 3 track Eastern Gd.	Accidental.
	23rd Silva	1,401	J. Sherman	Acting ditto F. L.	10	4	With		Ditto.
	29th Cambay	1,000	R. Russ	Acting ditto F. L.	11	0	Ditto	Neoporo Sand	Insufficiency of the Steamer towing.
	31st Star of the South	924	A. Fuller	Mate F. L.	9	6	Without	Redford Channel	Carelessness on the part of the Pilot. Enquiry.
	27th Fearnought	1,302	J. Barsett	Acting Master F. L.	13	5	With	Moyaporo Flat	Accidental.
April	6th Nagpore	1,521	T. Syrett	L. Master	9	0	Ditto	Flat off Akra	Accidental.
	8th Victor	321	T. A. French	Ditto Mate	5	5	Without	Garden Reach	Pilot of Victor acquitted (Marine Court.)
	19th Steamer Rangona	354	L. P. Goodwyn	L. Mate	4	8	Ditto	East Flat of Northern bank, Garden Reach	Pilot of the Argammon acquitted. Marine Court.
	22nd Ship Argammon	1,554	N. W. Vaughan	Master F. L.	19	5	With	Nyann	Accidental.
	Ribel	1,745	W. O. B. West	Acting Master F. L.	14	6	Ditto	Nyann	Court.
May	3rd Francis Henry	451	D. J. Scott	Acting Master F. L.	11	5	Ditto	Rangafalla Flat	Lost through the above ship fouling her.
	7th Sankar	1,294	G. S. Mills	Acting Master F. L.	13	0	Ditto	Too late in time of tide in crossing.	Accidental.
	10th Himalaya	1,007	E. O. Conny	Acting Master F. L.	13	0	Ditto	Fulahi Sand	Accidental.
	11th Duke of Argyll	960	J. Taylor	L. Master	11	8	Without	Head of the Hooghly	Ditto.
	10th Steamer Alexandra	76	W. H. Brady	Acting Mate Salaried	6	8	With	Budge Budge Flat	Unavoidable.
	24th Barque Tacoma	421	T. D. Bellow	L. Junior Mate	2	8	Ditto	Grounded on the Nyann sand to the westward of the Dredge Channel	Pilot in fault (enquiry.)
June	11th Ship Timoor Shah	1,408	L. H. Lambrick	Mate F. L.	12	11	Without	Western Gd.	Unavoidable.
	29th Poona	1,199	J. Dyer	Master F. L.	12	6	With	Fisherman's Flat above the point.	Unavoidable.
	21st The Bruce	1,196	E. B. Curtis	L. Master	6	4	Without	Fouled the bank at Diamond Harbour	Unavoidable.
	22nd Victoria	1,198	F. C. Collingwood	Acting Master F. L.	10	2	Without	Fulahi Point	Ditto.
	23rd Victoria Nyanna	1,022	D. F. Miller	L. Master	9	7	Without	Western side of the river	Accidental.
	"Kate Relock	1,175	O. H. Benseley	Master F. L.	17	0	Ditto	Hog River sand	Ditto.
	26th Magnificent	1,882	C. Mead	Master F. L.	14	10	With	Muckrapthur lumps James and Mary's	Accidental.
July	2nd Steamer T. A. Gibb	851	A. M. Merriott	Acting Master F. L.	9	9	Own Steam	Garden Reach Flat	Carelessness of Pilot; enquiry-application not adopted for 3 months.
	3rd Ship Queen of India	1,046	J. Dyer	Master F. L.	13	6	Without	Sankral Reach	Accidental.
	4th Bengal	1,691	S. D. Buckler	Acting Master F. L.	10	0	Without	Nyann	Ditto.
	5th Persian Empire	1,522	H. E. Miller	L. Mate	4	11	With	Moyaporo No. 4 track	Ditto.
	6th Lord Strathnairn	1,307	R. Scott	Acting Master F. L.	10	2	Without	Fort Fisherman's Point	Unavoidable.
	7th James Vincoubo	679	A. D. Shipoon	L. Master	6	6	Without	Hog River sand	Accidental.
	8th Martha Jackson	562	J. H. Lambrick	Mate F. L.	13	0	Ditto	Fort Norington Flat	Unavoidable.
	9th Oriana	997	E. A. French	Acting Master F. L.	11	7	With	Hog River sand	Accidental.
	7th Gertrude	949	W. A. Symons	Acting Master F. L.	11	7	With	Fulahi sand	Error in judgment, enquiry.
	8th Antialion Castle	1,057	J. H. Densley	Master F. L.	19	7	Without	Ditto	Error in judgment.
	14th Spring wood	589	H. L. Long	L. Mate	13	6	With	Ditto	Accidental.
	14th Waterloo	536	W. M. Wall	L. Mate	4	3	Without	Gaspar Channel	Ditto.
	22nd Lady Octavia	1,201	J. Sherman	Acting Master F. L.	10	8	Ditto	Fort Norington	Ditto.
	20th Michael Scott	1,197	O. H. Benseley	Master F. L.	17	1	Ditto	Fulahi Point	Ditto.
								Gaspar Channel	Ditto.

(Signed) JOHN G. REDDIE,  
Master Attendant.

Extract from a Report from the Committee appointed to consider the position and prospects of the Pilot Service, dated 22nd May, 1868.

107. We are of opinion that as long as the distinctions of free, salaried, and licensed Pilots exist, complaints will always arise; and, in our opinion, the only effectual means of putting an end to these complaints, would be by introducing a radical change in the Pilot Service, by abolishing for ever all privileges and all existing grades.

108. We would recommend that the service be divided into two grades, Senior and Junior Pilots.

That admission into the Junior Grade should take place as noted below:—

Every Leadsman should serve two years as a Leadsman; that after serving two years as a Leadsman he should be required to serve two years as an officer of a Pilot Brig.

That at the expiry of four years from his first entry on the duties of a Leadsman, he should be allowed an examination for a Junior Pilot, and if found qualified by the examiners, he should be brought on the list of Junior Pilots, and should be required to serve in that grade for a period of six years.

109. To make this change now would be an injustice to the old Service Pilots who have joined the free list, under the impression that most of the old privileges and customs were to be allowed to continue; and it will take

twenty years before all the old service men will, in the natural course of events, become extinct.

110. We would therefore put it forward, for the consideration of Government, whether under the circumstances it would not be advisable to pension off the whole of the old establishment, and allow as many as wished to remain to run under the new arrangement, drawing at the same time their pensions, and giving up all other pecuniary claims on Government of any kind except 5-10ths of the pilotage, which we would substitute for the 6-10ths at present paid.

111. Calculations have been made, the results of which will be found below, and which we submit prove that this measure can be effected without an increase of expense to Government in any material degree, and we believe that even should the adoption of the measure involve a small extra expenditure, (an expenditure diminishing, however, year by year) the beneficial results which would follow would be more than commensurate with such extra expense.

*Extract from Resolution, dated 18th June, 1868.*

22. The Committee then proceed to the consideration of a scheme for a radical change in the constitution of the Pilot Service by abolishing all privileges and all existing grades, by the division of the Service into two grades, Senior and Junior Pilots, and by placing the whole of the old establishment on pensions, with permission to receive five-tenths instead of six-tenths as heretofore of the pilotage.

The Lieutenant-Governor will be better able to discuss the details of this scheme after consulting the Master Attendant on the subject. The Lieutenant-Governor doubts if the conditions offered will be acceptable to all the Pilots in the Service, and as the Master Attendant, Captain Reddie, has not had an opportunity of stating his opinion on it, it should be referred to him for report. With this view the Master Attendant should invite the assistance of some officer from the Accountant General's Department, and after hearing all that the various classes of the Pilots themselves have to say in regard to the scheme, and after examining carefully what its results would be in a pecuniary point of view, the Master Attendant should report fully to Government.

*From Chamber of Commerce to Govt. of Bengal.*

*Calcutta, 23rd October 1868.*

In reply to your letter, No. 4387, dated the 5th ultimo. I am directed by the Committee of the Chamber of Commerce to state that they were previously unaware of a Commission having enquired last year into the position and prospects of the Pilot Service.

As the Committee are anxious to learn how far the question of efficiency has been taken cognizance of, they will be glad, if it is in your power to furnish them with a copy of the full Report of the Commission, and of the Master Attendant's remarks thereon, before answering the 3rd para. of your letter under acknowledgment.

**Moorings for Vessels in the Port of Calcutta.**

Your Committee have had some correspondence with the Master Attendant and the Government of Bengal regarding the number of moorings available for ships in the Hooghly.

They applied in the first instance to Government for an additional number of moorings above Armenian Ghât, acting on complaints, apparently well founded, which had reached them, to the effect that vessels had been obliged to remain for several days in the stream for want of moorings.

Their application elicited from the Master Attendant a statement shewing the number available for ships over, and under, 1,000 tons, viz. :—148 to accommodate ships of 1,000 tons and upwards, besides 10 more which, your Committee have lately learned, are in the course of being laid down ; and 22 moorings for ships under 1,000 tons. The provision for the smaller class of vessels is, therefore, limited, and as such ships must occupy moorings intended for larger tonnage, when others are not available, your Committee considered that the accommodation for vessels of 1,000 tons and upwards was insufficient for the trade of the Port.

The Government of Bengal, however, declined to entertain their request, firstly, because no necessity for additional moorings had been made out, according to the Master Attendant's statement, secondly, on the ground of expense, and, lastly, because Captains would presumably object to having their ships moored above Armenian Ghât, as being above the projected Pontoon Bridge. Your Committee, although unable to agree to the last reason put forward, yet hail its expression with great satisfaction, as in it Government alludes to the Pontoon Bridge (the desirability of which has been almost unanimously acknowledged throughout Calcutta) as an accomplished fact

*From Chamber of Commerce to Govt. of Bengal.*

*Calcutta, the 14th August, 1868.*

Great inconvenience having been lately experienced through the want of sufficient moorings for vessels in the port, the Committee of the Chamber of Commerce addressed the Master Attendant, requesting to be informed how many extra moorings could be laid down for ships of 1,000 tons register above Armenian Ghât, and they learn from him that fourteen moorings, in addition to the sixteen already in use there, could be provided with safety.

Accordingly, I am directed by the Committee to submit for the consideration of His Honor, the Lieutenant

Governor, the danger to which ships are exposed through being obliged to lie in the stream, waiting for vacant accommodation; and to suggest the expediency of early orders being issued for the laying down of these fourteen extra moorings.

*From Govt. of Bengal to Chamber of Commerce.*

*Calcutta, the 1st September, 1868.*

I am directed to acknowledge the receipt of your letter, dated the 14th ultimo, representing that great inconvenience has been experienced through the want of sufficient moorings in this port, and suggesting the expediency of laying down fourteen extra moorings above Armenian Ghât.

2. In reply I am to forward for the information of \* No. 291, dated 21st ultimo and enclosure. your Committee the accompanying copy of a communication\* from the Master Attendant, and to say that as from his statement it appears that there have never within the last 12 months been less than 9 moorings vacant, and generally a very much larger number (rising once to 100) there is not such an urgent necessity for additional moorings as would warrant this Government in adding to the very heavy existing debt of the Port Fund, the proposed expenditure of over a lakh of rupees.

3. I am to add that should it become necessary to lay down the additional moorings proposed, it seems to the Lieutenant Governor more than questionable if they

should be laid above Armenian Ghât, as the erection of the pontoon-bridge will render such moorings inconvenient to Captains of vessels, who would doubtless prefer, if possible, to have their ships moored below the bridge.

*From Master Attendant to Govt. of Bengal.*

*Calcutta, the 21st August, 1868.*

I have to acknowledge the receipt of Mr. Under-Secretary A. Mackenzie's letter No. 4015 of the 15th instant, giving cover to one from the Secretary of the Chamber of Commerce, complaining of the great inconvenience felt for the want of sufficient moorings, and begging that His Honor will order the fourteen additional moorings to be laid above Armenian Ghât.

2. In replying to the above I would remark that I was totally unaware of any inconvenience being experienced through the want of sufficient moorings, and that such has never been intimated to this office; that so far from there being insufficient moorings for the ships in the Port, I append a copy of a weekly report submitted to me every week by the Harbour Master, by which it will be seen that for the last twelve months there have always been moorings available.

3. I regret extremely that the Chamber of Commerce should have addressed the Lieutenant-Governor before first giving me an opportunity of shewing that they were laboring under some mistake; such civility has usually

been accorded to this office which has always been ready to render any explanation in its power to such a distinguished body as the Chamber of Commerce.

4. I further beg to append an estimate of the probable cost of laying down fourteen extra sets of moorings above Armesian Ghât.

STATEMENT showing the number of moorings vacant from 8th September 1867 to 9th August 1868.

1867.													1868.																																																																																																																																					
SEPTEMBER.			OCTOBER.			NOVEMBER.			DECEMBER.			JANUARY.			FEBRUARY.			MARCH.			APRIL.			MAY.			JUNE.			JULY.			AUGUST.																																																																																																																	
01	Week ending 8th September.		02	Week ending 14th September.		03	Week ending 21st September.		04	Week ending 28th September.		05	Week ending 5th October.		06	Week ending 12th October.		07	Week ending 19th October.		08	Week ending 26th October.		09	Week ending 2nd November.		10	Week ending 9th November.		11	Week ending 16th November.		12	Week ending 23rd November.		13	Week ending 30th November.		14	Week ending 7th December.		15	Week ending 14th December.		16	Week ending 21st December.		17	Week ending 28th December.		18	Week ending 4th January.		19	Week ending 11th January.		20	Week ending 18th January.		21	Week ending 25th January.		22	Week ending 1st February.		23	Week ending 8th February.		24	Week ending 15th February.		25	Week ending 22nd February.		26	Week ending 1st March.		27	Week ending 8th March.		28	Week ending 15th March.		29	Week ending 22nd March.		30	Week ending 29th March.		31	Week ending 5th April.		32	Week ending 12th April.		33	Week ending 19th April.		34	Week ending 26th April.		35	Week ending 3rd May.		36	Week ending 10th May.		37	Week ending 17th May.		38	Week ending 24th May.		39	Week ending 31st May.		40	Week ending 7th June.		41	Week ending 14th June.		42	Week ending 21st June.		43	Week ending 28th June.		44	Week ending 5th July.		45	Week ending 12th July.		46	Week ending 19th July.		47	Week ending 26th July.		48	Week ending 2nd August.		49	Week ending 9th August.	

MASTER ATTENDANT'S OFFICE.  
The 21st August, 1868.

MASTERS OF THE PORT  
HONG KONG

CHIEF CLERK  
HONG KONG

JOHN G. REDDIE,  
Master Attendant.

Estimate of the probable Cost of laying down 14 extra  
Sets of Moorings off the Mint.  
By J. G. REDDIE, Master Attendant.

Quantity	Materials	Amount	
		Rs.	As.
25	Large Mooring Anchors, 16 to 25 cwt. each @ Rs. 17, a cwt.	42,500	0
15	Backstay ditto, 15 to 25 cwt. each @ Rs. 15, a cwt.	7,500	0
250	Dutchers 2 1/2 inch general chain @ Rs. 12 a ton	7,500	0
150	Ditto 2 1/2 " ditto @ Rs. 15 do.	15,000	0
120	Ditto 2 " pendant " @ Rs. 15 do.	1,800	0
500	Ditto 1 1/2 " locking " @ Rs. 12 do.	4,200	0
500	Connecting Shackles @ Rs. 8 each	4,000	0
25	No. 1 " @ Rs. 22 do.	700	0
125	No. 2 " @ Rs. 14 do.	2,100	0
45	Ring Moorings @ Rs. 12 do.	750	0
27	Ships Iron, Extra size @ Rs. 1000 do.	27,000	0
	Price of bolts and nuts and four of materials	5,000	0
	Provision for contingencies	10,000	0
	Total Rs.	126,000	0
	Probable cost of materials in store	15,881	0
	Total Rs. to be expended	141,881	0

MASTER ATTENDANT'S  
CERTIFICATE

The 21st August 1868.

