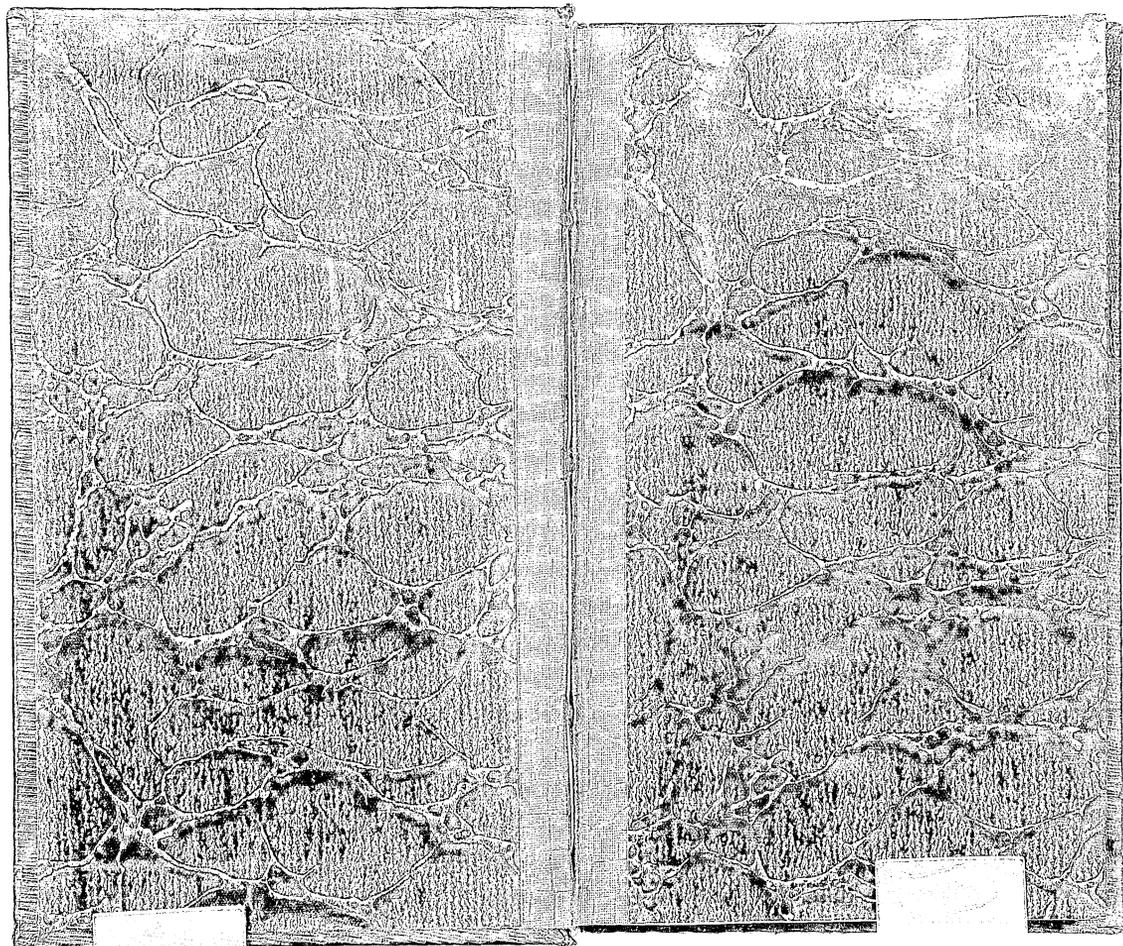
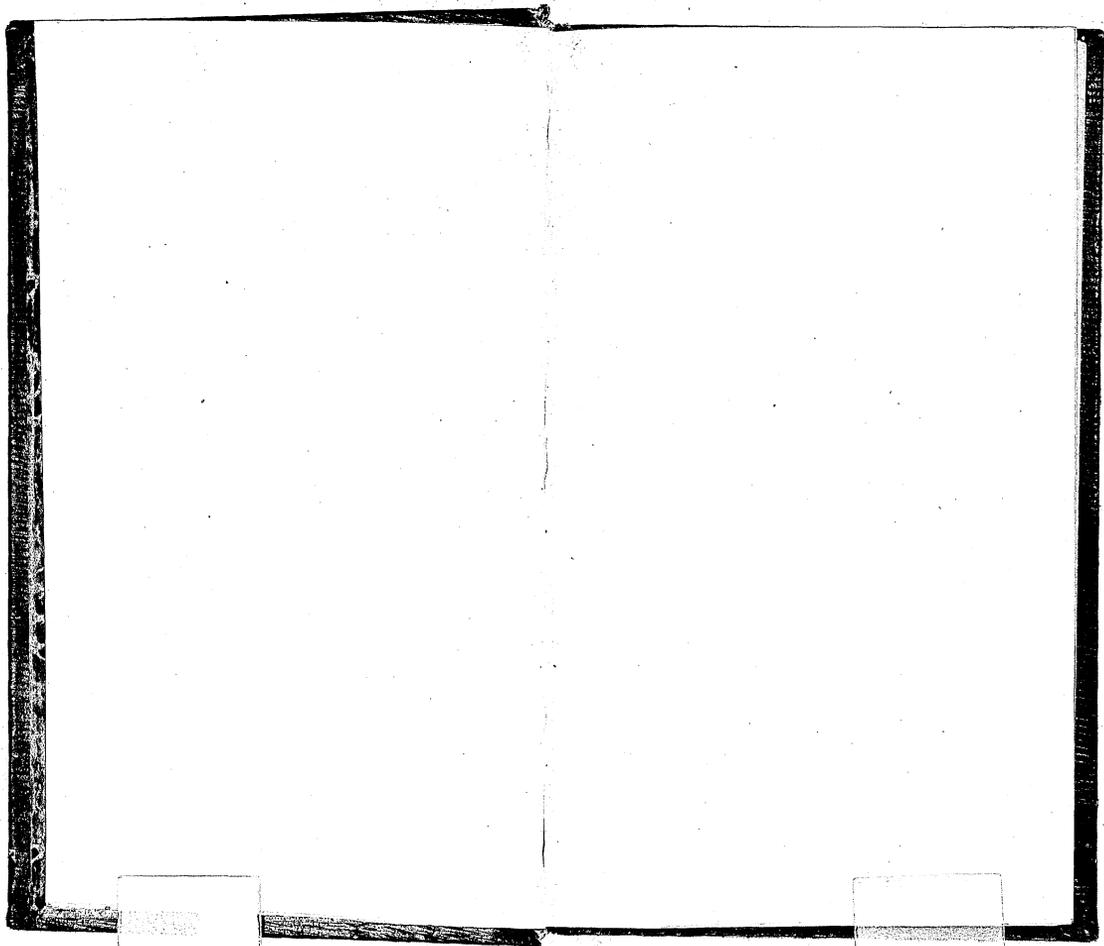


REPORT  
OF THE  
BENGAL CHAMBER OF COMMERCE  
FROM 1ST MAY TO 31ST OCTR 1881





REPORT  
OF  
THE COMMITTEE  
OF THE  
BENGAL CHAMBER OF COMMERCE.

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For the half-year ended 31st October 1881.  
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CALCUTTA:  
PRINTED BY THOMAS S. SMITH, CITY PRESS,  
12, BENTINCK STREET.

1882.

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*Proceedings of the Half-yearly General Meeting of the Bengal Chamber of Commerce, held on Tuesday, the 17th of January 1882.*

THE HON'BLE A. B. INGLIS, *President*, in the Chair.

The *Chairman* opened the proceedings by stating that the Meeting had been convened, by public notice as usual, for the purpose of receiving the Report of the Committee for the half-year ended the 31st October last, and transacting any other business which might be brought forward; and he then delivered the following address:—

GENTLEMEN:—Before proceeding to speak about the Report, I am sure the meeting will expect me to refer to the great loss the Chamber has sustained by the lamented death of my predecessor in office, Mr. Crum. Although Mr. Crum had only resided among us for the short period of 26 months before his death, he had won the respect of all classes. He was asked to join the Committee of the Chamber soon after his arrival in Calcutta, and his election to the office of President in May 1880, after a stay of only six months among us, testified to the esteem in

which he was held at that early period by the members of the Chamber generally. His subsequent career as President of the Chamber and Sheriff of Calcutta served only to deepen these feelings of regard, and we were all anticipating with regret the loss of his services to Calcutta by his intended removal to Bombay, when he was struck down by the illness which terminated fatally a week ago. The Committee recorded the following minute the day after Mr. Crum died, and I am sure it expresses the feelings of every member of the Chamber who knew him.

"The Committee of the Bengal Chamber of Commerce have learned with very deep sorrow that the long and painful illness of their colleague Mr. Walter Ewing Crum terminated last evening in his death; and they have met for the sole purpose of placing on record the warm personal regard which every member of the Committee felt for Mr. Crum, and the high appreciation which they entertain of his services to the Chamber during his year of office as President, and subsequently.

"The Committee are satisfied that all classes will unite with them in lamenting the irreparable loss which has been inflicted upon the mercantile community of Calcutta by the premature

removal from their midst of a man of Mr. Crum's sterling character, experience and ability.

"The Committee desire that a copy of this minute be transmitted to Mrs. Crum, as an expression of their profound sympathy with her and the other members of Mr. Crum's family.

Following the usual custom, I have now, on the part of the Committee, to give some account of the subjects which occupied our attention during the past half-year.

The first to which I will refer is the mail-day. We all feel the inconvenience of a Monday mail-day in a busy place like Calcutta, where two clear days are needed for the preparation of the mail for England, and in June last we drew the attention of Government to the matter with a view to having the day changed to Tuesday, so as not to interfere with the Sunday rest we all so greatly need. No reply has yet been received to this communication. If the delay in replying arises from an inability to adduce any good reason for refusing our request, I hope the authorities will shortly yield the point. If we saw that any alteration of the day would cause inconvenience to other places we would not be so persistent. But when it can be shewn

that the change we ask would cause no inconvenience elsewhere, we are not at all disposed to reconcile ourselves to the present arrangement. The case stands thus. The Secretary of State has declared that the departure of the mails from India must be so arranged as to permit of their delivery in London every Tuesday morning. Between 7th February 1881, when the present mail-days began, up to the end of the last year, 47 mails have been dispatched from India. Of these 37 were delivered in London on Monday, 9 on Tuesday, and 1 on Wednesday. Looking to the fact that in 4 cases out of 5 letters are now delivered in London a day earlier than the Secretary of State has declared to be necessary, it is self-evident that the delay of a day in starting the mails from Bombay might be granted without the smallest inconvenience to any one.

We only ask, however, that the dispatch be delayed for twelve hours from Bombay. The Committee have pointed out that by starting the mail train somewhat earlier from Calcutta and other stations, slightly accelerating its speed, and reducing the number of stoppages, the mails would arrive in Bombay at daylight. If the mail steamer embarked its passengers and local letters over night, the letters from

Northern India, Bengal, and Madras arriving in Bombay by train at daylight would be sent at once on board the mail steamer, which would then start in the early morning of Friday, instead of as now on the Thursday evening. In this way the detention of Calcutta letters for 9 hours, which occurs weekly in Bombay, would be avoided, and the Bombay mail-day would not be interfered with.

The twelve hours' delay we ask for in the dispatch of the mail steamer from Bombay in order to give Calcutta a Tuesday mail-day during the cold weather, might easily be made up, and a good deal more, during the sea portion of the journey, if the P. and O. steamers were in every case up to modern requirements. Complaints are frequent regarding the time occupied by the steamers on the line between Bombay and Suez, and in view of the great speed at which vessels are run on mail and passenger lines of far inferior importance, the service between these places, and particularly between Alexandria and Brindisi, cannot be said to be performed in a satisfactory manner. Instead of the best boats the Company possesses being used to carry the Indian mails, they have lately been placed on the Australian line to compete with the Orient Company at rates

which make us envy the Australian passengers, and their oldest and least efficient steamers made use of in some cases to serve the Indian lines. If a swifter class of vessels were employed, the voyage between Bombay and Suez might be shortened by at least two days, and that between Alexandria and Brindisi by one day. As, however, we cannot expect any increase of speed until the termination of the present contract, and not even then unless the Indian public speak out pretty freely, we have in the meantime confined ourselves to the more modest programme of pointing out the time that might be saved on the land portion of the journey. At Suez and Brindisi detentions occur regularly which might easily be avoided, and the committee are satisfied that, with proper arrangements, a saving of 12 hours might be effected in the time now occupied by the transit of the mails through Egypt and across the Continent, apart altogether from any acceleration of speed at sea.

Another matter which has for some time occupied the attention of the Committee is the threatened diversion to Bombay of the trade between Calcutta and the North-West since the opening of the Rajputana Railway. We have been in communication both with the Govern-

ment of India and the East Indian Railway authorities on this subject, pointing out that a serious loss of traffic to the East Indian line can only be averted by a timely reduction in rates of carriage and by improved facilities for export at Howrah. The extent to which Bombay is gaining on Calcutta in the matter of exports may be seen from the following figures giving the relative percentages of cotton, seeds, and wheat shipped from each port for the seven months from 1st April to 31st October during the last three years.

	1879	1880	1881
Cotton	{ Bengal ... 20.30 per cent.	9.96	7.11
	{ Bombay... 79.70	90.04	92.89
Seeds	{ Bengal ... 78.14	67.04	46.89
	{ Bombay... 21.86	32.96	53.11
Wheat	{ Bengal ... 87.03	54.93	38.12
	{ Bombay... 12.97	45.07	61.88

It is evident from these figures that a displacement of trade is going on which may have the most important consequences for Calcutta. Without cherishing any jealous feelings regarding the growing prosperity of Bombay, or grudging to that port the fair share of trade to which her proximity to Europe and natural advantages entitle her, we have cause for alarm in the fact that the progress the Western Port

is making is largely at our expense. The question, therefore, becomes a very practical one, whether anything can be done to restore the balance which seems to be so rapidly shifting in favour of Bombay. It is of special importance to us to retain our full share of the stream of trade between Calcutta and the North-West, and to prevent its being diverted into new channels. The two public bodies who can do most to help us in this matter are the East Indian Railway and the Calcutta Port Trust, the former by giving us cheaper inland carriage, and the latter by reducing port charges. I may say in passing that the interests of both bodies are identical with those of the merchants so far as attracting trade to the port goes.

The Port Trust have done something during the past year to reduce pilotage, port dues, and jetty charges, and seem now to be alive to the necessity of further reducing the heavy burdens on shipping which still remain and tend to handicap Calcutta as compared with other ports. We all believe this to be a wise policy, not only in the interests of Calcutta but in the interests of the Port Trust itself, and it is greatly to be desired that the Commissioners may find themselves in a position to give further relief to the shipping during the present year. We have arrived at a

critical period in the history of the port, and any relief afforded now will have far more effect than it would have a year hence.

As regards the East Indian Railway, if they wish to retain and extend the present traffic over their line with the North-West, they must reduce rates and afford additional facilities to exporters at Howrah. We have pointed out to the railway authorities that, for much of the traffic connected with stations equi-distant by rail from Calcutta and Bombay, a preference will be shown, at equal railway rates, to the latter port, owing to the cheaper sea freights and much less expensive port charges prevailing there. The Government of India, in replying to the Chamber's reference on this subject, declare their policy to be "that the prevailing rates to Calcutta and Bombay will be regulated, as far as possible, without partiality to either port, on the principle of fair and equal profits on the lines of railway which serve them respectively." If this principle is fairly applied, it is clear from the published accounts of the different lines of railway, that the East Indian Company ought to reduce their rates very considerably. Not only are their working expenses less per ton per mile than those of any other line in India, but their profits are greater, as the following comparison between the four lines connected with the

North-West, which serve Calcutta and Bombay respectively, will show :—

	Working expenses per ton per mile 1880-81.	Net profits 1880.
East Indian Railway ...	240d.	871 p. c.
Bombay and Baroda Railway ...	400d.	572 "
Great Indian Peninsula Railway ...	542d.	444 "
Rajpootana State Railway ...	543d.	362 "

The above figures show that the East Indian Railway might reduce its rates by 25 per cent. and still earn a better profit than the lines which serve Bombay. Considering the natural advantages of position Bombay possesses, and that her port is so much cheaper and more accessible than Calcutta, we can only hope to compete with her for the North-West trade by getting the full benefit of our cheaper railway communication. The impetus given to trade by cheap railway rates was strikingly shown during the past rainy season, when a low tariff for grain and seeds was in operation. The quantity carried by the railway during that period was only limited by the rolling-stock and shed accommodation at their command. It is desirable on every ground that there should be a thorough overhauling of the East Indian Railway goods tariff at once, with a view to reduce rates of carriage on all goods before any further diversion occurs.

With regard to new projects for railway extension, the Committee took the lead in August last in pressing the subject of railway communication with Assam and Cachar on the attention of His Honor the Lieutenant-Governor. The deputation from the Chamber which waited upon His Honor was joined by similar deputations from the Trades' Association and the British Indian Association, and the three Bodies united to present an address urging the construction of a railway from Naraingunge by Dacca and Mymensingh to Gowhatty, with a branch to Sylhet and Cachar. The Lieutenant-Governor's reply was satisfactory, as showing that Government are fully alive to the necessity for such a railway, and orders have since been issued for a survey during the present cold weather of the country through which the line will pass with a view to determine the best route for it to take. When the results of this survey are made known, it is to be hoped capital will be forthcoming for the construction of the line.

In view of the opposition lately raised in some quarters to the special legislation which is still necessary to regulate emigration to Assam and to protect both planters and labourers in their engagements with each other, it is of very great importance to push forward the work of opening up

railway communication with Assam and Cachar. I have never concealed my own opinion that with the opening of such a railway the necessity for a Bill such as the one lately passed will disappear, and both planters and coolies will be far better off without any special law, if an Act providing for the punishment of breaches of contract which now applies to some parts of India is extended to the tea districts. The less interference there is by Government in such matters, and the more parties are left entirely free to arrange with each other, the better will it be both for employers and employed. On every ground, therefore, I look on a railway to Assam and Cachar as one of the first importance to all interested in these districts.

Another line in which the Calcutta public are very much interested, is a direct railway from Calcutta to Bombay. The Committee addressed the Government of India upon this subject in November last, in connection with the extension of the Nagpore and Chutteesgurh State Railway to Nundgaon which was recently sanctioned. A continuation of the line to Raipur and Bilaspur has been estimated for, and the question of the extension from Bilaspur to join the Bengal system of railways is now under the consideration of Government. With a view to determine the route to be followed between Calcutta and Bilaspur,

surveys are, it is understood, being carried out, during the present cold season, of the country *via* Midnapore and *via* Burrakur respectively, these being the two alternative routes proposed. The Committee have expressed a decided preference for the Midnapore route, as it is nearly 100 miles shorter than the other. Both routes converge near Sumbulpore, but while the distance from Howrah to Sumbulpore *via* Burrakur is 387 miles, the distance from Howrah to Sumbulpore *via* Midnapore is only 292 miles. Unless insuperable obstacles exist on the Midnapore route, the Committee are decidedly of opinion it is the one which should be followed.

A matter of even greater importance than the precise route, is the gauge which may be adopted. The Committee are very strongly of opinion that a vital mistake has been made in constructing the Nagpore and Chutteesgurh line so far on the narrow gauge. Fortunately a length of only 53 miles has been opened for traffic, and the Committee have asked Government to consider whether, in view of the proved inferiority of the metre gauge when applied to a trunk line, such as this will be, it would not be advisable to relay the portion already opened and construct the rest of the line as a broad gauge one, before incurring further expense in laying down any addition mile-

age on the metre gauge. It will prove, in our opinion, a serious and costly blunder if a line, such as this, which must eventually become one of the main trunk lines of India, is not from the outset constructed as a broad gauge one. Should the metre gauge be persisted with and the line take the Burrakur route, there will be a double break of gauge between Calcutta and Bombay, first at Burrakur and again at Nagpore, which would be simply intolerable. If the line proceeds direct from Howrah *via* Midnapore the inconvenience would be reduced to a single break at Nagpore, but even that ought not to be contemplated in view of the proved mistake of such a system on the Rajputana line. The increased cost of constructing the line as a broad gauge one will be far more than repaid by increased earnings and cheaper working. The figures recently published regarding Indian railways amply prove this. They show the average net profits of the broad gauge lines in 1880 to have been 5.28 per cent., against 2.65 per cent. for the metre gauge lines.

A third line which will no doubt prove advantageous to Calcutta is the Central Bengal Railway. A very pleasing feature in connection with this line is that the promoters are large English capitalists, whose direct connection in this way

with Indian railways will, it is to be hoped, induce others to come forward to take up some of the many schemes which are waiting to be carried out. The Government will do well to offer liberal concessions to any responsible parties who may offer to embark in railway undertakings in this country. There is nothing the country wants so much as to be opened up throughout its whole extent by means of good internal communications, and every encouragement should be given to the investment of both Native and European capital in a work of such importance.

The members of the Chamber who are specially interested in the tea industry are to be congratulated on the success of the efforts made by the Tea Syndicate to introduce Indian tea into the markets of Australia and America, upon the formation of a Tea Association to protect the interests of those concerned, and on the passing of the Inland Emigration Bill. If the prospects of the industry are brighter than they were twelve months ago, it is very much owing to the united and hearty way in which all interested have of late worked together for the common good. It is greatly to be desired that this state of things should continue, and that efforts should not be relaxed while so much remains to be done to put the industry on a secure footing.

The manner in which stores for the public service are now procured was the subject of correspondence between the Chamber and Government in July last. The Committee recommended that in future Government should procure all supplies by advertising for tenders simultaneously in England and India, giving preference to local tenders for equal value at equal cost. It was pointed out that, by adopting this method, Government would, among other advantages, be able to dispense with the costly establishments maintained in England for buying and shipping, and in India for landing and transporting stores. Although the Government have not seen their way to adopt the Chamber's proposal in its entirety, a beginning has been made in the direction recommended, and it is to be hoped the result of the experiments now being made will encourage them to extend the wiser policy lately introduced.

A correspondence between the Committee and the Manchester Chamber on the subject of the measuring and stamping of lengths on Manchester cotton piece-goods deserves notice. Certain irregular practices appear to have crept in of late years which are condemned alike by the Chambers of Commerce in India and Manchester. Goods are admittedly measured in some cases in Manchester by a short stick purporting to be a

yard of 35½ instead of 36 inches, and are stamped as containing more than their actual length. The dealers in the presidency towns are not deceived by these marks in cases where a length is stamped which is more than the actual measurement of the piece, but it is to be feared the ultimate buyer up-country is in many cases misled by them. The practice, although of old standing, is quite indefensible, and the Committee trust the publicity given to the matter will lead to its being discountenanced and discontinued by all parties engaged in the trade.

A proposal was submitted to the Committee by Mr. H. Reinhold some months ago for the erection of a Mercantile Exchange. Before moving in the matter the Committee circulated the proposal for the opinions of members of the Chamber, and these being, in the main, favourable, to the scheme a communication was sent in to Government on the subject. The Committee have not yet received a definite reply to their letter to the Lieutenant-Governor, but they understand the subject is under consideration. Should the Government of Bengal see their way to help to the extent proposed, the Committee believe a sufficient number of subscribers would come forward to ensure the success of the undertaking. As to the advantages of the scheme to the commercial

community, I believe they are not at all overstated by Mr. Reinhold in his letter to the Committee which will be found in the report.

The question of a uniform bill of lading for steamships from Calcutta to London and Liverpool was lately before the Chamber. The subject was first brought before the Committee in June last, asking that a special meeting might be convened to discuss the matter. The Committee's suggestion that, as a preliminary step, a special committee of four gentlemen should be appointed to consider the subject was acted upon. The thanks of the Chamber are due to this special committee for the amount of labour they bestowed and for the elaborate report they drew up. It was considered at a special general meeting of members held on 23rd November, and resolutions were then passed asking the committee of merchants in London who previously acted in settling the form of the sailing ship bill of lading to discuss and settle the form and conditions of a bill of lading for steamers. If the result of the London Committee's labours is the introduction of a uniform steam ship bill of lading accepted by all the lines trading to this port, it will be a very satisfactory termination to the question.

Another matter which the Committee are now considering is the inconvenience caused to business by the Doorga Poojah holidays, and the closing, during the whole twelve days the holidays continued last year, of the Government Currency Office. Two years ago, on a similar occasion to the present, I congratulated the Chamber on what we then thought was a final settlement of the question. The Government of India at that time decided that the holidays were to be restricted to the four days required for strictly religious purposes, with effect from 1880. In consequence of the protests made by the Native community this order was never acted on. We all feel that it is a matter of some difficulty to reconcile the two conflicting interests in this matter. On the one hand, it is an undoubted fact that serious inconvenience and loss is caused in many cases by these holidays when they extend to twelve close days as at present. On the other hand, we do not wish to deprive native employé's in public and mercantile offices of the holidays to which they have long been accustomed. It is eminently a matter in which a compromise is desirable, and I think if the Government order of 4th October 1879, limiting the holidays to four close days, had dealt with the matter more in a spirit of compromise,

it would not have failed as it has done to solve the difficulty. As the Committee are still in correspondence with members of the Chamber on the general question, it would be premature on my part to commit the Chamber to an expression of opinion on the subject. On one point, however, there is no difference of opinion. The order which directed the closing of the Currency Office for twelve days when it was known the Custom House and Bank of Bengal were both to be open for business during a portion of that period, exhibited a singular amount of official indifference to public convenience.

The Stowaways Bill recently introduced into the Supreme Legislative Council has also engaged our attention. It seems to the Committee that the proposed legislation is based on altogether insufficient grounds, and that no necessity exists for any special enactment on this subject. The liabilities the Bill proposes to lay upon, Agents of ships are in the Committee's opinion quite unjust, and they have, in addressing Government on the subject, given expression to these views.

The question of stamping foreign bills of lading has been raised by a recent order of the Collector of Customs. The rule in England

with regard to such documents is that when they bear the stamp requisite by law at the place of issue, nothing else is needed. It is only in the case of their being unstamped or insufficiently stamped that the English law requires any stamp to be impressed on foreign bills of lading. That the framers of the Indian Stamp Act intended to follow the English custom in this respect is, I think, evidenced by the fact that the question has only now been raised, thirteen years after the first Stamp Act came into operation, and three years after the amended Act became law. It is quite possible that the present Act, if strictly interpreted, does warrant the imposition of a stamp, but as the claim, if it exists, seems to have arisen through inadvertence, and has not hitherto been enforced, it should be deemed to have lapsed. If, however, contrary to English precedent, Government decline to waive an obsolete claim, they will surely, at all events, sanction a less vexatious procedure than that laid down by the Collector. An adhesive stamp which could be obliterated at the Custom House would surely meet the case, or if an impressed stamp is imperative under the Act, facilities for procuring such might be provided at the Custom House without any trouble or expense to Government.

The Chamber are indebted to Mr. Stephen Ralli and the other gentlemen who represented them at a Conference of Delegates from Colonial and other Chambers of Commerce on the subject of British and Inter-colonial tariffs held in London last spring. The addresses delivered by the Indian delegates at the Conference have been by inadvertence omitted from the first issue of the present report, but will appear when the remaining copies are printed.

The question of the duties on cotton piece-goods has lately come up for discussion, in connection with a rumour that Government intended to reimpose the income-tax to make good the loss of revenue the abolition of the cotton duties would entail. If any such purpose was ever entertained by responsible members of the Indian Government, either in this country or at home, it is not likely to be carried out in the face of the unanimous expressions of disapproval with which the idea has been met in all quarters. It is felt, as the *Economist* puts it, that "to replace a bad tax by a worse one is a very unwise proceeding." Indeed, having regard to the peculiar circumstances of this country, it would be something worse than a mere blunder. I have always regretted that when the present Government set themselves to repair the mistakes made

by their predecessors, they did not do justice to India in the matter of these cotton duties regardless of Manchester opinion on the subject. A mistake, it is now seen, was made in 1878 in abolishing the duty on certain classes of grey goods and retaining it on others. The fairer plan would have been to have reduced the rate all round. This became evident very soon after the new system was introduced, and the present Government had an opportunity two years ago, when they took office, to rectify the mistake, but they neglected to avail themselves of it. What would have caused a comparatively small disturbance then, is now, however, very much more difficult, and it seems to be felt that the only remedy for the present inequalities is the total abolition of the duty on grey goods. If this can be conceded without any increase of direct taxation no one will complain, but the tax-payers of India will have strong and just grounds of complaint against the Government, if in order to relieve cotton goods forms of taxation obnoxious to them are resorted to. It would be far better to bear with these inequalities for some time longer than that Government should forfeit the confidence of the people of this country in a matter with regard to which native opinion is, not without reason, suspicious as to the motives which influence the ruling power.

The country generally is to be congratulated on good harvests and freedom from external complications. Whatever may be the opinion of those who look at the position of India mainly from a military point of view, I think the trading classes are generally grateful to the present Government for the quiet and unambitious policy it has pursued and for the peaceful prospect it has given to the country. A warlike and aggressive policy is often popular until the cost comes to be reckoned, but it seldom survives the presentation of the bill. I hope the year we have entered upon will be a prosperous one for Indian trade generally, and that good progress will be made in carrying on the process of internal improvement of which the country stands so much in need.

I beg to move the adoption of the report.

Mr. J. HORNE seconded the motion.

Mr. G. H. MORRISON said—I think, Sir, that we have reason to be much indebted to you for the thoroughly practical character of the address to which we have listened. Perhaps the most important of the subjects with which you have dealt is the diversion of our trade to Bombay. No doubt that Port has great natural advantages, chief amongst which is its proximity to Europe.

The shipowner who trades to Bombay has a voyage, out and home, 14 days shorter than his neighbour who runs his steamer to Calcutta. Hence arise savings to Bombay friends in freight and insurance and otherwise, such as promise to give them command of the traffic to and from the North-West.

I am, however, not amongst those who despair of Calcutta. If the Western Port has natural allies, so have we. There is the East Indian Railway cheaply worked, and with cheap coal. Our Chairman has shewn how greatly it could afford to reduce its rates, and if it were to do so, I believe that traffic would so respond, that the dividends would suffer no diminution.

Then there is our marvellous soil. The traveller across India during the dry months, after traversing for weary hours plains utterly arid, over which Pharaoh's lean kine, with their mummied attendants, search in vain for a blade of grass, falls asleep, and wakes in Lower Bengal, a land overflowing with water, verdant with vegetation, and instinct with life. Nor does he gaze on any exceptional sight. Far away, over a scarcely limitable area, nature is unspeakably fertile. I believe, Sir, that when the railways now in course of construction or projected to-

wards Assam, through Central Bengal, and Central India, and I hope also through the upper districts of Orissa and elsewhere—when these great systems are complete—our difficulty will then be rather to accommodate our newly acquired trade than to regain that which we are losing.

I hope, too, that something may be done to lessen, if we cannot altogether remove, our drawbacks. There was, some years ago, a project for opening up for steamers of large draft a passage through the Straits of Paumben, and everything then elicited went to shew that the undertaking would be neither difficult nor costly. I trust it may yet be earnestly taken in hand; for it would shorten by some  $3\frac{1}{2}$  days the 14 which now handicap us.

Then it is known that Government are once more considering the feasibility of constructing docks at Diamond Harbour. It may or may not be practicable to carry out this idea, and, if the docks were made and proved successful, the effects might be serious, not only on our large port estate, but on property about Calcutta generally. Still there is at least the possibility of the scheme being put through, and the revolution which it would create in trade, and the help which we should receive from it in our

competition with the West, would, I believe, be very marked.

Altogether, then, I see no grounds for despondency in casting the horoscope of our future. None the less, however, does it behove us to be watchful, to aid so far as we may in developing every branch of our commerce, and to be instant in urging upon the Railway and upon the Port Trust the necessity for giving us the full benefit of such reductions in charges as may from time to time be found possible.

Mr. J. N. STUART stated that there was a subject which had been before them, though not this year, and that was the equalization of the salt duties.

In 1880 a discussion took place between the Government and the Chamber, and he thought that the Financial Member, Major Baring, made a reference to it in the last Budget, but nothing seemed to have been done; he would suggest that the Committee should again draw the attention of Government to the subject, as there still remained some time before the Budget would be brought forward. It was a matter of considerable interest to some, and was not without interest to all the merchants of Calcutta, as increased imports of salt would give greater facilities for export of produce.

The Chairman, in reply said that he thought the Government had the subject still under consideration, and he believed that Government had in contemplation some further steps in reference to these duties. The Committee had also the subject under consideration, and they would no doubt pay it all attention.

The motion that the report be adopted was then put and carried unanimously.

Mr. G. H. MONTROSE, in moving the next resolution, spoke as follows :

The resolutions which, Sir, you have committed to my care were placed before members of the Chamber in a circular dated the 11th of October. They arise out of that portion of our duties which relates to the formation of a code of practice to simplify and facilitate the transaction of business.

At some period during the incumbency of almost every successive Committee, their attention has been occupied by references from merchants and agents of vessels to determine the rate of exchange proper for the conversion of sterling in the adjustment of freight transactions. These references have usually brought out considerable differences of opinion amongst the members of

the Committee, and the decisions from time to time arrived at have been far from concordant.

At a General Meeting held in May 1876, an effort was made to set this somewhat vexed question at rest. Unfortunately, through what, it is believed, was an oversight, the wording of the resolution then adopted was such that its operation was limited to transactions from the rice ports: so that we became open to the reproach of setting other folks' houses in order whilst leaving our own in confusion. It is now proposed to remedy this mistake, and with that object I ask leave to move the following resolutions:—

“That the resolutions adopted 31st May 1876, respecting conversion into Indian currency of sterling freight and commission thereon, be hereby rescinded, and that the following resolutions be substituted in their stead, with immediate effect, *viz.* :—

“That, in the absence of any stipulation to the contrary, sterling freight payable in Calcutta, including differences of freight adjusted in Calcutta, and all commissions on sterling freight made payable at Calcutta or there brought into account, shall be reduced into Indian money at the rate of exchange for Bank Bills on London

on demand which shall have been current on the mail-day next preceding the day when the amount to be dealt with shall be ascertained.

2. "That, in the absence of anything to the contrary expressed, the words 'current rate of exchange' shall be held to mean the rate current for Bank Bills on London payable on demand."

These resolutions, though nominally rescinding the former resolutions, are not repugnant to them, but re-affirm them in a form which extends their operation to Calcutta transactions.

It would probably be convenient to add another resolution as follows, *viz.* :—

3. "That for the purpose of charging commission or adjusting differences, freight expressed in dollars (American) shall be converted into sterling at a uniform rate of fifty pence per dollar."

We should then have uniform rules of practice in dealing with all questions of freight.

As regards the payment of inward freight, and also as regards the charging of commission, we have but formally placed on record that which has long been the custom. The only possible question, therefore, is as to adjustment of differences on outward charters. No doubt in this case there is room for argument, and the Com-

mittee do not pretend that the rule they offer for your adoption is theoretically exact. But it would be very difficult to find any single basis of settlement which would be so. For instance, that which served for sailing ships would not do for steamers, and so on. But, to use the words of the circular letter: "The Committee submit that the practical value of such discussions is very small, and that they may safely be set aside in order to obtain the advantage of uniformity in settlements of all questions of freight."

"It is not difficult for a merchant to obviate the existence of any difference of freight as against himself, and, in case he thinks it worth while, he can always stipulate in his charter-party for a particular mode of settlement."

I trust, therefore, that the resolutions which I now submit may commend themselves to this meeting.

Mr. R. WILLIAMSON seconded the resolutions, which were put and carried unanimously.

A vote of thanks to the Chairman—on the motion of Mr. J. N. STUART—concluded the proceedings of the meeting.

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

## BENGAL CHAMBER OF COMMERCE.

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Report of the Committee for the half-year  
ended 31st October 1881.

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THE Committee submit their Report on the principal subjects which have had their attention during the past half-year.

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### INLAND EMIGRATION BILL.

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The Committee hoped to have been able to announce that this measure had become law, but at the eleventh hour an opposition was raised on the part of the British Indian Association which has delayed the passing of the Bill. The representations made on behalf of employers of labour have received due consideration at the hands of Government, and the Committee are satisfied full justice will be done to the claims of labourers. The objections which have been raised at the last moment to the Bill are many of them founded on misconceptions, as the proposed measure is substantially a re-enactment of the

law now in existence, which has worked, on the whole, satisfactorily for sixteen years. The only changes are those which experience has shown to be necessary, and they are all in the direction of giving greater freedom of contract to both employer and employed.