JOHN G. REDDIE,

Master Attendant.

I hereby certify that the above is a true and correct copy of the estimate of the probable cost of laying down 14 extra sets of Moorings off the Mint, as submitted to the Committee of the Chamber of Commerce for the provision of extra moorings, and that their application for the provision of extra moorings above Armenian Ghat was addressed direct to the Bengal

From Master Attendant to Govt. of Bengal.  
Calcutta, the 27th August, 1868.

In continuation of my letter No. 5901 of the 21st instant, I have the honor to report, for the information of His Honor the Lieutenant-Governor, that the Harbour Master neglected to report the four moorings off the salt ghats, so that there are now moorings for 20 ships above Armenian Ghat, exclusive of screw pile moorings for one ship at the Railway Jetty, Howrah, total 21.

From Chamber of Commerce to Master Attendant.

Calcutta, the 9th September, 1868.

The Committee of the Bengal Chamber of Commerce direct me to request you will favor them with a statement of the entire number of Moorings at present provided for the accommodation of ships in the port, distinguishing those which are intended for ships of 1,000 tons and upwards from those laid down for vessels of smaller tonnage.

In reply to the 3rd paragraph of your letter No. 5901, dated the 21st ultimo to the Government of Bengal, a copy of which has been forwarded for the information of the Chamber, the Committee desire me to assure you that their application for the provision of extra moorings above Armenian Ghat was addressed direct to the Bengal

Secretariat in the belief that such was the proper official channel of communication on the subject, and without the very least intention of treating you with discourtesy. The Committee gladly avail themselves of this opportunity of acknowledging the civility and ready attention which their many requests and enquiries have invariably experienced from your office, and for which they return you their best thanks.

*From Master Attendant to Chamber of Commerce.*

*Calcutta, the 10th September, 1868.*

With reference to your letter, dated the 9th instant,

\* No. 547, dated 10th September 1868.

I have the honor to forward for the information of the Chamber a copy of letter \* and its enclosures, from the

Harbour Master, shewing the number of vessels that can be moored in this port, distinguishing those over a thousand from those under a thousand tons.

*From Harbour Master to Master Attendant.*

*Calcutta, the 10th September, 1868.*

With reference to para. 1st of the letter, dated yesterday, from the Officiating Secretary to the Bengal Chamber of Commerce to your address, I have the honor to submit for your information the statements shewing the number of berths in the Moorings in this Port that will accommodate vessels of a thousand tons and upwards, and vessels under a thousand tons.

*Statement shewing the Moorings that will accommodate vessels of a thousand tons and upwards.*

Off the Salt Golahs ... ..	4
Above Armenian Ghât and off the Mint ..	16
From Armenian Ghât to Thompson's Ghât ...	18
From Thompson's Ghât to Chandpaul Ghât ...	27
Off Engine House .. .. .	1
Off Esplanade .. .. .	20
From Fort Point to Prinsep's Ghât ...	16
From Prinsep's Ghât to Hastings Bridge ...	15
From Hastings Bridge to Govt. Sail Loft ...	16
From Emigration Depôt to Metca Brooj Ghât ...	13
Off the two Railway Wharves .. .. .	2
	<hr/>
Total number of berths ... ..	148

Beside the above, there is a space below Prinsep's Ghât for ten berths, which will accommodate the largest sized ships visiting this Port, and as soon as the Screw Mooring materials (which have lately arrived from England) are landed, the Moorings will be laid down at once.

(Sd.) J. F. PETERSON,

*Harbour Master.*

HARBOUR MASTER'S  
OFFICE,  
The 10th September, 1868. }

*Statement showing the Moorings that will accommodate Vessels under a thousand tons.*

Off Custom House	...	...	...	5
Off Bankshall	...	...	...	5
From Princep's Ghât to Hastings' Bridge	...	...	...	10
Off India General Steam Navigation Company's	...	...	...	2
Depôt	...	...	...	2
Total number of berths	...	...	...	22

(Sd.) J. F. PETERSON,  
*Harbour Master.*

HARBOUR MASTER'S  
OFFICE.  
The 10th September, 1868. }

**Bridging the Hooghly.**

This subject has had the serious consideration of your Committee.

The documents herewith will show that, owing to the great variety of interests involved, of interests to be protected, that owing to engineering difficulties, and, last, but not least, financial consi-

derations, great difference of opinion prevails as to the best site for a bridge over this river. The general public have a craving for a bridge at Armenian Ghât, whilst mercantile men desire that a permanent structure, such as a road and railway bridge, should be so placed as not to interfere at present with the valuable graving docks at Sulkea, or at any future time with the extension of the port, or to cripple in any way a trade which has been largely increasing of late years, and which will, no doubt, go on increasing from year to year.

Nor should the bridge be placed at any site at which its safety would be endangered from drifting ships in the event of a Cyclone. However, against this last difficulty your Committee are informed engineering science can make provision.

It will be observed that whilst the Lieutenant-Governor admits the value of a permanent bridge at Armenian Ghât, he considers it inexpedient on account of the valuable interests which would be affected.

Your Committee, after weighing all these considerations, were almost unanimous in deciding that if a permanent road bridge be constructed, it

should be thrown across from the upper part of Sulkea to a little above or below Hautkhola Ghât; the reasons for this conclusion will be found in the correspondence annexed.

But whilst this subject was under consideration, a scheme, to throw over a temporary inexpensive pontoon bridge at Armenian Ghât, was placed before your Committee by Mr. B. Leslie and other Engineers; plans were submitted, and as it would take years to construct a permanent bridge, wherever placed, your Committee have been glad to suggest that this valuable temporary substitute, a floating pontoon bridge, should be inaugurated as early as possible.

Such a bridge would cost little money, and could be constructed in 18 months. It would admit under its roadway the passage of country craft at all times, and, at certain stages of the tide, its centre could be thrown open to allow the passage of large ships to and from the graving docks. This subject is still under the consideration of His Honor, the Lieutenant-Governor, and from the enlightened interest he has always taken in the development of the commerce of the port, your Committee look forward to its being treated by him in a large and liberal spirit.

*From Government of Bengal, P. W. Dept.,  
Railway Branch, to Chamber of Commerce.*

*Calcutta, the 1st May, 1868.*

I am directed to forward copies of letters as per margin on the subject of bridging the Hoogly; and

to request that the Lieutenant-Governor may be favored with an expression of opinion on the subject.

*Memorandum on the Hooghly Bridge.*

Referring to the letter from the Government of India, Public Works Department, Railway, No. 71R, dated Fort William, 20th January 1868, and addressed to the Secretary to the Government of Bengal in the Public Works Department, Railway Branch, and to the further letter from the Officiating Joint-Secretary to Government of Bengal, Public Works Department, Railway Branch, addressed to the Conference, and dated Fort William, No. 230G, 8th February 1868, the undersigned, invited in the letter of the 20th January 1868, above-mentioned, to draw up, under the supervision of the Lieutenant-Governor, an outline of the arrangements necessary to carry into effect the scheme to which the letter relates, have the honor to report as follows:—

Having regard to the letter of the 8th February 1868,

Memorandum by the Committee appointed by Lieut. Governor to report on the Hooghly Bridge scheme.  
Lieut. E. B. R. Compton, No. 507 dated 24th March 1868.  
Lieut. Colonel, of India, P. W. Dept. " 591E. " 1st " "  
" from " " 191E. " 24th April " "  
" to " " 122G. " 1st May " "

the points left to the consideration of the Conference appear to be—

*1st.*—The precise route by which the East Indian Railway may be connected with the Eastern Bengal Railway.

*2nd.*—The situation of the respective new Goods Station at Chitpore for each Company.

*3rd.*—The arrangements which should be made for the use of the Scaldah Station by the East Indian Railway for passenger purposes.

*4th.*—The extent of the works consequent on the connection of the two lines which should be constructed by the new Company.

*5th.*—The mode in which the lines to be given to the new Company should be worked.

*6th.*—The cost of the works and land involved in the whole scheme.

*First.*—The precise route of the lines which are to connect the East Indian Railway with the Eastern Bengal Railway.

The connecting line should, in the opinion of the Conference, run from the East Indian Railway a little south of Bally Khall across the river close to the upper twelve Temples on the Calcutta side, and thence south to a point nearly opposite the Gun Foundry at Cossipore; thence it should diverge eastward to form a junction with the

Eastern Bengal Railway near the point where that line crosses the new canal, throwing off a branch from the bend near Cossipore westwards towards the river bank in the neighbourhood of Chitpore.

This branch would terminate at the commencement of the sidings leading into the Goods Sheds of each Company, should a Goods Station for one or other Company be placed at Chitpore.

The branch to the Eastern Bengal Railway would give the East Indian Railway access to the passenger station of the Eastern Bengal Railway at Scaldah on the one hand, whilst, on the other hand, the Eastern Bengal Railway would obtain by it a communication with the whole of the East Indian Railway system and the other lines which will form junctions with it, and also with the branch to Chitpore.

The latter communication might be much improved by a short curve connecting the branch to Scaldah with that to Chitpore, and still better by a line running southwards from a point on the Eastern Bengal Railway, about two miles above the Dum-Dum Station, to some point on the main line of connection between the Bridge and Cossipore.

*Second.*—The situation of the respective new Goods Stations at Chitpore for each Company.

The new goods termini at the end of the Chitpore Branch would consist of the usual sidings and sheds,

having access to a sufficient river frontage for the convenience of boats, and, perhaps ultimately, of shipping also; and they should be so arranged as to admit of docks being constructed adjacent to them, should the project of the Committee of 1865 be ever carried out.

It appears to the Conference that a river frontage of about 2,000 feet and an area at the back of it not exceeding 60 acres would be sufficient for the purposes of both Companies.

*Third.*—The arrangements which should be made for the use of the present Scaldah Station by the East Indian Railway for passenger purposes.

It appears to the Conference that the Scaldah Station, with the addition, perhaps, of a few rooms, would be amply large enough for the traffic of both Railways for many years to come, and that an equitable arrangement for its use by the East Indian Railway might be made in the nature of a toll on every East Indian Railway passenger taken into or out of it; the amount of the toll and of any rates which may be charged on baggage, parcels, &c., may be left for discussion between the Boards of the two Companies at Home, and, in the event of their being unable to come to terms, may be settled by arbitration in the manner common in England in such cases.

On the subject, however, of the Goods Station at Chitpore, and the use of Scaldah as a Passenger Station by the East Indian Railway, the Conference will make some further suggestions before closing their report.

*Fourth.*—The extent of the works consequent on the connection of the two lines which should be constructed by the proposed new Company.

The Conference think that the line connecting the East Indian with the Eastern Bengal Railway, the branch towards Chitpore, the curve connecting the latter with the former, and (if the Eastern Bengal Railway Company should so wish and the line is made) the further connection of the Eastern Bengal with the Chitpore Branch before described may be very properly vested in the new Company, but they think that the sheds and sidings forming the goods termini and any works at Scaldah must be left in the hands of the existing Companies, each making what it may think necessary for its own purposes under its existing contract with the Government.

The land for the goods terminus would, under this arrangement, be found by the Government; the land for the connecting lines, according to the proposition contained in the letter appointing the Conference, by the new Company.

*Fifth.*—The mode in which the lines of the new Company should be worked.

The proper means appear to be that the existing Companies should run each its own trains at its own cost over the lines of the new Company and of the Calcutta and South-Eastern Railway, if merged in the new Company, paying the new Company a suitable mileage rate; and

that the lines of the new Company should be maintained and their stations, signals, &c. worked by agreement with one or other of the existing Companies. The new Company might be represented in India by an agency selected from the chief officials of the existing Companies, but would require no other staff in India.

In regard to the mileage rate, resort might be had in case of necessity to arbitration in the manner usual in England.

*Sixth.*—The cost of the works involved in the whole scheme.

There seems no reason to anticipate any remarkable difficulty in securing proper foundations for the piers of a bridge over the Hooghly at Bally.

The spans of the girders should, of course, be wide, and the piers had better be formed of iron cylinders filled in with concrete or brick-work. So constructed, we think the Bridge should not cost more than £100,000 for a double line of way. The lines from Bally to Chitpore and Scaldah, the connecting curve and the connecting line from the Eastern Bengal Railway north of Dum-Dua should not cost, including land and contingencies, more than £25,000 per mile of double way, or say £250,000 in all. The cost, therefore, of that portion of the scheme set forth in the letter appointing the Conference, which would be entrusted to the new Company, should not exceed £650,000, or say, you toll further for contingencies, £700,000 for land and works.

The cost of the Goods Stations must, of course, depend on the traffic brought to them. We think that an expenditure of £100,000 for the East Indian, and of £50,000 for the Eastern Bengal Railway, should provide for all requirements for a considerable time. This is of course exclusive of land for the stations which, under the arrangement proposed by the Conference, would be found by the Government, and which would probably cost not less than £1,500 per acre, or for 60 acres, say to £90,000.

Having now discussed the points to which they conceive their instructions more immediately relate, the Conference think it right, in conclusion, to state that, in their opinion, both Chitpore and Scaldah are so far from the centres of business, and Chitpore at all events, if not Scaldah also, so ill-provided with thoroughfares leading to it, that neither can be looked upon as a satisfactory terminus of either Railway; and that no arrangement for the introduction of a new Company would be complete which did not provide for the extension at such times as the Government might direct of the lines of the new Company within the limits of the City.

The natural extension of the Chitpore line would be along or adjacent to the river bank to the foreshore lately reclaimed in front of the Strand Bank, and which is in many respects admirably suited by its position in regard both to the river and to the city not only for a goods, but also for a passenger terminus. This site has the further advantage of being the property of the Government, so that the purchase of the land at Chitpore

might be saved, and its cost set against that of the extension line; and the Conference would suggest that it would be probably attended with economy, and certainly with advantage, if it were adopted at once for at least a Goods Station.

The natural extension of the Sealdah Terminus would be towards Tank Square, with a continuation for goods purposes to the river near the Custom House, which would put the railways into direct communication with the jetties soon to be erected in this vicinity, and with the Strand Bank generally.

The proper consideration of both these extensions, however, (one only of which would be necessary), together with that of a similar nature lately made by the Eastern Bengal Railway Company for an extension to the river at Baugh Bazaar, appears to the Conference to require discussion by the Home Boards before any advance to a conclusion in regard to them can be made; but the general questions of the Bridge and the new Company can be settled independently.

A. M. RENDEL,

*Consy. Engineer, E. I. Railway.*

H. LEONARD, C. E.,

*Offy. Chief Engineer, Bengal.*

F. S. STANTON, Captain, R. E.,

*Consy. Engineer to Govt. of Bengal,  
Railway Department.*

*From Agent, Eastern Bengal Railway Company,  
to Government of Bengal, Public Works Department,  
Railway Branch,—(No. S02, dated  
the 5th March, 1868.)*

I now have the honor to state my reasons for not concurring in the memorandum signed by the other three Members of the Conference held with a view to discuss the question of bridging the "Hooghly," &c., &c.

I would first beg to remark in my opinion it is unfortunate that the original proposal of the Government of India, and upon which the Secretary of State moved my Board of Directors to appoint an Officer to represent them, was not carried out, and that "the Local Authorities, Government, Railway and Commercial" were not equally represented, instead of the Conference being composed exclusively of Officers of the Government and of the Railway Companies. If the commercial interest had been represented, I have reason to believe the consideration I urged would have been given to the questions of return and other important financial considerations, the more necessary now that the Promoters of the proposed new Company, in the present state of distrust prevailing in England against all Railway enterprise, would have to satisfy the public as to the probable returns to be derived from such an undertaking.

With reference to letter No. 231G. from the Officiating Joint-Secretary to the Government of Bengal, wherein it is stated—

"The Lieutenant-Governor takes this opportunity of saying that he considers that the conclusions arrived at by the Committee of 1865 regarding the position of the Bridge should be adhered to, and in this view he would deprecate any re-opening of the question of bridging the river lower down than about two miles above Cossipore."

"The Lieutenant-Governor trusts that the report will be accompanied by as accurate an estimate of the cost of the works and land required as can be made, but I am to observe that the question of possible returns need not be considered." I would wish with all due deference to observe that, although "invited" by the Government to attend the Conference, I was "instructed" by my Board to attend it in the interests of the Eastern Bengal Railway Company, which I hope will be accepted as a reason for my not acting up to the views conveyed in the Joint-Secretary's letter.

With reference to the site of the proposed Bridge, and upon which hinges all other questions discussed at the Conference, I submit that when the Committee of 1865 reported, it was understood the proposed Railway works were to be undertaken by the East Indian Railway Company as part of that Company's system; it was further proposed that Wet Docks should be established at the terminus of the proposed line to Chitpore, and that the goods termini of the East Indian and the Eastern Bengal Railways should be established at that place.

The Conference is, I believe, unanimous that the last-mentioned proposal should not be entertained.

It has since been determined Wet Docks shall not, for the present, be constructed, and the Shareholders of the East Indian Railway have, upon more than one occasion, determined not to increase their outlay by building the Bridge, an additional terminus, and the consequent Railway works.

Under these very altered circumstances, and with the bitter experience since obtained in England, and mainly caused by such extensions as those proposed being undertaken without due consideration to financial results, I submit it should have been left open to the Conference to re-consider the question of the site of the Bridge, if only with a view to ascertain if the object in view could not be attained at less cost, and if it had been, the best evidence should have been obtained as to the feasibility of constructing a common Road Bridge at a point as near as possible to the present Railway Ferry between Howrah and Calcutta, with a telescope or some other description of opening for the accommodation of the few ships that require to pass above the Bridge.

Some of the first engineering authorities and many largely interested in the commerce of the port are in favor of such a proposal, and have reasonably urged that with such a Bridge Calcutta would be brought much nearer to the East Indian Railway Terminus than by any proposal yet made.

I concur generally with the other Members of the Conference that Chitpore is ill-suited for a Goods Terminus, and if the East Indian Railway is brought across

the river above Cossipore, it should be continued to the Strand bank; but, before expressing a decided opinion on the subject, estimates of the cost of such an extension should be prepared, and I would here remark, I am advised, and I am of opinion, the works as already proposed, excepting the Bridge, are very much under-estimated, and, with the proposed Metropolitan extension to the Strand bank, the whole could not be carried out and completed for less than *one and three quarters or two millions* sterling. Taking the latter sum as most likely to be the total outlay, it would be equivalent to the cost of one hundred additional miles of Railway taken at £20,000 a mile, and to obtain a return on it the present Railway rates from Patna would have to be increased 25 per cent., or for the various classes of Goods as under:—

1st Class	from	Rs. 0 11 0	to	Rs. 0 13 9
2nd "	from	" 1 0 6	to	" 1 4 8
3rd "	from	" 1 6 0	to	" 1 11 6
4th "	from	" 2 1 0	to	" 2 9 4
5th "	from	" 4 2 0	to	" 5 2 8

Whilst the special rate for coal from Baneogunge would have to be raised from Rupees 0-2-8 per maund to Rupees 0-4-10½ per maund, or an increase of 8277 per cent.

I would further observe the proposal in substance as made in the Secretary to the Government of India's letter No. 71R, and recommended in the memorandum signed by the majority of the Conference, is that the Eastern Bengal Railway Company is invited to assist in

constructing and to become joint "Proprietors and Managers of the most expensive portion of the East Indian Railway, and which the East Indian Railway Shareholders have wisely refused to construct themselves, and for this, and the following reasons, I cannot do otherwise than advise my Board not to encourage the proposal:—

1st.—It will necessitate this Company either paying toll on, or incurring a much larger permanent outlay to obtain a Goods Terminus on the banks of the River "Hooghly" than *vid* the Municipal Railway, the proposal which has for some time past, and long previous to this Conference, been under the consideration of Government.

2nd.—This Company and the public would consequently be put to much greater cost in conveying the goods to and from this Terminus and the river.

3rd.—It will for a certainty further, and most seriously delay this Company's obtaining access to the banks of the river. The proposed new Company is not yet formed, and the Bridge cannot possibly be built under *five* or *six* years, and it may take *ten*.

4th.—Deep water is not found under the site of the proposed joint Terminus, and sea-going vessels could not lay alongside or near it.

*5th*.—The lines of the proposed new Company on this side of the river would compete for local traffic with the existing line of the Eastern Bengal Railway, and the extensions to the banks of the river, which have throughout been contemplated.

As I have been invited by Government to attend the Conference, it may not be out of place for me to point out why, in the interests of the public, the proposal should not be entertained—

*1st*.—It is a most costly means of obtaining the object in view, and unless the State is in a position to incur the outlay without any prospect of return, and I submit it is not, whilst from financial considerations the guarantee is withheld from such lines as those to Peshawar, and to Darjeeling, or without the East Indian Railway will transfer a large portion of its present through charges to the proposed new Company, and which the shareholders are not at all likely to agree to, or without the goods conveyed over the new line are made to bear much heavier charges than they now bear to Howrah, and which they cannot, and should not, there is not the slightest prospect of such a return on the outlay as would warrant the expenditure.

*2nd*.—The expenditure incurred by the East Indian Railway at Howrah is not turned to useful account, and the State is called upon to guarantee, in duplicate, expenditure on this side of the river.

*3rd*.—A Road Bridge near the site of the present Railway Ferry would be self-supporting, and be a much greater convenience to the public in general.

*4th*.—The outlay incurred on the Municipal Railway is rendered useless, instead of being turned to immediate and remunerative purposes, and the Municipality is further prevented from extending its system of railways which it could do with great advantage to the city, if done judiciously.

*5th*.—The proposed extension along the river bank by Hautkholah would most seriously interfere with the enormous inland boat traffic of the port, (much greater than that of the railways,) and the greater part of which is carried on on that part of the river bank upon which the proposed extension and Terminus is to be formed.

*6th*.—I am informed the Government, in the time of Lord Dalhousie, to stay legal proceedings, gave a pledge to the native inhabitants of Calcutta that the site now selected for the

proposed Terminus should be reserved for purposes of recreation.

In conclusion, I submit that this important question has not been considered by the Conference so much in the interests of the public as it might have been, and I would beg strongly to urge that nothing should be done which in any way would increase the cost of transport of goods by the railways, and to and from the vessels frequenting the port, and I submit if these views are concurred in, they can best be met by the converse of the arrangements proposed.

Unnecessary outlay must not be incurred on the railways; but the Eastern Bengal Railway should be carried to the banks of the river at the least possible cost, and easy access should be obtained to the East Indian Railway, as it appears it can be, by a Road Bridge, which would be self-supporting, and greater facilities should be given for loading and discharging the ships, and these latter, and more particularly the last mentioned, are the directions in which I submit expenditure is required and warranted.

*From Government of Bengal, Public Works Department, Railway Branch, to Government of India, Public Works Department,—(No. 531 G., dated the 31st March 1868.)*

I am directed, in compliance with the orders conveyed in your letter No. 71R. dated 20th January, to forward the accompanying memorandum on the subject of

bridging the Hooghly, and of the arrangements by which access may best be given to the several Railways to convenient termini in the town of Calcutta.

2. This memorandum is signed by Mr. Bendel, Mr. Leonard and Captain Stanton. Mr. Prestage declined signing it for the reasons stated in his letter, dated the 5th instant, a copy of which is also submitted.

3. If, as the Lieutenant-Governor presumes is the case, Mr. Prestage's views are in accord with those held by the Directors of the Eastern Bengal Railway, it would seem that the formation of the proposed new company will be unnecessary, and that it will be better to allow the East Indian Railway Company to construct the bridge and line into Calcutta, leaving the Eastern Bengal Railway Company to make their own arrangements.

4. If the Eastern Bengal Railway Company consider that it will be to their advantage to make arrangements with the Municipal Commissioners for working their line by horse power, the Lieutenant-Governor sees no objection to their doing so, but he considers that this Company has no claim to a monopoly of the traffic on the Calcutta side of the river, and that their objection to the proposed line for bringing the East Indian Railway into Calcutta is consequently invalid.

5. The Lieutenant-Governor quite admits the great value of a road-bridge at Armenian Ghât; but, after full consideration of the subject, he is disposed to think that its construction is not practicable on account of the valuable interests which would be affected.

6. To be really useful, a road-bridge should have no opening for ships as the stream of traffic would be continuous, and its occasional interruption to allow of the passage of ships would be most inconvenient, while, on the other hand, a bridge without an opening would seriously contract the port and totally destroy the value of the docks above the proposed site.

7. On the whole, the Lieutenant-Governor is disposed to support the proposition of the Committee to extend the line from Chitpore along the river bank to the foreshore lately re-claimed by the Strand Bank, it being fully understood that the line must be a high level one, running either on arches or on girders supported on iron pillars so as to give free access to the river. The only doubt, which His Honor feels on the subject, is as to whether the piece of ground alluded to is large enough for a terminal Station for the East Indian Railway.

*From Government of India, Public Works Department, to Government of Bengal, Public Works Department, Railway Branch,—No. 491R., dated the 25th April, 1868.*

I am directed to acknowledge the receipt of your letter No. 531G. of the 31st March last, containing an expression of the Lieutenant-Governor's views, and a memorandum on the subject of bridging the Hooghly, and of the arrangements which it is proposed, to make in connexion with the several lines of railway.

2. While concurring in the views of His Honor that a bridge at Armenian Ghât cannot, for the present,

be thought of, the Governor General in Council is also of opinion that it is premature to think of a high level line along the river from Chitpore, with a large Station on the Strand Bank, and thinks that the railway arrangements on the Calcutta side of the projected bridge should, for the present, be limited to the Goods Station at Chitpore, with a connecting line to Scaldah, which should be considered as the terminus for passengers.

3. It does not seem likely that the Directors of the Eastern Bengal Railway Company will take the narrow view held by Mr. Prestage. It is more reasonable to assume that they will assent at once to make their passenger station at Scaldah available; until this point has been settled at Home, it will be better to defer making over the Municipal Railway to the Eastern Bengal Railway Company.

4. The advantage which the Eastern Bengal Railway Company will derive from the plan proposed appears to have escaped Mr. Prestage's notice entirely. In the opinion of the Governor General in Council, however, it is a most important advantage, for it gives the Company at once an equal voice in the management of the railway traffic over the bridge and the junction lines, and thoroughly secures their interests for ever. It is certain that sooner or later the East Indian Railway will come into Calcutta; and if, instead of the present scheme being carried out, the East Indian Railway be left to do the work by themselves, the Eastern Bengal Railway will have no check whatever on their operations, and the probable consequence will be misunderstandings between the two Companies, which can only do both lines mischief.

5. One point of detail noticed by the Committee requires attention, which is the arrangement for giving the land for the Goods Stations of the two Companies at Chitpore. These stations, it is proposed, should be formed from the regular Capital of the two Companies, and not from the new Capital. Probably this is necessary, and possible in this case the land would have to be given free of charge. But if, under these circumstances, it should be thought desirable for Government to avoid the payment of the £100,000, which the gift of the land will involve, His Excellency in Council conceives that there would be no difficulty in Government making it a part of the bargain with the new Company, that their Capital shall include this payment also. Such an arrangement would throw the burden on the profits derived from the bridge and new Metropolitan terminal arrangements, which is only fair. The interests of the new Company would be sufficiently covered by giving them a guarantee of 5 per cent. on their Capital.

6. In limiting the railway arrangements to the Goods Station at Chitpore and the lines to connect the proposed bridge with Sealdah, the Governor General in Council contemplates the lines of rails being laid, not as proposed on a high level, but along the river bank on the level of the ground and connected with the Chitpore Station. And this line would be constructed and worked by the Port Trust as part of the landing arrangements in connexion with private warehouses in the neighbourhood. No large Station would be necessary, but only a few depôts for wagons, whence they could, on application, be sent to the points where the owners or agents desired to load them with goods.

7. I am to remark that the saving in cartage, coolie hire and boatage to Howrah will doubtless leave a sufficient margin for such charges as will at once pay the expenses of the Port Trust and the Railway, and yet afford great advantages to the mercantile public. Moreover, the limitation in this way to the smallest possible scale of the work to be undertaken is likely to result in the early completion of what is desired.

8. Mr. Prestage lays some stress upon his views being shared by a portion of the public. I am to enquire, therefore, whether the Government of Bengal has thought proper hitherto to consult anyone, in order to ascertain how far this is the case.

*From Government of Bengal, P. W. Department, Railway Branch, to Government of India, Public Works Department.*

*Calcutta, the 1st May, 1868.*

I am directed to acknowledge your letter, No. 491, dated 25th April 1868, on the subject of bridging the Hooghly; and to state that the Lieutenant-Governor will be glad if the orders contained in paragraph 3 of your letter can be modified.

2. The Lieutenant-Governor does not at all contemplate making over the Municipal Line to the Eastern Bengal Railway Company permanently; but His Honor is informed that the Municipality are willing to make it over to the Railway Company on a short lease.

3. As it does not appear probable that the Hooghly Bridge will be open for traffic for the next five or six years, I am to ask if such an arrangement may be sanctioned, as it appears a thriftless arrangement to allow an expensive line to remain utterly idle when it might be worked for a time at a large profit.

4. It is moreover of importance that the Railway Company should have the use of this line now to enable them to land the heavy materials for the Goalundo Extension.

*From Chamber of Commerce, to Government of Bengal, Public Works Department, Railway Branch.*

*Calcutta, the 20th June, 1868.*

The Committee of the Chamber of Commerce direct me to acknowledge the receipt of your letter No. 756G, dated the 1st ultimo, and annexures, requesting them to furnish His Honor, the Lieutenant-Governor, with an expression of their views on the proposals therein detailed for bridging the Hooghly.

2. Apart from all engineering and financial questions, on which they will not venture an opinion, it appears to the Committee that a bridge to be really useful to the commercial interests of Calcutta, and to benefit the increasing population, should, as nearly as possible, connect the business portion of the city, the situation of

which will probably never be disturbed, with the opposite shore, so long as the limits of the port are not injuriously prescribed thereby.

3. On these considerations they recommend that a site a little above or below Hautkhola Ghât should be selected for the structure. This locality, the Committee think, will be found the most convenient for the following reasons :—

1st. It would not interfere with the existing Docks on the Howrah side of the river.

2nd. Sufficient room would be left for the port to expand in a northerly direction; and

3rd. It would be within the reach of cart traffic, and of the greater number of native passengers.

4. The structure should be fixed and permanent; and should combine a railway with a road bridge, and foot paths for passengers.

5. The Committee are prepared to admit that if the shipping got adrift, as in the Cyclone of 1864, there might be considerable danger of injury to the proposed bridge, but they are credibly informed that prior to that disaster some of the port moorings had not been properly examined for eight or nine years, and that the chains were greatly worn by constant chafing for so long a period; this statement is further borne out by the fact that very few ships parted their *own* cables, and the Committee believe that if the moorings were thoroughly

examined at short intervals, and kept in proper order, the danger to be apprehended from ships breaking adrift, and battering down the bridge, would be materially reduced.

6. The next point to be settled is where the goods and passenger termini of the railroad in connection with this bridge should be situated. The central passenger and goods terminus, the Committee are of opinion, could not be better placed than on the space between the back of Writers' Buildings and New China Bazar Street, facing Clive Street, or thereabouts, in close proximity to the Custom House and Bonded Warehouse; and another goods station might be erected on the river bank at Hautkhola, near Burra Bazar, which would prove of immense convenience to the native merchants, whose godowns are principally in that portion of the city.