No. 265.

Copy forwarded to the Secretary to the Bengal Chamber of Commerce, for favor of an early expression of the opinion of the Chamber on the provisions of the Bill. It is requested that the reply may be submitted within 10 days of the receipt of this Endorsement.

By order of the Lieutenant-Governor of Bengal.

CHAS. S. BAYLEY,

*Offg. Under-Secy. to Govt. of Bengal.*

CALCUTTA:  
GENERAL DEPARTMENT;  
Inland Emigration.  
The 19th Sept. 1881.

*From Chamber to Government of Bengal.*

*Calcutta, 27th September 1881.*

With reference to your Endorsement No. 265, forwarding for the opinion of the Chamber a copy of "the Inland Emigration Bill 1881," I am instructed to say that the Committee have been favored by the Tea Association with

a copy of the letter addressed to the Government of India by that Association with reference to this Draft Act, and as those members of the Chamber to whom Inland Emigration is a matter of interest are for the most part, if not all of them, members of the Tea Association, my Committee do not think it necessary to offer any separate opinion.

I am therefore directed to submit to his Honor a copy of the letter in question, and to say that the representations therein put forward have the support of my Committee.

*From Indian Tea Association to the Government of India.*

*Calcutta, 26th September 1881.*

A special meeting of the Committee of the above Association having been called to consider the Draft of the Inland Emigration Bill, I am directed to submit the following remarks for the consideration of Government.

I would premise that the Committee had the advantage of conferring with three of the four gentlemen who acted as non-official members of the Commission which sat in December last, and drew up a Bill to amend the Labour Districts Emigration Act, on which the measure now under consideration is based. The remarks which follow are occurred in by the three members of the Commission referred to, and embody the experience of gentlemen who have had a practical acquaintance with the working of the system of Inland Emigration and the re-engagement of time-expired labourers in the tea districts for a great many years.

*Section 3.*—The definition of labourer, if taken in connection with section 72, may be construed so as to prevent free emigration, and the Committee are of opinion the words "it also includes any person intending to enter into any such labour contract" are unduly wide in their scope, and require modification. The first half of the definition seems to the Committee to cover all that is really necessary.

*Section 7.*—The Committee notice the omission of "registering officers" from the list of persons the local Government may appoint. This they believe must be an oversight, as, apart from the question of the place of registration, it is admitted on all hands that an increased number of officers and greater facilities for registration are imperatively required.

*Section 8.*—This section is put in as a "saving of free emigration," and is no doubt considered sufficient for that purpose by the framers of the bill. A practical acquaintance with the working of the present law has, however, convinced the Committee that nothing short of an express declaration of the legality of free emigration in unequalled terms will prevent some district officers from putting obstacles in the way of such a movement. The words inserted by the Commissioners in Section 11 of their Draft Act were meant to meet this, *viz.*, "nothing in this Act shall be construed to prevent the emigration of natives of India to the labour districts, at their own expense or at the expense of any other person, otherwise than under the provisions of this Act." It is known to the Committee that a body of intending emigrants were prevented from proceeding to the Darjeeling Terai a few weeks ago, 'ho

sirdar who was sent down to escort them having been interfered with by the police, and obliged to return empty-handed after spending a good deal of money, although there was no charge brought against him. The people referred to were essentially free emigrants, and there was no question raised as to putting them under contracts of any sort. The employer who wanted the labour simply offered to pay the expenses of the people to the garden, and give them employment as free labourers when they arrived there. If ever the more outlying Tea Districts are to attain the position of being able to do without special legislation of the kind now under consideration, it must be by an extension of the system of assisted free emigration, and the Committee have always understood that Government were much in favor of such a system. It is, therefore, all important that an express declaration to that effect for the guidance of district officers should be inserted in the bill.

*Sections 32 and 36.*—The Committee deprecate extremely the introduction of the words "coercion," "undue influence" and "mistake" into these sections, as giving a much wider discretion to the magistrate than is desirable, or than is allowed under the existing law. The only terms used in the present Act are "fraud" and "misrepresentation," and the experience of a series of years has shown that these are sufficient, when combined with the other conditions laid down, to protect the intending emigrant.

*Section 36* seems unduly strict as regards the words "or induce, or attempt to induce, him to go to a depôt," and "or aid, or attempt to aid, him in going to a depôt." As

recruiting is now carried on these words will render it impossible for a contractor to carry on his business.

*Section 65.*—The Committee view with great concern the unwillingness of Government to adopt the recommendations of the Commission on the subject of registering coolies. The arguments in favor of the relaxation of the present system are so clearly and ably stated in the letter from the Government of Bengal to the Secretary to the Home Department, dated 1st July last, that the Committee can add but little to that representation. The inconveniences and difficulties which at present exist in connection with the registration of labourers are also recognised by Hon'ble Mr. Rivers Thompson in the remarks made by him in introducing the bill into Council, and he has suggested that special agencies for this work might be established in suitable localities which would facilitate the despatch of intending emigrants and relieve magistrates of duties which take up much of their time. The Committee trust that Government may see their way to adopt this suggestion. They are prepared to admit the principle that registering stations should be within the limits of the province in which the emigrant is recruited, but they contend that these should not necessarily be confined to the districts of recruitment as is the case at present, and that a large discretion should be left to the local Governments in this matter. The Commission recommended that garden-sirdars should be allowed to register labourers engaged by them either in the districts of recruitment or at any one of such stations on the way to the labour districts as the local Government may from time to time appoint, and the Committee believe that this system can

be very easily worked so as to prevent abuses. An employer would be bound to see that the provisions of the Act are fully complied with in order to avoid the risk of having to return emigrants to their homes at his own expense after having taken them a considerable distance on their way to the labour districts. As the law now stands, a coolie, even after being registered in the district of recruitment, is liable to be returned to his home from Calcutta or wherever he may be put on contract, and such being the case, it does not seem to the Committee to be making any material change in the present law to leave the place of registration optional within wider limits to be defined by the local Governments.

*Section 72.*—This clause has already been referred to, in connection with the definition of a labourer and the subject of free emigration. As drafted, the section might be so interpreted as to prohibit free emigration, unless a declarative clause is put in the Act, as has been suggested above, or the definition of the term "labourer" is modified. The words "or induce or attempt to induce him to go to a labour district" would prevent a garden sirdar from even negotiating with a labourer if strictly interpreted. The clause will be unnecessary if Government grant the concession of registration outside the district of recruitment; on the other hand, if the present plan with the necessary modifications as to providing additional facilities for registration is continued, the clause imposes a restriction which has not been found necessary in the past, and which it is only fair to suppose will be equally unnecessary in the future.

*Section 89.*—The power to license should be in the hands of the local Government, as not unfrequently it

must be exercised in localities where there are no embarkation agents.

*Section 96.*—Although only affirming what is now the law, was not thought to be necessary by the Commissioners. The other precautions provided for in the Act giving power to the Government to require a master to submit lists and returns of passengers should suffice without making way-bills in all cases compulsory. No doubt such way-bills will be the rule as at present, but cases do occur occasionally where it may be a hardship to both the steamer owners and passengers to detain the vessel for them.

*Sections 110 and 111.*—These sections deal with a question of admitted difficulty. On the one hand, the Committee are anxious that sufficient security should exist that all labourers fully understand the nature of any engagements they may enter into, and on the other, they are desirous that no unnecessary restrictions should be placed in the way of employer and employed coming to terms with each other. In connection with this there are two classes of labourers to be considered. First, those who arrive as free emigrants from other districts, intending to enter for the first time into contracts to labour for a term on a tea garden; second, time-expired labourers who have already completed a labour contract, and are perfectly familiar with its provisions. As regards the first class the Committee are prepared to acquiesce in the procedure laid down in these sections if Government, on reconsideration, are of opinion that the plan recommended by the Commission does not afford the needful security that the labourer shall fully understand the terms of his engagement before entering into it. As regards

the second class, however, the Committee are very decidedly of opinion that the precautions to be observed in the case of new arrivals are altogether unnecessary, and that the procedure recommended by the Commissioners will afford ample protection to all time-expired labourers. In the first case only the employer's time need be interrupted, as he could arrange to meet new recruits at the magistrate or registering officer's head-quarters on their first arriving in the district, and at once have them put on contract. In the case of time-expired labourers, however, it was pointed out in the Association's letter to the Government of India, dated the 6th August 1881, that the registration of contracts would involve considerable expense and much loss of time on employers, and also be a great hardship on labourers and their families, who would have to undertake journeys occupying in many cases several days, at probably very unreasonable periods of the year, and suffer likewise the loss of wages during absence from their gardens. Such registration would be a distinct departure from the method of re-engagement which is now in force, and which all coolies in the tea districts perfectly understand. The practice is at present for the planter to re-engage his time-expired labourers on his own garden without the intervention of either of magistrate or an inspector, and the Committee are not aware that any abuses have occurred in connection with this system. It is true that such re-engagements are of the nature of mere civil contracts, but the Committee fail to see any reason for making a difference in the case of re-engagements under the Act, all the evidence, both of officials and non-officials in the tea districts, as stated by

the Government of Bengal in their letter above referred to, going to show that time-expired coolies are thoroughly well acquainted with their rights and privileges, and perfectly able to take care of themselves in any engagements they may enter into. Unless, however, such re-engagements are facilitated in the way recommended by the Commission, the Committee believe that this portion of the Act will be practically inoperative. Even if both parties concerned were able to attend before the inspector or magistrate for the execution of local contracts, the large amount of work which would thus be thrown upon these officers in many districts would lead to so much delay in the registration of such engagements that employers would be prevented from availing themselves of this provision of the Act. The compromise above suggested is one which the Committee believe fully meets the necessities of the case, and they trust Government may see their way to adopt it.

*Section 115.*—The Committee notice that the following words in the corresponding section of the Draft Bill prepared by the Commissioners have been omitted :—“ But no such payment need be made to any labourer who absents himself on any working day for his own pleasure or convenience.” These words were inserted to meet the not un-frequent case of malingeres and men absenting themselves from work, and although the remedy they give the employer is implied in other sections, the Committee think it desirable to have it expressly stated.

*Section 124 C.*—The words “a further term” might with advantage be substituted for “a like term” in this section so as to give a wider discretion to the inspector.

*Section 123.*—The words “and no other person,” occurring in the third paragraph of this section would extend the operation of the Act unduly. It is an Act applying to labourers only, and it is quite conceivable that were this clause put in operation as regards all persons whatever it might cause very great hardships in some cases.

*Section 142 (f)* provides that the local Government may make rules “to prescribe the routes through the territories under its administration by which labourers and their dependants shall travel to the labour districts. This provision is new, and while agreeing that it is desirable to leave the local Government a wide discretion in the matter of regulating the routes for the transport of coolies to the labour districts, the Committee are of opinion that such power should be prohibitive only, and that while power is reserved to the local Government of closing temporarily any route which may become objectionable in consequence of excessive sickness or mortality amongst the labourers, or the outbreak of epidemic disease along the line, employers should be left free to adopt such other route as they may consider best suited for the transport of the labourers they are importing. It is obviously to the interest both of employers importing similar-recruited coolies and of contractors, who take the risk of deaths occurring amongst their coolies in transit, to adopt the routes on which the people will be least exposed to the chances of sickness.

*Section 140.*—The word “district” in the third paragraph of this section, as applied to the place of recruitment, has apparently been introduced in error in place of “local area,” the terms used in preceding sections.

*Section 183.*—The words "or neglects" should, in the opinion of the Committee, be struck out of this section. While it may be perfectly fair to impose a penalty for refusal to endorse a labourer's contract, it would be manifestly unfair to punish, to the same extent, an employer who merely omits by neglect to do so.

In submitting the Association's views on the subject of the Draft Act, the Committee venture to hope that all questions affecting the supply of labour, upon which the continued prosperity of the tea industry depends, will be considered by Government in a liberal spirit, and that the Bill now before the Council may be so framed as to remove all restrictions in the way of the engagement and transport of labourers which are not absolutely essential for their protection. The Committee are glad to observe that Government fully recognise the benefit to be derived from extended free emigration from the over-populated districts of Bengal to the districts on the North-East frontier, where so much waste land still remains to be reclaimed, and labour only is wanted to make Assam, which has now to impart a considerable portion of the food required for the support of its present limited population, one of the finest rice-producing provinces in India. With the increasing knowledge of the tea districts acquired by the populations of Bengal, amongst whom recruiting for Assam and Chittagong is carried on, and the further extension of the present improved means of communication, free emigration, if not checked in any way, may be expected to develop largely in future, and the Committee trust that the desire of Government to encourage the same may

be strongly impressed on district officers, many of whom have hitherto shown themselves opposed to the system.

I have the honor to be,

Sir,

Your obedient Servant,

D. CRUICKSHANK,

*Honorary Secretary.*

*From Govt. of Bengal to Govt. of India.*

*No. 643T., Dajjeeling, dated the 1st July 1881.*

In acknowledging receipt of your endorsement No. 106 of the 21st ultimo, enclosing copy of the instruction to the Legislative Department in the matter of the draft Bill for regulating emigration to the tea districts of Assam and Bengal, I am directed to say that the Lieutenant-Governor is glad to find that the Government of India has been able so generally to accept the proposals of the Commission by whom the Bill was framed. The Lieutenant-Governor himself believes that few measures of equal magnitude have met with so little hostile criticism, and he trusts that it may be found possible to pass it into law at a very early date.

2. I am to submit for the consideration of His Excellency the Governor-General in Council the following remarks of the Lieutenant-Governor upon one or two of the points noticed in your memorandum to the Legislative Department:—

(1).—First, as regards section 24 of the Bill, and the place at which registration should be effected, I am to say that the Lieutenant-Governor himself was originally doubtful as to whether intending emigrants should not always be registered in the district of their engagement; but it was very strongly represented to him that much of the expense and difficulty attending the engagement of labourers at present arises from the delays involved in taking them to distant sudder or sub-divisional stations for registration, when they could be more conveniently taken direct to the railway for despatch. The position of the sudder stations of many of the Bengal recruiting districts, with reference to the railway line, gave weight to this objection. It was also urged that, as a matter of fact, employers were always anxious to have their labourers put on contract as soon as possible, and would not run the risk of taking them far on the road without registration, when the mere allegation of the labourer that he had misunderstood the terms of engagement and did not wish to go on, would ordinarily, under section 26, render the employer liable for the cost of returning him to his home. If the Government of India, on full consideration of these arguments, which seemed to Sir Ashley Eden and Sir S. C. Bayley worthy of attention, still think the section as drafted by the Commission too wide, the Lieutenant-Governor would suggest that the local Government should be empowered to fix the registering stations for particular tracts of country. In this way the registration of the emigrant at the place most contiguous to his home could be secured executively with least trouble to all parties.

(2).—In paragraph 5 of your memorandum it is suggested that the Select Committee should consider whether it is practicable to arrange that contractors' coolies should avoid Calcutta. I am to point out that there is nothing in the draft Bill compelling them to go to Calcutta. Depôts must be established where the local Government directs; and as it is proposed to give the Lieutenant-Governor power to prescribe routes for all classes of emigrants, it will be easy to arrange hereafter for the avoidance of Calcutta, should this be deemed desirable on administrative grounds. The Lieutenant-Governor trusts that the law will be left as drafted, wide and general in its terms.

(3).—In your paragraph 7 it is proposed that every local engagement in the labour districts should be registered before a magistrate or some other duly appointed officer. I am to beg that this point may be re-considered. All the evidence, both of officials and non-officials in the tea districts, goes to show that the locally engaged labourer, whether indigenous or a time-expired immigrant, is thoroughly well acquainted with his rights and privileges, thoroughly understands his engagements, and is perfectly able to take care of himself. It is this fact alone which justifies the extension of the term of local contracts under the Act to five years. This being so, it seems quite unnecessary to insist on the employer going miles to the sudder or sub-divisional station (which in many parts of Assam means a long day's journey) every time he wishes to engage a local labourer. The man may be resident of a village close at hand, and may very naturally object to taking such a journey. The result will be that the

law will be evaded, and much of the intended good effect of the Bill will be neutralised. The Lieutenant-Governor thinks that the provisions of sections 103 and 104 give ample protection to the local labourer, especially the power which the inspector has of cancelling the engagement when next he goes to the garden. But in fact the local labourer is, as already said, well able to protect himself.

(4).—With reference to the remark in your paragraph 8, that an appeal should be given to the labourer against the order of his employer deducting wages for improper absence, I am to point out that under section 142 the labourer already has such an appeal.

(5).—As regards the system of arrest without warrant, proposed in section 132, and the remark that it is left to stand because it has received so much support in different quarters and because the Bill, after introduction in Council, will be referred to the Chief Commissioner of Assam, I am to remind the Government of India that the Bill has already received the cordial support of the late Chief Commissioner of Assam, Sir S. C. Bayley, whose experience of the Province led him in fact to suggest the provision to which exception is taken (see paragraph 26 of Mr. C. S. Lyall's letter to the Government of India, No. 2065 of the 25th October 1880). The power is so well guarded in the Bill that the Lieutenant-Governor does not see any ground for objecting to it under the peculiar circumstances of the tea districts.

I have the honor to be, &c.,

A. MACKENZIE,  
*Secretary to the Government of Bengal.*

No. 644T.

COPY, with copy of the Government of India's memorandum under notice, forwarded for the information of the Chamber of Commerce.

By order of the Lieutenant-Governor of Bengal,  
A. MACKENZIE,  
*Secretary to the Government of Bengal.*

DARJEELING,  
*The 1st July 1881.*

OFFICE MEMORANDUM.

THE undersigned is directed to transmit to the Legislative Department the papers noted in the accompanying list, and to request that measures may be taken to introduce a Bill in the Legislative Council of the Governor-General, to amend the law regulating the emigration of native inhabitants of India to the districts of the Assam Valley, Cachar, Sylhet, Chittagong and the Chittagong Hill Tracts.

2. It will be observed that the draft Bill prepared by the Commission appointed to consider the amendment of the Labour Districts Emigration Act, No. VII (H. C.) of 1873, has been framed as a Bengal measure. Some portions of the Bill must therefore be recast, so as to adapt them to the requirements of an Act of the Governor-General in Council.

3. As to the details of the Bill—although this Department generally accepts the provisions in the draft

Bill which develop the plan for an extended system of sirdari recruiting, it is of opinion that all emigrants in whose case the registration of the engagement, before proceeding to the labour districts is imperative, should be registered in the districts in which they are engaged. Under the procedure as laid down in the draft Bill, a sirdar may postpone registration until he arrives at any one of the registering stations in Bengal which may be appointed by the Lieutenant-Governor of Bengal for the purpose; and thus recruits from Behar or the North-Western Provinces might be taken three-fourths of the way to Assam before obtaining the benefit of the enquiries prescribed by, or under, section 25, for the purposes of protecting the emigrant and preventing fraudulent practices on the part of the sirdar. It would follow that if registrations were ultimately refused under section 26, the employer would be put to useless expense, and the recruit would undergo a long journey for nothing. Moreover, when persons had been induced to emigrate under misrepresentation, their registration would probably be deferred till the furthest registering station had been reached, in order to lessen their inclination to return. This Department therefore considers that the Lieutenant-Governor and Chief Commissioner of the North-Western Provinces and Oudh should be empowered to appoint registering officers and registering stations in the districts under his Government, and, generally, that the authorities in the North-Western Provinces and Oudh should have, in those territories, the same power to control the operation of sirdars, contractors, sub-contractors and contractors' recruiters, as is conferred by the Bill upon Bengal officers in Dongal districts.

4. This Department further considers, in connection with sections 17 to 44, both inclusive, of the draft Bill, that the Lieutenant-Governor of Bengal should be enabled to prescribe the route which shall be taken on the journey from Bengal to Assam by garden sirdars in charge of batches of coolies. The proposals of the Commission leave the sirdars at liberty to proceed to the labour districts by whatever route they choose. But it is known that on certain routes great mortality has occurred; and, although it is believed that the mortality is least when the coolies travel by rail, and it may perhaps be assumed that sirdars would ordinarily take the railway at the nearest point, still there is nothing to ensure the adoption of this mode of travelling. It therefore seems to this Department that the Lieutenant-Governor of Bengal should be authorised to prohibit any objectionable routes, and perhaps also to declare that certain places of departure by the railway shall be obligatory, so as to prevent, in the first place, recruiters from taking coolies through Calcutta; and secondly, so as to provide that coolies shall take the railway at the station which may be most readily reached from the place of recruitment.

5. In principle, the remarks made in the two last preceding paragraphs apply, *mutatis mutandis*, to the case of coolies recruited by contractors and their subordinates. As already implied, it is, in the opinion of this Department, essential that the recruitment of coolies of this class, no less than of the sirdari gangs, should be subject to proper official supervision in the North-Western Provinces or Oudh, and that their engagements should be registered in the districts of recruitment, not, as is pro-

vided in section 63 of the draft Bill, in the districts under the Government of the Lieutenant-Governor of Bengal, into which they may first come. Provision should further be made to prevent the transport of those coolies by any route which may, in the opinion of the Lieutenant-Governor of Bengal, be objectionable; but it may be necessary for the Select Committee to consider whether it will be practicable, in this case, to arrange for avoiding Calcutta, where, it is believed, the depôts of the contractors are, for the most part, situated.

6. There is no objection in this Department to the extension of the period of engagement under the labour law to five years, on condition that higher wages shall be paid during the fourth and fifth years as is proposed.

7. Sections 103 to 106 of the draft Bill apply to all locally engaged labourers, whether time-expired immigrants who have recently arrived otherwise than under the provisions of the special law, or coolies resident in the labour districts. This Department considers that time-expired immigrants may be permitted to enter upon contracts under the Act for any period up to and including five years; but it is of opinion that under section 104, as it stands, there is not sufficient security that the nature of the engagement shall be fully understood by the labourer; and it should be provided that the contract shall be registered before a magistrate or some other proper officer to be appointed for the purpose by the Chief Commissioner.

8. It is proposed in section 113 of the draft Bill to enact that the labourers who abscond themselves on any

working day for their own pleasure and convenience, shall not be entitled to claim any minimum daily wage. Apparently, a labourer who had been refused wages under this section would have no opportunity of appealing against the decision of his employer. Probably an appeal should be allowed; but the point is here noted for the consideration of the Select Committee when appointed.

9. There are, in the opinion of this Department, grave objections to the system of arrest without warrant proposed in section 132. But looking to the support which this section has received from local authorities and persons interested, as well as from the Commission, and bearing in mind that the Bill, after introduction in Council, will be referred to the Chief Commissioner of Assam, this Department will consent to the retention of this section for the present, subject to future consideration at a later stage of the measure.

C. GRANT,

*Offg. Secretary to the Government of India.*

COPY forwarded to the Government of Bengal for information, in reply to its letter No. 31, dated the 7th February last.

By order,

C. L. TUPPER,

*Offg. Under-Secretary to the Government of India.*

**RAILWAY COMMUNICATION  
WITH ASSAM, SYLHET, AND CACHAR.**

This important subject was brought prominently before Government in August last by means of a deputation consisting of members of the Chamber and others, who presented an Address which is given below. The Lieutenant-Governor's reply was very satisfactory, as showing that Government are fully alive to the importance of extending railway communication to the tea districts, and are willing to give reasonable support to any capitalists prepared to embark in such an enterprise. The surveys now in progress to determine the best route for a line of railway from Mymensingh to Gowhaty in one direction, and to Sylhet and Cachar in another, will afford valuable data to promoters, and it is to be hoped the time is not far distant when the outlying districts to the North-East of Bengal will be linked on to the general railway system of India. The true solution of the labour difficulty as it now exists in Assam would be to render that province more easily accessible by means of railways to the overpopulated districts of Bengal and Behar.

TO THE HON'BLE SIR ASHLEY EDEN, C. S.,  
K. C. S. I., C. I. E.,

*Lieutenant-Governor of Bengal.*

HONOURABLE SIR.—The Deputation which Your Honor has consented to receive from the Chamber of Commerce, Trades Association, and the British Indian Association, on the subject of railway communication with Assam, represent many firms and private individuals who are greatly interested in the improvement of the present means of communication with the Assam Valley proper, as well as with Sylhet and Cachar. The Northern Bengal State Railway now affords ready access to Dhubri, but further railway extension on the north and west bank of the Brahmaputra appears to be difficult on account of the excessive cost which would have to be incurred in bridging the large rivers which drain the Himalayan range of hills on that side of the river. The scheme put forward by the Hon'ble Mr. Prestage for a line starting from Narainganj and running through Dacca and Mymensingh to Gauhati, connected with the E. B. Railway at Goalundo by means of a steam ferry, avoids this difficulty. It also appears to offer the quickest means of communication between Calcutta and Assam, besides promising to open up Sylhet and Cachar, and the fact that it will afford cheap food to these districts by connecting them with the surplus rice producing tracts of Bengal, commends it, in a very high degree, to the support of all who are interested in the Tea Districts of Assam.

The project is one which, although it commends itself to consideration upon its own merits, the Deputation wish

to look at more particularly from the special point of view of the direct advantage it offers in the opening up of Assam, Sylhet, and Cachar. Viewed in that light, the scheme is one which promises to be of the greatest value to these districts, connecting them with the general system of Indian railways. The long steam ferry from Goalundo to Narainganj could, if the pressure of traffic rendered such a course necessary, be replaced hereafter by a direct line from Aircha (opposite Goalundo) to Dacca. The extension of the line along the base of the Garro, Khasia, and Jaintiah hills, into Sylhet and Cachar in one direction, and from Gauhati along the Assam valley to Debrughar in the other, would be a comparatively easy matter after the main line is constructed. Such extensions should be kept prominently in view in planning the proposed line, and the country to the east of the Garro hills section should, in particular, be carefully surveyed, with a view to that portion of the line being carried, if possible, nearer to Sylhet and Cachar, so as better to serve these important districts.

Your Honor's attention is respectfully directed to the extreme importance of extending railway communication to Sylhet and Cachar, as these districts are even more in need of it than Assam proper, being virtually closed to steamer communication for eight months of the year. One of the chief merits of Mr. Prestage's scheme they consider is that the main line may be so planned as to serve equally the districts to the south as well as those to the north of the Khasia hills, and thus facilitate the early extension of the railway system to Cachar and Sylhet,

Great importance is also attached to the improvement of communication with the districts named in connexion with the labor question. The great want of the Assam province is, without doubt, cheap and abundant labor as well as cheap food, and any scheme which will facilitate the transfer of the surplus population of Bengal and Bahar to Assam and Cachar must greatly add to the material prosperity of the latter districts.

It will also prove of great public advantage that the coal, limestone, and timber known to exist along the route of the proposed railway, and at present unutilized for want of means of access, should be made available. The opening out of the valuable coal-fields referred to, while affording the cheap fuel necessary to reduce to the utmost the cost of working the proposed line, will also benefit other railways, steamers, and manufacturing industries in Bengal requiring steam power. This, and the proximity to the line of other mineral and natural products in the Garo and Khasia hills, together with the heavy local traffic which may be looked for in the prosperous and densely populated districts of Dacca and Mymensingh, should go far to ensure the financial success of the proposed railway.

The proposed line being an isolated one of considerable length, and with every prospect of its being ultimately extended up the Assam valley, as well as in the direction of Sylhet and Cachar, ought to be treated as an undertaking by itself distinct from others, as it promises to be one of the most important Railways in the Bengal Presidency. It is believed that many influential Native gentlemen have expressed their willingness to subscribe a consider-

able portion of the capital required if sufficiently liberal terms are offered, and as there is a large amount of money in the country available for investment, an opportunity presents itself for the Local Government to encourage the construction of the proposed work by private enterprise and local capital. It is the declared opinion of the Secretary of State for India that such works should, by preference, be carried out with local capital.

It has, however, been stated that the promoters of the Central Bengal Railway have reserved to them the option of constructing any line—other than a State Railway—that may be sanctioned between Dacca and Mymensingh. Should such be the case, it is hoped that steps may be taken to ascertain, without delay, whether they intend to avail themselves of such option, and in that case that permission to construct the Dacca-Mymensingh portion of the line should, if possible, be contingent on the condition that they agree to carry out the more complete scheme now proposed. It will be very unfortunate if it should appear that engagements exist of a nature to retard the advance of the Assam line, and if there be any such difficulty, it is worthy of consideration whether, looking to the importance of the work and the advantage of carrying it out with local capital, Government should not, in the first instance, construct the portion of the line between Dacca and Mymensingh as a State Railway, afterwards entering into terms favorable to any Company willing to complete the system to Gauthati.

Should the promoters of the Central Bengal Railway not wish to embark in this undertaking, it would be advisable that Government should indicate the concession

they are willing to make to any responsible promoters in this country who may desire to come forward to form a Company. One proposal is that Government might grant the same terms as have been sanctioned by the Secretary of State in the case of the Central Bengal Railway, undertaking in addition to subscribe one-fourth of the required capital, and giving the Company the option of taking over the Government shares at par within a certain prescribed period. One of the reported conditions in the case of the Central Bengal Railway, viz., that the line shall revert to Government at the end of 99 years without any payment, except for moveable stock, seems hard however, and should be reconsidered. Another proposal is that the capital required should be raised one-third by debentures carrying interest at 4 per cent, the latter only to be guaranteed by Government: each subscriber for the debentures to be bound to subscribe in the portion of one-third as an ordinary shareholder.

Believing that Your Honor will give a hearty support to any scheme which promises to improve communication with the districts in which the firms and others represented by this deputation are interested, it only remains to express the hope that no time may be lost in taking such action as may be calculated to advance the important objects in view.

(Signed) A. B. INGLIS,  
*President, Bengal Chamber of Commerce.*

GEORGE IRVING,  
*Master, Trades Association.*

NORENDRU KRISHNA,  
*Vice-President, British Indian Association.*

His Honor the LIEUTENANT-GOVERNOR said :—

GENTLEMEN,—I have listened with great interest to the Address you have just read, for the subject of a line of railway to Maimansing, with branches and extensions to Dacca and the Surma valley, has long occupied my serious attention.

We have had surveys made of a line from Goalundo to Dacca and Maimansing with a branch line to Narainganj. The cost of this has been estimated at 124½ lakhs of rupees, but of this no less than 62½ lakhs were for the short distance of 43 miles between Goalundo and Dacca.

In the scheme put forward by Mr. Prestage and advocated by your deputation, this portion of the line is abandoned, and a steam ferry of powerful and quick stevens is substituted. I have no doubt whatever that, for many years to come at least, a ferry will be better than a railway over that part of the country. We want fair and easy communication and not great speed, and all that we require can be provided without the enormous expense of the Aitcha-Dacca section with its expensive bridges and costing no less than 1½ lakhs of rupees a mile.

From Narainganj to Dacca there is no sort of difficulty, and the same may be said of the section from Dacca to Maimansing, which would cost only Rs. 70,000 a mile, or say 60 lakhs. Indeed, the investigation into the prospects of a line to Maimansing are so promising, and the work appears to be so necessary a work, that it has already been determined to construct it as a State line,

and it is down upon the programme to be taken up as soon as the Tihlut and Darbhanga extensions have been completed. To show you how entirely the Government of India approves of this project I may, without breach of confidence, read out to you a paragraph of the despatch from the Government of India to H. M.'s Secretary of State, giving an outline of the railway works it is proposed to carry out in 1881-82 and the following year; "But in consideration of the population and extent of Bengal we have promised to place the same sum, (i. e., 25 lakhs) that has been given this year regularly at the disposal of the Bengal Government, until the completion of another set of lines stretching from Dacca in the South, in two branches, to a point opposite Goalundo, the terminus of the E. B. Railway on the Ganges, and to the town of Maimansing on the Brahmaputra river. The length of these two lines is 128 miles and their estimated cost 125 lakhs of rupees. Plans and estimates of the work have been submitted to us for sanction, with a statement of the financial position of the Government of Bengal and an undertaking to meet the charges for interest on the capital to be invested. These statements being in all respects satisfactory and the importance of the line being indisputable—numerous petitions having been sent in to us urging its early construction on account of the gradual silting up of the formerly navigable Maimansing channel of the Brahmaputra river—we have the honor to solicit your Lordship's permission to allow the work to be taken in hand by the Government of Bengal as soon as funds can be released for the purpose from the Tihlut Railway extension, that is in 1882-83. We

ought to add that the extension of the Dacca-Maimansing branch towards Assam on the left bank of the Brahmaputra river is probably the best railway that can be constructed for opening out Lower Assam. It is our intention to instruct Bengal to finish this branch before it commences the other more expensive branch to Aitcha, opposite Goalando."

So far the matter, then, is one of plain sailing. We then come to the question of the extension of the line to Assam, Cachar and Sylhet. I quite agree with you, gentlemen, that any extension which is determined upon should have in view the improvement of communication with the Surma Valley, just as strongly as the extension to the Brahmaputra valley.

What we want is cheaper labour in the tea-producing provinces as well as for the carriage of the produce of the tea districts; to ensure a supply of cheap labour we must not only have facilities for emigrant labourers, but for the carriage of rice, so that the life of emigrants may be made easy by a supply of cheap rice.

Now I do not think that we are yet in a position to say the exact route which lines to these two valleys ought to take. I must say that I have not had anything before me which in any way satisfies me on the subject, and I do not gather that you are in a position yourselves to help me to form a definitive opinion on the subject. It may be the case that the line should, as proposed by Mr. Prestage, go through the Garo hills, tapping the valuable coal fields through which he proposes it should pass, and so into the Brahmaputra valley, and I am, so

far as I am now able to form an opinion, disposed to think that this is the proper line to take. In that case the branch to the Surma valley for the districts of Cachar and Sylhet would take off at the foot of the hills near Shushlung.

On the other hand, it would obviously be a great saving to make one line serve both valleys as far as this can be done, and a careful survey might show that a line might be carried up the Surma valley, say as far as the Jaintia hills, and then carried across the Brahmaputra, with a branch to Cachar. This is a matter for thorough investigation, and I shall strongly recommend that, before that part of the scheme is determined upon, a thoroughly exhaustive survey of the whole country be made by several parties acting under one head, and I shall have much pleasure in recommending such a survey to the Government of India, to be undertaken as soon as the state of the country will permit. The country along the Surma valley is a series of bhoels and inundated land, but it seems to me that possibly a line might be found, either at the immediate foot of the hills where the river enters the plains, or on the highlands on the banks of the Surma river.

You will understand, from what I have said, that while I think the Mymensingh section cannot be commenced too soon, the further extension of the line should be deferred until we obtain a more accurate knowledge of the country and the coal fields, lime beds and forests which we might open out in one direction or another. Of one thing I feel quite certain, that a line across these hills is practicable, and is infinitely preferable to the old

scheme of a long line skirting the hills and going round a distance of more than 100 miles in excess of the direct route.

I now come to the question of the agency by which the line should be constructed. I have already said that the line to Mymensingh has been selected as a line to be made by Government, and it is intended to commence it in 1882-83 as a State railway, but I have no doubt that if a private Company were to offer to make the line on favorable terms Government would withdraw from the undertaking as a State line. And, in the same way, if a scheme is put forward by substantial promoters for extensions to Assam and Sylhet, I should have no hesitation whatever in supporting such schemes, provided that the terms offered were such as Government should, in the interests of the tax-payers at large, accept.

I have for some years past, and before the present policy of Government was adopted, strongly urged that if Government could not, or would not, undertake the construction of railways itself in some sort of proportion to the demands of the country, it ought to endeavour to induce private Companies to take them up.