7. As regards the railway connecting these two stations, and also in connection with the Eastern Bengal Railway at Sealdah, its route will probably be determined by the cost of purchasing the property through which it must run; but the Committee might point out that the sanitary condition of the city would be greatly improved by the opening out of many of the present crowded streets in the vicinity of the Chitpore road, and that, in dealing with this question, it might be expedient for the Government to take into consideration the public health as well as the public purse, and the necessity of acquiring certain property for the projected railway would afford an opportunity of remedying the deleterious effects of overcrowding.

8. The Committee suggest a high level line running in a curve between the two stations indicated in their 6th para: and a junction line running north of Bow Bazar Street, uniting the Sealdah station of the Eastern Bengal Railway with the proposed Clive Street terminus. The arches on which these junctions must necessarily be built might be utilized as shops or godowns for native traders, except where thoroughfares intersect.

9. That there are many practical objections to a high level line, especially where the principal traffic consists of goods, the Committee are well aware, and also that the construction of such a line involves an immense expenditure of labor as well as money. If, therefore, the Government is unwilling to entertain the idea, a low level railway worked by horsepower, as in many cities of America and elsewhere, would, the Committee think, meet all the requirements of the case.

10. A bridge across the Hooghly at Bally, or higher up, with a goods station at Chitpore, outside the Circular Canal, would not meet the views of the commercial community, as the distance would only increase the difficulty now experienced in controlling shipments of merchandise to and from vessels in the port; it would seriously depreciate the valuable property of the East Indian Railway Company at Howrah; and it could scarcely benefit the general public, being out of the reach of cart and passenger traffic. Looking to the interests of the railway shareholders, and the Government as guarantor, so large a source of income as this traffic would prove ought not to be abandoned.

11. A line of railway along the portion of the Strand Bank recently re-claimed from the river (as proposed by the Conference) would seriously interfere with free access to, and communication with, the shipping. It must be borne in mind that only a small fraction of the produce received from the interior is despatched direct from the railway to ships, as most of it requires cleaning and repacking before a receipt, necessarily specifying "good condition," can be obtained; and, in like manner, most import goods primarily pass through merchant's godowns before they are sent up-country.

12. The construction of the Hooghly bridge and the lines of railroad within the precincts of the town, the Committee advise, should be entrusted to a distinct Corporation, (unconnected with the proposed Board of Commissioners for the improvement of the port of Calcutta) who, with the aid of Government for the expropriation of the necessary property, and with a guaranteed interest, could raise the capital required for the project.

13. A bridge toll for foot passengers, carts and carriages, and for each railway train, according to the number of wagons daily crossing the river, might be levied; and the entire working and supervision of the bridge, and the lines in connection with it should be left to the proposed Corporation.

14. The existing Railway Companies would be called upon to pay an amount proportionate to the number of wagons or quantity of goods conveyed for them by the new extensions, each Company charging additional rates

for goods delivered beyond their respective present lines of operation; such charges would reimburse them for their contributions to the City Railway, and would ultimately fall on those who profit by the increased accommodation.

15. On questions involving so many engineering and financial considerations the Committee express their views with some diffidence; but they are of opinion that the foregoing proposals will afford the facilities of which the growing trade of Calcutta is sadly in need, and, at the same time, will prove remunerative; they would further enable the Municipal authorities to carry out sanitary and other improvements in that portion of the city which most urgently requires them.

16. Before closing their reply, the Committee of the Chamber desire to submit a further proposition, which they trust will find favor with His Honor, the Lieutenant-Governor, and gain his support. In the largest cities of the world, where skilled labor and the most perfect appliances are readily available, works of the nature under discussion are necessarily tedious in their accomplishment, and, therefore, Calcutta, where neither of these advantages exist, and where so many unusual difficulties present themselves, cannot expect to possess a permanent bridge over the Hooghly for some years to come. To mitigate as much as possible this *ad interim* inconvenience, it has been suggested that a temporary floating pontoon bridge for cart and passenger traffic should be erected between Armenian Ghât and Howrah, and a proposal for the same, which provides for the free

passage of shipping, has been submitted to the Chamber by Mr. B. Leslie and other engineers. As the Committee are informed that plans have been forwarded for His Honor's consideration, it will be unnecessary for them to enter into the details of the scheme, but if the promoter's ideas as to its practicability are correct, the Committee heartily recommend that the concession sought for should be given.

17. This temporary bridge, it is understood, could be erected in about 18 months and at a most moderate cost; to which, however, the Government would not be required to contribute. The advantages to commerce of so speedy a relief would be immense, and the population of Calcutta generally would derive incalculable benefit. Even after the completion of the permanent structure at Hautkhola, the Committee contemplate the continued usefulness of this connection with Howrah.

18. The accompanying sketch map will probably serve to illustrate with greater clearness the Committee's ideas as set forth in this communication.

**Proposal for a new River Telegraph Station.**

Government has been asked by your Committee to provide a Telegraph Station between Atcheepore and Garden Reach, for reasons which are fully detailed in the correspondence herewith. No answer has as yet been received, but the necessity

and usefulness of such a station are so evident that the Chamber may look forward with confidence to a favorable reply.

*From Chamber of Commerce to Master Attendant.*

*Calcutta, 19th October, 1868.*

The Committee of the Chamber of Commerce will be much obliged by your favoring them with your opinion as to what place between Garden House and the limits of the Port would be the most convenient for the establishment of an additional telegraph station for the use of shipping, it being in contemplation to represent the expediency of erecting one within these boundaries to the Government of Bengal.

*From Master Attendant to Chamber of Commerce.*

*Calcutta, the 27th October, 1868.*

With reference to your letter, dated 19th instant, I have the honor to inform the Chamber of Commerce that the best site for an additional Telegraph Station between Garden House and the limits of the Port would be Hangman's Point, but I would suggest that the name be changed. It is a very short distance below the boundary of the Port, and would command a view of the shipping from Jar-makers Reach to above Garden House.

*From Chamber of Commerce to Government  
of Bengal.*

*Calcutta, 9th November, 1868.*

The Committee of the Chamber of Commerce direct me to represent for the Lieutenant Governor's consideration the inconvenience frequently experienced by Masters of vessels trading to Calcutta through the want of any ready means of communicating with their Agents between Atecheepore and the limits of the Port, and to suggest for His Honor's approval the expediency of providing an additional River Telegraph Station within these limits.

In support of this recommendation, the Committee beg leave to point out:—

*1st.* That the extension of the Port limits within the last few years has enabled steamers, under engagement to tow vessels to Calcutta, to cast off their ship about two miles below Garden House.

*2nd.* That there is no convenient communication between this locality and Calcutta, and, consequently, if Masters of ships require orders or instructions from their Agents, they are obliged to come up in *dinghys* certainly as far as Nenukmalal Ghât, and, for this purpose, have often to wait for the flood tide; whereas, with a Telegraph Station, they could easily make their wants known without delay.

*3rd.* That vessels leaving the Port usually drop down the river a day or two before the tug steamer comes alongside, and, in order to get a good start, frequently bring up a considerable distance below Garden House; while waiting there it is no uncommon thing to lose an anchor, and sometimes two, whereby they are placed in a position of danger until their losses can be made good, which might easily be done in a few hours if the Captains could inform their Agents of their position by telegraph.

*4th.* That some vessels are compelled by law to discharge a portion of their cargo—such as petroleum—beyond the limits of the Port, or, at all events, below the point where shipping begins to accumulate; and in these cases, much time would be saved in communicating by wire with the consignees of the ship or cargo.

*5th.* That owners, and Captains of river Tugs would find the telegraph most convenient in giving or asking for orders for the next day's work; or, in cases where, owing to accident or any unforeseen cause, their ship was not ready to start at the time appointed.

*6th.* But the chief and most general advantage of the proposal would be that parties interested in the arrival or departure of ships would know exactly when they entered or left the Port, whereas now it constantly happens that a ship passes Atecheepore in time to enable her to reach town before dusk, but, owing to the state of the tide, she is unable to get up to Garden Reach until next day, and a great deal of time is consequently lost through Agents being uncertain, whether or not they should make the necessary arrangements for her arrival.

The Committee have consulted the Master Attendant as to the best site for the erection of such a station, and in his letter, dated the 27th ultimo, a copy of which is annexed, he indicates a place called Hangman's Point. The Committee, however, fully endorse his suggestion that the name of the locality should be changed.

#### **Reduction of the Tariff for Telegraph Messages.**

The accompanying correspondence is referred to with pleasure, and the Committee congratulate the Chamber on the prompt introduction of a measure which confers a benefit, not only on the commercial community, but also on the public at large, as it is calculated to cause a more frequent and rapid interchange of communications throughout India.

*From Director General of Telegraphs in India  
to Chamber of Commerce.*

*Calcutta, 6th of July, 1868.*

I have recently submitted to the Government of India a proposition for the introduction of a reduced tariff; with respect to the nature of the reduction it is not yet decided whether to continue 20 words, as at present, as the unit message, with three rates for distance *viz.*, 1 Rupee for 500 miles, 2 Rupees for 1,000 miles and 3

Rupees for any distance over a thousand miles, or to reduce the number of words in a single message, or group, to ten, and have an uniform charge of 1 Rupee per group for the whole of India. The compulsory registration of code messages will in either case be maintained, on account of the much greater labor and trouble which these messages involve than those written in ordinary language.

I have also suggested the creation of a class of messages, to be called express messages, which, in consideration of a heavy fine of say 10 rupees per single message, shall have the privilege of precedence over all messages in the office that have not been deposited more than six hours.

But, before proceeding further in the matter, I should be glad to receive an expression of the opinion of your Chamber upon it. I believe that, in cases of life and death, great impending disasters and other cases of great urgency, it would prove a blessing to the public to have the power of obtaining this precedence, and that the infliction of a very heavy fee would prevent it being resorted to to such an extent as to interfere materially with the transmission of ordinary messages.

*From Chamber of Commerce to Director General  
of Telegraphs in India.*

*Calcutta, 13th July, 1868.*

I have the honor to acknowledge the receipt of your letter No. 2348, dated the 6th instant, regarding a

reduction of the tariff for telegraphic messages, which I have duly laid before the Committee of the Chamber of Commerce.

In reply, I am directed to express their opinion that an uniform charge of 1 rupee for a ten words' message to any part of India would be a great boon to the mercantile community, and would be much preferred to your other proposal of continuing the 20 words, as at present, with three rates for distances. As ten words, however, to include the address, would not, the Committee think, be sufficient to meet general requirements, they consider that there should be an allowance of three words for the address.

Your second proposition, — to create a class of "express" messages, having precedence over all others not deposited in the office more than six hours, on payment of a fee of 10 rupees, the Committee consider undesirable, as Merchants would, at various stages of the market, be all wanting to avail of this privilege, notwithstanding the extra charge for the same; and the only benefit would, therefore, accrue to the Telegraph Department, whilst a very heavy premium would be levied on trade, and general messages would be seriously interfered with to the detriment of the public.

**Proposed establishment of an Uniform System of drawing and cashing Hoondies.**

The Committee of the Chamber are indebted to the Secretary and Treasurer of the Bank of

Bengal for an elaborate minute on this subject, in which no other establishment is more largely interested than the Presidency Bank. The remedies, however, are in the hands of the Governments of the Native States, from whom the matter originally emanated, and your Committee hope that the suggestions which have been transmitted to them, through the Agent of the Governor-General for Central India, will have the effect of inducing them to initiate measures for checking the abuses brought under notice.

*From the Agent to the Governor General for Central India to Chamber of Commerce, Calcutta.*

*Indore Residency, 20th May, 1868.*

I have the honor to forward for the consideration of the Chamber of Commerce at Calcutta, translation of a communication from the Indore Durbar, and of its enclosure, being a Petition from a large number of the mercantile community in the city of Indore, on the subject of an uniform system being introduced in the cashing of Hoondies with a view to prevent frauds.

The frauds referred to in the Petition appear to have caused a panic amongst the banking and trading community here, and to have brought business in exchange with Calcutta, Bombay, and Benares, almost to a standstill.

*Translation of a communication from the Vakeel  
for Indore, dated 7th May, 1868.*

The Panches of the Indore Bazar having submitted to the Durbar an Urzee stating that, in the usual course of trade, Hoondees are enclosed in mercantile letters posted at the Government Post Offices: some fraudulent people have lately been concerting with the Postal Clerks to abstract some of the Hoondees so posted, and to get them cashed in foreign markets. This has caused much loss and inconvenience, and we beg, therefore, to submit a petition addressed to the British Government with a view to the Durbar forwarding the same to the Agent to the Governor-General for Central India.

I am directed by the Durbar to request the favor of your causing the necessary measures to be undertaken in this matter at Calcutta, Bombay and other places, as requested by the Petitioners.

*Substance of the Panches' Urzee, dated 20th  
April 1868.*

Certain rules have always been observed by Native Bankers in drawing Hoondees. One of these rules has been to make such Hoondees payable only "Sah Joge," by which is meant the ability and responsibility of the payee to produce duplicates of the Hoondee cashed by him, or in his favor, in case of disputes arising concerning it after payment.

The object of the rule of "Sah Joge" is to secure the purchaser of the Hoondee against every possible loss, as long as the seller enjoys credit in the mercantile community. For in case of a Hoondee being lost or stolen, the person stealing or picking it up will, under the limitation of "Sah Joge," have to give in good security to get such Hoondee cashed, and on the real purchaser of the Hoondee putting forward his claim, such security must either produce a duplicate of the Hoondee, or refund the money paid on his security.

This rule of "Sah Joge" is of the utmost importance to trade, and is uniformly observed in Jeypoor, Kotah, Potan, Indore, Hyderabad, Gwalior, Ruttam and other centres of business.

The Merchants of Calcutta, Bombay, Benares, &c., do not, however, observe the rule of "Sah Joge," and this has enabled some fraudulent people to concert with the Postal subordinates to abstract Hoondees from mercantile letters in transmission through the Post Office, and to get them cashed in the stations of trade last named, causing heavy losses to the mercantile community. Had the rule of "Sah Joge" been observed there, no such frauds would have been successful, and unless measures are taken to make that rule observed and thus place a check on fraud, much depression and check to trade will follow.

Under these circumstances, we venture to hope that the Government will be pleased to have the rule of "Sah Joge" observed in places where it is not now so done, in order that the interests of trade may not suffer, and induce-

ment to postal subordinates to concert with the fraudulent people be removed.

Signed by the Panches of the Bazar and other merchants of Indore—90 persons in all.

*From Chamber of Commerce to the Agent to the Governor General for central India, Indore.*

*Calcutta, 21st July, 1868.*

In reply to your letter No. 597, dated the 20th May, and annexures, I am directed by the Committee of the Bengal Chamber of Commerce to forward you the accompanying copy of a communication received from the Secretary of the Bank of Bengal regarding the establishment of an uniform system of drawing and cashing Hoondees, the views contained in which they fully endorse.

*From George Dickson Esq. to Chamber of Commerce.*

*Calcutta, 15th July, 1868.*

Referring to your favor of 7th instant, and to your previous correspondence, regarding the expediency of effecting a change in the present system of drawing and cashing Hoondees, with a view to prevent frauds, as set forth in the memorial from the Indore Durbar, I have to observe that, according to my understanding of the

matter, the following is the present usage of Native Bankers and Merchants, viz, that Hoondees are drawn either payable to "Sha Joge" or "Dhunce Joge" the majority being drawn in the latter form.

"Sha Joge" I am informed by the Bank's Khazanchee and Moonshee is understood in the Calcutta Bazar to mean, that the Bill is payable "to any respectable holder,"\* and "Dhunce Joge" that it is payable to the order of the person in whose favor it is drawn. Formerly there was no rule that the seller of a Hoondee was to surrender the second, or third of the set, payable to "Sha Joge," and as frauds have arisen in consequence, the commercial community of Indore have recently introduced the system of making it imperative that all Hoondees must be drawn in triplicate; that each of the set must bear, as an integral part of the draft, that unless the complete set is presented, payment is not to be made.