I do not hesitate to say that in my opinion, in a country so peculiarly circumstanced as this country is, it would be better, in many respects, if all lines were constructed and worked by Government or under Government control. But experience has shown that this is impossible; Government cannot undertake such an enormous business, and really, now that the expenditure on productive public works is limited to the insignificant sum of 2½ millions,

any real progress is impossible, looking at all that has to be done; and I therefore think that we must look to private enterprise to help us, if we are to make any substantial advance in opening out communications in India, with any real regard to the requirements of the country. In order that we may get the lines we want well and quickly made, and that the country may reap the indirect benefit of these lines, it will be to the advantage of the tax-payers of the country to pay liberally and well to have this work taken off their hands. But I can quite see that it is possible that the country may be called upon to pay too highly for these services. Promoters have of course great difficulties to contend with in this country, and no doubt, as a rule, native capitalists will not come forward unless the certainty of a very considerable profit is shown to them, and it may thus be that promoters will be led on to ask for greater concessions and advantages than the Government ought to give. I do not say that this is the case in the present instance, but in saying that I shall gladly support any scheme put forward for connecting Assam and Sylhet with the port of Calcutta, I desire to guard myself to this extent. My own impression is that a survey will show that such a line can be so constructed as to yield an immediate and very large return, and that it will show it so plainly that there will be no difficulty in promoters being found ready to come forward and construct the lines on very reasonable terms. I hope that, if this is so, an attempt will be made to raise the capital locally. Though, as I have said, I am aware that native capitalists are very cautious in respect to such undertakings as railways, I believe that the time is coming when they will

feel that it is more to their advantage to invest their funds in such works than in land, which does not now yield the return it once did. Nothing but good can come from native capitalists taking a pecuniary interest in our public works, and it is obviously an advantage to Government to pay interest locally in silver on capital so invested, rather than have to remit money to English capitalists. There is no doubt an enormous amount of capital awaiting investment in the country, though I am happy to think that within the last few weeks a good deal of it has found investment in trade. I believe that the Government of India are very anxious to see native capital thus employed; as we must all recollect, Major Baring, in his Financial Statement in March last, said:—"Even if the general arguments in favor of constructing railways solely through the agency of the State were more valid than I conceive them to be, I should still hold that those arguments did not apply in India. The first economic requirement of India is that her resources should be developed without delay, and that means of communication should be so improved as to facilitate emigration from districts which are over populated to those in which labour is scarce. I doubt whether Government agency alone can adequately perform this task, and I hold that, in any case, it is not desirable that it should do so if private agency can be found to undertake the work. I am not without hope that, if an impulse can be given to railway construction by British enterprise, native capitalists will enter the field, either alone or in conjunction with Englishmen. I should regard such a movement as an important factor in the practical education of the people, inasmuch as it would tend to wean the natives of India

from that dependence upon Government which is intensified by concentrating in the hands of the State all the organised skill which the construction and management of a railway requires. If ever the natives of this country are to be schooled in the first rudiments of self-government, it is desirable that they should be encouraged to act for themselves in such matters, rather than that they should rely always upon that coercive philanthropy which insists upon doing everything for them."

It is true, as you have stated, that the promoters of the Central Bengal Railway have had reserved to them the option of constructing the Dacca and Mymensingh line. I am not aware of the circumstances under which this concession was made, but I understand that they have now been asked to state definitely whether they desire to avail themselves of the option or not, and as soon as I learn what their determination is I will communicate it to the Chamber.

In the meantime I can only say that I will urge upon the Supreme Government the necessity of a complete survey of the Assam and Cachar lines during the cold season, and I feel sure that Government will cordially encourage the scheme and give whatever assistance is possible. I am assured by Major Baring that in all railway schemes, whether worked by English promoters or Indian promoters, an endeavour will be made in future to arrange that local subscription lists shall be opened.

His Honor the Lieutenant-Governor then invited those present to offer any opinions or suggestions on the question before them.

The Hon'ble Kristo Dass Pal enquired whether the Government was prepared to subscribe  $\frac{1}{2}$  of the capital required, and also whether it was prepared to guarantee  $\frac{1}{2}$  of the interest upon debenture loans.

H. H. the Lieutenant-Governor said that that was a question he was not able to answer, as he was not authorised to state anything definitely, and he had not the power to pledge the Government of India. As far as he was concerned, he did not see that the Government had anything to do in the matter, unless they got some definite proposals from promoters offering certain specified terms. At present there was merely a preliminary discussion of the matter, and, so far as His Honor could understand, there was no actual scheme on foot which the Government was called upon to assist, and he could not say what concessions they would assent to, and what not.

Mr. Inglis remarked that he thought that the suggestions of the Chamber of Commerce were merely thrown out with the view of inviting discussion on the subject.

H. H. the Lieutenant-Governor said that the matter really did not rest with him; he could only make recommendations in reference to any feasible schemes which might be put forward.

Maharaja Jotendro Mohun Tagor said that the British Indian Association wished it to be distinctly understood that, though they supported the suggestions of the Chamber, they had not had time to consider the details sufficiently, and that they had some objections to certain details put forward financially; and when they had

sufficiently considered those details, and when the scheme was matured, they would then have an opportunity of saying their say. The Association wished it to be understood that they did not commit themselves to anything like all the details of the scheme.

H. H. the Lieutenant-Governor observed that that had been explained by Mr. Inglis. He understood that the Chamber did not pledge itself to all the details of the scheme.

Mr. Inglis replied that was so: the Chamber merely put the scheme forward with a view to its being discussed.

H. H. the Lieutenant-Governor said that it seemed to him that the first thing to be done was to get a survey made, and then, when that survey was before the public, it would rest with the public to say whether they would come forward with a definite scheme or not, taking into consideration the results of the survey, the probable cost of the line, and the profits which might be expected to accrue from it. He thought it was almost too soon now to discuss details; all he could say was that it was the great object of the Government to make such a railway; but the Government could not be asked to pay too dearly for such a concession.

Mr. Keswick, on behalf of the Deputation, then said:—

It only remains for us to thank His Honor, and I would do so in the name of the deputation for the reception he has given us, and for his careful consideration of our representation. It is satisfactory to find that the need of a railway to Assam and to Cachar and Sylhet is so fully recognised by His Honor, and the promised survey to

decide the best route to serve these districts must be pleasing to the Tea community and others.

The deputation then withdrew.

*From COLONEL F. S. STANTON, R. E., Officiating Deputy Secretary to the Government of India, Public Works Department, Railway Construction, to the Secretary to the Government of Bengal, Public Works Department. No. 753—R. C., dated Simla the 24th September 1881.*

I am directed to acknowledge the receipt of your letter No. 2707—R, of the 5th September, requesting sanction to an estimate amounting to Rs. 1,77,066, for the prosecution of complete surveys for railways to Assam and Cachar, in connection with the projected Dacca and Mymensingh Railway.

2. You will have learnt from the papers forwarded under this office docket No. 699—R.C. of the 5th instant, that this subject has already received attention. The Secretary of State has been addressed, and the Chief Commissioner of Assam has been requested to arrange for careful reconnaissance of the Garo hills being made during the ensuing cold weather, in order to ascertain whether it is practicable to construct a railway across these hills within a reasonable limit of cost.

3. This is, I am to observe, the key to the whole question, and until it has been ascertained that a practicable route for a railway can be found across the hills, His Excellency the Governor-General in Council does not consider that any useful end would be attained by commencing any detailed surveys for a line from Mymensingh to the foot of the hills or eastward to Cachar.

4. The Government of India concurs with the Lieutenant-Governor in thinking that, if practicable, a line from Mymensingh across the Garo hills is decidedly preferable to one skirting the banks of the Bahmapootra, but I am to add that the suggestion to carry the line across the hills further to the eastward, in order to shorten the future line to Cachar, does not commend itself to the Government of India, as such a line while not opening up the coal known to exist in the valley of the Sumesary, would require to be taken across the hills at a very much greater elevation, and therefore at a much greater cost.

5. As soon, however, as the route across the hills opening up the coal in the valley of the Sumesary has been shown to be practicable, the Government of India will direct that a reconnaissance shall be made for a connected line to serve the Cachar and Sylhet districts.

6. A copy of your communication with its enclosures will be forwarded to the Secretary of State in continuation of the despatch No. 217 of the 19th August last, which was communicated to you under cover of this office docket No. 699 of the 5th September, and as soon as a reply is received to that despatch a further communication will be made to you on the subject of this Dacca-Mymensingh line.

No. 205 T—R.

Copy of the above forwarded to the Secretary to the Chamber of Commerce, for the information of the Chamber.

HOWARD W. WARDEN,  
Asst. Secy., Govt. of Bengal,  
The 13th October 1881. P. W. Dept.

**SUPPLY OF STORES FOR THE  
PUBLIC SERVICE.**

The Committee have watched with interest the increasing encouragement given by Government to local industries in the supply of public stores, but it is to be regretted that it should still be though necessary to maintain, at the charge of the Indian revenues, a highly expensive agency for doing that which private traders would willingly undertake, to the advantage not less of the public than of themselves. The Committee have urged upon Government that the best and cheapest way of procuring stores is to invite tenders both in India and in England, and to stipulate that offers shall be expressed in rupees, and that the rates shall include delivery at specified ports in India. The Committee do not ask that anything shall be bought here which, quality for quality, can be had from Europe at a lower price, but they think that preference may fairly be given to local tenders for equal value at equal cost.

*From Chamber to Government of India.  
Calcutta, 15th July 1881.*

The Committee of the Bengal Chamber of Commerce desire to address His Excellency the Governor-General in

Council with reference to the manner in which stores for the public service are now procured.

This is a subject upon which the Calcutta Trades' Association has already approached His Excellency; the particular occasion having been the withdrawal, under orders from the Secretary of State, of the schedule calling for tenders from contractors here for the supply of certain stationery stores during the year 1882-83.

In the representations then put forward by the Trades' Association my Committee fully concur; and, as the matter appears to them to be of considerable importance, I am desired to submit the following remarks for His Excellency's consideration.

The Committee imagine that it will be admitted to be the duty as well as the interest of Government—

*1st.*—to procure all stores where they can be obtained most cheaply with due regard to necessary quality;

*2nd.*—consistently with the first proposition, to lighten as much as possible the amount of the drafts drawn by the Secretary of State on the Indian treasuries;

*3rd.*—consistently with the first and in furtherance of the second proposition, to encourage manufacturing in India by buying here all stores which either are or can be here economically and well produced.

The extraordinary growth of the Home store account has been the subject of comment not only in the daily press but in Parliament; and the Government of India has in various ways shewn its appreciation of the gravity

of the fact. Very recently it has called upon manufacturers here to furnish information as to the kind of goods which they make, and has indicated its desire to be less dependent upon England.

The Committee, however, venture to suggest that the close relationship between local trade and local manufacturing may perhaps have been lost sight of. There are probably many goods which might be made, partly or wholly, here; which are not now so made because of the absence of an adequate local demand; and there are industries in a struggling condition which would be strengthened and improved, if there were any assured prospect that the outlay needed to better their productions would prove remunerative.

This necessary stimulus and encouragement would be found if it were known that henceforth Government would procure all supplies upon public tender, published simultaneously in England and India, giving preference for equal value at equal cost to goods of local make. But even though no increase of local manufacture were to result from Government purchasing all stores by tender, the Committee would still see reason to hope that a beneficial effect might be produced on exchange. To quote the words of the Hon'ble Major Baring in his recent Financial Statement.—“It is the opinion of those who speak with the authority of long practical experience that the effect on exchange of the amount which India has annually to remit to England would not be so oppressive if the bills to be placed on the market were more equally distributed between the Secretary of State and the public.”

The Government of India, or perhaps, more properly speaking, the Secretary of State, appears to consider that goods not actually now made in India must necessarily be procurable at least as cheaply and as good through the India Office as through private traders whose employment is considered to involve the payment of a commission.

Undoubtedly every trader looks for some profit: but Government may not be aware that now-a-days transactions of enormous extent are regularly carried through for a commission of one-half per centum. Often, indeed, there is no commission at all, the operator looking for his remuneration to collateral advantages.

It may also be remarked that even if the officials at the India Office were in a position to buy as cheaply as the private trader—an hypothesis which my Committee would find very grave reason to question—there would still remain the cost of such a “special agency maintained for the express purpose of purchasing stores in England.” The Committee are informed that the cost is very large, and they have no hesitation in asserting that it alone is much beyond the aggregate of the commissions which Government would pay to private traders under a proper system of public tender.

But it is not alone; for, in addition to the burden of supporting such a Department, Indian stores, under the present system, have their price needlessly enhanced, in various respects:—such as

1.—The field of purchase is artificially limited to England, and practically, in a great measure, to London, whereas

under public tender the Government would command the markets of the world.

2.—As already pointed out, the trader is much better placed than a Government servant ever can be for procuring cheap freight. It is unnecessary to dwell upon recent exposures in connection with the freight on railway material, but they show how easily, under the present system, the public interests may be sacrificed.

3.—The Government has now to maintain not only one special establishment in England for buying and shipping, but others in India for landing and transporting; whereas the trader has already the necessary staff, so that in forming his estimates for supplies to Government he could, if need be, afford to ignore either the whole, or at least a great portion, of the cost of such establishments.

4.—Government must lose heavily by breakage, leakage, and the like. Of course the private trader would also be subjected to such drawbacks, but as his interest in the goods up to the time of delivery to the Government would be of a much closer and more continuous character than can be felt by any one of a succession of Government officials, his care would be the greater, his arrangements more advantageous, and his losses proportionately less, whilst competition at time of tendering would save Government from any excessive margin being put on to cover such risks.

5.—The Committee understand the Government is now subjected not only to annoyances but to loss—

(a.) through the stores being unsuitable;

(b.) through stores arriving after time, and thus having to be replaced locally through tradesmen who naturally demand a high price on such occasions;

(c.) through frequent, and perhaps occasionally unavoidable, absence of advice as to cost of stores.

Such inconveniences would disappear under the open tender system. Obviously tenders might be asked for in rupees, and at prices to cover landing and other expenses, and thus Government would know exactly how much in Indian currency each article would cost, it could command delivery where and when it pleased, and in case of non-delivery would have a prompt and efficient remedy.

That the advantages which the Committee claim for a system of supply by open tender are not fanciful is (the Committee understand) proved by the experience of Government wherever the plan has been fairly tried: and the Committee would like to add that some of their number have themselves found that, when stores have been required for large concerns, it has frequently been possible to obtain even goods of European make through local suppliers, equal in quality and cheaper in cost than they could be procured by indenting upon England.

The Committee have not dwelt on the question of justice to the local trader. They do not think that their arguments need such support; but they submit that those who pay taxes in India should be encouraged in every legitimate way by the Indian Government, not only because it is right to do so, but for the occasionally more effective reason that such a policy is reproductive.

*From Government of India to Chamber.*

No. 2307,—*Simla the 16th August 1881.*

I am directed to acknowledge the receipt of your letter, dated 15th July 1881, in which the Chamber propose that stores required for the public service should no longer be obtained through the special agency of the India Office, but should be bought in India through the trade generally.

2. As the Chamber are aware, the views of the Government of India on this subject have already been expressed in recent correspondence with the Calcutta Trades' Association, which on much the same grounds made a similar suggestion; and I am now to refer the Chamber to the Resolutions, based on those views, dated the 10th June, 22nd and 29th July and 5th and 12th August,\* which indicate sufficiently the course which the Government has decided to adopt in connection with the supply of stores for the public service. The matter is one of considerable detail, and the Government of India are now gradually examining all the lists of the articles heretofore procured from England through the India Office with a view to substituting for them articles of local manufacture wherever it is possible to do so consistently with true economy.

3. It is, however, necessary to remark on the Chamber's statement that goods can be obtained more cheaply direct by purchase in the Indian import market than through the Secretary of State. If this state-

ment is correct, the Chamber may be assured that the Government of India will not hesitate either to urge the adoption of reform in the method of supply now adopted by the Store Department of the India Office or to resort to the cheapest and best market for its supplies. But the accuracy or otherwise of the Chamber's belief can only be tested by experience based on actual statements of facts. As yet the Government of India has no sufficient reason to think that the belief is, on the whole, justified by the facts. Local Governments have been invited to shew in any particular case that rates on direct purchase are cheaper than the rates charged by the Store Department of the India Office. As yet only two statements to this effect have been made: (1) as to the prices of some goods obtained for the Opium Department, and on this a representation has already been made to the Secretary of State, and (2) the purchase of stationery for the Bengal and Madras Presidencies. In the case of stationery for Bengal, the alleged results cannot yet be said to have been satisfactorily proved. Some of the articles bought locally were certainly much dearer than the prices paid on former supplies obtained from the Store Department, and the question whether, on the whole, a loss has not resulted from local purchases is still under investigation. On the other hand, the stores obtained from England for the Public Works Department are believed to be more cheaply got through the Store Department than they could be obtained through other agency. The Government of India is giving, and will continue to give, its careful attention to this question.

*From Chamber to Government of India.  
Calcutta, 30th August 1881.*

I have the honor to acknowledge the receipt of your letter No. 230, dated the 16th instant.

I am to express the satisfaction with which the Committee of the Chamber of Commerce have watched the development in the purchase of stores of what they venture to consider a wiser policy than has until recently been pursued.

My Committee would not, at this stage in the experiments which are being tried, have trespassed further upon your time, but for what appears to them a misconception on the part of the Government of the course which my Committee have advocated.

It appears to be thought that the Chamber propose that stores should be bought in India.

This does not correctly express the views held by my Committee, and they were not aware that my letter of the 15th ultimo was open to such a construction.

What they have urged is that stores should be procured by advertising for tenders, not in India only but in England also, and that the Government should thus purchase in the cheapest market, giving preference, indeed, to local tenders but only for equal value at equal cost.

*From Government of India to Chamber.  
No. 2978, Simla the 12th September 1881.*

I am directed to acknowledge, with thanks, the receipt of your letter, dated the 30th of August last, on the subject of the supply of European stores required for the public service in India.

*Government Circulars in connection with  
the foregoing.*

*No. 621, Simla the 14th May 1881.*

In continuation of my circular of the 28th ultimo, No. 220, I am directed to request that information may be furnished, as early as possible, of the quantities and kinds of European stores which are annually purchased in India, and not obtained from England, for official requirements. From time to time considerable quantities of such stores are obtained. Thus, in Calcutta the Stationery Office sometimes, having exhausted the supply of a particular article, buys a further supply in the local market. In Bombay, and it is believed in some other provinces, the district officers supply themselves in the market with European stationery for their vernacular correspondence out of the "petty supply allowance," a fixed monthly sum from which the office requirements of various kinds are met.

2. The Governor-General in Council would be glad to receive the information asked for in the tabular form attached to my circular of the 28th ultimo, and in

similar detail, and with as little delay as possible. The information regarding any particular article or class of articles of large consumption, such as paper, may be forwarded without waiting until the whole information asked for is complete.

3. I am to enclose copies of a demi-official circular which the Government of India desires to be forwarded to the managers of all large manufactories in each province of goods of the kind which are required regularly for the public service, *e.g.*, woolen mills, cotton mills, iron mills, cement works, paper mills, boot and harness makers, chemical factories, and so forth. The information in this office as to the names and addresses of such industrial concerns is insufficient to permit of the circular being issued direct to the managers. It will be observed that the circular requests that replies may be sent direct to this Department. I am accordingly to request that, as soon as the circular is issued, a list may be forwarded of the persons to whom it has been sent.

I have the honour to be,

SIR,

Your most obedient servant,

T. C. HOPE,

*Offy. Secy. to the Govt. of India.*

Copy forwarded to the Home Department with reference to paragraphs 1 and 2, in continuation of the circular of 28th ultimo.

I shall be much obliged if you can furnish me direct, at as early a date as possible, with accurate information

as to the kinds of goods now manufactured in the establishment under your direction, sending at the same time small samples of the goods, and stating whether articles of superior quality could be manufactured, if a remunerative and permanent demand arose for them.

2. I should explain that I ask for this information to assist the Government of India in considering the question how far it is now possible for Government to go, in substituting for the present supply of stores obtained from England supplies of goods of Indian manufacture. You will kindly understand that this request must not be held to imply any promise or assurance on the part of Government to purchase articles of the kind produced in your establishment. It is only a preliminary to the consideration of the question whether a change in the present system is practicable or expedient.

3. If you wish it, of course, all the information you will furnish will be treated as confidential.

I am,

Yours faithfully,

T. C. HOPE,

*Offy. Secy. to the Govt. of India.*

GOVT. OF INDIA,  
DEPT. OF FINANCE AND COMMERCE; }  
*Simla, 14th May 1881.*

**EXEMPTION OF RIVER STEAM COMPANIES  
FROM LIABILITY AS COMMON CARRIERS.**

The claim put forward by the Steamer Companies to be relieved from liability as carriers did not seem to the Committee to be well founded, and they have stated their reasons for coming to this conclusion in the letter given below. The Committee do not think the liability so onerous, or the Companies so weak, as to necessitate their being relieved from a liability which has hitherto protected the public generally, and underwriters in particular. As this Report was being sent to press the letter of 7th December came to hand intimating that the Government of India see no sufficient reason for relieving the Companies from the liabilities devolving upon them under the provisions of Act III of 1865.

*From Government of Bengal to Chamber.  
Marine—No. 635. Calcutta the 14th April 1881.*

In forwarding for the consideration of the Chamber of Commerce, a copy of a letter No. 485, dated the 19th March 1881, from the Under-Secretary to the Government of India, in the Home, Revenue, and Agricultural Department, with its enclosures, I am directed to request that the Lieutenant-Governor may be favoured with an expression of the opinion of the Chamber on the request made by the Agents of the India General Steam Navigation

Company, and of the Rivers Steam Navigation Company, that those Companies may be exempted from the ordinary liabilities attaching to common carriers.

2. The Lieutenant-Governor desires that the points to which attention is called in paragraph 2 of Mr. Tupper's letter may be specially noticed by the Chamber.

*From F. C. DAVER, Esq., Under-Secretary to the Govt. of India, Home, Revenue, and Agricultural Department, to the Secy to the Govt. of Bengal, General Department—No. 485, dated Fort William the 19th March 1881.*

I am directed to forward the accompanying petition from the Agents of two River Carrying Companies in India on the subject of the law which defines the position of such Companies as common carriers, and to request that you will move the Hon'ble the Lieutenant-Governor to favour the Government of India with his opinion whether these River Carrying Companies need the relief for which they ask.

2. The main grounds put forward by the petitioners in favour of the exclusion of River Carrying Companies from the ordinary liability of common carriers appear to be:—

- (1) That the dangers of river navigation in India are excessive, and
- (2) that complaints have been made by various Tea Companies of excessive charges by such Companies, which charges are necessary in view of the liability of the Companies as insurers.

The Governor-General in Council would be glad if these two points were specially noticed in your reply.

*From Messrs SCHORER, KILBURN & Co., Agents for the India General Steam Navigation Company, Limited, and Messrs. DUNCAN MACGILL & Co., Agents for the Rivers Steam Navigation Company, Limited, to her Majesty's Under-Secretary of State for India.—Dated St. Mary Axe, London, E. C., the 28th and 30th October 1879.*

As representing two of the large Inland River Carrying Companies of India, we had the honor of addressing you in the month of May last, respecting the position of carriers by the inland rivers of India, with reference to the desire of the Indian railways to attach to their undertakings a power to act as inland river carriers. We pointed out to you the manner in which such power might be used to the detriment of established Companies who were properly performing their duties; and we would remind you that the Bill which was then under discussion, and which eventually passed into law, was so modified as to afford the Companies we represented the protection we asked for.

When the Bill was before the House of Commons, several petitions were presented to that Hon'ble House on behalf of the various Tea Companies, these petitions in effect accusing the Inland River Companies of charging an excessive amount for the carriage of tea. We explained to you that one reason why the freights charged for inland river carriage seemed high, was owing to the River Companies being, by the law ruling in India, declared to be common carriers, thus necessitating their charging high freights to cover their liability in case of loss by perils of navigation.

Various Companies have, from time to time, been incorporated for the purpose of undertaking carriage over

the large inland rivers of India, the capital in most cases—as in fact is almost always the case with all Indian undertakings—having to be sought for from the English public. One difficulty in obtaining capital for the formation of Inland River Companies has been the knowledge that the navigation of inland rivers in India is extremely perilous, considerably more so in fact than navigation on the high seas. Up to the passing of an Act by the Indian Legislature in the year 1865, the assumption on the part of the owners of steam vessels employed in navigating the inland rivers was, that they stood in the same position as the owners of sea-going vessels, and consequently were not in the position of common carriers, but were entitled to protect themselves from the ordinary perils of navigation by means of conditions prescribed by them in the bills of lading granted when they accepted the carriage of merchandize.

In the year 1865 an Act was passed by the Governor-General of India in Council (Act No. III of 1865) which declared that all persons, other than the Government, engaged in the business of transporting for hire property from place to place by land or inland river, for all persons indiscriminately, should be deemed to be common carriers.

The effect of this Act was to destroy the position which the inland river steamers up to that time considered they held, and to make them by statute law common carriers; and consequently, as common carriers, they then became in effect the insurers of the property entrusted to their care, and were responsible for all loss happening to such property while in their custody, of

whatever nature, unless such loss were occasioned by the act of God or of the Queen's enemies.

The Act to which we have referred was founded upon an English Act of Parliament, known as the Carriers Act, passed in 1830, but was so modified as to enable the inland river carriers, under certain conditions, to enter into special contracts in order to limit their liability, the person shipping the goods, or his duly authorised agent, being required to sign a special contract.

It has been found that it is impossible for the Companies to obtain the protection the Act intended to give them, as it is utterly impossible for the steamers to procure such signature to special contracts as the Act requires, the actual shipper being, in most cases, an illiterate native; the result is the steamers cannot obtain protection by publishing general conditions, or by limitations in their bills of lading, no matter how fair and reasonable these conditions or limitations may be, and consequently find themselves obliged to carry goods of immense value, especially tea, and to incur the liability of common carriers.

Feeling the hardship of this position, a memorial was presented in the year 1873 to the Viceroy and Governor-General of India in Council, asking that the Indian Act of 1865 should be altered by omitting the clause which made the inland river steamers common carriers, the legal advisers of those who presented the memorial being of opinion that the omission of this clause would put the steamers in the position which they formerly occupied, namely, of being able to protect themselves in the same manner as the owners of sea-going vessels are able to

do by limitations contained in their bills of lading; but His Excellency in Council was pleased to answer this memorial by pointing out that, inasmuch as the Act complained of did not fix the rate of freight to be charged for the services to be performed, the carriers could protect themselves by adding to the freight such a sum as would cover the risk which acting as common carriers entailed upon them; but we venture, with all respect, to point out that this was not a sufficient answer to the complaint. If it be so, it appears to us that the same argument could be used in order to justify the alteration of the law as it at present stands with reference to sea-going vessels, by declaring that the owners of such vessels shall henceforth incur all the obligations of common carriers. We would here again remind you what has been the result of the inland river Companies attempting to adopt the suggestion of the Indian Government, namely, an outcry on the part of most of their customers that the freights charged are unreasonable; and we would further point out that shippers of goods, knowing that the obligation of insuring the goods carried by them is in fact by law thrown on common carriers, decline themselves to insure; the Companies, not knowing the value of the goods they are carrying, because the shipper is not bound to make any declaration of value, are unable properly to fix what addition should be made to the freight so as to cover the risk of insurance, rendering it almost impossible for them to escape, in some cases, an accusation of charging an unfair freight.

Carriage by the inland rivers of India differs from that undertaking in any other colony or dependency

governed by English law; and it appears to us that we are justified in considering that the time has now arrived when this immense branch of commerce should be protected by special legislation. We would remind you that in asking for special legislation, those interested in performing this carriage can refer to the mode in which the carriage of goods along canals in England is regulated and limited by statute law, the effect of which may shortly be stated, as enabling the carriers by canal waters to limit their responsibility by general rules and regulations, subject to the condition that such rules must be fair and reasonable, in this manner putting them in a very different position to that in which they would have stood had they remained common carriers.

Referring, again, to the immense danger of navigation inseparable from carriage over the inland rivers of India, it appears difficult to understand why the steamers employed in this service, steamers which are in fact of tonnage quite equal to, and in many instances greater than that of, ocean steamers, should not be able to protect themselves in the same manner in which the owners of sea-going vessels are now able to do by law, and we submit that the request that the law of India should be altered to afford this relief is one which the Government of India ought favourably to entertain.

It would not be possible for us, in the limits of this letter, to point out the exact manner in which this relief can be granted; but we venture to suggest that the policy considered by the Home Government at the time that the recent Indian Guaranteed Railways Act, 1879,

was passed, should be followed, namely, that it should be suggested to the Indian Government that it is expedient, in the interests of public policy, that the position of those who have embarked the immense capital now employed in river carriage in India, should be reasonably protected by an alteration in the Indian Carrying Act of 1865, so as to grant to these Companies the protection which they seek.

*From Chamber to Government of Bengal.*

*Calcutta, 20th May 1881.*

The Committee of the Chamber of Commerce have had before them your letter No. 635 of 14th April, asking their opinion on the request made by the Inland River Steam Companies to be exempted from the ordinary liabilities attaching to common carriers.

You specially draw the Committee's attention to the grounds upon which this request is based, as stated in para. 2 of the letter from the Under-Secretary to the Government of India, Home Department, of 19th March, viz. :—

1. That the dangers of river navigation in India are excessive.
2. That complaints have been made by various Tea Companies of excessive charges by the River Carrying Companies, which charges are necessary in view of the liability of the River Companies as insurers.

The Committee of the Chamber are inclined to think that the River Companies have overstated the dangers of river

navigation in India. The losses arising from river navigation proper have not been at all excessive in India as compared with other countries, so far as the Committee can learn, and in some of the cases reported such losses might have been avoided had greater care or skill been exercised. Losses have occurred from cyclones and collisions which cannot fairly be classed among the dangers alluded to.

As regards the second reason put forward by the Steamer Companies, it is undoubtedly true that serious complaints have been made by proprietors of tea estates as to the excessive charges for freight levied by the River Companies. The alleged necessity for such high freights, in order to cover risks arising from perils of navigation or their liability as insurers in case of loss, is, however, disputed by the parties more immediately concerned. This is a point which can be best decided by a reference to the financial results of the working of the Steamer Companies for the past few years. If the Government are not already in possession of the figures, the Committee of the Chamber would suggest that the Steamer Companies be invited to submit an abstract of their accounts, for, say, a period of seven years, showing, on the one hand, the extent to which the alleged perils of Indian river navigation and the liability complained of have affected them, and, on the other, the net profits they have realised and the mode in which these have been spent.

As regards the statement in paragraph 5 of the River Companies letter, that the effect of Act III of 1865 has been to make them insurers of all property entrusted to their care, the Committee are informed that European

shippers, at all events, do not look upon the freight they pay as covering insurance, but make their own arrangements to cover the risk of transit by river steamer, either here or in England. In particular is this the case with Tea, which is, as a rule, insured from time of manufacture until its arrival in Calcutta, including conveyance by steamer. The Committee understand that in 1879 the River Steamer Companies entered into specific arrangements with certain shippers to allow them a reduction of 10 per cent. on their ordinary rates of freight, in consideration of their being exempted from all claims in respect of risks usually borne by Insurance Companies, but that they, of their own accord, discontinued the arrangement at the close of last season. The River Companies further protect themselves by requiring a form to be signed by shippers when goods are sent in to them for carriage, copies of which are herewith forwarded.

The evidence before the Committee does not support the argument of the River Steamer Companies that the liability complained of necessitates a high rate of freight being charged. They are rather led to think that it falls but lightly upon them, and forms no bar, in its actual operation, to a considerable reduction of the present rates. So far as European shippers who insure are concerned, the question is one which affects them only indirectly, as at present the risk in their case is divided between the Steamers Companies and Insurance Offices or Underwriters. The latter, so far as the Committee have been able to ascertain, object to any change in the law of liability as affecting inland steamers. They hold that the abolition of the carrier's risk, (1) would deprive them

of a remedy against the Steamer Companies which they at present possess, and (2) would largely reduce the incentive to care in carrying goods, which is supplied by liability for damages resulting from carelessness.

The result, therefore, of any change in the present conditions of river transport in the direction of relieving the steamers from liability, would certainly be a material increase in the rates of insurance, and not improbably a difficulty in affecting insurance of Inland Steamer risks on any terms.

Having regard to these facts and the interests of uninsured shippers, and looking to the facilities the Steamers Companies at present possess for protecting themselves, and the absence of any proof that the liability they seek to be relieved from is unduly onerous, the Committee of the Chamber are not at present prepared to recommend the exemption of Inland Steamers from the ordinary liabilities attaching to common carriers.

*Endorsed by the Government of India, Home Department, No. 1944, dated Fort William the 7th December 1881.*

Copy forwarded to the Government of Bengal for information, with reference to the letter from that Government, No. 7137, dated 11th July 1881.

*No. 1943, dated Fort William, the 7th December 1881.  
From A. MACKENZIE, Esq., C. S., Offg. Secretary to the Government of India, Home Department, to MESSRS. WATKINS AND WATKINS, Solicitors, Calcutta.*

With reference to your letter dated 29th December last, soliciting a re-consideration of the request made by

the India General Steam Navigation Company, and the Rivers Steam Navigation Company, for exemption from liabilities attaching to them as common carriers under Act III of 1865, I am directed to say that the Governor-General in Council, after careful consideration of the matter, sees no sufficient reason for relieving these Companies from any liability which may devolve upon them under the provisions of that Act.

No. 1737.

Copy forwarded to the Secretary to the Bengal Chamber of Commerce for information, with reference to his letter of the 20th May 1881.

By order of the Lieutenant-Governor of Bengal,

C. S. BAYLEY,

*Offg. Under-Secretary to the Government of Bengal.*

CALCUTTA;

GENERAL DEPARTMENT—*Marine,*

*The 22nd December 1881.*

#### REGISTRATION OF PARTNERSHIPS.

The Committee regret they are unable to report any progress in this important matter. It will be seen from the correspondence that communication with Government was re-opened by the Chamber's Solicitors, who submitted that, by the adoption of the plan proposed by them, the practical working difficulties which had hitherto stood in the way of legislation would be removed.

The Committee hoped that the explanations and suggestions offered in behalf of the Chamber would satisfy the Government: but they have been disappointed, for they are informed that after careful consideration the Government of India is not prepared to propose legislation in the manner desired by the Chamber.

FROM MESSRS. SANDERSON & CO.,  
*Solicitors to the Bengal Chamber of Commerce.*  
TO THE SECRETARY TO THE GOVERNMENT OF INDIA,  
*Home Department.*

*No. 1646—Calcutta, 26th February 1881.*

As long ago as February 1869, the Bombay Chamber of Commerce applied to Government on the subject of a legislative enactment for the compulsory registration of partnerships, and in November 1879 they obtained from Government permission to submit a draft Bill: copies of this letter and its annexes are sent herewith.

This permission resulted in the preparation by the Bombay Chamber's solicitors of the draft Bill of which a copy is sent herewith, after which the Bombay Chamber somewhat suddenly decided not to pursue the matter any further.

The Bengal Chamber, however, still considers the matter one of the highest moment to the commercial community, and accordingly placed all the papers before the Advocate-General to advise as to the practicability of getting an Act passed in the Bengal Council applicable only to Calcutta and its suburbs.

The Honorable the Advocate-General thereupon advised to the annexed effect, and our Mr. Upton having since communicated with him on the subject, and having ascertained that the Bill would have Mr. Paul's individual support, the Bengal Chamber now direct us to lay the matter before the Government of India for their early and favorable consideration.

We have the honor to be,

SIR,

Your most obedient servants,

(Sd.) SANDERSON & Co.

OPINION.

The Bill is very well drawn, and with a few slight alterations it will be rendered effective. I have not made any alterations at present, because a preliminary difficulty in the way of the introduction of the Bill into the Bengal Council presents itself to my mind.

By 42 of the India Council's Act 1861, it is provided as follows:—"The Governor of each of the Presidencies shall have power at Meetings, &c., to make laws and regulations, &c., and for that purpose to repeal and amend any laws and regulations made prior to the coming into operation of this Act by any authority in India so far as they affect such Presidency," &c., &c. A construction has been put upon this section by the present Legal Member of Council, which renders it impossible to carry this Bill, if introduced into the Bengal Council, through its last stage of assent by the Governor-General; that construction, so far as it applies to the present case, is that sections 19 and 20 interfere with the jurisdiction of the Civil

Courts under Act X of 1877 passed by the Governor-General's Council, and consequently the Bengal Council have no powers to legislate. This principle of construction was applied by the Legal Member to a provision in the last Exercise Act passed by the Bengal Council, and led to the rejection of a certain sections which provided as follows:—"No person shall be entitled to maintain any action or suit for, or recover in any Court of law, any sum or sums of money, debt or demand whatsoever for, or on account of any spirituous or fermented liquors or intoxicating drugs not supplied for medicinal purposes sold within the town or the suburbs or in Howrah, unless such debts shall have been *bond fide* contracted at one time to the amount of Rs. 10 and upwards." The above section was said to interfere with the jurisdiction of the Small Cause Court under Act 26 of 1864 passed by the Governor-General's Council. I then thought and I had previously expressed an opinion that this view of the law was erroneous. It must, however, be now held that the principle of construction above alluded to applies.