The Calcutta Shroff's object to the innovation of the Indore bankers, as likely to lead to great delay in the way of the transaction of, and to the material injury of, their business.

I am not surprised that this question has arisen; the only wonder is that it has not long ago been forced on the attention of Government. I am of opinion that in conformity with the Stamp Act (No. X of 1862) the Indore Shroffs are perfectly right, but I could never

\*I have also been informed by an assistant of the Bank that in the case of a Hoondee drawn "Sha Joge" that the chance is not satisfied as to the endorsement and demand security from the person presenting it for payment, a demand which has been usually with that given in the memorial.

understand why the Government left it optional to draw Inland Bills, payable within India, either singly, in sets of two, or in sets of three, without observing the precaution of having them *marked* either as *Sola*, *First and Second*, or *First, Second and Third*, so as to prevent evasion of the Stamp Act.

The privilege of drawing Bills in sets is in England, for obvious reasons, confined to Foreign Bills, each part containing a condition that it shall "continue payable only so long as the others remain unpaid." Each transferer is bound to hand over to the transferee all the parts of the Bill in his possession, and he may even be liable to hand them over to a subsequent transferee, if he have them still in his possession.

The whole set, of how many parts soever it be composed, constitutes but one Bill, and the regular payment and cancellation of any one of the parts extinguishes all.

But nice legal questions very frequently arise regarding the rights of parties, when the parts are in different hands, or from the omission of the maker on one part to express the reference to the others, and the conditions relating to them.

I am of opinion that the option given to drawers of Inland Bills, payable in India, is radically unsound, and that the law ought to be altered so as to make it obligatory that all Bills and Hoondees be drawn singly on the full Stamp. The Bank of Bengal purchases and receives yearly many hundreds of Hoondees from different parts of India, almost all drawn singly, and I do not call

to mind a single instance of the loss or miscarriage of a letter giving cover to our Bills. If ordinary precautions are taken, I do not see why it should be otherwise with the Indore Bankers. If their Hoondees were made payable "Dhunce Joge" only, and were drawn singly and specially endorsed, the evils of which they complain could not possibly arise.

For Hoondees drawn "Sha Joge" having only a day or two to run, or payable on demand, I think no protection necessary. Such documents are struck at by the Act, and they are only a spurious note circulation payable to bearer on demand.

For exceptional cases, and in the event of Hoondees being lost, some provision might probably be made in the Stamp Act, giving the loser his remedy in equity on his giving public notice of loss, and also to the parties liable on the Bill, somewhat similar to the provision contained in 9 and 10 Will 3 Cap. 17, or the same procedure should be followed with regard to Inland Bills as in the case of Foreign Bills, *viz.* issuing them *marked* as *Sola* Bills, first and second—or first, second, and third.

I return the Memorial.

#### **Bill to provide against European Vagrancy.**

The best attention of your Committee has been given to this Bill, and they beg a reference to

their letter to Government which exhausts their views on the subject. Your Committee are of opinion that a special public benefit, such as the deportation of idle vagrants, should be carried out at the expense of the community benefited, and not at the cost of a few private individuals, as it certainly would be if these vagrants were forced upon ships at a small fixed price by a Government official. It is unnecessary to remind you that ships are private property, and your Committee consider that Government have no more right to force ships to carry home a public nuisance, such as a vagrant is, at an unremunerative rate, than they have to force a vagrant into a private residence for shelter and food until he is deported.

Your Committee may state that the allowance for carrying home a distressed seaman, of one shilling per day, is a charge wholly inadequate for his support, and that, small as this charge is, there is so much difficulty in collecting it that it is frequently abandoned.

They, therefore, think that if vagrants are to be deported they should be sent home in batches of ten or twenty to suit the convenience of ships having space for them, and that tenders should be invited for their conveyance.

*From Chamber of Commerce to Government of  
India.*

*Calcutta, 1st September, 1868.*

THE Bill now before the Legislative Council of the Governor General of India "to provide against European Vagrancy" having been considered by the Committee of the Chamber of Commerce, I am directed to communicate the views they entertain regarding the 17th clause of the 5th Section; and to request you will be so good as to submit them to the Select Committee of the Council, which, it is assumed, will be appointed to report on the proposed Act.

2. Primarily I may mention that the published intention of Government to endeavour to legislate for the suppression of this growing evil has been hailed with satisfaction by the Committee; and the measures contemplated appear to them likely to operate with success. From this general opinion, however, the Committee must, except the deportation clause above referred to, which makes it compulsory on the Master of any British sailing ship to receive on board his vessel any vagrant whom the Local Government may require him to take, to keep and detain him on board for the voyage for which he is shipped, to give him subsistence and to provide him with a proper berth during such voyage; and to accept, as remuneration for the same, any sum which the Local Government may, from time to time, appoint.

3. It appears to the Committee that this would be getting rid of one evil by creating another, and would, moreover, occasion great hardship and injustice to ship-owners. The greater number of vessels trading to India are freightships, and, as a rule, they have only sufficient accommodation for their officers and crews; while the fact of vagrants—many of whom bear bad characters—being conveyed by a passenger ship would deter ordinary and better paying passengers from sailing in her, and thus occasion a loss of revenue to the owners.

4. Again, the presence of such characters on board any vessel might tend very considerably to demoralise the crew, from whom it would be difficult to keep them apart; and their pernicious influence might, perhaps, prove a source of annoyance and danger to the Captain, Officers, and better-disposed people on board, to which they have no right to be *compulsorily* subjected. The very sight of these vagrants doing nothing, and being conveyed home at the public expense, while the crew have to perform their regular and hard duties, would, possibly, prove an inducement to desertion, and might cause many an idly-disposed sailor to turn vagrant in order to be sent to England, or elsewhere, under similar easy circumstances.

5. There are places in the knowledge of the Committee, and no doubt of Government, where the Captain of a ship bringing any vagrant would not be allowed to land him unless a satisfactory bond was given for his maintenance until he obtains employment. This involves an indefinite responsibility which it would be manifestly

unfair to render compulsory, more especially when the amount of passage-money paid for the vagrant is determined by Government.

6. There is a wide difference between conveying vagrants and distressed seamen, because the latter are subjected to the same discipline as the crew, and can be discharged when the vessel arrives at her destination; the sea being their calling, they are a much less objectionable class on board ship, and, consequently, the same, or a similar, compulsory law ought not to be applied to both classes. It may also be pointed out that distressed seamen are not numerous, and that it is seldom necessary to exercise the law on their behalf.

7. Whilst indicating the grounds on which they are opposed to the provisions of the 17th clause of the Act, as at present constituted, the Committee of the Chamber of Commerce beg leave to suggest a modification which they consider will be equitable, and will fully meet the difficulties of the case. It should be borne in mind that ships are *private property* and that liberty of action in dealing with them should be permitted to *their owners*. Accordingly the Committee propose that when a sufficient number of vagrants are collected for deportation, tenders, as in the case of the *insane*, should be invited for their conveyance. There are nearly always ships in the port, the Masters of which would be induced to take them for a fair remuneration, as, with a number of these men to provide for, the necessary arrangements could more easily be made to guard against contamination, and to enforce discipline, than if there were only one or two to be dealt with in a ship unprovided with suitable accommodation.

8. The Committee of the Chamber, therefore, venture to express their hope that before this Act becomes law, the expedient they have suggested, or something equally discretionary to shipowners, will be substituted for the proposal contained in the section under notice.

*From Government of India to Chamber of Commerce.*

*Simla, the 13th October, 1868.*

I am directed to acknowledge the receipt of your letter dated the 1st ultimo, communicating the views entertained by the Committee of the Chamber of Commerce in respect of Clause 17 Section V of the Bill now before the Legislature "to provide against European Vagrancy," and requesting that they may be brought to the notice of the Select Committee, appointed to report on the proposed Act.

2. In reply I am directed to state that your letter has been forwarded to the Legislative branch of this Department for the required purpose.

**Proposed establishment of a Sailor's Club or Institute in Calcutta.**

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Your Committee beg a reference to the various letters annexed in regard to a Sailors' Club or In-

stitute, as suggested by Captain Toynbee. Considering the very heavy claims which have from time to time of late been made on the commercial community and the general public for the erection of the Sailors' Home, and for other charitable purposes, the Committee did not think there was any chance of raising the requisite funds at present for the proposed Institute. The subject is therefore deferred.

*From Capt. H. Toynbee to Chamber of Commerce.*

*London, the 5th May, 1868.*

On 30th November 1863, a Public Meeting was held in the Town Hall, Calcutta to consider the improvements needed for seamen. I had the honor of addressing that Meeting and your Chamber printed and circulated that address; they still have, I believe, several copies on hand. My object, in taking the liberty of addressing you as President of that Chamber is to say that, although I have come to an anchor on shore, and am hardly likely to visit Calcutta again, my interest in the welfare of seamen is not abated, and I am more than ever convinced that the improvements proposed in that address are needed. But especially that such Ports as Calcutta need a Sailor's Club or Institute surrounded by a good play-ground, where the two or three thousand men belonging to ships in the Port may get respectable recreation and refreshment, instead of their being driven to resort to such a den of vice as Flag Street.

This would save many youths and young men from overpowering temptations, whilst seeking that change which all need, and it would help to keep the married steady. You will quite see the difference between a place of this kind for the numbers who belong to ships, and a Sailor's Home for the few who must live for a short time on shore. I do not hesitate in saying, that such an Institute or Club in connection with a play-ground, under the superintendence of a good old Christian Commander who takes an interest in sailors, would be an immense boon to British seamen in Calcutta, and it would set a good example to the rest of the world. The peculiar difficulties of seamen, and their great value to the nation, give them a fair claim on Government and their employers, so that Government might well give the land; and their countrymen and women who benefit by their labours might find the building; I believe, it would be more than self-supporting, for such refreshments as they need might be sold to them, and a trifle might be charged for the use of games. The Institute might be used for religious services on Sundays; it might also have a Reading Room and another for evening classes. Will you, Sir, kindly bring the subject formally to the notice of the Chamber of Commerce? If you can start a Sailor's Club and play-ground for Calcutta, I shall be happy to send you a cheque for 500 Rupees as my mite towards the Building.

*From Chamber of Commerce to Secretary of the Sailors' Home.*

*Calcutta, 27th June, 1868.*

I am desired to forward for the information of your Committee the accompanying letter in original, lately re-

ceived from Captain Henry Toynbee, and as the Committee of the Chamber of Commerce are unacquainted with the regulations and arrangements of the Sailor's Home, they will feel obliged by your letting them know, before they reply to Captain Toynbee's communication, whether his suggestions could not be carried out in part or entire in the existing Institution.

*From Secy. of the Sailors' Home to Chamber of Commerce.*

*Calcutta, 12th September, 1868.*

Your letter of the 27th June and its enclosure from Captain Henry Toynbee have had the careful consideration of the Committee of the Sailor's Home, and I am now directed to reply that the Committee would be very glad to see the main features of Captain Toynbee's scheme carried out by completing the original design of the Sailors' Home Building. That design included a large Hall, to be set apart as a lecture-room and place of recreation, where both the inmates of the Home, and Sailors from vessels in the port, could be accommodated, and where they could have in-door recreation at all reasonable hours, (as it would be well lighted in the evening) and good and wholesome refreshments would be available for them under proper restrictions. As the Home has already a skittle and bowling alley, and a cricket-ground not far away, the Committee believe that such an addition to the Home would provide all the arrangements for the benefit of the sailor contemplated by Captain Toynbee, and in the most manageable form, but unfortunately this

part of the original design of the Building was struck out of the plan, when it was erected by Government, for want of funds, and both Government and the Public have already subscribed so handsomely for the Building that the Committee can hardly hope for any further subscription for this object in Calcutta. But, if Captain Toynbee would transfer the Rs. 500 he proposed giving for a separate Institute to the addition to the Home indicated by the Committee, and obtain further aid from the friends of the sailor at Home, they would be glad to try what further support can be found in Calcutta to carry out the object.

*From Chamber of Commerce to Captain Henry Toynbee.*

*Calcutta, 19th September, 1868.*

In reply to your letter, dated 5th May last, I am desired by the Committee of the Chamber of Commerce to forward the annexed copy of a communication, received from the Secretary of the Sailors' Home, to whom they referred your suggestions and generous proposal.

*From Master Attendant to Chamber of Commerce*

*Calcutta, 12th October, 1868.*

I have the honor to forward copy of a communication No. 4,400, dated 7th September last, from the Under-Secretary, Government of Bengal, to the Master Attendant, and would feel greatly obliged by your laying the matter

before the Chamber with a request to favor me with their views on the subject, and also if in their opinion the inhabitants of Calcutta would contribute to any extent to such an object.

*From Government of Bengal to Master Attendant.*

*Calcutta, 7th September, 1868.*

With reference to the accompanying copy of a communication\* from the Secretary to the Government of India, Home Department, on the subject of improving the condition of Merchant Seamen at Indian Ports, I am directed to request that you will be so good as specifically to inquire and report as to the expediency and practicability of establishing a Sailor's Club or Institute in Calcutta.

2. You should confer on the question with anyone you may think likely to apprehend correctly all the bearings of the subject, and you should particularly refer to the Bengal Chamber of Commerce, with whose late President, it would seem, Captain Toynbee has been in communication, and ascertain from them, in the event of their approving Captain Toynbee's views, whether it is likely that any considerable sum could be collected in Calcutta for promoting the object, if some assistance on the part of Government were also given.

3. It is obvious that to give full effect to Captain Toynbee's views a very considerable outlay will be

\* No. 121, dated the 24th August 1868, and enclosure.

necessary. The Lieutenant-Governor would not recommend in any case the erection of a building on or near the site where the Sailors' play-ground now is. Apart from any question of encroaching on the maidan, a building could not be erected in that locality without obscuring more or less the front of either the Town Hall or the new High Court, and either result would be much to be deprecated.

*From Government of India to Government of Bengal,*

*Sinla, the 25th August, 1868.*

I am directed to forward the accompanying copy of a despatch from the Right Hon'ble the Secretary of State for India, No. 22, dated the 9th July 1868, and of its enclosure from Captain Toynbee, offering suggestions for improving the condition of Merchant Seamen at Indian ports.

2. Of these suggestions, the second, *viz.*, the introduction of some such law as the English Contagious Diseases Act, has been already anticipated and need not be further noticed.

3. With regard to Captain Toynbee's proposal to establish a Sailor's Club or Institute, the Governor General in Council will be much obliged if the Lieutenant-Governor will direct such information to be furnished as will enable a reply to be sent by the Government of India to the Secretary of State, and if His

Honor will favor the Governor General in Council with his opinion regarding any further measures that he may think desirable for improving the condition of seamen in Calcutta.

*From the Secretary of State for India to the Governor General of India in Council.*

*London, the 9th July 1868.*

I forward herewith copy of a letter from Captain Toynbee, on the subject of the condition of Merchant Seamen in Calcutta.

2. The subject is one in which I am aware your Excellency has taken great personal interest. I shall, therefore, be glad to receive a report as to what has been proposed and effected under your Excellency's directions at Calcutta; and I also desire that you will invite the Government of Bombay to state its views as to what measures can be taken for lessening the evils to which this class is subject at that port.

*From Captain H. Toynbee to the Secretary of State for India.*

*Dated 27th May, 1868.*

I take the liberty of addressing you on the subject of the waste and ruin of Merchant Seamen, arising out of the

existing state of things at Calcutta; and knowing the deep interest which you take in the mercantile marine, I feel confident that it is only necessary to point out some practical way of removing the causes of this waste and ruin to ensure your aid.

The high position which you hold with regard to India and your practical experience at the Board of Trade will, I hope, place it in your power to take steps in the matter.

In Calcutta there are always from two thousand to three thousand seamen belonging to ships in the port. When they go on shore for recreation, their only resting place is Flag Street, inhabited by brothel-keepers, prostitutes, and crimps of the lowest order, full of the surest and foulest temptations for the seamen after a long voyage. Let a seaman with the best intentions land here merely for recreation, and he invariably yields to temptation, loses all self-respect, and, if a youngster, he begins that downward career which ends in the ruin of so many of our seamen; and, if a grown man, he contracts a loathsome disease and becomes a burthen on the ship, crew, and the country, and has finally to be sent home at the Government expense.

On this head, I think that you might obtain much valuable information from the Board of Trade. The vote for the relief and conveyance home of distressed British Seamen has nearly doubled and is still increasing, and the seaman himself is fast deteriorating, and this, I believe, is to a very great extent caused by disease contracted in our East Indian possessions, especially in Calcutta.

After a seaman has spent some time there, his physical powers are so reduced that he readily becomes a prey to scurvy, and to all the other worst diseases which men who are intainted escape.

I am desirous of convincing you of the magnitude of the evil and its serious results, and would, therefore, implore you to refer to the Board of Trade to corroborate my statements. I believe, however, that the evil can be checked. It only wants a guiding hand to direct the local authorities at Calcutta to take the matter in hand, and I would ask of you to take this matter seriously into consideration as affecting the interests of our eastern empire and of this country.

During my various visits to Calcutta, I have endeavoured to persuade the Government and merchants to establish a large Sailor's Club or Institute surrounded by a play-ground, where the steady men may get recreation and refreshment, where on Sundays there might be religious services which the men could attend if they pleased, and evening classes might be held in one part during the week. My experience is that one-sixth of my crew were glad to attend evening classes, and in one year four of my men passed for second mates. I mention this to show from actual experience that the men would avail themselves of the advantages of such an institute. There being always from two to three thousand seamen in Calcutta, the proportion I have given above shows that there are always from three hundred to five hundred who would be anxious for self-improvement, and who would probably be willing to join an evening class after a hard day's work.

The accompanying pamphlet proves that the people in Calcutta are aware of this want. The result of the meeting it reports was that the Government gave a very good play-ground, but unfortunately in my absence they decided to build a new Sailor's Home for the two or three hundred who are always living on shore, instead of an institute for the three thousand who nominally live on boardship. The Sailors' Home is not on the play-ground, so that the latter is without a building, losing thereby nine-tenths of its value. Allow me to call your attention to the marked passages on pages 2, 3 and 4, as also to the action taken by the Calcutta Chamber of Commerce mentioned at pages 25 to 28.

Sir John Lawrence gave the play-ground, and told me that he did not see the least reason why an institute should not be built upon it. If the famine had not stood in the way something would probably have been done ere this; in fact, I have lately had a communication from Sir J. Lawrence to that effect.

I am now in correspondence with the Hon'ble H. Crooke, President of the Calcutta Chamber of Commerce, asking that body to make another move on the subject.

I can only add that, after an experience of 35 years at sea, I believe that one of the most important steps towards remedying the above-noticed evils would be the establishment of Seamen's Clubs in some of our most frequented ports under the superintendence of men who understand and care for them. Calcutta especially needs one, which, if well carried out, would set an example to

other ports, and I would venture to suggest that steps might be instituted by a local Act, or by an Ordinance, to provide for some assistance from the Indian revenue.

But so far as Calcutta is concerned, I do not think that the proposed institute will do all, and would, therefore, strongly urge on your attention that some Police Regulations, whereby provisions similar to the provisions of the Contagious Diseases Act, might be applied to Calcutta. I feel confident that if the local Government were urged to move in the matter by you, the thing would be done.

The peculiar temptations and circumstances of seamen need peculiar handling. They cannot combine as other workmen do, for they are spread over the world. They, therefore, need more consideration from Government. I need hardly say that their immense value to the country makes it wise as well as just to do all we can to help them to help themselves.

*From Chamber of Commerce to Master Attendant.*

*Calcutta, 26th October, 1868.*

In reply to your letter No. 6833, dated the 12th instant, and enclosures, on the subject of improving the condition of Merchant Seamen at Indian Ports, I am directed by the Committee of the Chamber of Commerce to forward for your information a copy of a letter from the Secretary to the Sailor's Home, whom they addressed in June last in consequence of a proposal

received from Captain Toynebe for the establishment of a club in Calcutta for the use of sailors.

The Committee are of opinion that, as the public have of late so liberally responded to the many pressing calls for charitable assistance, no large contributions for the promotion of Captain Toynebe's scheme can be expected from the inhabitants of Calcutta.

**Assassination of the President of the United States of America.**

It will be seen from the following letter from the Chargé d'Affaires of the United States at London, that a volume containing copies of correspondence, &c., referring to the death of Mr. Lincoln, the late President of the Republic, has been forwarded by the Department of State at Washington to the Chamber, in appreciation of the Resolution expressive of sympathy and condolence with the people of the United States, which was transmitted in June 1865. On receipt of the volume, it will be added to the Library of the Chamber, while at the same time a proper acknowledgment of its reception will be sent to the Government of the United States.

*From the Legation of the United States to the Chamber of Commerce.*

*London, 23rd July, 1868.*

Mr. Moran, Chargé d'Affaires of the United States at London, presents his compliments to the Bengal Cham-

ber of Commerce, Calcutta, and has the honour to transmit herewith a letter from the Department of State at Washington City. He begs to say that the volume to which it refers will be sent through the channel named in the Memorandum below.

Mr. Moran will be pleased to receive and forward to his Government an acknowledgment of the reception of the letter and volume in question.

MEMORANDUM.

Per Ship "Sterling Castle"—Charges are paid to destination.

*From the Department of State to the Bengal Chamber of Commerce, Calcutta, East India.*

*Washington, December 10th, 1867.*

Pursuant to the provisions of a Resolution of the Congress of the United States, approved March 2, 1867, a copy of which is hereunto annexed, I transmit a copy of a volume, which you will please accept from this Government as a Testimonial of the grateful appreciation by the People of the generous expressions of condolence and sympathy in the late National Bereavement, which were communicated in so touching a manner by the Bengal Chamber of Commerce to the Department of State of the United States.

RESOLVED, by the Senate and House of Representatives of the United States of America in Congress assembled—That, in addition to the number of copies of papers relating to Foreign Affairs now authorized by law, there shall be printed for distribution by the Department of State, on fine paper, with wide margin, a sufficient number of copies of the Appendix to the Diplomatic Correspondence of eighteen hundred and sixty-five, to supply one copy to each Senator and each Representative of the Thirty-ninth Congress, and to each Foreign Government, and one copy to each Corporation, Association, or public body, whose expressions of condolence or sympathy are published in said volume. One hundred of these copies to be bound in full Turkey morocco, full gilt, and the remaining copies to be bound in half Turkey morocco, marble-edged.

*Approved March 2, 1867.*

**Periodical re-adjustment of Weights and Measures in use in British India.**

This matter formed originally part of Colonel Strachey's proposal to introduce into this country an uniform standard of weights and measures, to which your Committee have referred in their last half-yearly Report, but, pending the delay which is likely to arise before any radical change can be effected in the present chaotic state of affairs, your Committee consider that in any case the irregularities obtaining might be improved

by a systematic supervision and periodical adjustment of weights and measures now in use in the Bazaars, and by having standards of such weights and measures placed in suitable localities throughout the country for reference and comparison, under the immediate control of the higher grades of European officials.

The Committee have as yet kept the matter in abeyance, pending the resolution of the Government of India regarding the introduction of an uniform system of weights and measures for British India.

**Tariff values of Piece Goods and Yarn.**

The question of a reduction in these tariff values was prominently noticed in the Chamber's last half-yearly Report, and the circumstances under which the Committee, appointed by Government for their adjustment, postponed their sittings, fully explained. Since then the subject has been frequently discussed by your Committee, but, up to the present time, they are of opinion that the prices of both the raw material and the manufactured article are too unsettled to warrant them in pressing at the moment for a revised valuation of British Piece Goods.

Meanwhile, your Committee fully recognise the fact that Importers of these articles are labouring under a positive disadvantage, and, at the first suitable opportunity, they will represent the same to His Honor, the Lieutenant-Governor, and solicit a revision of the entire Tariff Schedule attached to the Customs' Duties Act.

**The Textile Manufactures and Costumes of the People of India.**

In their last Report your Committee expressed a very sanguine hope that, in compliance with their request, Dr. Forbes Watson's work on this most important subject would, ere this, have been deposited for reference in the Chamber, as evidently contemplated by the compiler. The original objections raised by His Excellency, the Governor General in Council, were so completely negated by your Committee, and the reasonableness and equity of their proposal were so apparent, that they could arrive at no other conclusion; but, unfortunately, the annexed correspondence will show that His Excellency has attached greater weight to the claims of the Trustees of the Indian Museum than to the object which this most valuable collection was intended to effect.

Compliance with their final application, that the question as to the most fitting place of deposit should be referred to Dr. Watson for an expression of his opinion, having been also refused, your Committee deemed it incumbent on them to forward copies of the entire correspondence direct to that gentleman, in order that he, at all events, might learn that his efforts to extend commerce were appreciated, and would gladly have been availed of by the mercantile community of Calcutta, if the necessary condition, in this climate, of ready accessibility to his compilation had been conceded.

*From Government of India to Chamber of Commerce.*

*Simla, the 9th June, 1868.*

I am directed to acknowledge the receipt of your letter, dated the 25th of March, last, remonstrating against the decision of the Government of India, constituting the Indian Museum the place of deposit of Dr. Forbes Watson's work on the "Textile Manufactures and Costumes of the People of India."

2. In reply, I am directed to state for the information of the Committee, that the Governor General in Council has consulted the Trustees of the Museum, who strongly urge that at least one copy of the work should be in

their keeping. His Excellency recognizes the force of their claims upon this point, and as no other copy is available, regrets that he is unable to comply with the request of the Chamber. His Excellency has the less hesitation in coming to this decision as the conditions of accessibility and safe custody are adequately met by the present arrangement; and, indeed, when the new Museum building is complete, His Excellency believes that the collection could not be more safely lodged or more readily available to the public generally.

*From Chamber of Commerce to Government of India.*

*Calcutta, 13th July, 1868.*

As the Committee of the Chamber of Commerce learn from your letter No. 2467, dated the 9th ultimo, that His Excellency in Council has been pleased to recognize the superiority of the claim which the Trustees of the Indian Museum have also preferred to be made the custodians of Dr. Forbes Watson's work on "The Textile manufactures and costumes of the people of India," they must, of course, bow to the decision, although they cannot agree in its judiciousness.

Believing, however, that His Excellency is equally desirous with themselves that the object sought by the compiler of these volumes, *viz*, to develop the trade of this country with England, should be attained, and being still of opinion that this can alone be accomplished by giving the merchants ready access to the books in the immediate vicinity of their offices, the Committee direct me to

submit their humble request to His Excellency, the Governor General in Council, that the entire correspondence on the subject should be forwarded to Dr. Forbes Watson for an expression of his views thereon, and that the Government of India should finally decide on the place of deposit in accordance with his reply.

This seems to the Committee a just and reasonable proposal, and, as such, they trust it will find favor with His Excellency.

*From Govt. of India to Chamber of Commerce.*

*Simla, the 5th August, 1868.*

I am directed to acknowledge the receipt of your letter, dated the 13th ultimo, requesting that the entire correspondence regarding the custody of Dr. Forbes Watson's work upon "The Textile Manufactures and Costumes of the People of India" may be forwarded to that gentleman for an expression of his opinion as to the place where the work might be most fitly deposited.

2. In reply, I am directed to state that the Governor General in Council regrets that he is unable to comply with the request.

*From Chamber of Commerce to Dr. J. Forbes Watson, India Museum, London.*

*Calcutta, 20th August, 1868.*

I am directed by the Committee of the Bengal Chamber of Commerce to forward for your perusal the accom-

panying copy of a correspondence with the Government of India regarding the disposal of your very valuable work on "The Textile Manufactures and Costumes of the People of India," from which you will perceive that His Excellency the Governor General in Council has appointed the Trustees of the Indian Museum to be the custodians of the volumes, notwithstanding the repeated protests of the commercial representatives of this City.

The Committee believe you will share in their regret that the views of the mercantile community of this, the most important port of trade in the East, should have been disregarded by Government on a question particularly affecting the development of Commerce in India, and that these "working samples" of oriental fabrics should be deposited in a Museum, situated at a considerable distance from the business portion of Calcutta, where they can only be regarded as mere records of the variety of native tastes and customs, instead of being brought into real practical use as intended by you; they, therefore, address you in the hope that you may possibly be able to bring some influence to bear in inducing a reversal of the decision of the Government of India; in any case, it will gratify the Committee to learn your views on the subject.

#### **Settlement of demurrage claims with Masters or Agents of Ships.**

The result of the discussion regarding the recovery of demurrage on cargo boats sent along-

side ships, as communicated to the Chamber in the Committee's circular, dated 29th July, is annexed for facility of reference:—

"I am directed by the Committee of the Chamber of Commerce to inform you that, after due consideration of the replies received to their circular, dated 23rd ultimo, regarding the recovery of demurrage on cargo boats, the only course which, in their opinion, can be adopted to facilitate the settlement of such claims, is to prefer them *daily* as incurred to the Agents of the Ship, and to insist on their *daily* recognition."

#### **Discontinuance of publication of Half-yearly Statement of Stocks of Imports.**

The discontinuance of the stock list arose chiefly from the fact that several firms declined to give any returns, which necessarily made the compilation incomplete. The Committee, although reluctant to abandon a measure which they had been in hopes of seeing more and more perfected, and made useful in time, considered it their duty to bring the whole matter to the notice of the Chamber, and refer a final decision to the votes of the Members; the result has been, as you are no doubt aware, the discontinuance of this publication.

In accordance, however, with a wish expressed by Messrs. Ewing and Co., in their letter annexed, the Committee invite a further discussion of the question at the approaching General Meeting.

*From Messrs. Ewing and Co. to Chamber of  
Commerce.*

*Calcutta, 7th July, 1868.*

The intimation conveyed in your circular of 2nd instant, that the publication of the half-yearly stocks would be discontinued in future, has taken us greatly by surprise. At a time when Government at home is making it compulsory to return stocks of *Cotton*, because of its importance in trade, it appears to us a decidedly retrogressive step on the part of the Chamber to abandon the only reliable one (defective as that may have been) as to the position of what undoubtedly is a most material item in the trade of this port—its import of Piece Goods. We do not pretend to define the reasons which actuated those who voted for the discontinuance of these returns, but we would submit that in the broad principles of trade there is nothing repulsive to the compilation of such a list, but on the contrary, that, if the commerce between Manchester, as the chief manufacturing emporium of England, and this port is ever to be raised above the level of chance, all such petty differences, as we observed alluded to in your circular asking for the opinion of the members, must be sunk as they deserve to be. We cannot imagine what possible difference it can make to any

house even if those not connected with the Chamber *do* get a copy of your list, and compile from it a much nearer approximation to the actual stocks; and we may add that in all probability the circulars of the outside firms are sent to some of the correspondents of those who contributed, so that Manchester people would not be long ignorant of the *real* Stocks. And, after all, what does it amount to? A shipper will surely not remove his account because one house has this information a few days before another?

For our own part, we attach so much importance to having reliable statistics that, so far from abandoning your Stock lists so easily, we would strongly urge upon your Committee to endeavour to come to some arrangement with those houses who have just refused to contribute, so that next half-year we may be in possession of an undoubted Stock list even more detailed than the one just discontinued. If there is any feeling in the matter the Committee, we are sure, will be able to soothe it, and, so also we feel certain, will they be able to argue against any argument which can be brought forward in favor of this apparent return to protection. The terms of the list are so general that even were the Stocks of each individual published separately, it could but gratify a most useless curiosity, and would certainly form no guide to the technical description or qualities of the various goods held by each firm, so that no advantage could possibly accrue. Just as in Cotton with its numerous grades so in Piece Goods with their multiplicity of descriptions, widths, counts and qualities; and except as a broad guide to the individual articles, comprising our imports, the

list can be of little purpose. But such a guide is undoubtedly of great value, and, where such a vast interest is at stake, should not be readily abandoned. We would, therefore, ask you to bring the matter before the Committee that they may, if possible, get the old system re-suscitated or some new one initiated. If we have gone on so long with a half-yearly list not contributed to by the outside firms, it will certainly appear anomalous to the public that just at the time when the Chamber has been strengthened by the admission of all but two of these, one of the most useful of its publications should be squashed, instead of being made more reliable by the additional contributions.