Furthermore sections 21 and 22 deal with matters of evidence and enact that certain conclusions are to be used as evidence. In fact, the Bill puts forth fresh rules of evidence; the effect of these sections is therefore to amend the Evidence Act (Act I of 1872 of the Governor-General's Council). The Bengal Council have no power to alter or amend any Act of the Governor-General's Council passed since 1861 according to the section of the India Council's Act 1861 above quoted. As the general utility of the Bill would be lost by the omission of Part 6, it is unnecessary

to consider the question whether without Part 6 the Bill might be introduced.

Under the above circumstances I am of opinion that the Bengal Council cannot deal with the Bill. The Bill to be introduced, must be introduced in the Governor-General's Council.

G. C. PAUL.  
28th January 1881.

*From Govt. of India to Messrs. Sanderson & Co.*

*No. 753—Simla the 4th June 1881.*

I am directed to acknowledge the receipt of your letter No. 1646, dated the 26th February 1881, on the subject of a proposal made by the Bengal Chamber of Commerce to provide by legislative enactment for the compulsory registration of partnerships.

2. In reply, I am to forward copy of a letter\* from the Government of Bombay and of its enclosures, showing the difficulties which induced the Bombay Chamber of Commerce to withdraw their request for similar legislation. I am to enquire whether these difficulties have been considered by the Bengal Chamber, and, if so, how it is proposed to meet them.

\* No. 3168, dated the 19th ultimo.

*From Messrs. Sanderson & Co., to Government  
of India.*

No. 5748, dated Calcutta, 2nd July 1881.

We have to acknowledge the receipt of your letter No. 753 of the 4th ultimo, with its enclosures, and have laid same before the Bengal Chamber of Commerce, who now instruct us to reply thereto as follows.

The "practical working difficulties" which have induced the Bombay Chamber to withdraw their request for an Act providing for the registration of partnerships have been considered by the Bengal Chamber, and seem to them far from insuperable.

The Bombay Chamber object to the Bill on the three following grounds, *viz.* :—

- (1)—Its incidence on classes with which it is unnecessary to meddle.
- (2)—The difficulty of providing the machinery to work it.
- (3)—Its local character.

With regard to the first of these grounds of objection the Bengal Chamber are of opinion that the difficulty may be met by adopting a suggestion made by us some months ago, *viz.*, that advantage should be taken of the local License Act to define the classes to be registered; there being, for example, no necessity to register the partnerships of petty native dealers in the bazar; such small transactions as this class have being for cash, and that the trading firms coming under classes 1, 2 & 3 should alone be registered.

The question of providing machinery for working the Act might, in the first instance, be solved by utilizing the services of the Licensing officer, under the existing License Act, to define the persons to be registered under this Act in the same way as he now defines the classes under which they are to be registered for the purposes of the License Act; and, although the License Act may be repealed at a future date, a system of registration would thus have been established in the meantime, and the Licensing officer might continue to exercise his functions for the purpose of this Act alone, or, as suggested in the Bill prepared by Messrs. Craigie, Lynch and Owen, the registration of partnerships might be added to the duties of the Registrar of Assurances assisted by a slightly increased staff.

In either case the fees charged for registration would be more than sufficient to support the cost of the necessary establishment.

The third objection raised by the Bombay Chamber is not very intelligible, but we take it to mean that in their opinion it is a hardship to subject the inhabitants of the presidency towns to restrictions from which traders are free in the mofussil. The obvious answer to this is, that it is principally, if not entirely, in the presidency towns that the difficulty which demands legislation arises. The Bengal Chamber wish the Act to apply to Calcutta and a radius of ten miles round Calcutta, as many large native dealers in this presidency have their places of business some distance out of the township.

The Bengal Chamber trust that Government will, on a consideration of the above, allow a Bill somewhat in the proposed shape to be brought in.

*From Govt. of India to Messrs. Sanderson & Co.  
No. 1978—Fort William, 10th December 1881.*

I am directed to acknowledge the receipt of your letter No. 5748 dated the 2nd July 1881, and, in reply, to say that the Governor-General in Council is advised that the explanations and suggestions offered by the Bengal Chamber of Commerce do not sufficiently meet the practical working difficulties which stand in the way of any Act providing for the compulsory registration of partnerships; and after careful consideration the Government of India is not prepared to propose legislation in the manner desired by the Bengal Chamber of Commerce.

#### REGISTRATION OF TRADE-MARKS.

The difficulties which have attended the attempt to introduce a system of registration of trade marks applicable alike to Indian and imported European manufactures have been so great, and the opinions of parties consulted so divergent, that the Government of India has concurred in the recommendation of the Legislative Department that the projected legislation be abandoned.

#### ESTABLISHMENT OF TELEPHONIC EXCHANGES.

The Committee were able in their last report to announce that the introduction and working of Telephonic Exchanges were to be confided to private enterprise. Various legal and other difficulties have delayed the settlement of the terms of the license, but these have at last been overcome, and the Committee understand that exchanges will be opened in January in the three presidency towns.

#### MAIL DEPARTURE FROM BOMBAY.

No reply has been received to the subjoined letter on this subject. It is the intention of the Committee to press the matter again upon the attention of Government as soon as they can give the dates of delivery of the mails despatched from Calcutta up to the close of the year. The South-West Monsoon mails despatched from Calcutta on Saturdays were 17 in number this year, and of these 11 were delivered in London on Mondays, 5 on Tuesdays, and 1 on Wednesday; the 6 mails which exceeded 22½ days in transit were those of 28th May from Calcutta which occupied 24½ days, and 11th and 25th June, 9th, 16th and



It will be seen that out of 16 mails arrived in England since the change in the mail day, 13 occupied 20½ days in transit, and were delivered in London on Monday morning, while 3 occupied 21½ days in transit, and were delivered in London on Tuesday morning. In every case the Calcutta mails were detained 9 hours in Bombay before the steamer sailed; and so far as the Committee have been able to trace the progress of the mails after leaving Bombay, they believe that in the majority of cases considerable delay also occurred in Egypt. As regards the few mails which took 21½ days in transit, the Committee are making enquiry as to whether any unusual detention took place *en route*; but even supposing such was not the case, the Table shows that six out of every seven mails despatched between 5th January and 23rd May occupied only 20½ days in transit from Calcutta to London. If the mails despatched throughout the whole period of the fair season, 31 in number, *i.e.*, from 27th October 1880 to 23rd May 1881, be taken into account, it will be found that 26 occupied 20½ days only between Calcutta and London, while 5 occupied 21½ days. It follows, from these figures, that for the purpose of ensuring a Tuesday delivery of the mail in London, it is not necessary in the case of at least five-sixths of the steamers that they should leave Bombay before Friday evening during the fair season, and that, consequently, it would be quite possible to grant the boon of a Tuesday mail day to Calcutta during that part of the year, without interfering with any of the other interests concerned, and without in any way accelerating the transit *en route*, or altering the hours of departure.

It appears to the Committee, however, that, although

a Friday evening departure of the steamer from Bombay would apparently meet the necessities of the case, it would be from every point of view desirable, in order to avoid the present unnecessary detention which occurs there of the mails of the whole of India—Bombay excepted—that such departure should rather take place on Friday morning, as suggested in the letter from the Government of India to Lord Hartington's address, dated 2nd November 1880. This arrangement would also have the advantage of securing a larger margin for the punctual delivery of the Indian mails in London every Tuesday. The Chamber have read carefully the letter of the Peninsular and Oriental Steam Navigation Company to the General Post Office in London, dated 3rd December 1880, and they can find in it no reason given against a morning departure.

In the letter from the Government of India above referred to, the hour of 10 A.M. was suggested for the sailing of the steamer from Bombay, but the Committee are of opinion that, by accelerating the transit by rail from Calcutta and putting the mails on board direct from the train at Boree Bunder without sending them to the Bombay Post Office, it might be possible to start the steamer at 7 A.M. Under the Time Table of the Peninsular and Oriental Company at present in force, a steamer leaving Bombay at 7 A.M. on Friday morning during the fair season would be due at Suez at 7 P.M. on the eleventh day thereafter, and if arrangements were made for the immediate despatch of the mails to Alexandria on arrival, the present period of 24 hours provided for in the Company's Time Table for transit through Egypt might be reduced to 12 hours. The Committee

understand that it would be an advantage for the mail steamers to arrive at Suez in the evening, as it would allow passengers to travel through Egypt at night, and also admit of the mail steamers leaving the port of Alexandria at daylight. Under present arrangements, when steamers arrive at Suez in the morning, the Committee understand that mails and passengers are detained there until the evening. If this detention and that of 9 hours at Bombay were avoided, the average time occupied in the transit of the mails between Calcutta and London might be reduced to 19½ days which would enable letters despatched from Calcutta on Tuesday evening to be delivered in London on the morning of the following Monday fortnight.

In connection with the question of speedy transit through Egypt, the Committee desire to bring to the notice of the Government of India the very great impediment which is at present caused by the inability of vessels to enter or leave the port of Alexandria after dark. The Committee are informed that the obstruction which at present exists to the entrance and exit of vessels at all hours of the day or night might be removed at a very small cost. Were this done, and guiding lights placed to show vessels the way into and out of the harbour, the Committee understand the mails could be pushed on at all hours without any detention either at Suez or Alexandria. The Committee trust that this matter will be represented to the Secretary of State for India, in order that the English Government may press upon the attention of the Egyptian authorities the necessity for adopting remedial measures.

The Committee had not intended to touch at present upon the question of changing the mail day during the South-West Monsoon, but in connection with that matter their attention has been drawn to the following paragraph which appears in the Melbourne "Argus" of 27th April last:—

"The English Post Office authorities have not yet replied to the message of the Victorian Government protesting against the inconvenience caused by the Peninsular and Oriental mail being despatched from Melbourne on Mondays. If a favorable reply is not received before the departure of the next mail, it is the intention of the Postmaster-General to exercise the power he possesses of detaining the mail steamer in Melbourne for 24 hours, so that the next mail will be despatched on Tuesday instead of Monday."

From this it appears that the Melbourne community are so opposed to a Monday departure of the mail during the South-West Monsoon, that the local authorities had decided to adopt the extreme measure of detaining the steamer for 24 hours. This step appears to have been actually taken in the case of the mail which was timed to leave Melbourne on 23rd May, as the "Khedive" which carried that mail did not reach Galle until the 13th instant, although due on the 11th. The result of this will probably be that the mail which left Calcutta on the 11th instant, will be detained for 24 hours at Suez, waiting for the China and Australian mails which left Galle nearly two days late. It is evident from this that the whole of the arrangements connected with the departure of the mails will have to be reconsidered with a view

to the adoption of more convenient days for the large commercial centres of Melbourne, Calcutta and Madras. If the Melbourne community find Monday an inconvenient day for five months of the year, Calcutta is much worse off in having that day for seven months, and Saturday for the remaining five, while Madras merchants have to accept Sunday as their mail day during the rainy season.

In the course of a few months the Committee will have before them the data which the working of the new arrangements during the present season will afford, when they will have the honor to submit their views on the question of the changes which may be practicable as regards the monsoon months. They would express the hope that it may be found possible hereafter to grant Wednesday as the Calcutta mail day during the cold weather months, and Tuesday during the South-West Monsoon, without in any way interfering with the punctual delivery of Indian letters in London on Tuesday morning, which is the only condition the Secretary of State insists upon.

Meanwhile, in view of the notice which has to be given to the Peninsular and Oriental Company in the event of any changes being contemplated for 1882, the Committee of the Chamber would press at this stage, and as an *interim* arrangement, for a change in the Calcutta mail day from Monday to Tuesday from 1st January next, together with a Friday morning departure of the steamer from Bombay, leaving the monsoon arrangements to be considered hereafter.

The Committee do not think it necessary to repeat the arguments adduced in the Memorial to the Secretary

of State, dated the 8th January last, as to the extreme inconvenience to Calcutta of a Monday mail day during the lousy season and the great benefit a change to Tuesday would confer. The figures they have adduced prove that this can be granted without in any way interfering with the other interests which have to be considered in deciding this question; and they would venture to express the hope that the change now advocated will receive the powerful support of His Excellency the Viceroy and Governor-General in Council.

*Chamber to Private Secretary to the Secretary of State for India.*

*Calcutta, 25th June 1881.*

Under instructions from the Committee of the Bengal Chamber of Commerce, I have the honor to hand you, for submission to Her Majesty's Secretary of State for India, the accompanying printed copy of a letter addressed to the Government of India relative to future arrangements for despatching the overland mail steamer from Bombay.

With the view to avoid the delay that may attend the reference to the Government of India, and to bring the matter to Lord Hartington's notice in sufficient time to anticipate any notice which may be required by the P. & O. Steam Navigation Company in settling their Time Table for next year, the Committee have ventured to forward the enclosed direct; and they request you will oblige them by taking a convenient opportunity of submitting it to His Lordship.

*From Madras Chamber.*

*23rd July 1881.*

I am directed by the Chamber to acknowledge receipt of your letter of the 24th ultimo, in which you invite the support of this Chamber to a representation that your Chamber have deemed it necessary to make to the Government of India relative to the overland mail departure from Bombay.

In reply, I have to say that this Chamber much regret that on this occasion they cannot do themselves the pleasure of co-operating with your Chamber. The changes that your Chamber propose would not in any way contribute to the convenience of Madras, but would entail upon the Madras mails a detention of nearly 20 hours in Bombay. The existing arrangements do not altogether fall in with the views of this Chamber, for during the monsoon season the Saturday half-holiday is encroached upon. But the Chamber feel that it is scarcely possible to arrange a departure that would always be convenient to the three presidency towns, and to London, Liverpool and Glasgow. They therefore are indisposed to advocate any alteration.

*From Melbourne Chamber.*

*26th August 1881.*

Your favor enclosing copy of letter addressed to the Secretary to the Government of India, on the subject of the present mail arrangements for India and the Australian Colonies, was read with much interest by the Com-

mittee of this Chamber. I was already in communication with our Post-office authorities in consequence of the difficulty presented by the intended despatch of the mail steamers from Melbourne on Mondays during the monsoon months.

You are aware that to obviate this great inconvenience to the mercantile community, our Government assumed the responsibility of detaining the mail steamers until Tuesday morning at daylight; and although this alteration has not even now been acquiesced in by the home authorities, our Post-master General has adhered to it. The difficulty will cease very shortly, as the monsoon season is nearly at an end. In view, however, of the necessity for a change in the time-table, in the interests of Calcutta and Madras as well as Melbourne, our Post-master General is in communication with the London Post-office, and has suggested such future arrangements as will, as far as possible, suit the convenience of the several mercantile communities interested.

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**GENERAL CUSTOMS PASS FOR COASTING  
STEAMERS.**

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The Board of Revenue have desired an expression of the views of the Chamber upon a new form of coasting pass, which it is proposed to adopt under the provisions of section 164 of the Sea Customs Act. The Committee think that an exaggerated idea has been formed of the precautions necessary to avoid an abuse of the

facilities thus proposed to be afforded to those engaged in the coasting trade; and that the conditions which it was intended to impose would protect large companies against healthy competition. The Committee have therefore urged the desirability of a revision of parts of the scheme.

*From Board of Revenue to Chamber.*

No. 1012B. Dated Calcutta, 19th September 1881.

Under Section 164 of the Sea Customs Act VIII of 1878, the Chief Customs authority is empowered to authorise the Collector of Customs to grant a General Pass on any conditions which such authority thinks expedient for the lading and clearance, entry and unloading, of any coasting steam vessel at any ports of despatch, destination, or intermediate ports at which she touches; and it is also provided that such Pass shall be valid throughout British India, or for such ports only as may be specified therein.

2. It has, however, been found impracticable to frame

a General Pass\* suitable to all Ports in British India alike.

The accompanying form of a General Pass, adapted for use in all the ports of the Bengal Presidency, has therefore been prepared in consultation with the Collectors of Customs at Calcutta and at the outports in Bengal, as explained in the Board's report to Government No. 648B, dated 6th ultimo, a copy of which, with its annexures, is enclosed for reference.

\* Annexure to Board's letter to Government No. 648B, dated 6th August 1881.

3. Under instructions from Government, the Board now desire me to request that you will favor them with the opinion of the Chamber of Commerce in regard to the form of General Pass in question, which it is proposed should be adopted under the provisions of section 164 of the Sea Customs Act.

*From Board of Revenue to Govt. of Bengal.*

No. 648B, Fort William, 6th August 1881.

With reference to Government order No. 254—16 C, dated 31st January 1880, and connected correspondence, regarding the submission of draft Rules, under Chapter XV of the Sea Customs Act VIII of 1878, for the coasting trade, and the further report required by Government after consideration of the special arrangements proposed by the Collector of Customs, Calcutta, in regard to vessels plying under General Passes, I am directed to submit the following report for the orders of Government.

2. For some time previous to the receipt of the above Government order, the Board had been in correspondence with the Collector of Customs, Calcutta, regarding the conditions under which General Passes should be granted to steamers employed in the coasting trade. An application had been made to the Collector of Customs in March 1878 by Messrs. Mackinnon, Mackenzie & Co., for the grant of a General Pass to the steamers belonging to the British India Steam Navigation Company engaged in the coasting trade, and in reply to the Collector's letter, forwarding the application with certain proposals regarding the form of the Pass and the conditions under which it should be

granted, the Board desired the Collector of Customs to consult the Customs authorities of Bombay, Madras, and British Burma, and to submit a further report after doing so.

3. It was not until August 1879 that the Collector of Customs was in a position to submit the further report required by the Board. The Collector of Customs had meanwhile visited Bombay in order to obtain full information on the subject by personal enquiries at that place, and had consulted the Customs authorities at Madras and Rangoon. In submitting his report, the Collector of Customs gave his reasons, which will be noticed below, for concluding that it is not practicable to frame a General Pass suited to the circumstances of all the ports in British India, and he proposed to consider the form best suited for Calcutta only, leaving the Chief Customs authorities of the other Presidencies to deal with the questions separately with reference to the circumstances and requirements of their own ports. The Collector at the same time submitted a form of Pass and of a Bond, to be signed by the person taking out the Pass, in which he represented that the terms on which the Pass is granted may be more conveniently set forth than in the Pass itself, which should be in a simple form for the guidance principally of the master and officers of the vessel.

4. The Board accepted generally the views advanced by Mr. Maclean, and at their desire he submitted a revised form of a General Pass adapted for use in all the ports of the Bengal Presidency.

5. The proposals of the Collector of Customs were circulated by the Board to the Customs Officers at the outposts for an expression of their opinion, and their replies

were again sent to the Collector of Customs, Calcutta for his consideration and remarks. Finally, the Board have revised the conditions of the Pass and of the Bond with reference to the different reports before them, and in communication with the present Officiating Collector of Customs. The revised forms are herewith submitted for the approval of Government. The draft Bond was drawn up by the Solicitor to Government at the request of the Collector of Customs.

5. With reference to the reasons given by the Collector of Customs, Calcutta, for deciding that it is not possible to frame a General Pass suitable to all ports in British India alike, I am to state that, as regards ports in British Burma, the Collector of Customs has forwarded to the Board a copy of his correspondence with the Collector of Customs at Rangoon, in which that officer gives his own and his predecessor's views on the subject. The Collector of Customs, Rangoon, represents that almost every mail steamer from Calcutta brings to the ports of Burma considerable quantities of dutiable goods which have been transhipped at Calcutta, and he adds as follows:—

“The cargoes consist of a general assortment of goods, and great vigilance has to be exercised to prevent the smuggling of arms and ammunition, ganja and opium, \* \* \* and packages have to be searched from time to time. I cannot therefore allow any goods to be passed unless they are duly cleared for home consumption and delivered under the direct supervision of a Customs officer. I must, in fact, continue to subject all cargoes from India to the general check and control to which they have hitherto been submitted.”

7. The Collector of Rangoon was, on a consideration of the whole circumstances, strongly of opinion that General Passes are neither advisable nor necessary for vessels trading between India and ports in Burma. He considered that every reasonable facility was given at the ports in British Burma to the steamers belonging to the British India Steam Navigation Company for carrying on their traffic, and that no further concessions could be made; their trade with the Straits Settlements cannot be conducted on any other system than that now in force, and to allow goods from India to pass without direct customs supervision, or to permit the steamers to remain in port without a Preventive Officer on board, would open a door to unlimited smuggling; while, if goods received from the Straits were to be passed in a similar manner, the Chinese traders would be afforded opportunities of defrauding the revenue, of which they would readily avail themselves.

8. As regards Madras and Bombay, the Collector of Customs, Calcutta, has submitted a note describing the harbour facilities and the customs arrangements at those ports, a perusal of which makes it clear that no system can be devised for a General Pass suitable for all ports of British India alike. At Madras the ships lie in the open roadstead, and goods are landed and exported from the beach immediately in front of the Custom House, and supervision is so easy that one officer is all that is needed to watch the shore.

9. The Bombay harbour is of such large capacity that there are separate anchorages for ships with free and dutiable cargoes; the ships themselves lie at some distance off the shore, and are more easily watched than in

Calcutta; while the numerous "Bunders," or minor custom-houses, afford special facilities for passing both import and export goods with a minimum of delay or annoyance. It follows that at these ports it might be possible to allow some concessions that could not safely be granted in Calcutta; while, on the other hand, owing to a considerable coasting trade carried on with adjacent foreign ports, the rules in Bombay would, in some respects, have to be more stringent than in Calcutta.

10. As regards the conditions of the proposed form of Pass, it will be observed that, generally, all restrictions except those absolutely necessary for the protection of the revenue and to secure statistical returns, have been removed from vessels trading only between customs ports. As regards vessels which have touched at foreign ports, the procedure under the Pass is a considerable modification of that provided by section 162 (b) of Act VIII, 1878. Instead of all goods on board being subject to the provisions of Chapter IX of the Act, until the discharge of dutiable goods has been completed, the discharge of free cargo is permitted immediately after arrival. The Collector of Customs very justly observes that to bring those steamers which touch at foreign ports under the ordinary import rules provided by the Act, would virtually render the General Pass of no advantage, and he is of opinion, in which the Board agree with him, that the revenue will be sufficiently secured by the conditions of the proposed Pass and of the Bond.

11. As regards clauses (a) and (c) of the Pass, the Collector of Customs makes the following remarks:—

"It will be observed that clause (a) of the conditions of the Pass stipulates that an extract from the cargo-book,

showing particulars of all foreign or dutiable cargo on board, is to be delivered at the preventive boarding-station before the vessel enters the port. This extract will take the place of the old Kedgee manifest, and will check the omission of goods from the full copy of the cargo-book subsequently put in, in the case of such goods having been *ad interim* smuggled ashore.

"Clause (c) provides for a full copy of the cargo-book being furnished within 24 hours after arrival, together with the Passes (or duplicate shipping bills) from customs ports, duly endorsed. These will form the inward entries for the goods, statistics being posted from them. The last part of this condition is intended to provide for the entry of any goods for which the Passes have been retained at the port of shipment, either under the authority of the Government of India letter,

\* Enclosure of Government order No. 875, dated 2nd April 1878. Department of Revenue, Agriculture and Commerce, No. 141-3,\* dated 14th March 1878, or for other reasons."

12. With reference to clause (j), the Collector of Customs remarks:—

"This condition is necessary, inasmuch as steamers likely to ply under General Passes frequently come out from England with a large quantity of stores, and are after arrival put into the coasting-trade, and it is obvious that stores from such vessels should not be landed indiscriminately, or much that is dutiable may escape assessment when the vessel goes from one customs port to another without having discharged all the stores she brought from England."

13. It is observed that the above remarks of the Collector were written before the orders conveyed in letter from the Government of India, No.

\* Enclosure of Government order No. 78C,\* dated 15th February 1881, under which stores consumed on board vessels engaged in the coasting trade are liable to duty, were received, and they were made by him under the supposition that stores consumed on board vessels engaged in the coasting-trade would be duty-free, and would be subject to duty only when landed. As, however, duty will now be levied on all stores transhipped from foreign-going ships to vessels in the coasting trade, or water-borne by vessels entering the coasting-trade from the foreign trade, whether such stores are landed or consumed on board the coasting-trader, it will be even more necessary than formerly that the Collector should be given all necessary information regarding such stores.

14. It will be observed that the form of cargo-book (Q) and the form of boat-note (S) proposed by the Collector of Customs differ somewhat from the forms given at pages 161 and 151 of Mr. Grimley's edition of the Sea Customs Act. On these points the Collector of Customs has offered the following remarks:—

"As regards the proposed form of cargo-book, I purposely changed the form given in Mr. Grimley's book, because that form does not, on the one hand, provide for the supply of some information that is required (marks and number, and date of the Customs Pass under which the goods are shipped); and, on the other hand, it requires some particulars (country of produce, quantity and value) which will be ascertainable by other means—*viz.*, in the

case of goods from customs ports by the production of the duplicate shipping bills referred to in clause (c) of the Pass, and in the case of goods from foreign ports or subject to duty, by actual examinations.

"The change in the form of boat-note was made for similar reasons—*viz.*, that the form given at page 151 of Mr. Grimley's book is not suited to the requirements of the present scheme, inasmuch as it provides for the reception of goods on the Custom House wharf, whereas it is proposed to allow goods from customs ports to be discharged from the steamer and taken away by the consignees to their godowns without the supervision of Customs officers, and without passing them through the Custom House. All that is required for such goods, therefore, is a simple form of boat-note granted by the ship's officer, protecting the goods to the shore. A green boat-note, in the form shown in Mr. Grimley's book, will be given for goods which are to be brought to the Custom House under clause (b) or (d), and provision has also been made for such goods coming in charge of Customs officers."

15. The Bond provides generally, under a security, amounting, it is proposed in the case of the steamers of the British India Steam Navigation Company, to Rs. 10,000, for the observance of the conditions of the Pass; for the punctual payment of certain dues, and of sums short levied or erroneously allowed as drawbacks or refunds; and for the payment on demand of any penalty adjudged by the Collector of Customs for a breach of any of the conditions of the Bond or Pass. The Board propose that the words within brackets "not exceeding Rs. 1,000" should be inserted in condition IX of the Bond,

this being the limit of the penalty to which a master is liable under the law (clause 66, section 167, Sea Customs Act VIII of 1878) for any breach of the conditions of the Pass.

16. It will be seen that under conditions IV and V of the Bond, the Collector of Customs is empowered to require the production, within one month of the date of the vessel's departure from, or arrival at, a foreign port of a certificate (in the forms T and U annexed) signed by the Chief Customs officer of such port, showing the particulars of all goods shipped there for, or discharged there from, Calcutta.

17. The Board consider that it will not be necessary or expedient to enforce these conditions in every case, or as a general rule, but exceptional circumstances may occasionally arise under which it will be necessary that the Customs authorities should have the means of requiring reliable information of the steamer's doings at a foreign port of call. For instance, a vessel coming to Calcutta with a mixed cargo of goods from a customs as well as from a foreign port might, in the absence of the check provided by condition IV, land the whole as free cargo, and in like manner condition V would be a safeguard against the improper shipping of rice at a customs port without payment of duty. For these reasons the Board consider that, although the invariable enforcement of these two conditions would much detract from the advantages to be derived from the Pass, yet they should be allowed to stand, in order that the exercise of an efficient check may be possible where the Customs Collector has reason to think it absolutely necessary.

18. In concluding his observations on this subject, the Collector of Customs has offered the following remarks, with which the Board generally agree:—

“Such a pass as a General Pass must necessarily be of a general nature, and cannot be expected to include minutiae of detail which would divest it of any general utility. The chief object of such a system is to allow of the rapid discharge and receipt of cargo at a port where a vessel stays but a short time, and where the transactions chiefly involve goods which are not dutiable.

“Again, it should be remembered that vessels flying under such a system are constantly returning to the same ports. Any errors or discrepancies which require to be adjusted can therefore be brought to the notice of the Agents before the return of the vessel, so that proper enquiry can be made. If at any port it is found that the vessel does not, or will not, comply with the conditions of a General Pass, it will be competent to the Board, as the Chief Customs authority, to revoke the Pass, or to deal with the case according to its nature. At the commencement of this, as in the case of any similar introduction of a new system, mistakes may occur, but practice and experience will no doubt remedy this, or perhaps suggest improvements based upon the working of the system. Matters which relate to arms or ammunition, and are fraught with danger to the State, or which concern opium, would naturally be dealt with under the law relating to such subjects. It is impossible to provide for all contingencies or peculiarities of trade which might arise at any of the numerous ports on the seaboard between Calcutta and Bombay. The most that can be

expected is to devise some scheme which will deal with the greatest and most important ports, so as to permit of rapidity and despatch at places where it is most requisite, without infringing the law or requiring more than can reasonably be demanded. A certain amount of discretion must be left to the local authorities, who will act according to the nature of any difficulty which may present itself, and after a short time local rules of practice may be framed without interfering with the principle of a General Pass, which is chiefly necessary for statistical purposes, as the bulk of the goods are not liable of duty.”

19. In conclusion, I am to say that the question of securing correct statistics of the trade carried by *native craft* was dealt with in paragraph 10 of the Board's letter No. 1192B, dated 8th December 1879, and was disposed of by Government order No. 254—160, dated 51st January 1880, in which His Honor the Lieutenant-Governor accepted the assurance of the Board that the present system secures the complete registration of all cargoes actually shipped. As regards *occasional traders*, the scheme suggested in the 16th paragraph of the Board's letter No. 741, dated 4th September 1878, was also approved of in the Government order referred to, while the draft notification, extending the provisions of section 66, Act VIII of 1878, to coasting vessels, was confirmed by Government order No. 1879—1160, dated 21st May 1880. It was, however, represented by the Board, in their letter No. 586B, dated 2nd August 1880 (to which no reply has been received), that instead of dispensing with the manifest required under sections 158, 159 and 160 of the Act, as was proposed in paragraph 16 of their letter

of 4th September 1878, the observance of the provisions of those sections should, in their opinion, be enforced; and it was proposed that an order should be passed by the Board, as Chief Customs authority, under section 55, directing that the manifest—*viz.*, both the copy carried away by the master, as well as the corrected copy delivered to the Collector of Customs—should be prepared in the form of the cargo-book to be prescribed under section 165 of the Act. It was also suggested in Board's letter No. 143B, dated 22nd February 1881—in connection with the procedure adopted at certain outports, of passing inwards goods carried coastwise on the duplicate shipping bills granted at the port of export, instead of requiring the production of import bills-of-entry for such goods—that the other local Governments should be addressed with a view of securing the observance of the provisions of sections 158 to 160, and of enforcing the penalty provided by clause 64 of section 167, in order that uniformity of procedure may be attained in the matter of the retention of duplicate shipping bills by masters of vessels clearing outwards, and of their production at the ports of destination.

20. From what has been stated above, it appears to the Board that the whole of the information required for the report to the Government of India, referred to in Paragraph 4 of Government order No. 254—16C, dated 31st January 1880, is now before Government. With reference to the complete set of rules for the regulation of the coasting-trade, called for by Government order No. 976, dated 10th April 1878, I am desired to state that a long correspondence with the Collectors of Customs of Calcutta and of the outports has taken place, and the

Board hope that the report will be submitted to Government on receipt of replies to certain references which have been lately made to the Customs authorities at Bombay and Madras,

#### GENERAL PASS.

This general pass is granted to the Agents of the \_\_\_\_\_ to enable them to ply the steam-ship \_\_\_\_\_ Captain \_\_\_\_\_ of \_\_\_\_\_ tons burthen, official number \_\_\_\_\_, under the provisions of section 164, Act VIII of 1878, on the conditions hereinafter specified, but subject to all local laws, rules, and regulations in force for the time being at any of the ports mentioned herein.

2. This pass permits the discharge and receipt in \_\_\_\_\_ of cargo brought from or shipped for any of the following ports, *viz.*, all customs and foreign ports in India, and all ports in Burma, the Andaman and Nicobar Islands, Ceylon, and the Straits Settlements, on the conditions hereinafter provided.

3. In this pass, and in the cargo-book and other documents prescribed thereby, the words "dutiable cargo (or goods)" shall include—

- (1.) All goods received on board at foreign ports;
- (2.) All goods from foreign ports which have been transhipped at customs ports;
- (3.) Goods liable to excise duty; bonded goods under removal from one customs port to another; and all other goods which are required to be sent to the Custom House;

and the words "Free cargo (or goods)" shall include such goods only as are brought from customs ports, and do not come under the head of "dutiable cargo (or goods)" as defined above.

### CONDITIONS.

#### IMPORT.

(a).—A cargo-book in the form marked Q (herewith annexed) is to be kept on board the steamer, showing distinctly and separately the goods brought from each customs and foreign port, and distinguishing clearly, in the case of goods from customs ports, between "free" and "dutiable" goods, and the master shall deliver to the Customs officer, chupprasi, or peon, who boards the vessel at the boarding station, a duly authenticated extract from the cargo-book (in the form annexed and marked R), showing all cargo brought from foreign ports, transhipped at customs ports, or otherwise "dutiable" as defined above.

(b).—On the arrival of the steamer from customs ports only, without having touched at any foreign port, the discharge of all "free" cargo is hereby permitted immediately after arrival, by day or night, before entry of the vessel at the Custom House, without the goods being previously entered for home consumption, and without the direct supervision of Customs officers.

A boat-note, in the annexed form S, is to be given by the ship's officers with every separate boat-load to the *manji* in charge.

All "dutiable" cargo is to be retained on board until notice has been given at the Custom House by the agents

of its arrival, and a Customs officer, chupprasi, or peon has received charge of it for conveyance to the Custom House under the written authority of the proper officer of Customs.

(c).—A duly authenticated copy of the cargo-book referred to in clause (a), together with all passes granted at the various ports of lading, duly endorsed with the date of receipt and quantity received, shall be furnished to the proper officer of Customs within 24 hours after arrival within the limits of the port. Goods for which passes are not so delivered to the Customs officer are to be retained by the agents in their godowns, or other place appointed by the proper officer of Customs, until an import Custom House pass in proper form has been granted for them.

(d).—On arrival of the steamer, after having touched at any foreign port, in addition to customs port or ports, the discharge of "free" cargo from customs ports may be proceeded with as prescribed in condition (b), but no cargo from any foreign port, and no cargo from any customs port which was transhipped from a foreign port, or is otherwise "dutiable" as defined above, shall be discharged until the agents have given notice at the Custom House of its arrival, and Customs officers, chupprasi, or peons, have received charge of it for conveyance to the Custom House under written authority of the proper officer of Customs.

(f).—The inward entry of the steamer shall be made within 24 hours after her arrival within the limits of the port, as declared under clause (b), section 11, Act VIII of 1878.

## EXPORT.

(g).—After the steamer's arrival within the limits of the port, cargo for exportation may be received on board, without the direct supervision of Customs officers, at any time of the day or night, provided that no cargo shall be so received unless it is protected by a pass granted by the proper officer of Customs. In those ports, however, in which shipping-bills are not required, a general account of the cargo shipped for each port may be substituted, such account to be delivered by the agents or master in duplicate form (V) before the departure of the vessel, giving all particulars required for statistical purposes. A separate form to be used for each port of consignment. The duplicate will be returned, after signature, by the proper officer of Customs, and is to be presented with the copy of cargo-book as prescribed in clause (c).

(h).—A cargo-book (in the form annexed and marked Q) shall be kept on board, and in it shall be entered full particulars, as required by the form, of all goods received on board, showing separately and distinctly the ports for which they are shipped.

(i).—A copy of the cargo-book prescribed in clause (h), countersigned by the agents of the Company, shall be delivered to the proper officer of Customs within five clear working days after the vessel's departure from each customs port. Such copy to be in the form of separate cargo lists for each and every customs and foreign port for which cargo has been shipped. The conditions of clause (i) will be dispensed with in ports to which the last part of condition (g) applies, the original accounts of cargo shipped being there taken as the copy of cargo-book.

## STORES.

(j).—No stores are to be landed, transhipped, unladen, shipped, or water-borne for shipment, without the written authority of the proper officer of Customs.

## GENERAL.

(k).—This pass is to remain in force for six months from this date, unless previously revoked by notice in writing delivered in accordance with the provisions of section 164, Act VIII of 1878, and either the pass or the cargo-books, before referred to, are to be produced on requisition by any duly authorized officer of Customs. This pass will be held to be cancelled should the vessel ply directly between a customs port and any of the foreign ports specified therein, or proceed to any other foreign port, and a new pass must be obtained on her return to the coasting trade before she can ply under the conditions of the general pass.

By order of the Board of Revenue, L. P.,

Collector of Customs.