#### **New Members.**

Messrs. Schlaepfer, Putz and Co.,  
 ,, Cohn, Feilmann and Co.,  
 ,, Hajee Jackariah Mahomed and Co.,  
 ,, Dwarkanauth Dutt and Co.,  
 ,, Anstruther and Co., and  
 E. G. Buskin, Esq.

have been elected by the Committee members of the Chamber, subject to the usual confirmation.

#### **Members Retired.**

Messrs. W. H. Smith, Barry and Co. have retired from the Chamber, through dissolution of partnership.

#### **Funds of the Chamber.**

The Committee have the pleasure to record the improved financial position of the Chamber in consequence chiefly of the large accession of members elected at last General Meeting; the half-yearly balance in hand amounting to Rs. 2,191-14-11, exclusive of the reserve of Rs. 10,000 in 4 per cent. Government Securities.

JAMES ROME,  
*President.*

CALCUTTA. }  
 31st October, 1868. }



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APPENDIX.

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FUNDS OF THE CHAMBER.

Statement of the Funds of the Bengal Chamber of Commerce from  
1st May to 31st October, 1868.

|                                      |                   |                                     |            |
|--------------------------------------|-------------------|-------------------------------------|------------|
| To Society of Office rent ...        | Rs. 900 0 0       | By Balance of 30th April 1868:—     |            |
| Establishments ...                   | 7,731 0 0         | Cash in Bank of Bengal Rs. 519 11 3 |            |
| Charges General ...                  | 4,057 6 10        | " in hand ... 128 8 6               |            |
|                                      | 12,738 6 10       | Government Paper ... 978 3 9        |            |
|                                      |                   | " 10,000 0 0                        | 10,978 3 9 |
| Balance:—                            |                   | Subscriptions ... 8,440 0 0         |            |
| Cash in Bank of Bengal... 1,549 11 3 |                   | Receipts from Price Current         |            |
| " in hand ... 652 3 8                |                   | " Interest for 6 months on 4        |            |
|                                      | 2,201 14 11       | " per cent. Govt. Paper for         |            |
| Government Paper ... 10,000 0 0      |                   | " Rs. 10,000 ... 200 0 0            |            |
|                                      | 12,201 14 11      | " Sundries ... 34 12 0              |            |
|                                      |                   | 13,952 2 0                          |            |
|                                      | Rupces 24,930 5 9 | Rupces 24,930 5 9                   |            |

CALCUTTA,  
31st October, 1868.

E. E.  
A. B. SHEKLETON,  
City, Secretary.

SCHEDULE OF COMMISSION CHARGES.

Resolves read 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 Duffon, Gold Dust or Coin ... 1 per cent.
2. On the purchase (when in family or sale of family, Rice, Salt, Salt, Price Goods, Opium, Kacha, Peas, Beans, or Jeeriberry) ... 2 1/2
3. On purchasing ditto when made as provided by the Agent ... 5
4. On the sale or purchase of all other goods—like commission in all cases to be charged upon the gross amount of sales, and in regard to purchases upon both cost and clearance ... 5
5. On returns for Commissions if in Bills, Drafts, or "Précaries" ... 1
6. On the sale or purchase of Slugs, Tackles, Horses, Lamb, and all property of a like description ... 1
7. On goods and treasure embezzled, and all other property of any description referred to Agents for sale, whether advanced upon or delivered by, which shall hereunto be established; and all goods consigned for conditional delivery to others and so addressed so to be returned at 2 1/2 per cent. half com.
8. On making advances or forwarding bills of exchange for commercial bills, when the aggregate commission does not exceed 2 per cent.
9. On endorsing, or receiving and delivering goods, or upon representing the influence of Comrades, or on the shipment of goods, there to other Comrades when it is desired ... 2 1/2

|                                                                                                                                                                                                                                                                                                                                              |    |           |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----|-----------|
| 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 | per cent. |
| 13. On <i>del-credere</i> 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 Agent's 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  | "         |
| 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  | per cent. |
| 23. On settling Insurance 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 ship's Disbursements ...                                                                                                                                        | 2½ | "         |
| 29. On realising <i>Detour</i> Bonds, or negotiating any loan on <i>respondentia</i> ...                                                                               | 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 accounts 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.

A. D. SHEKLETON,

*Offy. Secretary.*

TONNAGE SCHEDULE for the Port of CALCUTTA, adopted at the General Meeting of the Bengal Chamber of Commerce, held on the 25th May 1850. The Schedule came into operation from 1st January 1850.

| ARTICLES.                                                         | Cwt. per<br>Ton Nett. | Cubic<br>feet<br>per Ton. |
|-------------------------------------------------------------------|-----------------------|---------------------------|
| Alum, in Bags and Boxes                                           | 20                    | .....                     |
| Alum in Ditta                                                     | 20                    | .....                     |
| Aniseed, in Bags                                                  | 8                     | .....                     |
| Arcoveroot, in Cases                                              | .....                 | 50                        |
| Assafetida, in Bags and Boxes                                     | 20                    | .....                     |
| Apparel, in Boxes                                                 | .....                 | 50                        |
| Bark, in Bags                                                     | 8                     | .....                     |
| Bees' Wax                                                         | 20                    | cut gross.                |
| Bovilly                                                           | 20                    | .....                     |
| Betelnut                                                          | 20                    | .....                     |
| Becks                                                             | .....                 | 50                        |
| Boxes or Tins of                                                  | 20                    | .....                     |
| Bismuth                                                           | 20                    | .....                     |
| Billion                                                           | .....                 | at per cent.              |
| Cake-lac, in Bags                                                 | 16                    | .....                     |
| Campher, in Cases                                                 | .....                 | 50                        |
| Cardamom, in Boxes                                                | 8                     | .....                     |
| " " Boxes                                                         | .....                 | 50                        |
| Cassia, in Boxes                                                  | .....                 | 50                        |
| " " in Bags                                                       | 12                    | .....                     |
| China Root, in Bags                                               | 11                    | .....                     |
| " " Boxes                                                         | .....                 | 50                        |
| Chiretta                                                          | .....                 | 50                        |
| Cigars                                                            | 8                     | .....                     |
| " Boxes                                                           | .....                 | 50                        |
| Coals                                                             | 20                    | .....                     |
| Cochineal                                                         | .....                 | 50                        |
| Coffee, in Bags                                                   | 18                    | .....                     |
| " Casks                                                           | 16                    | .....                     |
| Coral, Rough                                                      | 20                    | .....                     |
| Cotton, in Bales of 300 lbs. each, 5 to the<br>ten, net to exceed | .....                 | 52                        |
| Coveries                                                          | 20                    | .....                     |
| Cutch, in Bags                                                    | 18                    | .....                     |
| Dates, Wet                                                        | 50                    | .....                     |
| " Dry                                                             | 16                    | .....                     |
| Dhol                                                              | 20                    | .....                     |
| Elephants' Teeth in Bulk                                          | 20                    | .....                     |
| Farrabute                                                         | .....                 | 50                        |

| ARTICLES.                                                        | Cwt. per<br>Ton Nett. | Cubic Feet<br>per Ton.        |
|------------------------------------------------------------------|-----------------------|-------------------------------|
| Garlic and Onions                                                | 13                    | .....                         |
| Ginger                                                           | 16                    | .....                         |
| Gram                                                             | 20                    | .....                         |
| Gums, in Cases                                                   | .....                 | 50                            |
| Gunny Bags and Gunny Cloth                                       | .....                 | 50                            |
| Gunjah                                                           | .....                 | 50                            |
| Heap in Bales of 300 lbs. each 5 to the }<br>ten, net to exceed  | .....                 | 52                            |
| Hides, Buffalo, or Cow, Cured                                    | 14                    | .....                         |
| Horns, Horn Shavings and Tips                                    | 20                    | .....                         |
| Horns, Cow, Buffalo, or Deer                                     | 20                    | .....                         |
| Indigo                                                           | .....                 | 50                            |
| Jute in Bales of 300 lbs. each, 5 to the ton, }<br>not to exceed | .....                 | 52                            |
| Lac Dye                                                          | .....                 | 50                            |
| Lead                                                             | 20                    | cut gross.                    |
| Linsced                                                          | 20                    | .....                         |
| Mace                                                             | .....                 | 50                            |
| Machinery                                                        | 20                    | .....                         |
| Metals                                                           | 20                    | .....                         |
| Mirabolana                                                       | 16                    | .....                         |
| Molasses                                                         | .....                 | 2 piculeons or a hhd.         |
| Mother of Pearl, in Bags                                         | 20                    | .....                         |
| " " Chests                                                       | 20                    | .....                         |
| Musjeet                                                          | .....                 | 50                            |
| Mustard or Rape Seed                                             | 20                    | .....                         |
| Nutmegs, in Cases or Casks                                       | .....                 | 50                            |
| Nux Vomica                                                       | 16                    | .....                         |
| Oats                                                             | 16                    | .....                         |
| Oil, in Cases                                                    | .....                 | 50                            |
| " " Casks                                                        | 8                     | 4 heghrees, sk.<br>per chest. |
| Opium                                                            | .....                 | 16                            |
| Paddy                                                            | 16                    | .....                         |
| Peas                                                             | 20                    | .....                         |
| Peppar, Long                                                     | 12                    | .....                         |
| " Black                                                          | 14                    | .....                         |
| Plum and Decis                                                   | .....                 | 50                            |
| Poppy Seed                                                       | 20                    | .....                         |
| Peacock                                                          | 10                    | .....                         |
| Raw Silk, in Bales                                               | 10                    | .....                         |
| Rattans for Furnage                                              | 20                    | .....                         |
| Red Wood, Ditto                                                  | 20                    | .....                         |
| Rice, in Bales, per Ton of 5 lbs. net wtdg.                      | .....                 | 52                            |
| Rice                                                             | 20                    | .....                         |
| Roysing in Coils                                                 | .....                 | 50                            |
| " " Lines and Twines, in Bundles                                 | 16                    | .....                         |

| ARTICLES.                                    | Cwt. per<br>Ton Net. | Cubic<br>Feet<br>per Ton. |
|----------------------------------------------|----------------------|---------------------------|
| Rum, in Cases                                | 2 puncheons or 4 hds |                           |
| Safflower, in Hls. p. Ton of 5 Hls. not exd. | .....                | 52                        |
| Sago, in Cases                               | .....                | 50                        |
| Salamancue, in Bags                          | .....                | 20                        |
| "    "    Boxes                              | .....                | 20 cwt. gross.            |
| Salt                                         | .....                | 20                        |
| Saltpetre                                    | .....                | 20                        |
| Salt                                         | .....                | 20                        |
| Sapan Wood for Dunnage                       | .....                | 20                        |
| Sealing Wax, in Cases                        | .....                | 50                        |
| Seed-lae, in Cases                           | .....                | 30                        |
| "    "    Bags                               | .....                | 16                        |
| Senna                                        | .....                | 20                        |
| Shells, Rough, in Bags                       | .....                | 20                        |
| Shell-lae, in Cases                          | .....                | 50                        |
| "    "    Bags                               | .....                | 16                        |
| Silk Piece Goods                             | .....                | 14                        |
| Skins                                        | .....                | 50                        |
| Soap, Country, in Cases                      | .....                | 15                        |
| "    "    Bags                               | .....                | 20                        |
| "    "    Bar                                | .....                | 50                        |
| Stick Lae, in Cases                          | .....                | 16                        |
| "    "    Bags                               | .....                | 20                        |
| Tallow, in Cases or Casks                    | .....                | 20                        |
| Talc                                         | .....                | 20                        |
| Tamarinds, in Cases or Casks                 | .....                | 20                        |
| Tipioca                                      | .....                | 50                        |
| Tea                                          | .....                | 20                        |
| Teel Seed                                    | .....                | 40                        |
| Timber, Round                                | .....                | 30                        |
| "    "    Squared                            | .....                | 16                        |
| Tobacco, in Bales                            | .....                | 50                        |
| Twelve Sixths, in Chests                     | .....                | 20                        |
| Turmeric                                     | .....                | 50                        |
| Wheat                                        | .....                | 50                        |
| Wool                                         | .....                | 50                        |

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

A. B. SHEKLETON,  
Offy. Secretary.

CALCUTTA,  
15th March 1868.

## MEMBERS OF THE CHAMBER OF COMMERCE.

|                                                               |                                                                                        |
|---------------------------------------------------------------|----------------------------------------------------------------------------------------|
| Apcer and Co.                                                 | Mahendronath Bosc.                                                                     |
| Asakather and Co.                                             | Manickjee Bhatnagar                                                                    |
| Argenti, Schilizzi and Co.                                    | Oghonno, C. H., <i>Manager, Albert Life Assurance Company.</i>                         |
| Atkinson, Tilton and Co.                                      | Pedersen, Captain J., <i>Superintendent of the P. and O. Steam Navigation Company.</i> |
| Atkinson, John and Co.                                        | Pearce, Macrae and Co.                                                                 |
| Baker, Lavric and Co.                                         | Peimboer, G. and Co. Successors.                                                       |
| Barton, Baynes and Co.                                        | Playfair, Duncan and Co.                                                               |
| Bazze, Dunlop and Co.                                         | Pollicchini, E. B. and Co.                                                             |
| Black, G. M.                                                  | Reel, Ross and Co.                                                                     |
| Borahalle, Sathler and Co.                                    | Prentiss, Alfred.                                                                      |
| Boskin J. G.                                                  | Rabi Brothers.                                                                         |
| Camin, Lemauxoux and Co.                                      | Ralli and Murjeani.                                                                    |
| Carpelle Nephews and Co.                                      | Ran. Gopal Ghose and Co.                                                               |
| Coxe, Polmann and Co.                                         | Robert and Charon.                                                                     |
| Coxin, Cowie and Co.                                          | Redd, J. M., <i>Agent, Chartered Mercantile Bank of India, London and China.</i>       |
| Crane, Rome and Co.                                           | Rendless and Co.                                                                       |
| Clodry, F., <i>Manager, Comploit, P. de la Cour de Paris.</i> | Robinson, S. H.                                                                        |
| Cudraue, S., <i>Manager, Agre Bank, London.</i>               | Ross and Co.                                                                           |
| DeSomer, Thos. and Co.                                        | Saxena, R. O., <i>Manager, National Bank of India.</i>                                 |
| Durrschmitt, Grol and Co.                                     | Schilizzi and Co.                                                                      |
| Dwarahath Dutt and Co.                                        | Schlichter, Putz and Co.                                                               |
| Erdhausen and Oesterley.                                      | Schwartz, Small and Co.                                                                |
| Erving and Co.                                                | Schuler, J. P.                                                                         |
| Elliott, John and Co.                                         | Schunne, Kilburn and Co.                                                               |
| Ferguson, J. H. and Co.                                       | Shand, Fairlie and Co.                                                                 |
| Fornara and Humb.                                             | Scully, D. A. and Co.                                                                  |
| Fourier George and Co.                                        | Smith, Samuel, Sons and Co.                                                            |
| Gistone and Co.                                               | Soryngouran, J. S., <i>Agent, Oriental Bank Corporation.</i>                           |
| Graf and Baugzger.                                            | Stewart, L., <i>Agent, Hong-Kong &amp; Shanghai Banking Corporation.</i>               |
| Graham and Co.                                                | Thomas, J. and Co.                                                                     |
| Gravelly and Co.                                              | Turner, Morrison and Co.                                                               |
| Gubbay, Elias S.                                              | Wadhwan, L. W. and Co.                                                                 |
| Hajee Juckarish Mahomed and Co.                               | Ujman, Hirschhorn and Co.                                                              |
| Henderson and Co.                                             | Waldenbach, Helgler and Co.                                                            |
| Henderson, George and Co.                                     | Weinblatt Brothers.                                                                    |
| Heane, Miller and Co.                                         | Wheyle, G. A., <i>Agent, Chartered Bank of India, Australia and China.</i>             |
| Heber and Co.                                                 | Whitney Brothers and Co.                                                               |
| Jardine, Skinner and Co.                                      | Wilson Brothers and Co.                                                                |
| Kettlewell, Edieck and Co.                                    | Wiseman, Smead and Co.                                                                 |
| Kelly and Co.                                                 | Watson, Green and Hart.                                                                |
| Ker, Dubs and Co.                                             | Weskins, C.                                                                            |
| Knoche, H., <i>Agent, Banco Comptoy.</i>                      | Woolf, Wilhams and Co.                                                                 |
| Lafuze, E. D. and Co.                                         | Yale, Andrew and Co.                                                                   |
| Lally, Rennie and Co.                                         | Young, Gray and Co.                                                                    |
| Linchester, R., <i>Agent, Teader Company.</i>                 |                                                                                        |
| MacKillop, Stewart and Co.                                    |                                                                                        |
| MacKinnon, Mackenzie and Co.                                  |                                                                                        |
| Manzette, Lyall and Co.                                       |                                                                                        |
| MacKnight and Co.                                             |                                                                                        |
| Moran, W. and Co.                                             |                                                                                        |