## FORM OF BOND.

\_\_\_\_\_ are held and firmly bound to Her Majesty's Secretary of State for India in Council in the sum of Rs.

\_\_\_\_\_ to be paid to the said Secretary of State for India in Council, or to his certain attorney, successors, or assigns, for which payment to be well and truly made the said \_\_\_\_\_ bind themselves, and their successors and every of them, firmly by these presents. Dated this

\_\_\_\_\_ day of \_\_\_\_\_ 1880 A.D.

WHEREAS the above bounden \_\_\_\_\_ have applied to the Collector of Customs at Calcutta for, and obtained,

a general pass for the lading and clearance, and for the entry and unloading, of their steamers, under section 164 of the Sea Customs Act VIII of 1878, the particulars and conditions of which pass are set out in the schedule hereto, and have also deposited with the said Secretary of State the sum of Rs. 10,000 as security for the fulfilment of the conditions of this bond. Now the condition of this bond is that—

- (1.) If the said \_\_\_\_\_ their servants and employes, shall observe and perform all the conditions of the said pass, and
- (2.) If the said \_\_\_\_\_ shall and will, on requisition, pay to the Collector of Customs, \_\_\_\_\_, for and on behalf of the said Secretary of State, his successors and assigns, any duty or penalty erroneously short levied, or that shall not have been levied in consequence of incorrect entries in, or omissions from, the cargo-books referred to in the said pass, or the copies thereof furnished to the office of the Collector of Customs, \_\_\_\_\_, and
- (3.) If the said \_\_\_\_\_ shall and will, on requisition, repay to the said Collector of Customs, \_\_\_\_\_ any sum erroneously paid as refund or drawback in consequence of incorrect entries in, or omission from, the said cargo-books, or copies thereof, furnished to the office of the Collector of Customs, \_\_\_\_\_ and
- (4.) If the said \_\_\_\_\_ shall on requisition produce to the Collector of Customs, \_\_\_\_\_, within one month after each and every steamer leaves any foreign port, a certificate in the form annexed, and marked T, from the Chief Customs officer of such port, showing all goods shipped there, together with the marks, numbers, description, and contents of the packages;

(5.) And if the said \_\_\_\_\_ shall on requisition produce to the Collector of Customs, \_\_\_\_\_, or such person as he shall in writing appoint in that behalf, within one month of arrival of each and every steamer at any foreign port, a certificate in the form annexed, and marked U, from the Chief Customs officer at such port, showing all goods discharged there from \_\_\_\_\_ and giving full particulars of marks, numbers, description, and contents of the packages;

(6.) And if the said \_\_\_\_\_ shall pay to the Collector of Customs, \_\_\_\_\_, before the departure of each and every steamer or vessel, all light dues claimed by the said Collector (or Collectors) of Customs;

(7.) And if the said \_\_\_\_\_ shall deliver to the Collector of Customs, Calcutta, within three hours of the announcement by wire of every steamer's arrival at Sangor, a written notice specifying all the ports from which such steamer has arrived, and all the ports to which she is to proceed on her next voyage;

(8.) And if the said \_\_\_\_\_ shall take due and proper care that goods are neither landed nor shipped to the detriment of the revenue, and that prohibited goods are not knowingly carried in contravention of the Customs, Arms, or Opium Acts;

(9.) And if the said \_\_\_\_\_ shall pay to the said Collector of Customs, \_\_\_\_\_, immediately on application, any penalty (not exceeding Rs. 1,000) which may be adjudged against the said Company by the said Collector of Customs for a breach of any of the conditions of the said bond or of the said pass;

Then this obligation shall be void ; otherwise, and on breach or failure in the performance of all, or any, or any part of the aforesaid conditions, or of the terms and conditions of the said pass, the said deposit of Rs. 10,000 shall be at once forfeited, and the said bond or obligation shall also be in full force.

*From Chamber to Board of Revenue.*

*Calcutta, 14th October 1881.*

I have the honor to acknowledge receipt of your letter No. 1012B, forwarding copy of a General Pass which has been prepared for use in the Ports of Bengal, under the Provisions of Section 164 of Act VIII. of 1878. Upon this the Board of Revenue invite an expression of opinion from the Chamber of Commerce.

It appears to be proposed to confine the benefits of the Pass to steamers owned in Calcutta, or whose owner shall have agents in Calcutta, willing to enter into a bond, and to deposit a sum of Rs. 10,000 as security for the fulfilment of the conditions of such bond.

The Committee of this Chamber are informed that the chief Customs authority at Madras and at Bombay, respectively, has for some time past issued General Passes to coasting vessels without either requiring bond or deposit. It is not alleged that any loss to the revenue or that any irregularities have followed ; and although it is suggested that the harbour arrangements at Madras and Bombay are such that vessels are more easily watched there than at Calcutta, my Committee cannot find that it has been shewn that in the ports of Bengal, looked at as a whole, precautions are

called for of a character so much more elaborate and severe than those which have been found to work remarkably well along the much more extended coast line of the two sister Presidencies.

If, however, it be decided that at Calcutta the Collector of Customs must obtain signature of a bond before granting a pass, my Committee would at least submit that the bond ought to be sufficient security in itself. In case of any infraction of the law, the persons under bond would be in Calcutta and easily reached, and as their steamers would, in the nature of things, be always somewhere on the coast of India, their property could readily be attached. No sufficient reason occurs to the Committee why, amongst all the forms of guarantee accepted at the Custom House, this bond alone should be held to be insufficient without a money deposit.

The Committee desire further to remark that the conditions of the pass and bond appear to be framed mainly with a regard to the requirements of one large Company, and that they are likely to prove deterrent to other less wealthy shipowners.

For instance, it would seem from the form of bond, that the deposit to be taken is, in all cases, Rs. 10,000. It is true that in the 15th paragraph of the Board's letter of the 6th August to the Government of Bengal, it is said that this particular amount is proposed in the case of the steamers of the " British India Company ", but silence is observed as regards others vessels ; and as the Rs. 10,000 is printed and incorporated into the body of the bond, it is improbable that any officer of Customs will take the responsibility of accepting a smaller deposit.

To a large Company it is nothing to put down Rs. 10,000; but to the owner of, perhaps, one steamer, the amount may be of more consideration; and supposing that hereafter the Customs authorities at Madras and Bombay should follow the example now proposed to be set by Bengal, then any man who wished to run a steamer on the Indian coast would have to elect between locking up Rs. 30,000, or dispensing with privileges which may be vital to his enterprise.

The Committee would again express the hope that the Board may find it possible to dispense with a deposit; but if otherwise, then the Committee suggest that the deposit to be taken from any firm should be proportionate to the number of its steamers declared for coasting; and that this principle be expressly laid down for the guidance of the Customs authorities. The deposit should be in cash or in Government paper at the applicant's option.

There is another clause in the bond which appears objectionable. It is that numbered (7) *viz.* :—

"The said — shall deliver to the Collector of Customs, Calcutta, within three hours of the announcement by wire of every steamer's arrival at Saugor, a written notice specifying all the ports from which such steamer has arrived, and all the ports to which she is to proceed on her next voyage."

A large concern, with mail contracts and fixed lines of traffic, may be able to do this without much difficulty, but another owner of coasters would find the condition more than onerous. It must often be impossible for him, immediately upon a steamer's arrival, to name the ports to which she will next voyage proceed, and, whether possi-

ble or not, it is obvious that to prematurely declare his plans must seriously prejudice his interest.

Looking generally to the importance of cheap and frequent interportal communications, and particularly to the very large factor which freight must always be in the cost of the food of the people, my Committee are confident that Government will recognise the impolicy of doing anything which might artificially restrict that healthy competition which in all private enterprises has, sooner or later, been found necessary to secure for the public moderation in charges, and to all concerned the benefit of efficiency and progress.

#### EXTENSION OF THE INDIAN PAPER CURRENCY ACT OF 1871 TO BRITISH BURMAH.

The opinion of the Chamber has been sought by Government upon a proposal to extend the Paper Currency system to British Burma. Your Committee could discover no objection such as could override the benefits certain to result from the projected measure.

*From Government of Bengal to Chamber.*

*No. 1278, Calcutta the 19th May 1881.*

I am directed to forward herewith a copy of the papers  
 \* Bill to amend the Indian Paper Currency Act 1871. Statement of Objects and Reasons of the Bill.  
 noted on the margin \* on the subject of the amendment of the Indian Paper Currency Act, 1871, and to request that the Lieutenant-Governor may be favored with

an expression of the opinion of the Chamber of Commerce on the provisions of the Bill.

#### STATEMENT OF OBJECTS AND REASONS.

There is at present no Paper Currency which is a legal tender in Burma. Notes of the Calcutta circle are used to a limited extent in the chief towns, and occasionally notes of other circles are used, but there is no circle of issue in Burma.

2. Great inconvenience has been felt by the mercantile classes in Burma from this want; and in the year 1872 the question of establishing a circle of issue in that Province was before the Government of India. The Indian Paper Currency Act of 1871, however, renders it necessary to declare every town (other than Calcutta, Madras, or Bombay) in which there is an office of issue to be, for the purposes of the Act, situate within some Presidency. Had therefore a circle of issue been established in Burma, it would have been necessary to declare the place of issue to be situate within one of the Presidencies of Fort William, Fort St. George, and Bombay. The result would have been that, under section 9 of the Act, the notes of the Burma circle would have been payable at the office or offices of issue in Burma, and also at the Presidency Town of the Presidency (probably Fort William) within which the town of issue had been declared, for the purposes of the Act, to be situate.

3. The nature of the commercial transactions between Burma and India is such that, under those circumstances, it would have been unwise to establish a circle of issue

in Burma. At particular periods of the year large remittances of money are made between Calcutta and Rangoon, and if the Burmese notes were payable at Calcutta, the Government might be put to considerable inconvenience and expense in providing cash to meet the notes. The question was accordingly allowed to remain in abeyance.

4. The rapid increase of the trade of Burma has again caused the question to be brought before the Government of India. The best authorities are agreed that Burma can no longer do without a paper currency, but that the Burmese notes should be payable only at the office of issue and not at any Presidency-town. The public will thus enjoy most of the conveniences of a paper currency, while the Government will not be obliged to undertake the exchange business of British Burma.

5. The amendments in the Paper Currency Act proposed in the Bill have for their objects—

1st—to create a Commissioner of the Department of Issue at Rangoon;

2ndly—to make the towns of issue in Burma independent of the Presidencies;

3rdly—to render the paper issued at any town in Burma payable only at the office of issue.

6. The first of these objects is attained by a slight alteration of the fourth section of the Act; the second by amending section 5, so as to empower the Governor-General in Council to declare a town to be situate for the purposes of the Act within a Province as well as a Presidency; the third will be effected by the amendment just described, for the town of issue in Burma can then be declared

situate within the Province of British Burma, and Burmese notes will not then be payable at Calcutta or any other Presidency town.

*From Chamber to Government of Bengal.*

*Calcutta, 23rd June 1881.*

Your letter No. 1278 of the 19th of last month, forwarding copy of a Bill to amend Act No. III of 1871, with the view to extend the paper currency system to British Burma, has had the attention of the Committee of this Chamber; and I am desired by them to express their entire concurrence in the object which the proposed measure is intended to attain.

From the inquiries which they have made, the Committee learn that the introduction of a local paper money into that Province would go far to mitigate the inconvenience and risk involved in the carriage of large sums of specie in the ordinary course of business; and the facilities which the paper currency system would thus afford in conducting commercial transactions would unquestionably be greatly appreciated by an annually increasing trade.

The Committee have not heard that any private interests are likely to suffer, and no objection occurs to them that can override the advantages that would be generally gained.

**SULKEA SALT GOLAHs.**

The Collector of Customs was good enough to consult the Committee upon a scheme for the better utilization of the jetty facing the Sulkea Golahs. After taking the opinions of those members more particularly interested in the salt trade, the Committee recommended that a series of pontoon landing stages be put down of a size sufficient to enable vessels to discharge over them without the intervention of boats. No doubt the Hooghly Bridge is an obstacle to vessels moving up to the Golahs, but the Committee think that if the scheme they have sketched were judiciously and liberally worked out, the saving of time to vessels and of expense to bonders of salt would altogether outweigh the cost of moving ship, and the couple of days' interruption of discharge which transporting might occasion.

*From Collector of Customs to Chamber.*

*No. 3940. Dated, the 27th August 1881.*

The question of repairing the jetty facing the Sulkea Salt Golahs is under consideration. At present the jetty serves as a landing stage for the Superintendent on his daily visits, and for myself on my occasional visits to the Golahs. This being the only use to which the jetty is put, I naturally hesitate to recommend the expenditure

of the large sum, 6,000 Rs., which the repairs are estimated to cost; while at the same time I am reluctant to advise the demolition of the jetty, seeing that it is probably capable of being put to a remunerative use. Has the Chamber of Commerce ever considered the practicability of taking salt ships through the bridge up to the golahs, and landing the salt direct on to the jetty from the ship, thereby saving the expense of loading and unloading into cargo boats? There are some objections to this plan, which the Chamber will know better than myself. I shall be glad to discuss the question with the Chamber and to consider the advantages and disadvantages which may seem to them to attach to the proposal.

I have also another plan under consideration, by which the jetty could be utilized for the landing of salt from boats. By placing pontoons round the jetty and connecting them with the jetty head by means of steps, the work would be much expedited, as the salt lighters could be brought up alongside. The present plan of taking the salt out of cargo boats up the ghât steps is very tedious; and much time is wasted from the fact that the boats cannot come close up to the ghât. The coolies have to walk very slowly and cautiously along a plank from the boat to the landing ghât, and a false step may cause them to upset the salt bags into the water. The reduction in the cost of coolie labor to the border would enable him to pay a small jetty charge, which would in time clear off the cost of construction and maintenance of the pontoons. I shall be much obliged if the Chamber will favor me with their opinion on this proposal.

*From Chamber to Collector of Customs.*

*Calcutta, 21st September 1881.*

The Committee of the Chamber of Commerce direct me to acknowledge the receipt of your letter No. 3940 of the 27th of last month, in which you have been good enough to invite an expression of opinion upon your proposals for facilitating the landing of bonded salt at the Golahs at Sulkea.

Your communication has been referred to several members of the Chamber specially interested in the salt trade, and having considered their views and had the advantage of an interview with yourself, the Committee have arrived at the following conclusions:—

The cost of repairing the jetty facing the Golahs estimated at Rs. 6,000 is considerable, and the Committee appreciate the spirit in which you hesitate to incur so large an outlay merely for the accommodation of yourself occasionally and of the Superintendent of the Golahs in his daily visits. You have, however, suggested that the jetty might serve a valuable purpose if it were made part of a system of pontoons, gangways, &c., for the landing of salt both from lighters and direct from ships, whereby the inconveniences, risks, and waste of time which attend the present imperfect system might be materially lessened, if not wholly removed.

The Committee have given their thoughtful attention to your proposals, and they are of opinion that their adoption would be attended with marked advantage to that portion of the salt traffic which requires the accommodation afforded by the Government Golahs, provided

the several points dwelt upon in discussing the subject with you are kept prominently in view. These are—

1st.—That the series of pontoons should be of size and strength capable of accommodating the largest class of vessels, whilst at the same time they should be adapted for receiving salt from lighters.

2nd.—That the utmost possible facilities should be afforded to ships using the pontoons for rapid despatch, untrammelled by routine obstructions beyond such as are absolutely necessary to protect the revenue; and

3rd.—That charges for pontoon accommodation should be on the lowest possible scale.

If these conditions, viz., suitable landing arrangements, expeditious discharge, and a low scale of charge, can be secured, the Committee believe that the objections which, in some of the replies to your letter, are taken on the ground of inconvenience and expense which vessels would incur in passing the floating bridge, would lose much of their force; and that results might follow from the adoption of your proposals such as would be sensibly appreciated by the shipping interests.

#### REDUCTION OF JETTY CHARGES.

It is a satisfactory feature of the half-year that a sum of about Rs. 40,000 has been appropriated by the Port Commissioners in reduction of jetty charges on various imports. But while this is fully recognised by the Committee they

consider that a further surplus of Rs. 60,000 which was available should have been devoted to the same purpose, and they trust that further material relief may be afforded during the ensuing year.

*From Port Commissioners to Chamber.*

*No. 937, The 23rd June 1881.*

The Budget Estimates of the Commissioners for the current year provide for a reduction in jetty charges to the extent of Rupees 40,000, and, with a view to revising the schedule, the Commissioners will be glad to receive from the Chamber an expression of the Committee's opinion as to the particular items in jetty charges to a reduction in which the sum set aside should be applied.

I send a dozen copies of the Commissioners' Annual Report for 1880-81, and at page 4 will be found a statement shewing amount contributed by different classes of goods as landing charges.

*From Chamber to the Commissioners.*

*Calcutta, 2nd August 1881.*

I am directed by the Committee of the Chamber of Commerce to acknowledge receipt of your favor No. 987 of the 23rd June, requesting suggestions for the disposal of the amount (Rs. 40,000) by which the Port Commissioners propose to reduce jetty charges during the current year.

The recommendations which the Committee now offer, for your consideration have been framed after taking the opinions of the members of the Chamber. It should be stated that considerable dissatisfaction has been expressed at the inadequacy of the proposed relief, and it is hoped that it may be increased by devoting to the reduction of shipping and landing charges some considerable portion of the further surplus available under the head of "jetties," which, in his letter of the 1st April to the Port Commissioners, the Secretary to the Government of Bengal states at Rs. 60,000.

Nevertheless, in their present proposals, the Committee have endeavoured to confine themselves within the prescribed limits, and they trust these have not been overstepped further than the continuous expansion of trade may speedily justify.

The difficulty which at the outset the Committee encounter is the fact that a very large proportion of the landing charges is derived from one source, *viz.*, cotton piece-goods, and that consequently any appreciable reduction in the jetty rate thereon will absorb an undesirably large percentage of the amount which has to be dealt with. Nevertheless, the opinion is general, and is shared by the Committee, that the rate for landing bales and cases of piece-goods not exceeding 20 cubic feet should be reduced from five to four annas per package.

There are many advocates for a similar reduction in the charge on cotton twist, but having regard to the fact that bales of twist are on the average about 40 per cent. larger than those of piece-goods, the Committee do not press this.

The other articles of import which the Committee believe to be most deserving of present relief, are:—

Paint, in kegs—proposed charge 2 As. in place of 4 As. per cwt.				
" " casks " " 1-6 " " 3 " "				
" " " " " " 1-6 " " 2 " "				
French Polish and similar preparations. } 1				
	4 pies "		1 an. per gallon.	

Tea Sieves, measurement rates in place of one rupee per dozen.

Goods landed under the measurement rates schedule, which the Committee propose should be altered, *vis.*, as follows:—

		Present.		RATES.		Proposed.	
		Rs.	0 2 0 }	Rs.	0 2 0 }	Rs.	0 2 0 }
Under 3 cubic feet	and under 5 c. f.	0 2 0 }	0 2 0 }	0 2 0 }	0 2 0 }	0 2 0 }	0 2 0 }
Over 3 "	" "	0 4 0 }	0 4 0 }	0 4 0 }	0 4 0 }	0 4 0 }	0 4 0 }
" 5 "	" "	0 6 0 }	0 6 0 }	0 6 0 }	0 6 0 }	0 6 0 }	0 6 0 }
" 10 "	" "	0 7 0 }	0 7 0 }	0 7 0 }	0 7 0 }	0 7 0 }	0 7 0 }
" 15 "	" "	0 8 0 }	0 8 0 }	0 8 0 }	0 8 0 }	0 8 0 }	0 8 0 }
" 20 "	" "	1 0 0 }	1 0 0 }	1 0 0 }	1 0 0 }	1 0 0 }	1 0 0 }
" 25 "	" "	1 2 0 }	1 2 0 }	1 2 0 }	1 2 0 }	1 2 0 }	1 2 0 }
" 30 "	" "	1 4 0 }	1 4 0 }	1 4 0 }	1 4 0 }	1 4 0 }	1 4 0 }
" 40 "	" "	1 6 0 }	1 6 0 }	1 6 0 }	1 6 0 }	1 6 0 }	1 6 0 }
" 50 "	" "	1 8 0 }	1 8 0 }	1 8 0 }	1 8 0 }	1 8 0 }	1 8 0 }
" 60 "	" "	2 0 0 }	2 0 0 }	2 0 0 }	2 0 0 }	2 0 0 }	2 0 0 }
" 65 "	" "	2 2 0 }	2 2 0 }	2 2 0 }	2 2 0 }	2 2 0 }	2 2 0 }
" 65 "	" "	2 4 0 }	2 4 0 }	2 4 0 }	2 4 0 }	2 4 0 }	2 4 0 }

Rs. 3 and one anna for each c. f. in excess of 60 c. f.

If the Commissioners should decide to appropriate a further amount in reduction of landing charges, the Committee would suggest the following articles as having the next claim:—*Iron, Machinery, Nails, Steel, Vegetable-oil, Canvas, Marble, and Sulphate of Copper.*

The Committee also desire to point out the inequality of the present charges for landing machinery, as exemplified by the fact that a machine weighing 10½ tons is charged Rs. 105, while one of 9½ tons is charged only

Rs. 47-8, and they would suggest a re-arrangement of the schedule somewhat on the following lines:—

Say, 1 anna 6 pie per cwt. up to 2 tons.	
2 annas per cwt. on any excess over	2 tons up to 4 tons.
4 " " " " " "	4 " " 10 "
8 " " " " " "	8 " " 10 "

The Committee do not commit themselves to these rates: their object is merely to suggest the direction in which reform appears necessary.

In connection with this subject, the Committee request attention to the following extract from a letter which they have received:—

"Rule 2—removal charge on heavy lifts is of some what recent introduction, and bears heavily upon importers, for it is simply an impossibility to get your truck down on to the Jetty-head to take delivery there. The rule consequently practically adds 50 per cent. to the landing charges of all packages exceeding four tons in weight: we have never known of an importer being able to take delivery of a four-ton package at the Jetty-head, and do not think the Port Commissioners can adduce a single instance."

If it be impossible to arrange for Importers' trucks to get to the Jetty-heads the Committee think some relaxation of this rule is desirable.

There appears to be some misunderstanding as to Rule 7, regarding which the following has been received by the Committee, who would be glad to have the intent of the rule authoritatively fixed:—

"Use of cranes in loading carts.—This rule seems to be very imperfectly understood both by importers and

"Jetty officers. We have never yet been able to find out whether the charge of one-third of landing charges is for use of crane only, or for use of crane with men to work it and a gunner to superintend. Sometimes the Jetty people say it does include coolies and a gunner, at other times they say it does not; we have sometimes had a gunner and two gangs of jetty coolies, but much more frequently we have had to man the crane with our own coolies. If the charge is simply for the use of the crane, there can be no question as to the rate being much too high."

The Committee view with regret the very small revenue derived from jetty charges on export cargo, such as seeds, grain, jute, &c.; and they regard this as indicating that a considerable reduction in the present rates is needed to attract more business.

In conclusion, the Committee have to report that several importing houses have urged an extension of the time allowed for taking delivery, and a reduction in the rates charged for wharf rent on goods not cleared within the specified time.

The Committee recognise the hardship of which these firms complain, and since it arises chiefly from Custom House regulations, over which importers have no control, the Committee would be glad if the Commissioners would join them in an endeavour to get some desirable modifications introduced so as to admit of more expeditious delivery.

Report of the Committee appointed by Resolution 6 of the 390th Meeting to consider the letter from the Secretary, Bengal Chamber of Commerce, and to revise the Schedule of Jetty Charges, with a view to give effect to the reduction in charges to the extent of Rs. 40,000, set aside in the current year's Budget Estimates.

The Committee met on Monday the 15th day of August 1881.

## PRESENT:

THE HON'BLE H. J. REYNOLDS, C. S., Chairman.  
A. B. INGLIS, ESQ. | G. IRVING, ESQ.  
R. STEEL, ESQ. | D. SCOTT, ESQ., C. E.

We have read carefully the letter from the Secretary to the Bengal Chamber of Commerce, in reply to letter from the Commissioners, No. 987, dated 23rd June 1881, asking for any suggestions that body might have to make in regard to the proposed reduction of Jetty charges, and, after careful consideration of the recommendation therein made, beg to report as follows:—

It appears from the letter from the Chamber of Commerce that the items in the Schedule most urgently calling for reduction are those noted below, and the reduction we recommended is shown opposite each item.

Number of Items in Schedule	Names of Articles.	Present rate			Proposed rate.		
		Rs.	A.	P.	Rs.	A.	P.
163	Fire-ropes, per bale or one and exceeding 20 c. ft.	0	0	0	0	0	0
164	Do ditto, less than 20 c. ft. ... per ton	1	14	0	1	4	0
165	Do graters, column, sailing, bridge-works, tanks, posts, &c. ... " "	2	5	0	1	4	0
166	Do castings or hollow-ware ditto over five tons ... " "	0	0	0	0	0	0
167	Do ditto ditto ditto ... " "	0	0	0	0	0	0
168	Do ditto ditto ditto ... " "	0	0	0	0	0	0
169	Do ditto ditto ditto ... " "	0	0	0	0	0	0
170	Do ditto ditto ditto ... " "	0	0	0	0	0	0
171	Do ditto ditto ditto ... " "	0	0	0	0	0	0
172	Do ditto ditto ditto ... " "	0	0	0	0	0	0
173	Do ditto ditto ditto ... " "	0	0	0	0	0	0
174	Do ditto ditto ditto ... " "	0	0	0	0	0	0
175	Do ditto ditto ditto ... " "	0	0	0	0	0	0
176	Do ditto ditto ditto ... " "	0	0	0	0	0	0
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193	Do ditto ditto ditto ... " "	0	0	0	0	0	0
194	Do ditto ditto ditto ... " "	0	0	0	0	0	0
195	Do ditto ditto ditto ... " "	0	0	0	0	0	0
196	Do ditto ditto ditto ... " "	0	0	0	0	0	0
197	Do ditto ditto ditto ... " "	0	0	0	0	0	0
198	Do ditto ditto ditto ... " "	0	0	0	0	0	0
199	Do ditto ditto ditto ... " "	0	0	0	0	0	0
200	Do ditto ditto ditto ... " "	0	0	0	0	0	0
201	Do ditto ditto ditto ... " "	0	0	0	0	0	0
202	Do ditto ditto ditto ... " "	0	0	0	0	0	0
203	Do ditto ditto ditto ... " "	0	0	0	0	0	0
204	Do ditto ditto ditto ... " "	0	0	0	0	0	0
205	Do ditto ditto ditto ... " "	0	0	0	0	0	0
206	Do ditto ditto ditto ... " "	0	0	0	0	0	0
207	Do ditto ditto ditto ... " "	0	0	0	0	0	0
208	Do ditto ditto ditto ... " "	0	0	0	0	0	0
209	Do ditto ditto ditto ... " "	0	0	0	0	0	0
210	Do ditto ditto ditto ... " "	0	0	0	0	0	0
211	Do ditto ditto ditto ... " "	0	0	0	0	0	0
212	Do ditto ditto ditto ... " "	0	0	0	0	0	0
213	Do ditto ditto ditto ... " "	0	0	0	0	0	0
214	Do ditto ditto ditto ... " "	0	0	0	0	0	0
215	Do ditto ditto ditto ... " "	0	0	0	0	0	0
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ment the necessity for taking measures to establish an equilibrium between receipts and expenditure. In the year 1870-71, which showed a considerable improvement over its predecessors, the excess of expenditure over income amounted to more than three lakhs of rupees; and although the net deficit had, in 1871-72, been reduced to Rs. 1,02,000, it was still clear that increased revenue or decreased expenditure could alone enable the Port to pay its way. The high rate of the existing dues rendered the adoption of the former alternative inexpedient. It was proposed, therefore, to reduce the pilotage fees by 15 per cent, and to increase the port dues by corresponding amount. That this reduction might not press hardly on the pilots, the majority of whom being remunerated by a percentage on their earnings would have suffered to the extent of about  $7\frac{1}{2}$  per cent., it was determined to so far lessen their number that those remaining in the service should not be injuriously affected. This scheme received the sanction of the Government of India, and the reduction in the number of pilots was effected at a cost for retiring allowances of over two lakhs of rupees.

2. Pending this change, no action was taken with regard to the fees till the 24th January 1877, when a Resolution was recorded, from which the following is an extract:—

“The Lieutenant-Governor is therefore of opinion that the time has come for reducing the pilotage dues by 15 per cent, and making a corresponding increase in the amount of port dues so as to secure an equilibrium between the receipts and expenditure of the Port of Calcutta. A reduction of 15 per cent. in the gross pi-

lotage dues will enable the Government to raise the port dues from 4 to 6 annas per ton, without imposing any additional burden upon the shipping, and, with the approval of the Government of India, which is required before any change can be made in the port dues at present levied, this revision of existing arrangements will be carried out at once.”

A technical difficulty connected with the wording of Act XII. of 1875 (the Indian Ports Act), prevented the scheme from being worked in the exact manner proposed, but the object in view was gained by continuing to levy the pilotage fees at the former rate, and by transferring 15 per cent. of the proceeds to the Port Fund before dividing the remainder between Government and the pilots. In June 1880 the Committee appointed to consider the proposals for the amalgamation of the duties of the Port Officer with those of the Port Commissioners reported that both port dues and pilotage funds had in this way been brought into a solvent condition, and they recommended that the Government of India should, for mainly administrative reasons, be moved to amend Act XII. of 1875, and to increase the maximum rate of port dues from 4 to 6 annas per ton. The pilotage charges should, it was considered, then be formally reduced, a new scale being framed lower than the present by 15 per cent. A similar recommendation had been made by the Committee which sat last year to investigate the accounts of Marine expenditure, and the Port Officer was accordingly instructed to draw up a revised scale of pilotage fees in the manner suggested.

3. The Government of India has approved of this scale, which is shown in the schedule to this Resolution

and will come into effect on the 1st August. In framing the scale, fractions of a rupee have, for convenience sake, been omitted from calculation.

4. The prosperous condition of the Port Commissioners' revenues has enabled them to set aside Rs. 1,20,000 per annum as a contribution towards Port Funds, which will obviate the necessity of raising the port dues from 4 annas to 6 annas per ton as originally contemplated. The whole of the saving of 15 per cent. in pilotage will thus go to benefit the trade of the Port. The Lieutenant-Governor is glad to learn from a further communication just received from the Port Commissioners that they will be able also to make good to Port Funds the equivalent of another anna per ton from the 1st October next. The port dues will from that date therefore be reduced to 3 annas per ton.

By order of the Lieutenant-Governor of Bengal,

A. MACKENZIE,

Secretary to the Government of Bengal.

No. 51.

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

By order of the Lieutenant-Governor of Bengal,

C. S. BAYLEY,

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

CALCUTTA,

The 11th July 1881.

SCHEDULE.

REVISED SCALE OF PILOTAGE FEES, PAYABLE ON SHIPS VISITING THE PORT OF CALCUTTA.

Steamers or Sailing Vessels taking steam from any part of the distance are entitled to a reduction of one-fourth from the charges for each portion of the distance.

DRAUGHT.	Tons (including Bunkers)	INTERMEDIATE OR BROKEN PILOTAGE.										
		1	2	3	4	5	6	7	8	9	10	11
Not exceeding 8 feet	51	0	11	15	20	27	31	35	40	45	49	53
8 feet and not exceeding 9 feet	51	0	15	20	27	31	35	40	45	49	53	57
9 ditto ditto 10 "	115	0	25	35	47	55	63	71	80	88	95	103
10 ditto ditto 11 "	175	19	24	35	47	55	63	71	80	88	95	103
11 ditto ditto 12 "	161	17	27	40	51	60	69	80	90	100	110	120
12 ditto ditto 13 "	181	16	30	45	61	75	87	100	113	125	137	150
13 ditto ditto 14 "	211	15	35	51	71	86	100	115	130	145	160	175
14 ditto ditto 15 "	241	14	41	60	80	100	115	135	155	175	195	215
15 ditto ditto 16 "	270	13	48	70	95	120	140	160	180	200	220	240
16 ditto ditto 17 "	300	12	55	80	110	140	170	200	230	260	290	320
17 ditto ditto 18 "	330	11	60	90	125	160	195	230	270	310	350	390
18 ditto ditto 19 "	440	7	75	110	150	195	240	290	340	390	440	490
19 ditto ditto 20 "	510	11	85	125	170	220	270	320	370	420	470	520
20 ditto ditto 21 "	574	10	95	140	190	245	295	350	400	450	500	550
21 ditto ditto 22 "	625	9	105	155	210	270	325	380	435	490	545	600
22 ditto ditto 23 "	680	7	115	170	230	295	355	415	475	535	595	655
23 ditto ditto 24 "	740	6	125	185	250	320	385	450	515	580	645	710
24 ditto ditto 25 "	800	5	135	200	270	345	415	485	555	625	695	765
25 ditto ditto 26 "	1,000	4	160	230	310	390	470	550	630	710	790	870
26 ditto ditto 27 "	1,200	3	185	260	350	440	530	620	710	800	890	980

DRAUGHT.	Tons (including Bunkers)	INTERMEDIATE OR BROKEN PILOTAGE.										
		1	2	3	4	5	6	7	8	9	10	11
Not exceeding 8 feet	51	0	11	15	20	27	31	35	40	45	49	53
8 feet and not exceeding 9 feet	51	0	15	20	27	31	35	40	45	49	53	57
9 ditto ditto 10 "	115	0	25	35	47	55	63	71	80	88	95	103
10 ditto ditto 11 "	175	19	24	35	47	55	63	71	80	88	95	103
11 ditto ditto 12 "	161	17	27	40	51	60	69	80	90	100	110	120
12 ditto ditto 13 "	181	16	30	45	61	75	87	100	113	125	137	150
13 ditto ditto 14 "	211	15	35	51	71	86	100	115	130	145	160	175
14 ditto ditto 15 "	241	14	41	60	80	100	115	135	155	175	195	215
15 ditto ditto 16 "	270	13	48	70	95	120	140	160	180	200	220	240
16 ditto ditto 17 "	300	12	55	80	110	140	170	200	230	260	290	320
17 ditto ditto 18 "	330	11	60	90	125	160	195	230	270	310	350	390
18 ditto ditto 19 "	440	7	75	110	150	195	240	290	340	390	440	490
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20 ditto ditto 21 "	574	10	95	140	190	245	295	350	400	450	500	550
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26 ditto ditto 27 "	1,200	3	185	260	350	440	530	620	710	800	890	980

**MAKING UP AND STAMPING LENGTHS ON  
MANCHESTER COTTON PIECE-GOODS.**

This subject has been brought into prominent notice, not only in this but also in the Bombay presidency, and has led to the correspondence of which a copy is annexed. The Committee understand that the legality of selling goods on which nominal lengths are stamped will shortly come before a court of law. Meanwhile they learn with satisfaction that the practice of stamping goods with longer than the actual lengths has, to a considerable extent, been abandoned in this market.

*From Chamber to Manchester Chamber.*

31st January 1881.

I am desired by the Committee of the Chamber of Commerce to invite your attention to the various methods in vogue in Manchester of measuring cotton goods. As regards widths it is understood that the use of the standard yard, or "stick" of 36 inches, is universal, but for lengths, both the long "stick" of 37 or 36½ inches, and the short "stick" of 36 or 35½ inches are employed. Without questioning the original intent of such variations, the Committee are of opinion that they are liable to abuse, and consider it highly desirable that one universal standard, viz., the 36 inches "stick" be recognised by the trade. The subject has recently been brought prominently forward by differences of opinion between sellers and buyers as to the length which 32-in. madapollams should

be. The goods are stamped as usual "24 yards," and the buyer claims that he is entitled to 24 yards of 36 inches in each piece. On the other hand, the sellers urge that 32-in. madapollams are invariably bought in Manchester by the double piece of 46 yards of the "long" or 36½ inches "stick;" that as the goods in question run out 28 yards 11 inches the single piece, they are of the dimensions which long usage sanctions, and that the buyers must have been aware, when purchasing, that the brand "24 yards" is used merely to denote that the goods are of the usual length. While there is no doubt that the customary lengths of grey goods so stamped are well known to the trade generally, it is open to unscrupulous buyers to maintain their individual ignorance, and there is little doubt that the law would uphold their claim for compensation if goods were found to fall short of nominal lengths. The law here will recognise no yard but the standard one of 36 inches, and will see in the various "sticks" used in Manchester only so many contrivances for glossing over deception. The Committee would add that the best legal talent here is taxed to the utmost to devise a form of contract which shall free importers from undue responsibility for trivial and inevitable irregularities in manufacture, and since the law is administered so stringently, where there is no possibility of imputing blame, they ask how it is likely to be construed where goods are apparently deficient? Buyers here have lately displayed remarkable aptitude in availing of legal quibbles, and the Committee believe that the adoption of the universal standard they recommend will be one means, and an important one, of preventing misunderstandings and of protecting shippers' interests. They further consider that shippers will consult their own

interests by ceasing to stamp their goods in the manner allowed by custom, which permits more yards to be stamped on the piece than it actually contains.