## MEMBERSSIL MEMBERS.

|                                            |                                      |
|--------------------------------------------|--------------------------------------|
| Becher, Wm.— <i>Generaly, Assam.</i>       | Hay, J. O. and Co.— <i>Aggoh.</i>    |
| Cole, John.— <i>Panama.</i>                | Hughal Brothers.— <i>Misconoy.</i>   |
| Hamilton, Brown and Co.— <i>Mirdapore.</i> | Todd, Finlay and Co.— <i>Madras.</i> |

## RULES AND REGULATIONS

OF THE

### BENGAL CHAMBER OF COMMERCE

*Revised and adopted at a Special General Meeting held on Tuesday, the 10th July, 1866.*

- First* .... That the Society shall be styled "THE BENGAL CHAMBER OF COMMERCE."
- Second*.... That the object and duty of the Bengal Chamber of Commerce shall be to watch over and protect the general commercial interests of the Presidency of Bengal and specially those of the port of Calcutta ; to employ all means within its power for the removal of evils, the redress of grievances, and the promotion of the common good ; and, with that view, to communicate with Government, public authorities, associations, and individuals ; to receive references from, and to arbitrate between, parties willing to abide by the judgment and decision of the Chamber ; and to form a code of practice to simplify and facilitate transaction of business.
- Third*.....That merchants, bankers, ship-owners, and brokers shall alone be admissible as members of the Chamber.
- Fourth*....That candidates for admission as members of the Chamber shall be proposed

- and seconded by two members, and may be elected by the Committee provisionally, such election being subject to confirmation at the next ensuing General Meeting.
- Fifth*.....That the subscription of firms and banks shall be 16 rupees per mensem, of individual members 10 rupees per mensem, and of mofussil members 32 rupees per annum.
- Sixth* ... That any member of the Chamber whose subscription shall be three months in arrears shall cease to be a member, and his name shall be removed by the Committee from the list of members after one month's notice of such default.
- Seventh*... 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.
- Eighth*.... Annual elections of President, Vice-President, and members of the Com-

mittee shall be determined by a majority of votes of members, such votes being given in voting cards to be issued by the Secretary,—numbered and bearing his signature; 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 of the Committee from the Presidency for three months or by departure for Europe, or by death, shall be forthwith filled up, and the election determined by votes to be taken as above and declared by the Committee.

*Ninth...* That parties holding powers of procuracy shall, in the absence of their principals, be eligible to serve as members of the Committee.

*Tenth...* Two members of a firm or representatives of a bank shall not serve on the Committee at the same time.

*Eleventh.* That the Committee shall meet for the purpose of transacting such business as may come within the province of the Chamber at such times as may suit their convenience, and that the record of their proceedings be open to the inspection of

members, subject to such regulations as the Committee may deem expedient.

*Twelfth.* That all proceedings of the Committee be subject to approval or otherwise of General Meetings duly convened.

*Thirteenth.* That a half-yearly report of the proceedings of the Committee be prepared, printed, and circulated for information of members 3 days previous to the General Meeting, at which such report and proceedings of the Committee shall be submitted for approval.

*Fourteenth.* That the Secretary shall be elected by the Committee; such election to be subject to confirmation at the next ensuing General Meeting.

*Fifteenth.* That General Meetings of the Chamber shall be held at such times as the Committee may consider convenient for the despatch of business.

*Sixteenth.* 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.

*Seventeenth.* That on the requisition of any five members of the Chamber, the President, or, in his absence, the Vice-President, or

Chairman of Committee, shall call a Special General Meeting to be held within 15 days subsequent to receipt of such requisition.

*Eighteenth....* That every subscribing firm or bank shall be entitled to one vote only, and that the Chairman of Committee and Chairman of General Meetings and Special General Meetings shall have a casting vote in cases of equality of votes.

*Nineteenth....* That parties holding powers of procuration shall, in the absence of their principals, be entitled to vote.

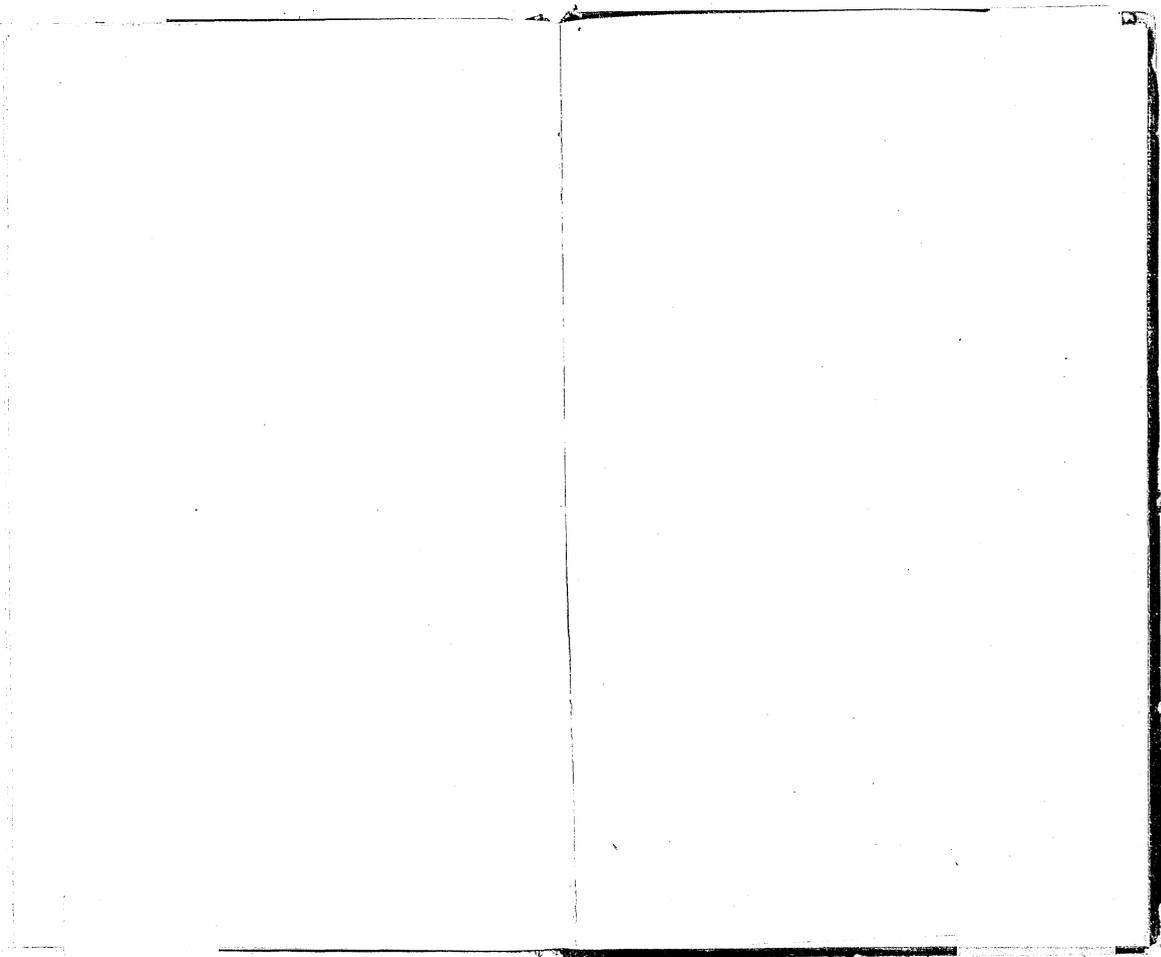
*Twentieth.....* That voting by proxy shall be allowed ; provided proxies are in favour of members of the Chamber.

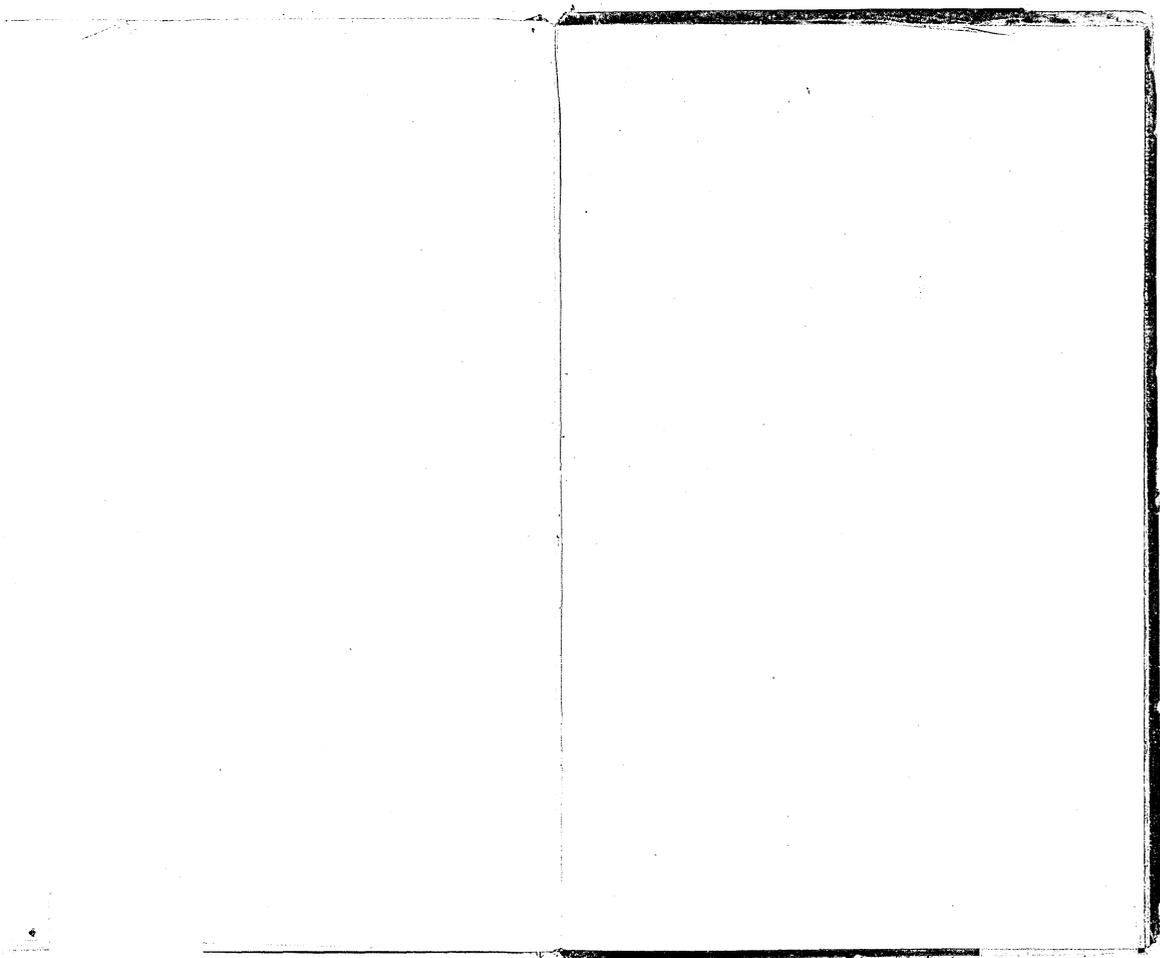
*Twenty-first...* That the Chamber reserves to itself the right of expelling any of its members ; such expulsion to be decided by the votes of three-fourths of members present in person or by proxy at any Special General Meeting of the Chamber convened for the consideration of such expulsion.

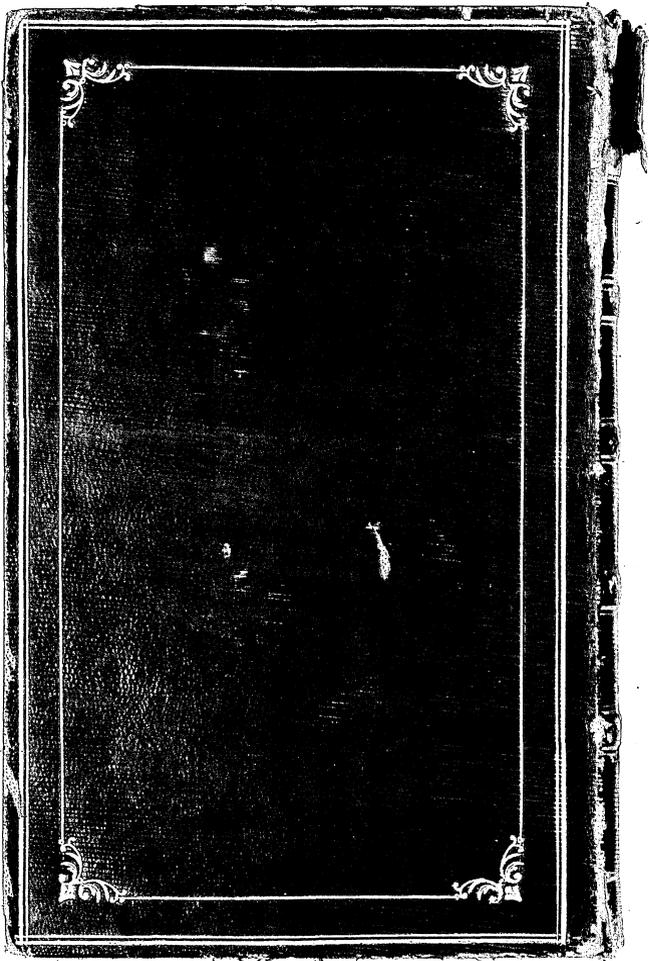
*Twenty-second.* That strangers visiting the Presidency may be admitted by the Commit-

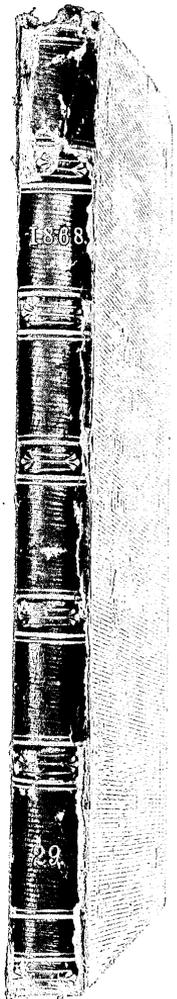
tee as honorary members for a period not exceeding two months.

*Twenty-third..* That no change in the rules and regulations of the Chamber shall be made except by the votes of a majority of the members of the Chamber present in person or by proxy at a Special General Meeting to be held after previous notice of three months.









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29