*From Manchester Chamber to Chamber.*

*March 1st, 1881.*

I beg to acknowledge receipt of your letter of the 31st January last, bringing under the attention of this Chamber the various methods of measurement adopted in Manchester as applying to cotton-goods, and recommending the adoption of a uniform standard, *viz.*, the "stick" of 36 inches, to prevent the evasions which, as it is alleged, are practiced in the delivery of goods in India.

I am directed to assure your Chamber that the subject is occupying the attention of the Chamber in Manchester, and I shall not fail to forward to you at the earliest moment a report of the course pursued by the Directors on the statement you have been good enough to submit for their consideration.

*From Manchester Chamber.*

*May 24th, 1881.*

On the 1st March last, I had the honor of acknowledging receipt of your letter, dated 31st January 1881, regarding short lengths in Manchester goods, and the subject has since engaged the attention of a Special Committee of this Chamber.

On full inquiry it has been ascertained that many descriptions of goods, as Madapollams, Jaconets, Mulls, Dhooties, and even Shuttings, have been made for sometime

past of shorter lengths than were formerly customary and of course when the actual lengths have been stamped on the pieces no deception has taken place.

In some cases, however, it is feared that a practice has been resorted to of so folding and so stamping goods as to mislead the ultimate buyers up-country, and although this has in most cases been done, as is alleged, under instructions from the dealers in Calcutta, Bombay, and other ports, it is unnecessary to say that my Directors most emphatically denounce all such irregular practices.

With regard to the length of a yard it is by English law, as you state, 36 inches, and no custom of trade can alter this: your buyers therefore have a remedy in their own hands if they find goods shorter than the lengths stamped on them, and in the interests of legitimate trade they should be encouraged to apply it by your and other Indian Chambers of Commerce.

*From Chamber to Manchester Chamber.*

*Calcutta, 28th June 1881.*

I am instructed by the Committee to acknowledge receipt of your letter, dated the 24th May, from which they are glad to learn that the question of stamping lengths on Manchester goods has received the consideration of a Special Committee of your Chamber.

My Committee will certainly do all in their power to discourage and prevent any such practices as those which your Directors very properly condemn; and they trust it may soon become the universal custom in Manchester to sell goods by the legal yard only, and to stamp them

according to their actual lengths so nearly as these can in practice be ascertained.

To the Committee it appears that the adoption throughout the trade of one uniform yard "*stick*" of 36-inches would prevent any misunderstanding as to the standard lengths of cotton-goods, and do more than anything else to bring about a solution of the difficulty. In their letter, which you acknowledge, they referred especially to this, and they trust it may yet receive the attention it merits, and which, judging by the absence of any reference to it by you, there is reason to fear it has not received.

Such length-marks as 38½ yards and 39 yards on Shirtings, and 24 yards on Madapollams, when they do not measure so much, are well understood by all native purchasers, from first to last, to mean only the usual full lengths of such goods and not their exact measurement; but, although no one may suffer, the practice of stamping goods with greater than their actual lengths is not to be defended and ought in the opinion of this Chamber to be given up, even if a custom of old standing.

The Committee, however, make a very wide distinction between such trade usages so universally adopted and any existing practices which may have been introduced with a view to deception. The latter are, of course, condemned by this Chamber, but at the same time the Committee must point out that as goods are manufactured, made up, stamped, and packed in Manchester, it is there that the evil can best be remedied.

*From Manchester Chamber.*

*Manchester, October 5th, 1881.*

Your letter of the 23th June last, regarding short lengths in cotton-goods has had the attention of the Committee appointed by this Chamber to consider the subject, and I am instructed to reply. The Committee of your Chamber recommends the adoption of one uniform yard "*stick*" of 36-in., and you remark that this suggestion, which had been made in your previous communication of 31st January, does not appear to have had the attention that it merits, whereas in my letter of 24th May you will find it stated, that "a yard is by English law 36-in., and no custom of trade can alter this." Whilst, however, no yard short of 36-in. is recognised, it has been customary, in certain trades, for manufacturers to give, under the term "*long stick*," 36½-in. or 37-in. to the yard, the practice having, it is believed, been adopted with the intention of covering the loss of the retailer in cutting off and selling portions of a piece. You will at once see that this Chamber cannot attempt to interfere with such an arrangement between seller and buyer. Your letter appears to have been written under the misapprehension that the irregularities complained of have their origin in ambiguity as to what number of inches constitute a recognised yard in this market, but no such ambiguity exists. The irregular practices emphatically condemned alike by the Chambers of Commerce in India and Manchester, appear to have mainly originated in the compliance of shippers with instructions and suggestions received from India. This view of the case is borne out in remarks on the subject contained in the Bombay Exchange Price Current of 12th July last, closing:—"It

is not surprising that a native dealer should order such goods, but it is certainly not creditable to the Bombay commercial reputation that such orders should be executed by European houses." I enclose copy of a letter on this subject recently received from the Bombay Chamber of Commerce, and of the reply which I have been directed to make, and I am to add that even such trade usages as those to which your Committee refers, do not, in the opinion of the Directors of this Chamber, in any degree, warrant the stamping of any description of goods other than their actual length; and they agree with your Committee that such practices should immediately be discontinued. It will be seen, however, that the Manchester Chamber is as powerless as is that of Bengal, in a legal sense, and my Directors have come to the conclusion that the only way in which they can assist in the very desirable effort to put an end to the irregular practices under consideration is to give publicity to them. With this object they have instructed me to publish the whole of the correspondence, and they hope your Committee may agree with them in thinking that a similar course might with advantage be adopted both at the ports and in the interior of India, in the native as well as in the English press.

*From Bombay to Manchester Chamber.*

*Bombay, 9th August 1881.*

I am desired by the Committee of this Chamber to address you on the subject of the practices, which are becoming more common, of incorrectly stamping the lengths of grey cloths, and in cases where cloths are

manufactured considerably shorter than usual of omitting the stamp altogether. The cloths, you are doubtless aware, are chiefly shirtings, jacocons, and buff-end madapollams. It is not to meet any special requirement of the consumers that the cloths are warped shorter than the old lengths; the object is, without doubt, to deceive the buyer here into supposing that he is getting the old length. The manufacturer, moreover, can gain nothing by the practice, as the shipper will only pay a price proportionate with the length; on the contrary, by selling a full length cloth to one shipper, and a short length to another, he will ultimately injure himself, for the short lengths will supplant, for the time being, the correct lengths, and the outlet for the latter will be filled by other makes. The Committee, therefore, will be glad if your Chamber will kindly urge manufacturers not to cut down their regular lengths to meet occasional orders, the object of which can only be to deceive. The Committee understand that there has been a correspondence on this subject between the Manchester and the Bengal Chambers of Commerce. They will be glad to be informed if the latter Chamber has been able to suggest a remedy, and they desire me to invite your co-operation in an endeavour being made to put down these objectionable practices.

*From Manchester to Bombay Chamber.*

*Manchester, October 5th, 1881.*

I have to acknowledge receipt of your letter of the 9th August regarding the lengths and stamping of grey cloth, and the views of your Chamber therein expressed have been duly placed before the Committee specially appointed to consider this subject. As requested in the

concluding paragraph of your letter, I now hand you the enclosed copies of the correspondence that has passed between this Chamber and that of Bengal, and to express the hope that your Committee also may think it advisable that the correspondence should appear in both the English and native newspapers throughout your Presidency.

*From Manchester to Madras Chamber.*

*Manchester, October 5th, 1881.*

I am instructed by my Directors to forward to you the enclosed copies of correspondence between this Chamber and those of Calcutta and Bombay regarding the making-up and stamping of cotton-goods for India, and to express the hope that your Chamber also may think it desirable to secure the publication of this correspondence in both the English and native newspapers throughout your Presidency.

**OPENING BALES OF COTTON PIECE-GOODS  
AT THE CUSTOM HOUSE.**

It is the practice at the Custom House to open for examination one bale in each shipment of grey goods, declared as duty-free, in order to test the accuracy of the description. For each bale so opened importers are obliged to make the native purchaser an allowance of about Rs. 5, which becomes a very serious tax on the trade. The Committee, having carefully considered the

practicability of their suggestion, proposed that instead of the bales being entirely unpacked the cloth might, in the first instance, be sufficiently tested by the removal of only one, or at most two, of the iron bands; thus obviating, in cases where there could be no suspicion of error, the necessity of any allowance for opened bales. The representation of the Committee appears to have commended itself to the Government of India, although no action has been taken in the matter, perhaps in view of the early removal of all duties from greygoods.

*From Chamber to the Government of India.*

*Calcutta, 30th August 1881.*

I am desired by the Committee of the Chamber of Commerce to address you on the subject of the great loss which importers of duty-free grey piece-goods at present sustain in consequence of the practice at the Custom House of testing the accuracy of the description by opening out one bale in every shipment of cloth declared not to contain yarns finer than 30s, and therefore to be free of duty.

Dealers sending their goods to the up-country districts have to re-pack these opened bales as well as possible, with ropes or iron bands, and besides the cost of these the railway freight is increased, and on that account they insist on large allowances, averaging probably Rs. 5 per bale. It is impossible to calculate with accuracy the

amount which importers have to pay away, but it will probably aggregate not less than Rs. 130,000 per annum in Calcutta alone.

From a return supplied by the Collector of Customs, the Committee find that there have, during the past six months, been discovered in the Custom House eight instances of misdescription of grey cotton piece-goods declared as falling under the duty-free standard, and these are particularized as follows:—

*Penalties have been imposed: Liable to penalty but duty only imposed.*

5 lots containing 30 bales. 3 lots containing 43 bales.

It may be assumed that the Collector in those instances where no penalty was inflicted, was satisfied either that the misdescription was accidental, or that any fine yarns discovered in the cloths had found their way there by inadvertence; and, if so, it would appear that out of about 120,000 bales of duty-free goods, imported during the half-year, only 30 bales were found to be wrongly described.

Under these circumstances it seems to the Committee a great misfortune that it should be necessary to open up so many bales,—a practice which involves labour at the Custom House and such a very serious tax on merchants, without apparently any direct gain to Government.

They, of course, would not propose that so long as any grey goods are liable to duty the examination should be done away with, but they are of opinion that a much more partial examination, and one which would at the same time sufficiently meet the object of protecting the revenue, might be adopted,

Each bale is bound with 4 or 5 iron bands; if only one, or at most two, of these, were removed, the contents might receive a partial examination quite sufficient, in most cases, to shew whether there was any doubt as to the contents having been properly described. This removal of only one hoop would not necessitate re-packing nor extra railway freight, and if the plan were adopted there would probably be no need of making allowances to the dealers, and consequently a great saving would be effected to importers.

The Committee are quite aware that their proposal would not allow of such a thorough examination as the Collector might think necessary in strictly following out Government instructions, but they contend that it would be quite sufficient to meet the necessities of the case, considering that the quantity of goods wrongly described is so small, and that the more partial examination could never have the effect of encouraging fraud.

The Committee do not think it necessary or desirable at present to enter into the larger question of the entire abolition of duty on all grey goods and yarns, knowing that this is having the anxious consideration of the Government, and that the duties will be removed when it is found possible to dispense with the revenue so collected without incurring the necessity of imposing taxes in other probably more objectionable forms.

*From Government of India to Chamber.*

*No. 2951, Simla the 12th September 1881.*

I am directed to acknowledge the receipt of your letter, dated the 30th ultimo, and to forward copy of a letter

which has this day been addressed to the Government of Bengal on the subject. A further communication will, in due course, be made to the Chamber.

*From Government of India to Govt. of Bengal.*

*No. 2950, Simla, the 12th September 1881.*

I am directed to forward copy of a letter from the Bengal Chamber of Commerce representing that importers of duty-free grey piece-goods sustain a serious loss in consequence of the practice of opening out one bale in every shipment of cloth declared to contain no yarn finer than 30s.

2. I am to request that the Chamber's representation may be taken into consideration, and a report thereon furnished to the Government of India with reference to the correspondence ending with your letter No. 446-33C, dated the 21st February 1880. The Government of India, I am to add, would be glad to receive any suggestions for a modification of the present practice, which, while retaining complete security for the revenue, can also secure importers from any appreciable loss by deterioration of the marketable value of their goods.

**PROPOSAL BY RAILWAY COMPANIES TO  
ADOPT A STANDARD WEIGHT OF  
A SEER OF 2 POUNDS.**

It came before the Committee that a somewhat peculiar proposal had been submitted to the Government of India by the representatives of

guaranteed railways, namely, that in all their transactions they should be permitted to make use of a seer of 2lbs. avoirdupois.

To the Committee it appeared that the calculations of railway officials would thus be simplified at the cost of much and constant inconvenience to the public; who, moreover, would apparently have to pay for carriage  $2\frac{1}{2}$  per cent. more than before. A representation in this sense was submitted to the Government, and the Committee are gratified to find that the railways are to continue to use the bazaar maund and its subdivisions, until a more equitable arrangement than that proposed can be found.

The question thus raised brings up afresh that of the numerous and discordant systems of weights and measures which obtain in India, and it will be satisfactory if it leads to the adoption of a more uniform system.

*From Chamber to the Government of India.*

*Calcutta, 18th July 1881.*

The Committee of the Bengal Chamber of Commerce have had their attention directed to a memorandum signed by the representatives of various Indian Railways, from which it appears that these Companies are seeking the sanction of the Supreme Government for the adoption by the Railways of a weight of their own, *viz.*, a seer of 2lbs. avoirdupois.

The argument advanced in support of their proposal is that it would facilitate the conversion of Indian maunds into English tons, and *vice versa*.

The Committee, however, desire me to point out that, unless the Government of India is prepared to alter the standard of weight of the Empire in conformity with the views of the Railway Companies, no such convenient consequence as that imagined would follow.

The true results attained would be—

1. that the Railways would charge freight on English weight under another name ;

2, that, as compared with present rates, the public would have to pay  $2\frac{1}{4}\%$  more for carriage, and that, in order to relieve the Railway accountants from the trouble of certain calculations, the annoyance of similar calculations would be thrown upon every trader every time he sent or received goods by rail.

The Committee of the Chamber of Commerce are not insensible to the advantages which would result from the introduction of a system of uniform weights and measures throughout India, for the present diversity of standards which exists in almost every province and district is very puzzling, and often leads to much confusion in the conduct of business transactions with the interior. This evil is of long standing, and ten years ago an attempt was made to apply a remedy by the passing of Act XXXI. of 1871. That Act, however, was in opposition to the views of the majority of a Committee appointed by Government in 1869 to consider the subject, and has never been enforced.

The standard of weights now proposed by the Railways is that recommended by the Committee above mentioned, but it seems doubtful whether public opinion in this country is ripe for any immediate change. My Committee think it desirable that further inquiry should be made on this point ; and meantime they deprecate the introduction of a new and special weight for use only on the Railways, as they think that such a course would only aggravate the confusion and inconvenience already existing. The Committee respectfully submit that in any case Government sanction should be withheld until the present Railway schedules of rates have been revised, so that the cost of transporting a given weight of merchandise under the system advocated should be no more than at present.

*From Government of India.*

No. 1123—R.T., *Simla*, 27th September 1881.

The following is forwarded to the Bengal Chamber of Commerce in reply to their Secretary's letter of the 18th July 1881.

By order,  
 FRED. FIREBRACE, CAPT., R. E.,  
*Under-Secretary,*

Copy of letter No. 1122—R. T., dated 27th September 1881, from the Secretary to the Government of India, Public Works Department, to the Consulting Engineer to the Government of India for guaranteed Railways Calcutta.

I am directed to acknowledge receipt of your letter No. 2193 of the 19th July 1881, submitting a proposal advocated by the Agents of the several guaranteed Railway Companies for the adoption of a standard seer equal to 2lbs. avoirdupois in regard to all transactions with which Railways are in any way connected.

2. In reply, I am to state that after full and careful consideration of the question, the Government of India is unable to approve of the standard seer being fixed at 2lbs. avoirdupois.

3. Proposals similar to those now put forward were thoroughly discussed prior to the passing of Act XXXI. of 1871, and then condemned, and the objections then raised are equally valid now.

4. The advantages of a system of uniform weights and measures throughout India are fully recognised by the Government, and it was with the view of gaining this end that the Act above quoted was passed, the terms of which were intended for general adoption.

Until the Government of India should have an opportunity of reconsidering this Act, and the question generally, I am to desire that the maund of 82.29lbs. may be continued in all traffic relations of Indian Railways in accordance with Public Works Department Resolution Nos. 0110-0114—R.T., dated 30th January 1880.

**EAST INDIAN RAILWAY COMPANY:—**  
RATES FOR GRAIN AND SEED.

The Committee continue to press this matter on the attention both of Government and of the

Railway Executive. If the East Indian Railway are left unfettered in the matter, the Committee believe they will be prepared to give Calcutta the benefit of the advantage they enjoy in being able to carry goods at a lower rate per mile than any other line in India. The letter from the Government, it will be seen, states that rates will be regulated on the principle of fair and equal profits to the lines which serve Calcutta and Bombay respectively. If that principle is carried out in its integrity, the Committee are satisfied it must result in a very considerable diminution of the through rates both for upward and downward goods, and they trust the pledge given by Government in this matter will be fulfilled.

*From Chamber to Government of India.*

*Calcutta, 15th September 1881.*

The Committee of this Chamber desire to draw your attention to an announcement on the part of the East Indian Railway, now appearing in the Calcutta daily papers, to the effect that the reduced rates for grain and seeds, which came into force on 15th July, will be discontinued on and after the 1st of next month.

The impetus given to the trade of this port, particularly in wheat and all descriptions of oilseeds, except linseed and poppyseed, by the reduction in question, has been very remarkable, as a reference to the comparative statement appended to this letter will show; and it appears to

the Committee to be a step of a very impolitic kind on the part of the Railway Company to revert to old rates at a time when the reduction is telling so unmistakably in their favor, and when the competition on the part of Bombay is so very keen.

In connection with the competition referred to, the Committee direct me to forward for your information copy of a letter they addressed to the Government of Bengal on the 30th ultimo. As an illustration of the natural advantages Bombay possesses over Calcutta in the matter of sea freight, owing to its greater proximity to Europe, I may state that the latest quotation for freight of wheat from that port to Liverpool, *via* Suez Canal, is 41s. 3d. per ton of 16 cwt, while the rate from Calcutta is 70s. per ton of 20 cwt. Adding one-fourth to the Bombay rate to make it equal to the Calcutta ton, the respective rates are—

Bombay	..	...	...	...	£2	11	6
Calcutta	...	...	...	...	£3	10	0
Difference in favor of Bombay	...	...	...	...	£0	18	6

per ton of 20 cwt.

The reduced rate at which the E. I. Railway Company have been carrying grain and seeds during the last four weeks was equal to 5s. per ton, and has enabled Calcutta to hold its own in the competition with the Western port. If, however, this extra 5s. is added to the cost, the scale will again incline in favor of Bombay, and the remunerative traffic which the E. I. Railway now enjoy will, in all probability, be diverted into other channels.

The Committee believe that the Government, who now possess a proprietary interest in the working of that line,

would do well to make enquiry into the facts stated above, with a view to steps being taken to an early and thorough revision of the E. I. Railway Company's tariff. The Committee urge this quite as much in the interests of the E. I. Railway Company as in those of the mercantile community of Calcutta, the two being very much bound up together. While recognising the fact that the extension of railway communication between Western and Northern and Central India must tend much more in favor of Bombay than of Calcutta, owing to the situation of the former, they deprecate any course which would tend to handicap Calcutta trade more than is the case at present. That the raising of railway rates at the present moment will have this effect, the Committee regard as incontestable, and if, as they believe it to be the case, it would pay the railway to permanently lower their tariff rates, it seems a short-sighted policy, from every point of view, not to adopt such a plan.

*The letter to the Government of Bengal, dated the 30th August and referred to above will be found at page 155.*



for your attention, trusting it will be in your power to favor them with an early communication of the measures which the Railway Company have decided to adopt.

*From the East Indian Railway Co. to Chamber.*

No. 9413. Calcutta, 26th July 1881.

I beg to acknowledge the receipt of your letter of the 20th instaut, and also of the previous communications in which the Chamber have drawn attention to the reductions made by the Bombay lines in the rates for piece-goods, &c., despatched to the North-West Provinces and beyond. The subject received my careful consideration, and having early entered into correspondence with the Agents and Managers of the other lines concerned, I had trusted daily to have been able to inform the Chamber that an arrangement placing the rates from Bombay and Calcutta upon the same level had been concluded. I regret, however, that owing to the number of divergent interests, I am not yet in a position to do so. I am, however, endeavouring to expedite matters, and do not anticipate much further delay. Any isolated action of the Company would have been useless, as the shorter mileage to the principal up-country piece-goods markets would have enabled the Bombay, Baroda and Central India and Rajputana State Railways to meet each alteration in rate on the East Indian Railway by a still further reduction.

*From East Indian Railway to Chamber.*

Calcutta, 15th November 1881.

Dear Sir,

With reference to the advertisement of rates for piece-goods from Howrah to Agra and Delhi, dated the 1st August last, and to the notice on fly-leaf VI. of the Current Goods Tariff, I beg to inform you that on and from 1st January next, the rate for piece-goods, yarn, and cotton twist in bales, pressed and bound, or in boxes, despatched from and to all stations on the East Indian Railway will be at the ordinary second-class charge of 50 pies per 100 maunds per mile.

The rate from Howrah to Delhi will, however, be the same as to Ghaziabad, *viz.*, Rs. 245 per 100 maunds exclusive of Hooghly bridge toll.

Yours faithfully,

D. W. CAMPBELL,

*Acting Agent.*

**E. I. RAILWAY CO.'S TARIFF OF CHARGES.**

D. W. CAMPBELL, Esq.,

*Acting Agent of the East India Railway Company.*

The humble Memorial of the undersigned Shroffs, Mahajuns and Dealers trading from Calcutta to and from the North-West Provinces and the Panjab.

SHEWETH,—

That your Memorialists have been in most cases, for many years, engaged largely in the trade and

business of shroffs, dealers in produce, and in cotton manufactures, with the interior of this country, mostly with Mirzapore and all marts northwards to the chief cities of the Punjab.

That up to about the beginning of the current year, your Memorialists had little, if any, cause for serious complaint of the charges for carriage down or up of produce or cotton manufactures; and, if they had, the Company you represent has, at almost all times, heeded their complaints and granted them reasonable redress.

That since the opening of the Western Rajputana Railway, *vid Sabamattee*, your Memorialists have had represented to them several times by their co-partners and principals in the interior, the cheaper rates of carriage of their merchandize from and to Bombay, than from and to Calcutta; and it is a matter of painful regret to your Memorialists that several firms of good repute have lately, in consequence, opened agencies in, and sent representatives to, Bombay, to avail themselves of the cheaper rates of transit adverted to. Your Memorialists have in several instances been requested to *lessen their business from Calcutta* as the inevitable consequence.

That your Memorialists hear from their principals and friends, and believe, from the figures shown to them, that the merchants of Bombay can lay in imports of all kinds at a cheaper rate than those of Calcutta, because they pay less for freight and insurance than is paid to Calcutta, and therefore they can afford to undersell the Calcutta merchants in almost every article. Similarly in exports, Bombay shippers can afford to pay a higher first cost for bulky produce than Calcutta shippers, because of the lower rates of freight and insurance from Bombay to

European ports. Of these facts your Memorialists are prepared to supply evidence if required.

Your Memorialists are thus heavily handicapped in managing their business through Calcutta, Bombay being the better market for them and for their principals in the interior.

Your Memorialists need not point out to you the difference in the rates of carriage in favor of Bombay and to the prejudice of Calcutta, as they are well known to you; but they would respectfully draw your attention to the very heavy shipments of *grain and oilseeds* to date this year from Bombay as compared with previous years in proof that the trade formerly done, for the most part through your Memorialists in Calcutta, is being rapidly diverted to Bombay; and the upward trade from Calcutta, must, your Memorialists feel assured, follow in the like manner, unless it is checked by a timely lessening of the rates of carriage by the East Indian Railway to and from Mirzapore and all the intervening marts up to Mooltan.

Your Memorialists are also aware, and would respectfully point out, that the Bombay trade in imports with the marts of the North-West and Punjab has largely increased, and it must further materially increase if the present state of things is allowed to continue.

Your Memorialists beg leave to explain that, though a reduction in the mileage rate would of course afford them some measure of relief, it will not be sufficient to enable them to maintain their position. What is required to prevent their business going out of their hands is, *such a reduction in the warehouse rate for goods carried as will prevent any handicap as compared with Bombay.*

This is the great point; and your Memorialists would respectfully request your special attention to it as the great consideration in settling this, to them, most important question.

Your Memorialists have no hesitation in giving it as their opinion that the handicap on Calcutta merchants is of itself sufficient to divert trade to Bombay to some extent; and if, besides this, differential rates of Railway carriage for merchandise are continued in favor of the Western Presidency, your Memorialists must, in many instances, give up their business here and proceed to Bombay—that being the better market for the bulky staples referred to, and the cheaper market from whence to lay down imports of all kinds.

Your Memorialists need hardly remark that any action tending to divert the trade of the Upper Provinces and the Punjab to Bombay must, of necessity, lessen the earnings of the East Indian Railway, and the appearances now are that the revenue from the traffic has been curtailed by the causes herein referred to.

Your Memorialists humbly hope that you will be pleased to take this memorial, and the representations it contains into your early consideration; and further, that you will be pleased to forward same to the proper authorities, to the London Agency, and to the Government of India, in order that the relief herein prayed for by them may be given before it is too late to avert the evil to the trade of this city now brought under your notice.

And your Memorialists will ever pray,

[Here follow the signatures of about 150 Calcutta Shroffs, Malajans and Dealers.]

No. 799-T.

Transferred to the Public Works Department of this Government in the Railway Branch for disposal. The Lieutenant-Governor thinks that the opinion of the Bengal Chamber of Commerce might be invited on this Memorial.

By order, &c.,

(Sd.) A. MACKENZIE,  
*Secretary to the Govt. of Bengal.*

DARJEELING:  
REV. DEPARTMENT,  
Land Revenue, }  
*The 22nd July 1881.*

No. 2355 R.

Copy forwarded to the Secretary to the Bengal Chamber of Commerce for favor of their opinion on the subject.

By order, &c.,

(Sd.) O. HERNLE,  
*Assistant Secretary.*

P. W. D. BENGAL:  
Railway, }  
*The 5th August 1881.*

*From Chamber to Government of Bengal.  
Calcutta, 30th August 1881.*

I have the honor to acknowledge the receipt of your endorsement No. 2355-R, dated the 5th instant, in which you ask for an expression of opinion from this Chamber upon representations made by certain Shroffs, Mohajans

and Dealers, in a memorial addressed to the Agent of the East Indian Railway Company.

The matters treated of in this memorial have formed the subject of several letters from my Committee to the Agent of the East Indian Railway Company.

In particular, I am to invite your attention to my letters of the 26th March and 6th April last—copies of both annexed—in which stress is laid upon the "necessity of a timely movement towards a reduced scale of charges," in order to preserve traffic and check the increasing diversion to Bombay of the trade of Calcutta.

In acknowledging these letters the Agent to the Railway Company, on the 26th ultimo, informed the Chamber that he was trying to conclude arrangements with other lines, such as would place "rates from Bombay and Calcutta upon the same level." Meantime concessions have been made in downward rates on produce from certain stations, and in upward rates on piece-goods to Agra and Delhi.

These reductions, however, are explained to be temporary and experimental only, and the Committee fear that they will be found insufficient to satisfy the urgency and importance of the case.

It is true that, according to the most recently revised schedules of rates, actual and proposed, the cost of transit per 100 maunds of cotton, grain, and seeds from Agra and Delhi, and of piece-goods to these towns, is less to and from Howrah than over either of the Bombay lines; but if Calcutta is to retain its present share of trade with the North-West, the East Indian Railway must be

prepared to go further, and to work at such rates as will make the total cost of land and sea carriage to and from Europe *via* Calcutta no more than they are *via* Bombay.

In other words, our inland transit must be so cheapened as to neutralize the saving in sea freight and insurance which the Bombay merchant enjoys. Even after this has been done, the Calcutta trader will have to struggle against a loss in time for which no remedy can well be found.

The Committee would respectfully urge that a thorough revision of the goods tariff should be undertaken in the spirit of these remarks, and that this revision should not be confined to a few articles or to selected stations, but should cover the entire system of traffic, and should include in its scrutiny the various terminal charges now levied. An inquiry should also be made into whether the East India Railway affords to traders, as fully as it might do, those facilities for business which in many cases are as important as cheap carriage.

I am desired, in conclusion, to submit for your information copy of a circular letter which, on the 30th June, the Committee addressed to all members of the Chamber. His Honor will see that this very important matter is engaging the earnest attention of the Committee, who, in the present communication, are to some extent anticipating the more detailed representations which, hereafter, it is proposed to submit to the Railway Company

[Continuation of correspondence at page 291.]

**EAST INDIAN RAILWAY:-  
COMPETITION WITH THE COAL TRADE  
OF BENGAL.**

The subjoined correspondence will be read with satisfaction, as it points to the termination of a grievance which the Coal Companies have for some time laboured under.

*Government of India to Chamber.*

*No. 612 R.C., Simla, 16th August 1881.*

I am directed to acknowledge the receipt of your Secretary's letter dated the 23rd March last, regarding the practice of the East Indian Railway Company in producing supplies of coal from their Kurhurbaloo and Serampore coal fields in excess of their own requirements, and in disposing of such surplus coal to other coal consuming concerns to the detriment of the several commercial Companies trading in coal.

2. The matter is one which had already occupied the attention of His Excellency the Governor-General in Council before the receipt of your letter, and the Government of India is now in possession of the orders of Her Majesty's Secretary of State on the points referred.

It will be observed from the Secretary of State's dispatch, a copy of which is enclosed for information, that Her Majesty's Government has decided that the East Indian Railway Company, as at present placed in reference to their Act and Contract, cannot lawfully work their colli-

ries except for the purposes of their own undertaking and for any branch lines of railway worked directly by them.

4. Orders have in consequence been issued to the Railway Company, through the Consulting Engineer for Railways in Calcutta, to regulate their output of coal, as far as possible, in accordance with their own demands, and to withdraw from their agreements with other Railways for the monthly supply of coal and coke on the earliest date that the agreements will permit, without involving the Railway Company in breach of contract.

5. By a little foresight, it is believed that the sales of surplus coal need not be so large as in any way to affect the interests of the private Companies, but such sales may now and then be necessary, and the inferior descriptions of coal which are necessarily brought up with the good will have to be disposed of. However, not more inferior coal will be allowed to be raised than is obligatory in order to get the description of coal required for the undertaking, and in order to prevent all competition in the Calcutta market, all sales of coal by the Railway Company have been ordered to take place at the pit's mouth by public auction to the best advantage of the Company.

6. By attention to these orders, the Government of India believes that the East Indian Railway Company will not exceed the powers granted them and all danger of competition with the Colliery Companies will be avoided.



such supply, if it be of importance to continue it, there would seem to be no other course open than to employ other persons to work the pits for this purpose, if the Company did not raise objections; otherwise the inconvenience, whatever it may be, appears unavoidable.

I have the honor to be,

My LORD MARQUIS,

Your Lordship's most obedient humble servant,  
(Sd.) HARTINGTON.

#### NORTHERN BENCAL STATE RAILWAY.

A representation which the Committee made on this subject resulted in a substantial reduction in rates charged for carriage of tea. The Agents of the Darjeeling Railway, it will be seen, point out the difficulties they laboured under during the past season in working the line, and think the Committee did not make sufficient allowance for in the letter this they addressed to Government. No doubt, the working arrangements will be more perfect during the coming season, now that the difficulties incident to all new undertakings have been overcome.

*From the Chamber to Government of Bengal.  
Calcutta, 12th May 1881.*

It has been brought to the notice of the Committee of the Chamber of Commerce that the rates charged for carriage of tea on the Northern Bengal State Railway are very largely in excess of the rates levied on the Eastern Bengal Railway. The respective rates on the two systems of Railway are as follows:—

Northern Bengal State Railway,	... through rate Re. 1-2-0 per md.
Silligoorie to Damoodeah,	... distance 195 miles=140 pies per md. per mile.
Eastern Bengal Railway,	... through rate Re. 0-6-8 per md.
Damoodeah to Calcutta,	... distance 116 miles =0-69 pies per md. per mile.

Were the Northern Bengal State Railway to carry tea at the same mileage rate as the Eastern Bengal Railway, the through rate for tea from Silligoorie to Damoodeah would be about 11 annas 4 pies in place of Re. 1-2 per maund, or a reduction of 6 annas 8 pies per maund.

The Committee observe that the Eastern Bengal Railway charge tea at their second class rate, and the Darjeeling Steam Tramway do the same, while the Northern Bengal State Railway charge it at very nearly their highest, or third class rate. The Committee submit, with much confidence, that no valid reason can exist for charging tea at a higher class rate on the Northern Bengal State Railway than on the other two systems with which it is connected: and if it is the case, as they have been informed, that the Northern Bengal State Railway is now earning 4%, there can be no financial objection to the reduction. If Government do not see their way to reduce rates on the Northern

Bengal State Railway to the precise level of the Eastern Bengal Railway, the classification of the older Railway system, with which it is connected, ought at all events to be adopted. This would place ten in the second class, which would be equivalent to a reduction of five annas four pies per maund, being the difference between the present special rate of ... .. Re. 1 2 0, and the second class rate ... .. " 0 12 8

Re. 0 5 4

The Committee hope to hear that, on your submitting this representation to Government, the rates on the Northern Bengal State Railway will be at least assimilated to those charged by the Eastern Bengal Railway Company.

The Committee are not aware if it is within the province of the Government of Bengal to control the Darjeeling Steam Tramway in any way, but they desire me to say that great complaints have been brought to their notice of the detention and damage of goods entrusted to the Tramway Company for want of sufficient rolling-stock and accommodation for storing goods along the line. The Committee are aware, the line has only been recently opened, and they were hopeful the causes of complaint would be removed as time went on. Instead of that being the case, however, complaints are still very numerous; and as the rainy season is close at hand, the Committee fear that, unless pressure is brought to bear upon the Tramway Company by Government, in some form or other, to provide more ample facilities and improve the working of their line, a breakdown will occur at the

busiest season of the year now approaching, which cannot fail to be most disastrous to the interests concerned. The opening of the Tramway has led to the closing of other facilities for carriage in the Darjeeling district, thus giving the Tramway Company a virtual monopoly; and as very valuable concessions have likewise been granted to the Company by Government, the Committee are of opinion the authorities will be fully justified in stepping in to see that public interests are duly conserved, both as regards the mode of working the Tramway and the rates charged by them, which seem at present to be excessive.

*From Government of Bengal to Chamber.*

*No. 1778 R., Calcutta, 30th June 1881.*

I am directed to acknowledge the receipt of your letter of the 12th May last, bringing to notice the great difference between the charges levied by the Northern Bengal and Eastern Bengal Railways for the carriage of tea, and, in reply, to state that your letter has been laid before the Lieutenant-Governor, who has, after careful consideration, directed that the rate on the Northern Bengal State Railway be reduced to 5-6th pie per maund per mile plus 1 anna and 7 pies for the ferry. The Lieutenant-Governor regrets that he cannot make any further reduction, as it was made a special stipulation by the Secretary of State, when sanctioning the construction of the line, that exceptionally high rates should be charged between Julpaiguri and Silliguri. I am also to point out that the double handling of the Ganges ferry at Sara and Damoodeah increases the cost and risk of damage.

2. With reference to your remark regarding the tea rate on the Darjeeling Steam Tramway, I am to point out that the second class rate on the Tramway is four times the third class rate on the Northern Bengal State Railway. The Company have, however, been addressed with a view to reducing their excessive downward charges on tea.

3. I am also to state that the Tramway Company have been urged to construct proper sheds for the reception of tea at their various stations.

*From Darjeeling Steam Tramway Co., Ltd., to the Government of Bengal.*

No. 530—Calcutta, 28th June 1881.

We have the honor to acknowledge receipt of your letter No. 77 B, dated 20th June, handing us copy of a letter from the Bengal Chamber of Commerce, dated Calcutta, 12th May last.

In reply to your remarks we are instructed to say that the Company has throughout had ample rolling-stock on the line to carry all the tea produced in the Darjeeling District, and that there never has been any difficulty in regard to carrying downwards. The only difficulty has been in respect to carriage upwards, owing to a large portion of the rolling-stock being of necessity employed in carriage of materials for construction.

Temporary sheds for ware-housing tea at the stations where permanent godowns have not yet been provided have already been arranged for, and will be completed with as little delay as possible.

The Directors have already notified considerable reduction in downward rates, but in regard to upward rates it must be borne in mind that the cost of haulage is considerable. The Directors will duly consider if any further reduction, especially in rates for tea, is possible, but would point out that when the present reduction comes into force rates will be 20 per cent. below the charges hitherto made by the Cart Carrying Companies, and that tea will be brought down (dry and in good condition) in about one-tenth the time occupied by carts. It should further be remembered that the tramway, having brought a cheap and plentiful supply of rice into the district, attracts a plentiful supply of labor to tea gardens which tends to reduce the price of labour, the heaviest item of outlay in the production of tea.

With regard to the remarks of the Committee of the Chamber of Commerce we would say that they were, we believe, to a great extent written in ignorance of the circumstances under which the tramway has been carried on, and that no application was ever made for any information.

(Sd.) GILLANDERS, ARBUHNOT & Co.,  
*Secretaries.*

No 1961.—R.

Copy forwarded to the Secretary to the Bengal Chamber of Commerce, for information, in continuation of No. 1778 R., dated 30th ultimo.

By order of the Lieutenant-Governor of Bengal,

W. WARDEN,  
*Assistant Secretary.*

CALCUTTA,  
The 12th July 1881.

**TARIFF ON INLAND TELEGRAPHIC  
MESSAGES.**

In their remarks introductory to the correspondence on this subject which appeared in the half-yearly report ending 31st October 1880, the Committee expressed the hope that a material reduction of the tariff might be sanctioned before long. They are glad that the representations they made have borne fruit, and that the Government, as will be seen from the copy of the Resolution hereto appended, dated 14th November, have made several concessions of an important character. The Committee, whilst grateful for these, confidently expect that the financial result of the changes will be such as to justify the Government in making further reductions.

Nos. 169-90—T, Government of India, Public Works Department, Civil Works, Telegraph, Simla, May 31st, 1881.

Read the following :—

Resolution by the Government of India, No. 373-81—T, dated 5th October 1880.

Letter from the Bengal Chamber of Commerce, dated 15th November 1880.

Letter from the Madras Chamber of Commerce, dated 29th November 1880.

Letter from the Bombay Chamber of Commerce, dated 15th December 1880.

Letter from the Government of Bombay, No. 20 T,—1460, dated 21st December 1880.

**OBSERVATIONS.**—In the Resolution of 5th October 1880, now read, the Government of India reviewed the suggestions which had been put forward by the Government of Bombay and the Chambers of Commerce of Bengal and Bombay for the modification of the inland telegraph tariff. In this review it was shown that, in comparison with the rates in force in other countries, the Indian inland tariff was moderate, and that the expectation that a reduction in the tariff would necessarily be followed by an expansion of business and an increase of revenue did not seem to be justified by past experience.

It was remarked that the Government of India was not prepared to adopt any revision of the tariff, the effect of which would be to burden the general revenues, in order that the senders of telegrams might be enabled to transmit them at a lower rate than the cost price; and that in any future modification of the tariff the object of rendering the telegraph service self-supporting must be steadily kept in view. But at the same time His Excellency the Governor-General in Council, in publishing the Resolution, invited further enquiry into the facts on which the conclusions were based, and expressed willingness to forward any scheme for developing and facilitating communication by telegraph, so far as it could confidently be adopted without risk to the interests of the tax-paying community.

2. The letters now read from the Government of Bombay and the Chambers of Commerce of Bengal, Bombay, and Madras on this subject show that, while the necessity of rendering the telegraph service self-supporting is freely recognised, there is still a widespread conviction that this end would not be endangered, but rather furthered, by a revision of the tariff.

3. In support of these views, the growth of business of the telegraph administration of the Australian colonies is again brought forward and quoted as an instance of what can be achieved under a liberal system of management. The figures adduced have been carefully scrutinised by the Government of India; and although it appears that the Australian business has gained about 50 per cent. *relatively* on the Indian business, the *actual* increase of business during the last ten years has been two-and-a-half times as great in India as in Australia. In India the gross revenue from private traffic has increased from 15 lakhs of Rupees in 1872-73 to upwards of 25 lakhs of Rupees in 1879-80, and the increase in revenue from private messages alone has been more than double the increase of revenue from all sources in Australia. It would appear from these figures that the rates in force in India have not so far had any markedly injurious effect on the expansion of traffic.

4. But taking into consideration this rapid development with the present tariff, and the fact that during the past year the revenue from private messages alone (excluding the value of "State" and "free" messages) has only fallen short of the working expenses of the Department by Rs. 5,123, it appears to His Excellency

the Governor-General in Council that there is no further financial necessity for withholding altogether the concessions sought for, and the time has now come when more liberal terms and greater facilities for using the telegraph, which are so earnestly contended for, may safely be offered to the public.

5. The directions in which change is most desired appear to be—

I.—The introduction of a word rate for all words in excess of the established minimum unit.

II.—The re-introduction of a sliding scale of charges in proportion to distance, and the establishment of cheap *local* telegraph services.

III.—The partial amalgamation of the telegraph with the postal services so as to secure economy of working.

IV.—The encouragement to telephone enterprise as an adjunct to the telegraph service.

6. With regard to the first point, His Excellency the Governor-General in Council is pleased to decide that from the 1st July next the charge for each word beyond the established minimum unit of one rupee for six words shall be two annas per word.

With regard to the second point, His Excellency the Governor-General in Council has already authorised the establishment of town telegraph services at a reduced rate, wherever there may be demand, the details of which will shortly be published in the *Gazette of India*. Further than this His Excellency is not at present

inclined to go in this direction. The introduction of a differential tariff into the general telegraph system appears to be too retrograde a step to be seriously entertained.

The third point is one of great importance. The only feature in which the Indian telegraph system at present compares unfavourably with the Australian system is in the number of telegraph offices, and one of the reasons of the advantages enjoyed in Australia in this respect is probably to be found in the union of the Postal with the Telegraph Department. If the use of the telegraph is to be largely extended, it can only be so by a very great increase in the number of offices, and by spreading these offices widely over the country; and if the cost of the convenience is to be kept within the means of the classes for whom it is intended, the cost of the offices must be reduced to the lowest limit compatible with efficiency. In many remote places there will never be work enough to pay for a special signaller; hence the extension of the telegraph to such places must be contingent on other remunerative work being available for the agency employed. The possibility of introducing a change in this direction will receive careful consideration, but the present time is inopportune, owing to the recent large expansion of business in the Postal Department.

With regard to the fourth point, His Excellency the Governor-General in Council has already decided to permit the establishment and working of telephone exchanges by private enterprise; and it is hoped that a commencement will ere long be made.

7. With a view to the more rapid extension of the telegraph system, His Excellency the Governor-General

in Council is further pleased to empower local Governments and Administrations, within the usual restrictions as to amount of budget allotments and power of sanction, to authorise the Telegraph Department to erect any lines and open any offices that they may require on paying the first cost and the annual charges for maintenance and working, retaining as a set-off the earnings of the lines as represented by the payments into the offices working them. Should a local Government or Administration wish to abandon a line so made, it would be credited with the value of stores recovered after deducting the cost of dismantling and collecting.

8. The Government of India looks to the Director-General of Telegraphs to suggest any further measures which may tend towards the attainment of these objects.

ORDER—Ordered that a copy of this Resolution be communicated to the Governments of Madras, Bombay, Bengal, the North-Western Provinces and Oudh, and the Punjab, in the Public Works Department, the Chief Commissioners, Central Provinces, British Burmah, and Assam, the Resident, Hyderabad, The Agents to the Governor-General for Central India, Rajputana, and Beluchistan, the local Governments and Administrations noted in the margin for information.

Also, that a copy be forwarded to the Chambers of Commerce, Bengal, Madras, Bombay, Rangoon, and Kainchi.

Also, that a copy be forwarded to the Home, Revenue, and Agricultural Department of the Government of India for information, and to the Department of Finance

for information and communication to the Director General of Post Offices.

Also, that a copy be sent to the Director-General of Telegraphs for information and guidance.

And that this Resolution be published in the *Supplement to the Gazette of India*.

ALEX. FRASER, Major-General, R. E.,  
Secretary to the Government of India.

No. 181 T. To the Secretary to the Bengal Chamber of Commerce.

*Nos. 410-442 T.*

*Dated Simla, the 14th November 1881.*

RESOLUTION by the Government of India, Public Works Department.

OBSERVATIONS.—In the Resolution of the 31st May 1881, His Excellency the Governor-General in Council authorised the introduction of a "word" rate of two annas a word for each word in excess of the minimum charge of one rupee for six words; and indicated the future policy of the Government of India with regard to the development of the telegraph service briefly as follows:—

The Government of India is willing and anxious to forward any scheme for developing and facilitating communication by telegraph, so far as this can be done

without risk to the interests of the general tax-paying community; but in the interests of that community it is essential that the telegraph service should be self-supporting.

The Government of India, as opportunity arises, will consider measures for the partial amalgamation of the telegraph and postal services so as to secure economy of working.

By the same Resolution the power to authorise the Telegraph Department to erect lines and open offices was, with certain necessary restrictions, extended to Local Governments and Administrations; and the Director-General of Telegraphs was desired to suggest further measures which might encourage the more extended use of the telegraph service by the public, without endangering the financial position of the Department.

In accordance with these orders, the Director-General of Telegraphs has submitted, for the approval of Government, a scheme for the revision of the tariff, which, while affording room for a very considerable further reduction in rates, will admit of a large expansion of the traffic, without necessitating additional expenditure or increasing the number of wires.

The main feature of this scheme consists in the introduction of arrangements which will permit of the disposal of message traffic in order of urgency, instead of, as at present, in order of presentation of messages.

Under the present system messages are, with very few exceptions, transmitted in order of receipt without any reference to their comparative urgency; in the case

of commercial and "state" telegrams, almost the whole of the messages sent are tendered for transmission during the business hours of the day; the result being a great pressure of work for a few hours, while for the rest of the day and night the wires are lying comparatively idle; and messages of great urgency are not infrequently delayed awaiting their turn for transmission, while the wires are occupied with messages of less importance in which a delay of some hours would be of no consequence whatever.

On the other hand, messages are delivered on arrival, at any hour of the day or night, irrespective of their urgency; they are frequently delayed in transit owing to the cause referred to above; and the addressees are needlessly disturbed at night by the receipt of telegrams on which no action can be taken until the following day.

It is obvious that the telegraph officials cannot be the judges of the comparative urgency of messages tendered for transmission; the selection must be made by the senders themselves; and in order to admit of this being done the more readily, the Director-General of Telegraphs proposes to introduce, in addition to the ordinary class of message, two other classes, "deferred" and "urgent."

Messages marked by senders as "deferred" will be received at any time during the working hours of the Telegraph Office, but will be transmitted at the convenience of the Telegraph Department on the understanding that they shall be delivered at their destination early on the following morning. Such messages would usually

be transmitted during the night, when the wires are comparatively free, and would be delivered at their destination through the Post Office with the first postal delivery, except at stations where such a procedure would entail too much delay.

Messages marked by the senders as "urgent" will have priority over all ordinary messages, and will be delivered immediately on arrival by special messenger.

Messages marked by the senders as "ordinary" will be dealt with in order of receipt as under the present system, but will yield priority to all "urgent" messages.

His Excellency the Governor-General in Council believes that the introduction of the "deferred" message system, as sketched out above, will prove a very great convenience to the public in improving the service for transmission of really urgent messages, and it will enable a large reduction in average cost of telegraphing to be made, owing to the facilities it would give for utilising the wires for a greater proportion of the twenty-four hours than is possible under the present system.

For "deferred" messages, which may be expected to comprise the great bulk of communications relating to such subjects as mercantile transactions effected, evening resumés of operations between corresponding firms, orders issued too late for execution the same day, modifications of orders already sent by post, and to most of the telegrams on domestic concerns, a very considerable reduction of cost will be possible; for ordinary messages the number of words to be allowed can be slightly increased with safety; but for "urgent" messages it will

be necessary to somewhat increase the cost, as the privilege of priority and delivery by special messenger which is accorded to such messages will, while adding considerably to their value to the sender, entail additional cost on the State. It is also necessary to make the rates for "urgent" messages sufficiently high to restrict such messages to really important communications, as otherwise the value of the priority obtained would be largely reduced.

His Excellency the Governor-General in Council is accordingly pleased to direct that the telegram rules be revised on this basis, and has approved of the following tariff.

The address to be transmitted free in all cases as at present.

*Local messages*, that is, messages tendered for transmission in ordinary course within a radius of six miles from a central telegraph office—

Four annas for each group of eight words or less.

*Deferred messages*, that is, messages tendered for transmission at the convenience of the telegraph Department, but to be delivered at destination early on the following morning—

Minimum charge eight annas for eight words or less, with one anna for each additional word in excess of eight.

*Ordinary messages*, that is, messages tendered for transmission and delivery in ordinary course—

Minimum charge one rupee for eight words or less, with two annas for each additional word in excess of eight.

*Urgent messages*, that is, messages tendered for immediate transmission, and delivery with priority over all "ordinary" messages—

Minimum charge two rupees for eight words or less, with four annas for each additional word in excess of eight.

*Press messages* to be subject to the same rates as above, but four times the number of words are allowed for each rate.

The revised rules and tariff published with this Resolution will come into force on the 1st January 1882.

His Excellency the Governor-General in Council is further pleased to direct that, with a view to reduce and to prevent the State business from unduly interfering with private message traffic, all State telegraph messages shall be sent as *deferred* unless specially marked as *urgent* by the sender, and that no State message shall be despatched as an *ordinary* message.

G. F. L. MARSHALL, Major, R.E.,  
For Offg. Secy. to Govt. of India.

#### DELAY IN DELIVERY OF TELEGRAPH MESSAGES.

Complaints having reached the Committee that mercantile messages issued by the Telegraph Department were not being promptly delivered, a representation was made to the Director-General for more efficient arrangements; and the

Committee hope that their suggestion for establishing a branch office in the centre of the business part of the town will be adopted, and the delay and inconveniences brought to notice thereby removed.

*From Chamber to the Director-General of  
Telegraphs.*

*Calcutta, 9th June 1881.*

The Committee of the Chamber of Commerce have been requested to address you in regard to the insufficiency of present arrangements for the delivery of inland telegraph messages.

I am accordingly directed to bring to your notice that the length of time occupied between the despatch of messages and their receipt has been, on several occasions, complained of by the addressees.

The answer given by the Telegraph Department has been, that each peon before leaving the telegraph office has four messages given him for delivery, and that if he can complete the delivery within half an hour he is considered to have done his work well.

It has also been suggested that people who are in a hurry for their messages might keep their own peons in attendance at the telegraph office. The Committee, however, would submit that the service should be effectually carried out from beginning to end by the Telegraph Department.

In September last the Committee of the Chamber were in communication with the Government of Bengal on the subject of greater facilities for telegraphic communication in the town and suburbs of Calcutta; and they suggested that as the telegraph office was at a somewhat inconvenient distance from places of business in the northern part of the city, a branch office in that locality, at some point that could be easily reached by merchants in Burrā Bazaar, would be of advantage to both European and native merchants, by saving the time taken in sending messages to Dalhousie Square and *vice versa*. The Committee are gratified to perceive that their suggestion has been adopted, and they are encouraged to point out that considerable further advantage and convenience would result if a branch were opened in the immediate neighbourhood of the office of the Chamber of Commerce, a locality well situated for service in connection with banking and commercial establishments north of the Custom House.

But if this extension of accommodation should not be thought judicious, then the Committee would urge that the staff of distributing peons be strengthened so as to ensure the most speedy delivery of mercantile messages, no peon being entrusted with more than one message at a time. The cost of such additional establishment would be comparatively unimportant when set against the improvement which it would effect in the efficiency of the telegraph service.

The Accounts in the Administration Report of the Telegraph Department for 1879-80 show larger profits than have ever been obtained before, and the Committee trust

that it may soon be found practicable to concede the reduction in the charge for inland messages which was applied for in my letter to the Government of India of 15th November. In the meantime, however, the Committee think they may fairly ask that the service be made as efficient as possible.

*From Director-General of Telegraphs to  
Chamber.*

No. 1114 T. *Simla the 23rd June 1881.*

With reference to your letter of the 9th instant, on the subject of the arrangements for delivering messages from the Calcutta Central Telegraph office, I have the honor to inform you that special attention has, of late, been given to improving that service. The messengers are paid according to the number of messages they deliver, which ensures their using despatch; a strict order has been issued that no messenger is to take out messages to more than four addresses at one trip and that these must all be in the same direction.

2. Whenever the addressee enters the time of delivery on the receipt, any case of undue delay is invariably investigated and suitably noticed; but the public would greatly assist the Department in accelerating the delivery of messages were they more generally to enter the time of their receiving them in the space provided for the purpose on the delivery receipt.

3. I regret that it is incompatible with financial considerations that, when several telegrams have to be delivered

in the same line of route, as many messengers should be sent out as there are telegrams: unless the addressees detain the messenger, the delay to the second, third and fourth messages should be exceedingly small. There are about 500 telegrams delivered in Calcutta daily, and were the course you suggest adopted throughout the Department, I estimate that an increased expenditure, amounting to nearly a lakh and-a-half of rupees per annum, would be entailed.

4. As regards your suggestion that a branch office should be opened near the Chamber of Commerce, the Superintendent of Telegraphs, Bengal Division, will be asked to report on the subject. My present opinion is, that the re-transmission by telegraph from the central to the branch office would involve more delay than the delivery by messenger over so short a distance; but should it be decided to introduce a system of pneumatic tubes into Calcutta, the details of which scheme I am now considering, it would undoubtedly be desirable to establish a depot in the vicinity referred to.

**INSUFFICIENCY OF POWER OF HIGH COURT  
IN ADMIRALTY CASES.**

The Committee have urged upon Government the necessity for an extension of the power of the High Court in Admiralty cases. As things now stand, shipowners and their creditors are alike exposed to serious inconvenience and loss, of which recent instances may be found in the cases of the "Brenhilda" and "South Carolina."

*From Chamber to the Government of India.  
Calcutta, 2nd November 1881.*

The attention of the Committee of the Chamber of Commerce has been directed to a very important Memorial addressed to His Excellency the Viceroy and Governor-General by Messrs. Gillanders, Arbuthnot & Co.

These gentlemen were agents for the owners of the "Brenhilda," a British sailing ship which collided with the S. S. "Ava" in the Bay of Bengal on the 21st May 1879. The "Ava" sunk; and at the suit of her owners the "Brenhilda" was arrested, and was kept in custody for upwards of two years.

This detention is stated to have occasioned to the "Brenhilda's" owners a loss of not less than £11,000, and though every proper effort was made to obtain an earlier release of the ship on bail, such endeavours were frustrated—*1stly*, because, in its Ordinary Original Jurisdiction, the High Court had no power to release, without admission of liability on the part of the applicant, and *2ndly*, because the Statute 24 Vic., Cap. 10 (The Admiralty Court Act 1861) does not apply to India. Had it applied, it would then have been competent for the High Court, in its Admiralty Jurisdiction, to entertain a suit for limitation of liability under Sec. 514 of the Merchant Shipping Act 1854. But as it did not apply, it followed, upon the whole, that the owners of the "Brenhilda" could not obtain her release without admitting a liability to which it was not possible to fix a limit, nor without risking re-arrest of the vessel under other suits, and being thus compelled to successively deposit sums of money which, in the

aggregate, might have amounted to many times the value of the ship.

The Committee desire to unite with Messrs. Gillanders, Arbuthnot & Co. in respectfully urging upon His Excellency the Governor-General in Council the need of legislation to obviate the recurrence of cases of hardship so serious as that which the Memorial sets forth.

The Committee submit that no time should be lost in obtaining the extension to India of the Admiralty Court Act 1861 (24 Vic., Cap. 10), and that a statutory right be conferred upon every shipowner to obtain the release of his vessel, without admitting liability, upon deposit of the maximum amount for which such shipowner could at the time be made liable under the provisions of the Merchant Shipping Amendment Act 1862; such deposit to be applied in satisfaction of all decrees against the vessel in respect of improper navigation, and the balance, if any, to be returned to the shipowner.

If it should appear that the Legislative Council of the Government of India is without power to effect this extension of the authority of the High Court, the Committee trust that the necessary representations will, as early as possible, be made to Her Majesty's Secretary of State.

It would at the same time be advisable to make it quite clear that the Vice-Admiralty Courts Act 1863 (26 Vic., Cap. 24) applies to India. Not only does it seem proper that the jurisdiction of the Vice-Admiralty Courts should be uniform throughout British Possessions, but circumstances have shown how advantageous, to commercial interests here, such an amplification of the powers of our High Court would sometimes prove.

If an instance be necessary, reference may be made to the case of the "South Carolina," which, some 3 to 4 years ago, was practically abandoned in the Hooghly by a bankrupt owner; and for want of sufficient Vice-Admiralty Jurisdiction in our Courts had to remain over a year at moorings, incurring debts, and depreciating so heavily that when ultimately sold at the suit of the crew for wages, she did not realise sufficient to pay the claims against her for necessaries and repairs.

#### ILLEGAL TAXES ON OPIUM.

The attempted subjection of Indian opium to arbitrary and heavy taxation within the limits of the Treaty Ports in China, in excess of the import duty leviable under the Treaty of Tientsin, is fully illustrated in the following interesting communication from Messrs. Herton & Co., British Merchants, established at Pakoi.

The representation relative to the action of the Chinese officials was considered by the Committee of sufficient gravity to be promptly submitted to the Government of India; and it will be seen, from the reply to the Chamber's letter at foot, that it has been forwarded to the Secretary of State for India for transmission to Her Majesty's Foreign Office.

*To the Chairman, Chamber of Commerce, Calcutta.  
Pakhoi, China, 31st July 1881.*

As we find the Chinese authorities, under one pretext and another, are establishing more and more offices for the collection of new taxes on Indian Opium in the Treaty Ports of Pakhoi and Hoilhow, in the Province of Kwangtung, to the great detriment of trade in this article, and as one of these new offices, called the *Haijang* (Defence Tax), has lately interfered with our legitimate business as regards opium, by molesting our customers, and even forcibly seizing our own opium from our own people, we have complained to Her Majesty's Consuls, both at Pakhoi and Hoilhow, who have referred the whole question to Her Majesty's Minister at Peking.

Considering this question to be one which not only affects ourselves but which may also have a good deal of influence on trade in Indian opium generally, and as such may interest your Chamber, we avail ourselves of this opportunity to state, as briefly as possible, what has transpired.

We take our standpoint on the following ground, viz.—Clause 1, Rule 5, Section 3, Articles of Trade with China, Tientsin Treaty, 1858, says—"Opium will henceforth pay 30 taels per picul import duty. The importer will sell it only at the port. It will be carried into the interior by Chinese only, and only as Chinese property."

It has been urged by the Chinese authorities that it was contemplated by the framers of the Chefoo Convention

that a change should be made, and that the *Lekin* (war tax) should be paid by the purchaser. It is, however, this very clause which has not been agreed to by Her Majesty's Government, and as the *Chefoo* Convention is not ratified it cannot be brought forward either in support of or against the action of the Chinese authorities.

The clause of the *Tientsin* Treaty above referred to is all we have to go by at present, and we submit that, in accordance with that clause, no tax whatever beyond the import tariff duty of 30 taels per picul (say about Rupees 115 per chest) can legally be levied within the limits of the treaty ports on foreign opium imported by a foreign vessel from a foreign country.

As foreign merchants, our limit in which to transact business in opium, that is, to *buy* or *sell* the article, is clearly defined, as being restricted to the Treaty ports: the clause permitting us to *sell* in the open port must reasonably permit purchasers to *buy* from us without molestation. If this is not the case, the portion of the clause permitting us to sell appears to us to be nugatory.

As matters now stand, however, although we have no doubt the Chinese authorities are well aware that they have no legal right to levy arbitrary duties within the limits of the treaty ports either on Indian opium or on any other foreign goods within the limits of the treaty ports, yet with their well known propensity for trying how far they can go with impunity, they have commenced first by establishing the *Lekin* (war tax) office in the ports, and imposing a tax of 23 taels per picul (say about Rs. 90 per chest). At the close of 1879, the *Haiyang* office was

opened, and 22 taels (say, Rs. 69) per chest demanded; this was opposed by native merchants, who appealed to foreign merchants for assistance, and so far as British merchants at this port were concerned, H. M.'s Consul in reply to a communication from the Prefect clearly expressed his views, that in accordance with the treaty no other tax beyond the 30 taels per picul could be levied in the port on Indian opium imported by foreign vessels from a foreign country. This principle was admitted by the Prefect, and for sometime the business of British merchants was not interfered with directly, but the office was not removed.

In January last, the officials finding that they had gone along so far without being obliged to close their establishments in the ports, imposed another tax called *Kanli* (a tax on prepared opium) Taels 30.2.0.0 (say, about 94 Rupees) per chest. The actual collection of this tax commenced about May last, and, for their own convenience, they made it payable on raw opium, in the same way as the other imposition.

They now contemplate levying an additional tax of 150 taels (say, 506 Rupees) per chest, also to be collected in the open port, so that duties will then total in round figures as follows:—

Import Tariff duty per chest	...	Rs.	115
<i>Lekin</i> Tax	...	"	90
<i>Haiyang</i>	...	"	69
<i>Kan Li</i> Tax	...	"	94
New tax proposed	...	"	506
Say, total per chest	...	"	874

of which we contend that only the equivalent of Rs. 115 per chest is legally leviable in the port.

The Chinese authorities are evidently of opinion that the time has now come for them to make a bold effort to override altogether the article of the Tientsin treaty above referred to, and no doubt with this object the *Haiyang* office has lately placed soldiers around our premises, seized our customers just outside our door, and crowned their actions by seizing and maltreating one of our own men close to our house, and forcibly taking from him our own opium which he was carrying along. We had paid the legal tariff duty on this opium and it had not changed hands. The same things have been done at Hoihow.

Both at Pakhoi and Hoihow Her Majesty's Consul demanded the immediate restitution of our property, but the *Haiyang* office persistently refused to give it up. That office (the *Haiyang*), we may here explain, is carried on by a company of Chinese merchants, principally from Hongkong, who hold no official position, and to whom the Viceroy of Canton has farmed the privilege of collecting the *Haiyang* and *Kawli* taxes for the sum of Taels 30,000, say, Rupees 303,750, per month, their area being the Province of Kwangtung.

The Prefect of this port, although in reply to the representation of H. M.'s Consul he again admitted the principle for which we contend, dared not compel the restitution of the opium, as the *Haiyang* office immediately appealed to the Viceroy of Canton, to whom the Prefect is responsible for his action. The Viceroy in reply to H.

M.'s Consul said that he would cause enquiries to be made as to whether the opium seized had passed out of foreign possession or not, but we are in possession of proofs that at the same time he privately instructed the Prefect not to return the opium.

The Viceroy further stated to H. M.'s Consul that while opium in foreign possession could not be taxed beyond the tariff duty, yet the moment it passed into Chinese hands, *no matter whether in the treaty port or not*, it could be taxed in any way the Chinese authorities might please.

A copy of a document has come into our possession which clearly shows that the *T'sung Li Yamen* (Board of Foreign Affairs) at Peking, will, if possible, support the Viceroy.

If the principle which the Viceroy contends for be admitted, then the right granted to importers, under the treaty of Tientsin, to the whole area of the treaty ports in which to transact business, is at once done away with, and each individual merchant will be limited to his own individual premises, because the moment opium passes his door it will be seized. And should the Chinese officials succeed in their present attempts, legitimate business in Indian opium at the treaty ports will no longer be possible either for foreign or native merchants. Smuggling will no doubt be carried on to some extent, but Indian produce in this direction must eventually give way to the native article from Yunnan.

Lately there has been a greater demand for Indian opium in China, but this is explained by the fact that native merchants are anxious to import prior to the imposition of the new tax.

The well-meaning people connected with the Anti-Opium League may perhaps be of opinion that the imposition of these almost prohibitive duties shows the desire of the Chinese Government to put a stop to the traffic. This, however, is certainly not the case.

Prior to the signing of the treaty of Tientsin, the whole system of taxation (barring salt and laud) was in transit and arbitrary, being collected by insufficiently paid officials in the Provinces, who were dependent on what they could decently stop out of their receipts, and who besides had a lively notion of the taxableness of foreigners. The revenue had to filter through their hands, and somehow, before reaching Peking, had enabled the officials (salaried at ridiculous rates, which would not pay one of the several secretaries necessary in their Yamen) to acquire wealth.

The framers of the treaty of Tientsin were well aware of this, and it was precisely this system which they intended to alter. By the provisions of that treaty duties were thenceforward to be collected according to the prescribed tariff, and the result without deduction was to be sent to Peking.

The Peking Government, though now in receipt of a large and certain revenue (which is collected and remitted through the Foreign Inspectorate of Customs) instead of the quota which formerly reached it, has made no change in the salaries of its Provincial officers, who have still to keep up the same establishments, make the same presents, and remit the same quota of revenue to the Peking Government as before, and still manage to retire wealthy after their term of office has expired. To enable

them to do this, it is very plain that new sources of revenue must be found, and Indian opium is one of the articles fixed on as convenient to tax, more especially if it can be done in the treaty ports.

When a new tax is instituted, the right of collecting it is farmed to whoever will give the highest price. The farmers who go into the business, purely on speculation, come along armed with a proclamation from the Viceroy, and proceed straightway to make as much money as they can. They have no regard for the treaty or for the morality or immorality of the trade, or for anything else but their own pockets, and it is scarcely necessary to point out what must be the result under such a system; matters will in fact soon become worse than they were before the treaty of Tientsin was signed.

We contend that the meaning of the treaty of Tientsin is very clear, *viz.*, that all goods of foreign origin, opium included, from a foreign port by a foreign vessel, shall be imported into, and sold in, the treaty ports of China, on payment of tariff duty only. And it is only when such goods leave the port for the interior, that they become subject to other regulations. The transit regulations are intended to provide for the introduction of piece-goods, cotton, yarn, &c., &c., into the interior, though the transit pass for such goods in the provinces of Kwangtung and Kwangsi is at present practically useless, in consequence of the officials persisting in imposing differential duties on certificated goods, and doing their utmost to throttle any attempt to convey the same to or from the interior. This affects Indian trade very materially, because if foreign goods could be conveyed into the interior on

payment of half the import tariff duty as provided for by the Tientsin treaty, the consumption of Indian cotton, yarns, &c., would increase enormously. As concerns opium, foreigners have by treaty given up all control of the article as soon as it leaves the port, *but not before*, and this very fact, combined with the circumstance that it was necessary to make a special clause in the Chefoo Convention, when it was contemplated that the purchaser of opium should pay Lekin, shows that under the treaty of Tientsin he (the purchaser) is *not* obliged to pay Lekin or any other tax beyond the import tariff duty in the treaty port.

In conclusion, we are glad to say that we have met with warm support from Mr. Consul Ford of Pakhoi and Mr. Consul Johnson of Hoihow, and we hope that Her Majesty's Minister at Peking may decide the question at issue in a manner favourable to foreign trade.

The reluctance with which Chinese officials in this direction carry out any of their treaty obligations, and their evident desire to utterly ignore the treaty on all possible occasions, in which it is but too much to be feared that they are supported, either directly or indirectly, by the Central Government at Peking, tends to show that any concession made to them at present would be most disastrous not only to trade in Indian opium, but to the advancement of business generally at the treaty ports. In representing this matter to your influential body, we shall be glad (should our views meet with your approval), if you will support us. If necessary, we shall have pleasure in furnishing you with further particulars.

We have the honour to be, Sir, your obedient servants,  
HERTON & CO.

*From Chamber to Government of India.  
Calcutta, 22nd September 1881.*

The Committee of the Chamber of Commerce have recently received from Messrs. Herton and Co., Merchants and Agents established at the treaty port of Pakoi in China, a representation relative to the action of the Chinese officials in endeavouring to levy on Indian opium various taxes in excess of the import duty of 30 taels per picul, as per Customs tariff authorised by the treaty of Tientsin of 1858.

A printed copy of that representation is herewith submitted for your information, and in placing it before you the Committee instruct me to express their hope that measures will be taken by Her Majesty's Government, both at Home and in this country, to maintain the provisions of the treaty in their integrity.

The position taken up by the Chinese authorities appears to be of sufficient gravity to demand the intervention of the British Government, in order to protect a trade which yields so large a proportion of the Indian revenue, and the security of which may be seriously imperilled if the proceedings of the Chinese authorities, in evasion of the treaty obligations, are not promptly and firmly arrested.

This subject which the Chamber of Commerce now venture to submit for the consideration of the Government of India has not been overlooked by the merchants of Calcutta and Bombay, who have memorialised His Excellency the Viceroy and Governor-General in Council,

praying that the system of taxation on Indian opium in China, as authorised by the treaty of Tientsin, be not departed from, as any departure from it, in the direction indicated in the memorial, will be calculated to injuriously affect the opium trade, and to sacrifice the revenue derived from it.

*From Government of India to Chamber.*

*No. 3537, Simla the 15th October 1881.*

I am directed by His Excellency the Governor-General in Council to acknowledge the receipt of your letter, dated 22nd September last, submitting, with an expression of the views of the Committee of the Chamber of Commerce, a representation from Messrs. Heston and Co. of China, regarding the taxes levied on opium by the Chinese Government, and to inform you that a copy of the letter and its enclosure have been forwarded to the Right Hon'ble the Secretary of State for India for transmission to Her Majesty's Foreign Office.

#### **PETROLEUM ACT.**

The draft rules for the landing, storage, and removal of petroleum, under the new act, having been first submitted for the opinions of the principal importers, the Committee communicated their views on the subject in the following reply to the reference made to them by the Government of Bengal.

*From Chamber to Govt. of Bengal.  
Calcutta, 6th September 1881.*

I am directed by the Committee of the Chamber of Commerce to submit the following remarks on the draft rules under the Petroleum Act 8 of 1881, received with your demi-official of the 6th ultimo:—

*Section 7, Rule 1.*—It is proposed that the words "whether it is dangerous Petroleum or not, and" be left out, because the master of a ship does not usually know more of the character of his cargo of oil than that it is of the quality represented by the various brands—such as "Daylight," "Devoc," "Comet," &c., and consequently it is desirable to omit the words quoted. The Committee see no objection to the substitution for the latter half of the rule the words "and shall produce a certificate of its quality."

*Rule 5.*—It is proposed that instead of drawing samples of oil on board the importing ship, an original tin be taken out of two or more separate cases as affording better security.

*Rule 6.*—Apart from the certificate furnished to him by the shipper of the oil, the master of a ship has no means of knowing what the quality is; and it is therefore proposed that the words, "both the master of the ship and" be omitted.

*Rule 7.*—It is proposed that the first sentence be altered as follows:—

"Petroleum shall be only landed between sun rise and sun set, and only in covered cargo boats, and in open

cargo boats covered with tarpaulins, <sup>and</sup> over landing stages from the ship to the shore." The limitation to conveyance in covered cargo boats might be found inconvenient, and open boats carefully protected would answer as well; and the provision as to landing stages is proposed in the event of arrangements being made to land oil direct from the ship without the employment of covered or open boats. This would accord more with the practice hitherto obtaining, and puts no unnecessary restrictions on the trade.

*Rule 8.*—It is proposed to modify this by allotting space as near the landing place as possible, for repainting, under police or other proper supervision, tins and cases before removal to godowns; as otherwise the loss from leakage may be considerable, and the proposed arrangement would prevent it.

*Section 9, Rule 1.*—As terraced or iron roofed godowns are not easily obtainable in localities for storing petroleum, and as the roofs of godowns are not usually all *pucca*, it is proposed that in the fourth line the wording should be "except the doors and necessary beams and bargahs in the roof."

*Rule 9, 12th line.*—Licenses to possess petroleum—It is proposed to add the words "other than dangerous." The scale of fees is considered excessive relatively to the quantities, and the following amendments are proposed:—

When the quantity to be stored does not exceed 50,000 gallons, or one cargo...	Rs. 50
Exceeding 50,000 gallons . . . . .	„ 100

the provision "for every additional 10,000 gallons" being expunged.

*Rule 12.*—It is proposed to extend the time for executing repairs from one week to two weeks from the date of receipt of notice, and to alter the rule accordingly.

*Rule 15.*—The power given to a licensing officer to require the licensee to remove the petroleum is considered to be too great, and it is proposed that an appeal, from his decision in such case, to the Government of Bengal should be provided.

*Rule 16.*—It is proposed to substitute the words "three months" instead of "one month."

It is presumed that the conditions at back of form of License A do not refer to dangerous petroleum, but to the petroleum of commerce, and that the conditions at back of form B refer to dangerous petroleum, and not to the petroleum of commerce. If so, this should be stated on the forms.

With the amendments now submitted, the Committee of the Chamber of Commerce think the rules would be found practically workable in the ordinary course of trade.

#### COMMUNICATION WITH FALSE POINT.

It was represented to the Committee that it might be practicable to connect False Point Light House by Telephone wire with Hookey Tollah Post Office on Dodswell Island, thus enabling vessels, by signals to and from the Light House, to communicate with and receive orders

from Calcutta much sooner than is at present possible, the quickest means of communication being now at Saugor.

The Committee are pleased that the Lieutenant-Governor has sanctioned their proposal, provided the arrangement suggested be found suitable.

*From Chamber to Government of Bengal.*

*Calcutta, 15th June 1881.*

It has been represented to the Committee of the Chamber of Commerce that it would be a very great advantage to ships and steamers if their movements could be reported, or orders given, from the Light House at False Point; and I am accordingly directed to send you the accompanying chart of False Point harbour, and to give the following explanation of what is wanted, in the hope that His Honor the Lieutenant-Governor will be pleased to take such action in the matter as he may think desirable.

At present, as the Committee are informed, Jamboo is connected by telegraph wire with Calcutta *via* Cuttack, and recently a telephone wire has been erected between Jamboo and Hookey Tollah post-office on Dowdeswell Island. The wire passes in somewhat the direction indicated in red ink, and comes within 450 yards of the Light House. Sailing vessels during a great part of the year, and steamers at all times, could come within three miles of the Light House with safety, and if it were connected with the present telephone wire, they could then be reported to

Calcutta much earlier than now, the distance to Saugor, at present the nearest point of communication with Calcutta, being nearly 130 miles, whilst to the Eastern Channel Light Ship, where instructions sometimes await them, the distance is about 90 miles.

Orders to proceed to such outposts as Chittagong could be given from this Light House, or instructions could be sent to proceed to False Point anchorage, and await orders sent to Hookey Tollah from Calcutta.

The advantages of earlier information as to the approach of vessels inward bound, and the great saving in time, which might often be effected by early instructions when the destination is other than Calcutta, would be very great, and the expenditure in cost of plant and establishment would probably be so moderate, that the Committee trust His Honor may look with favor on the proposal, and the Telegraph Department may be induced to take it up. In case it should be carried out, instructions would of course have to be given from the Marine Survey Department as to the safety of the route and the seasons of the year when such near approach to the sands might be dangerous. At present, it is said, that many vessels do, in the monsoon months, come within signalling distance of the Light House.

*From Government of Bengal to Chamber.*

*No. 2330 M.P.I. dated Calcutta, 2nd Nov. 1881.*

With reference to your letter dated the 15th June last to the Secretary to this Government in the General Department, I am directed to inform you that the Lieutenant-

Governor has sanctioned the construction of a telegraph line from the False Point Light House to Hookey Tollah to be worked by telephone, if that arrangement is found to be suitable.

#### PROPOSED MERCANTILE EXCHANGE.

The Committee and the members of the Chamber are much indebted to Mr. H. Reinhold for his disinterested advocacy of this scheme. The Lieutenant-Governor has not yet replied to the reference made to him on the subject. The existence of a building, such as Mr. Reinhold's scheme contemplates, would, besides benefiting merchants, be an ornament to the city, and is worthy of Government support on that ground. If the proposed site can be had on easy terms, and the project meets with the support of members of the Chamber, there should not be much difficulty in carrying it out.

*From Chamber to the Private Secretary to the Hon'ble the Lieutenant-Governor.*

*Calcutta, 14th September 1881.*

The Committee of the Chamber of Commerce direct me to request you will be so good as to place the accompanying papers before the Hon'ble the Lieutenant-Governor.

The subject submitted for His Honor's consideration is a proposal, emanating from Mr. H. Reinhold, a member of the Chamber, for the establishment of a Mercantile Exchange.

The scheme has been circulated for the views of the members of the Chamber, and their recorded minutes contain an expression of opinion generally in favour of it: but as the success of the project depends mainly on assistance being given by Government in securing the site suggested for the building, the Committee venture to inquire, with reference to propositions 1, 2, 3 and 6 in Mr. Reinhold's letter of the 5th instant—

1st. If the Land Acquisition Act can be put in force in this case?

2nd. Is it in the power of the Lieutenant-Governor to promote the object in view by a loan, to the extent, and on the conditions stated in proposition 2?

3rd. Would His Honor be inclined to sanction the proposed association of two members of the Port Commission with the executive administration of the Exchange, in order to secure the stability and permanency of the local Committee of management?

4th. Is this, in the opinion of His Honor, a case in which the privilege of exemption from Government and Municipal taxation can be conceded?

The Committee agree with Mr. Reinhold in thinking that the proposed Exchange would serve a very useful public purpose, and might be made an ornament to the city. They entertain doubts, however, as to the amount

of support such an Institution would, in the first instance, receive, owing to the conditions under which business is carried on in Calcutta differing so much from those which obtain in European towns of the same commercial standing. The fluctuating character of the mercantile community is a serious drawback to the carrying out of this or any similar undertaking, and forms the main ground on which the Committee desire an indication of the amount and kind of support His Honor might think it would be right for Government to give to the project under discussion. The Committee believe that, were the site secured in the way Mr. Reinhold proposes, it would be quite practicable to raise money for the buildings, and to plan these so as to make the venture a financial success. The main difficulty is the initial one regarding the site; and, as regards this point, I am desired to say that my Committee gather from a statement reported to have been made by the Chairman of the Bombay Chamber of Commerce, at a recent meeting of that body, that the Government of Bombay are willing to grant a free site on the Esplanade for the erection in Bombay of an Institution similar to that which it is now proposed to build here.

*From H. Reinhold, Esq., to Chamber.*

*Calcutta, 5th September 1881.*

The Committee of the Chamber has been good enough to favor me with a perusal of the papers circulated amongst the Members in relation to the proposed Exchange, from which I gather that the majority of members are in

favor of such an institution, whilst another section gives a modified approval, but only one firm is absolutely against it.

The business of European houses in Calcutta is of so multifarious a character and distributes itself chiefly among banking establishments, shipping agencies, export and import houses and agents for numerous local industries, that this fact alone will account, to some extent, for the variety of opinions expressed; however, as far as banking, shipping, export business, and agency houses for local industries are concerned, the business is almost exclusively carried on through European intermediates or brokers, and in this respect the condition of our local transactions has been greatly altered during the last 10 to 15 years, compared with the system obtaining 20—25 years ago, when a great deal of such business was conducted through native banians and brokers. The extensive use made of telegraphic communication with Europe creates daily changes; it not only enhances the general activity, but causes a much greater demand upon the time allowed for daily work, and it is in this respect necessary that, for a given time during the day, business affairs and business men should be concentrated at a place adapted and suitable for carrying on negotiations and the settlement of their transactions.

I need not refer to the first section who have expressed their approval; nor do I think it necessary to allude further to the minority against it; but those who have indicated a modified approval have, in many instances, expressed a doubt whether any assistance would be accorded to such an institution by the local Government. I beg to state

that, personally, I feel satisfied that such patronage and support will be granted, and I base this assurance upon the many recent acts and utterances of His Honor the Lieutenant-Governor for the interest and welfare of this port and its commercial interest; at the same time I think it is the duty of the mercantile community to place, in the first instance, their veivs before the Government in a reasonable and clearly defined shape, before they express a doubt upon the ulterior result.

At the request of your Committee I will state my own views, and recapitulate the points upon which I consider the aid of the local Government, its patronage and support, necessary for the future success of such an institution :—

1. To obtain the site indicated in my previous letter, and to acquire the land under the Land Acquisition Act for a public purpose.

2. To pay for such land a fixed monthly rent hereafter in perpetuity to the superior landlord, say, not exceeding Rs. 1,000 per month, and to compensate the proprietor for the balance by the payment of a bonus-sum,—of this latter the Government to grant a sum not exceeding one lakh of rupees, free of interest, as a loan, provided the merchants of Calcutta subscribe a similar amount.

3. That the money required for building the Exchange be raised upon debentures, and the Government to grant permission that two members of the Port Commission be associated with the Committee to act as trustees for such debentures ; the debentures interest to be borne by current revenue from the Exchange, besides an annual sum placed apart for reduction of the debenture debt.

4. That the mercantile subscribers have the privilege to receive shares for the amount subscribed towards the acquisition of the site, with deferred proprietary rights, as soon as the Government grant is repaid to Government.

5. That the administration of the building be placed in the hands of a Special Committee, consisting of two of the Port Commissioners, besides the President or Vice-President of the Chamber of Commerce (if not acting as Port Commissioner,) to which hereafter shall be joined two members elected by the mercantile subscribers, being neither of the Port Commission nor holding either the office of President or Vice-President ; it would also be desirable to have one of the representatives of the local banks added.

6. That as regards local taxes and rates, this building should be treated as a place built and sanctioned for public purposes, and to have all the privileges of similar institutions as far as Government and municipal rates and taxes are concerned.

Touching the points enumerated above, I presume there will be no special difficulty in getting the Land Acquisition Act extended for the benefit of this institution if the public purpose is shown.

As regards 2, it is, in the first instance, necessary not to burden the future with a high permanent monthly rent ; and the amount of bonus to be paid depends naturally upon the nett rental obtained during the last three years to compensate the proprietor.

I am credibly informed that such rent has not exceeded Rs. 20,000 per annum, though I have no proof to adduce.

I will assume this to be about correct; to compensate for this amount, there will be then

12 months rent at 1,000 Rs. per mensem ...	Rs. 12,000
and a sum required, say Rs. 2,00,000 at 4 per cent. in Government Paper	... " 8,000

Rs. 20,000

to furnish the equivalent. If the proprietor could be induced to accept, instead of Government-paper, a part of the debenture-issue, it would facilitate matters still more.

Touching the repayment of the Government grant of say one lakh, free of interest, for a given number of years, my view is that the holders of the shares with deferred proprietary rights will come forward, if the debenture debt gets annually diminished, to subscribe this sum for repayment to the Government in order to improve their own position, which, after a time, must become a valuable investment.

The building fund to be raised upon debentures cannot be approximately fixed until a properly worked-out plan of the building allows of a careful estimate, but if, as I conceive, such a building should be constructed of good workmanship and carefully executed, is to last for future generations, it is quite equitable and proper that the redemption of such debentures should be spread over a given number of years, and future generations thus bear part of the burden for which they gain all the advantages. I would therefore state in explanation of para. 3 that in addition to the annually payable debentures interest, a sum of not less than Rs. 5,000 and not more than Rs. 10,000 should be set

apart for amortization of the debenture debt to commence three years after the completion of the building.

In para. 4, I have urged that special privilege be accorded the mercantile subscribers of the fund, partly because I think it essential to give them a special interest in this institution, and further with the view of retaining its special character as a purely commercial public building, which eventually is to stand upon its own footing to emulate and increase the prosperity of this city. It will be easily seen that such a building should neither be dependent upon the municipality nor any single proprietor; its character should be safeguarded by a special Act or Charter from Government.

In the next para. 5, relating to the Committee of administration, owing to the fluctuating mercantile community, that some special body, such as we have under the recently created Port-trust, should be associated with it to afford stability and trustworthiness to the issue of debentures; as the members of the Port Commission are collected by the Government, it is of course necessary to get the sanction of the Government to allow at least two of its members to be permanently associated with the debenture-trust; however to retain at the same time to this institution its general purpose, I should advocate that either one or two of the Committee of the Chamber of Commerce be ex-officio members of the administration of exchange in addition to two members chosen by the general subscribers and proprietors. These are of course merely suggestions, which, if more closely considered, may probably require modifications.

If the general character is acknowledged as one of public utility and for the extension of our commercial prosperity, which in its turn benefits all classes not only of this city but the country at large, I trust the Government will accord it the privilege of being freed from local taxes and burthens, because the Government itself has an interest not to overweight this institution if it is to fulfil its ordinary obligations.

In my former letter I gave only a short outline of the sources of income and expenditure, but from the foregoing it will be clear that the expenditure will necessarily be larger, because we have already dealt with an

Annual payment of rent, say	...	Rs. 22,000
Besides Debenture interest, say	...	" 20,000
And Debenture redemption, 5,000 to...	...	" 10,000
To which must be added the other items enumerated about	...	" 10,000
Giving a total estimate of about	...	Rs. 60,000

On the other hand, I have already pointed out to your Committee how the income might be considerably increased, not only from the increased number of offices, but also of a better rental under the outer colonnades, but also from subscribers and by letting the upper rooms for such commercial purposes, like sale-rooms for Tea (now carried on in the Metcalfe Hall), or special rooms to various Associations, such as the Tea Planters' Association, Mill Owners' Association, (though not in existence at present, likely to be of necessity, as this industry is rapidly increasing) and various others. I need not repeat that

such institutions like the Chamber of Commerce and a Central Telephone Office would naturally find it to their own advantage to appropriate or occupy a part of this building. Finally, I would impress upon your Committee the urgency of this matter, because I understand that some scheme is at present before the proprietor of the existing building and site for converting it to other purposes.

Moreover, I trust your Committee will be in accord with my views if I venture to express my conviction that it would be a compliment to His Honor the Lieutenant-Governor, in return for the encouragement given but recently to another deputation, if this scheme could soon obtain tangible shape, and afford us the gratification to see the foundation laid by him during the incumbency of his present high office, and have his name associated with this building in grateful remembrance for future generations.

Apologising for the length of this letter, I beg of you to assure the Committee of my profound respect for the encouragement accorded to me in this matter.

#### ESTABLISHMENT OF A EUROPEAN GENERAL HOSPITAL AT DARJEELING.

The reasons which induced the Lieutenant-Governor of Bengal to propose and carry out a scheme for a European General Hospital at Darjeeling, and the proceedings of a Committee appointed by His Honor to consider and report upon the subject, are fully recorded in the following official papers.

The Committee of the Chamber having been requested to ascertain to what extent assistance might be given by the Chamber, they submitted the reference to members, and the result is acknowledged in the Resolution which closes this portion of the Report.

*Calcutta the 20th June 1881.*

#### RESOLUTION.

In the note which is appended to this Resolution, the Lieutenant-Governor stated his reasons for thinking that Government should take measures to provide a European Hospital at Darjeeling for the reception of patients and

\* Hon'ble A. Mackenzie,  
President.  
Colonel Trevor, R. E.  
The Deputy Commissioner of Darjeeling.  
Mr. Martin, Superintending Engineer.  
Dr. Birch, Civil Surgeon.  
Mr. Christie, Executive Engineer.

convalescents from the plains, and appointed a Committee\* to examine the subject, and to submit proposals for carrying the scheme into effect. The Lieutenant-Governor expressed his willingness to make a grant from Provincial Services of Rs. 50,000 to Rs. 60,000 for the establishment of such a hospital as would afford accommodation to invalids from all parts of the Lower Provinces.

2. The Committee, after careful consideration of the different sites available, recommend that the site of the Booteah School should be adopted. They have considered a rough plan of a two-storied hospital to accommodate 16 first-class, 20 second-class, and 20 third-class patients, at an estimated cost of about Rs. 52,000, and they propose that the plans and estimates should be completed by the

Public Works Department for submission to the Lieutenant-Governor. They are of opinion that little difficulty would be found in raising public subscriptions to provide for the equipment of the hospital and the maintenance of the poorer classes of patients, and they recommend that measures should be taken to ascertain what assistance may be expected from the public.

3. The Lieutenant-Governor approves the suggestions put forward in the Committee's report. The Public Works Department will be requested to take measures at once to level the Booteah School site, demolishing the old buildings and cutting down the hill so as to secure sufficient space for a substantial structure of the dimensions proposed. Plans and estimates of the work should be prepared with as little delay as possible, and as soon as they have been approved by the Lieutenant-Governor, a special grant will be made of the amount required for the construction of the building. Meanwhile a grant of Rs. 2,000 is sanctioned to admit of the Police Hospital being at once adapted for the reception of European patients, so that accommodation may be available during the current season.

4. The Commissioner of the Division will be desired to submit suggestions regarding the constitution of the governing body of the new institution. It is necessary that a Committee should at once be formed with authority to receive subscriptions. The Committee will also have to consider various questions connected with the administration of the hospital and to submit, for the approval of Government, a scheme for its general management. As recommended in paragraph 8 of the Committee's report,

the Chamber of Commerce, Calcutta, the Trades' Association, and the Agents of the East Indian and Eastern Bengal Railways, will be invited to say to what extent the Committee may expect donations for furniture now, and subscriptions for other purposes hereafter. The Surgeon-General will be requested to ascertain to what extent advantage would probably be taken of the hospital by the different classes of patients, and to offer suggestions regarding the system under which the officers in charge of the metropolitan hospitals should be authorized to transfer patients to the Darjeeling Hospital.

By order of the Lieutenant-Governor of Bengal,

COLMAN MACAULAY,  
*Offg Secy. to the Government of Bengal.*

NOTE.

Now that the Tramway has been brought into Darjeeling, and that the sanitarium is placed in direct and easy communication with Calcutta and with most of the civil stations of Bengal, and now that tea-planters from the unhealthy Dooars and the Terai can reach this station easily and without exposure in a few hours, the question of providing a good, well organized, European hospital, for the comfortable reception of patients and convalescents from the plains, forces itself upon the consideration of Government.

I have already received representations regarding hospital accommodation for sick persons and convalescents connected with the Eastern Bengal Railway, the Northern Bengal Railway, and the Darjeeling Tramway; and it

appears that, if nothing else be done, some arrangement must at once be made in communication with the Managers of those lines for supplying a great and growing need of this sort. But as Darjeeling increases—and it is now increasing daily—we shall have to provide hospital accommodation for the permanent residents of the station and district. There are the tea-planters and their assistants scattered about all over the district, some of them placed in very unhealthy situations. Cases in which young men are brought in suffering from fever of a severe type for medical attendance are very common, and a difficulty is frequently found in providing them with accommodation during their illness. The hotels and boarding-houses are generally full, and a sick person is not always a welcome inmate in a public establishment of that sort; and it is feared that many useful men have lost their lives in the Dooars and the Terai, who would at once have come up for treatment if a comfortable hospital existed for their reception. Then, again, there are many cases of persons residing in outlying plantations, who desire attendance during their confinement, who can only obtain it at an enormous expense, altogether beyond their means, and who are not within reach of the Civil Surgeon, and cases are not unknown in which it has been found impossible to procure accommodation for such cases here on any terms.

But besides these there are frequent cases in the mofussil stations of persons pulled down after severe sickness or suffering from obstinate disease, who are unable to take the change to sea which richer persons could afford, but for whom a change and careful medical attendance are

absolutely necessary. There are also persons who could undergo operations in the cool climate of the hills, which they could not bear in the heat of the plains. Lastly, there are patients convalescing in the Calcutta hospitals, to whom a change to a convalescent ward in Darjeeling would be of the utmost importance.

It therefore seems to me that as a European hospital has to be built, we should not keep in mind only the requirements of Darjeeling, but of the province generally. It will in the long run be a saving to Government if a number of its servants can be sent up here for a few weeks' treatment in a European climate, instead of having to take leave to Europe, or to linger on in a condition of inefficiency from ill-health at stations in the plains.

The experiment of paying wards for first-class patients has been tried on a small scale in Darjeeling, as also in Calcutta, and with the greatest promise of success.

I think that the best plan of dealing with the matter will be by appointing a Committee to consider the whole subject—the site, the classes and quantity of accommodation, the rate of charges, the mode of admission, &c., &c.

I accordingly appoint the following gentlemen to be members of a Committee for this purpose:—

The Hon'ble A. Mackenzie, *President*.  
Colonel Trevor.  
The Deputy Commissioner of Darjeeling.  
Mr. Martin.  
Dr. Birch.  
Mr. Christie.

They should consult the present Hospital Committee, who have already given the subject their attention.

There are several sites which suggest themselves—

1. Vale Pleasant, which could at once be made available for the purpose. It has every advantage except that the houses are entirely out of repair. It has a bright look out, and is near the Mall. There are three houses; one has seven rooms with ample bath-room accommodation, which could be made into a hospital for paying-patients of the first-class.

Then there is one large ward in a separate building which would do for patients of the third-class, who would be inmates of a general ward. It is airy, light, and has a teak-boarded floor; it would hold probably 14 or 16 beds at least. There is a row of little separate rooms attached to this, which would be very comfortable for second-class patients.

And there is the Retreat, a very comfortable four-roomed cottage, which would be available for special cases requiring quiet, such as midwifery, or operations.

This site, with the buildings is, I believe, valued at Rs. 10,000, and I should be glad to transfer it to the Hospital Committee, and to make a grant towards its repair. Some of the buildings would require a new roofing, and a good deal is required in the way of repairs. Proper servants' quarters are required, and a room for the hospital assistant would also be necessary. But after inspecting the buildings, I am afraid that they are so much out of repair, that practically they would have to be re-built; and if this is

to be done, the money will be better spent in constructing an entirely new hospital on the most improved principle than in repairing and adapting old buildings—never a satisfactory process.

2. Then there is the Bouteah School site. A magnificent site might be secured by pulling down the old Post Office, now used as a Bouteah School, and cutting down the hill 12 or 14 feet. Upon this site a really good two-storied hospital might be constructed, capable of providing between 50 and 60 beds. Of these, about 15 or 16 probably should be separate rooms for Government officers and other first-class patients, 20 might be for second-class, and 20 for third-class patients.

3. Then there is the site at the back, or at the south, of the Bengal Office; but this is perhaps bringing the hospital too much into the station.

4. There is a Government site at Lowland's Place; but this is perhaps too far down the hill, and is not very accessible; otherwise it is a very fine site.

I have indicated above the various classes which would probably have to be accommodated. I should say that—

First-class patients should pay Rs. 2 a day, making their own arrangement for diet.

Second-class patients should be men, and the families of men, drawing, say, less than Rs. 300 a month in salary, or an equivalent income from other sources. The charge for them might be Rs. 3 a day including diet. They should have a ward to themselves, or rather two wards—one for males, the other for females.

Third-class patients should be men of official or other incomes of less than Rs. 100 a month. They should pay probably Rs. 1-4 a day, including diet, on the scale of the General Hospital. They must be inmates of the general ward set apart for their sex.

When patients of the third-class are servants of a State or Guaranteed Railway, or public Company, or of a public department, they should be received only on a guarantee that their cost at the fixed rate per diem will be paid or recovered by their employers or the head of the department, who will make arrangements for recovering it when necessary from the patient. Where convalescents of the third-class are sent up from Calcutta by the public hospitals, the hospitals must be responsible for their fees here.

I leave, however, the rate of fee to be settled by the Committee, but have merely suggested these rates for their guidance.

It seems to me to be of great importance to give the scheme an *immediate* trial, and I am therefore willing to make a grant of Rs. 2,000, which should enable the Hospital Committee to adapt the whole of the Police Hospital at once for the reception of European patients. The Executive Engineer could arrange for accommodating the few police patients there are elsewhere.

A proper establishment would have to be provided and eventually paid for by the Hospital Committee. I think a good English nurse or matron essential. A trustworthy woman could probably be induced to take the place in

this climate on very favourable terms. If no one is available locally, the Ladies' Committee at Calcutta might find some one suited to the place. I do not wish the hospital to be a charity hospital. It should pay its expenses, the building having been once provided and equipped. I am disposed to give a grant from Provincial Services of Rs. 50,000 to Rs. 60,000 for the purpose of establishing the hospital, provided such a hospital is erected as shall afford accommodation to invalids from all parts of the Lower Provinces. For a merely local hospital, or for accommodation for the railway servants, I could not sanction more than half the amount. I gather from the Civil Surgeon that he thinks a considerable sum might be raised from subscription for such a useful purpose as this. The fees should be so fixed that they afford a reasonable prospect of the hospital covering its expenses. Five or six first-class, five second-class, and twelve or fourteen third-class, patients ought to cover every expense.

ASHLEY EDEN.

*The 11th June 1881.*

#### REPORT.

The Committee appointed by the Lieutenant-Governor's note of the 11th June, to consider the question of establishing a European General Hospital at Darjeeling, met at the Bengal Office at 10 A. M. on the 15th June.

#### PRESENT:

All the Members.

1. The Committee, accepting as beyond controversy the considerations put forward by the Lieutenant-Governor

in favour of the establishment of a European Hospital at Darjeeling, on the largest scale suggested in His Honor's note, proceeded to consider first the question of sites.

2. They were unanimously of opinion that Vale Pleasant was not a desirable site for a hospital. Not only were the buildings unsuitable and dilapidated, but the ground space was far too limited. Moreover, experience had shown that there was serious risk of damage to any buildings there from landslips on the hill above.

3. The site in the Bengal Office grounds was also considered too small; and it was moreover suggested that Government would in time require the ground for offices. Besides which, to place a hospital so close to the Mall, and the most frequented roads of the station, was not advisable.

4. Lowland's Place was admitted to be a fine site, but the Executive Engineer pointed out that it was at present the only brickfield available to Government. It was very desirable to work out the bed of clay now exposed there before putting any buildings on the land. It would afterwards form a fine building site. Dr. Birch objected to the site as too far away from the centre of the station, and as less open than the Bhootea School site.

5. On the whole, the Committee had no doubt that by far the best site was, that put forward as No. 2 in the Lieutenant-Governor's note, *i.e.*, on the top of the Bhootea School hill. To cut the hill down 14 feet would, Mr. Christie thought, cost only from Rs. 1,000 to Rs. 1,500, and would give a ground area of upwards of 200 x 100 feet. To cut it down 20 feet, at a cost of about Rs. 2,000, would give a still larger area.

6. The Committee resolved to recommend that the old buildings now on the top of the hill should be at once demolished, the teachers who occupy them being moved into Christina Villa, an empty house belonging to Government, just below the school, and that the Executive Engineer should be authorized by the Public Works Department to commence the levelling of the site proposed. Even were the hospital not to be built eventually, Government would secure by this operation a vastly improved property.

7. Mr. Martin laid before the Committee a rough plan of a two-storied hospital, settled by him in communication with Dr. Birch, providing accommodation for—

16 1st-class patients,	} half being males and half females, and estimated to cost about Rs. 52,000.
20 2nd-class „	
20 3rd-class „	

The Committee considered the plan, and approved it with certain minor modifications.

They resolved to recommend that Mr. Martin should be authorized to complete the plans for a building of the size and description shown, but modified, if necessary, to suit the shape of the plateau as produced by cutting down the hill top, and to work out regular estimates for the orders of the Lieutenant-Governor in the Public Works Department.

8. The Committee remarked that the grant offered by Government would not do much more than meet the cost of levelling the site and erecting the proposed buildings. They thought, however, that little difficulty would be found in raising by public subscription money enough to furnish the hospital completely. They also thought it advisable to secure annual subscriptions sufficient to en-

able the managing body of the hospital to make provision hereafter for even a poorer class of patients than those mentioned in the Lieutenant-Governor's note; or such subscriptions might be applied in paying the railway fares and providing warm clothing and other comforts for patients who could not afford such for themselves. The Committee resolved to recommend that Government, in the Medical Department, should at once make public the Lieutenant-Governor's note and the Committee's proposals, and invite the Chamber of Commerce, Calcutta, the Trade Association, the Managing Boards or Agents of the East Indian Railway, the Eastern Bengal Railway, and other like bodies, to say to what extent the Committee might expect donations for furniture now, and subscriptions for other purposes hereafter. It might also be found that some of the funds at the disposal of the hospital authorities in Calcutta could be devoted to paying the expenses of poor convalescents sent up from medical institutions at the Presidency. Enquiry might, at the same time, be made as to the extent to which advantage would probably be taken of the hospital by the different classes of patients. On this point the leading medical officers in Calcutta and the larger mofussil stations might be able to give useful information.

9. The Committee did not consider that enquiries such as those suggested above need delay the putting in hand of the work of building. They had no doubt that a hospital of the size suggested would always have a sufficient number of patients to make it self-supporting. They looked forward rather to its being possible, with the aid of public subscriptions, to extend the benefits proposed

to a poorer class, and especially to the children of the Free and other Charitable Schools in Calcutta. In time the whole School Hill might be covered with buildings devoted to such uses, the Bhootea School being moved elsewhere.

10. The Committee thought that it was premature at present to attempt to settle the scale of charges. Generally speaking, the Lieutenant-Governor's suggestions seemed reasonable, but this was a point that could be settled hereafter before the hospital was opened, and when it had been decided how its governing body should be composed.

11. The Committee also did not consider it necessary at present to place themselves in communication with the present Hospital Committee, Dr. Birch having informed them that that body was already taking steps for giving effect to the Lieutenant-Governor's wishes regarding the extension of the present European Hospital, and Dr. Birch himself being in possession of all the information that could be contributed by the Hospital Committee.

12. The Committee observed that the Lieutenant-Governor's note did not appoint them to be the governing body of the proposed hospital. They thought that the mode of admission into the hospital would best be determined by rules to be drawn up by such governing body, and approved by Government hereafter. It would probably only be necessary to provide that, except in emergent cases, applications for admission should be submitted to the governing body for orders, and that that

body, or the medical officer subject to their control, should have power to terminate the residence of any patient.

A. MACKENZIE,

*President.*

*Darjeeling the 29th July 1881.*

RESOLUTION.

Read—

The Resolution recorded by the Lieutenant-Governor on the 20th May 1881, on the subject of the establishment of a European hospital at Darjeeling, for the reception of patients and convalescents from the plains.

Read also—

Letter No. 392Jct, dated the 14th instant, from the Commissioner of the Rajshahye and Cooch Behar Division, submitting proposals for the constitution of the governing body of the new hospital.

The Lieutenant-Governor, finding that the Darjeeling European Hospital promises to be an institution of provincial importance, is of opinion that the governing body must be constituted upon a broader basis than was originally contemplated. Sir Ashley Eden has therefore been pleased to appoint the undermentioned gentlemen to be members of the permanent Committee to be entrusted with the administration of the hospital:—

The Senior Secretary to the Government of Bengal, present at Darjeeling	President.	} <i>Ex-officio.</i>
The Commissioners of the Rajshahye and Cooch Behar Division	Vice-President.	
The Secretary to the Government of Bengal, in the Public Works Department		
The Deputy Commissioners of Dar- jeeling		
Mr. E. J. MARTIN, Government Architect		
MAJOR FRANKLIN PRATERAGE, Agent, Eastern Bengal Railway	Members.	
Mr. D. MURRAY, Manager, Soom Tea Estate		
" T. B. CURRIE, Manager, Tulwar Estate		
" G. W. CHRISTISON, Manager, Leibong Tea Estate		
The Civil Surgeon of Darjeeling	.. Member (ex-officio) and Secretary.	

Any three members of the Committee present at a meeting will form a quorum.

2. It was pointed out by the Committee of gentlemen appointed by the Lieutenant-Governor, in the first instance, to consider the question of establishing the hospital, that the grant offered by Government would not meet much more than the cost of levelling the site selected, and constructing the proposed buildings; and they, therefore, recommended that the Chamber of Commerce, Calcutta, the Trades' Association, the Manning Boards or Agents of the East Indian Railway, the Eastern Bengal Railway, and other like bodies, should be invited to state the extent to which the Committee might expect donations for furniture now and subscriptions for other purposes hereafter. This recommendation has been acted upon, and the result has been very gratifying to the Lieutenant-Governor. The Chamber of Commerce have circulated the papers fur-

Donation.	Rs.	
• Messrs. Gillanders, Arbutnot & Co.	250	nished them to the Tea
" Jandie, Skinner & Co.	250	Agency firms more parti-
" Isaac, Miller & Co.	250	cularly interested in Dar-
" Lloyd & Co.	250	jeeling and adjoining dis-
" Oelavius Steel & Co.	250	tricts, and have submitted
" Begg, Dunlop & Co.	250	a list of donations, <sup>5</sup>
" Macmill & Co.	250	amounting to Rs. 3,250.
" Bird & Co.	250	The Agent, Eastern Ben-
" J. Thomas & Co.	250	gal Railway Company,
" Williamson, Magor & Co.	250	has intimated that the
" William Moran & Co.	250	matter has been sub-
" Schoone, Kilbuck & Co.	250	mitted to the Board of Directors of the Company with
Total	3,250	the necessary recommendation, and the Maharaj Koomar

of Burdwan has placed at the Lieutenant-Governor's disposal the very liberal sum of Rs. 10,000 towards the cost of establishing the hospital.

3. The Lieutenant-Governor authorizes the Governing Committee now appointed to receive these and any other donations or subscriptions that may be made, and they are requested to make the necessary arrangements for the purchase of furniture for the hospital. The Lieutenant-Governor thinks that the Committee will probably be able to obtain such furniture as good brass or iron bedsteads, with mattresses, &c., more cheaply from a wholesale firm in England than by purchase in this country; and they may, if necessary, apply to Government for an advance of money to enable them to make timely arrangements for their purchase.

4. The Lieutenant-Governor is of opinion that, on the completion of the building for the hospital, the Committee should cause a marble slab to be placed in the hall of the building, acknowledging the gift made by the Maharaj

Koomar of Burdwan, and other similar donations. One of the wards should also be named after the Maharaj Koomar.

ORDERS.—Ordered that a copy of this Resolution, with copies of connected papers be forwarded to each gentleman appointed to be a Member of the Governing Committee for his information and guidance.

Ordered also that copy of this Resolution be forwarded to the Secretary to the Chamber of Commerce, with a request that he will be so good as to convey to the Chamber an expression of the Lieutenant-Governor's thanks for the interest they have evinced in the matter.

Ordered also that a copy of this Resolution be forwarded to the Maharaj Koomar of Burdwan, for his information, with a letter conveying the thanks of the Lieutenant-Governor, in suitable terms, for the gift made by him.

Ordered also that this Resolution be published in the *Calcutta Gazette*.

By order of the Lieutenant-Governor of Bengal,

A. MACKENZIE,

*Secretary to the Government of Bengal.*

#### LONDON CORN TRADE ASSOCIATION.

The following letter and Resolution were communicated to the members of the Chamber by circular, dated the 10th June last, and are placed on record in this Report for reference.

22, LEADENHALL STREET,  
London, E. C., May 5th, 1881.

DEAR SIR,

I beg to call your attention to the following Resolution, which was passed by the Executive Committee at their Meeting on the 3rd instaut.

I am, your obedient servant,

J. F. H. WOODWARD,

*Secretary.*

#### RESOLVED—

“That the Secretary be instructed to write to the importing merchants of East Indian grain, as also to the Chambers of Commerce in Calcutta and Bombay, that in consequence of the owners of a few chartered steamers having refused to abide by the Dock rates of 1877, respecting the discharge in London of East Indian grain, which Dock rates the owners of the regular lines of steamers between the East Indies and London agreed to, the London Corn Trade Association hereby gives notice that on the 1st of August next, a clause will be inserted in the East Indian Wheat Contract, making it compulsory for the original sellers to pay the 1s. per ton, which should be contributed by the steam-ship owners agreeably, with the Dock rates of 1877, in the event of any steam-ship owner refusing to pay same.”

**GOVERNMENT RESOLUTION ON THE PORT  
COMMISSIONERS' ADMINISTRATION  
REPORT FOR 1880-81.**

*Calcutta the 15th June 1881.*

RESOLUTION.

Read—

The Administration Report of the Commissioners for making Improvements in the Port of Calcutta for the year 1880-81.

The total value of the property held by the Commissioners at the close of the year, estimated with reference only to the amount actually expended on works and in the formation of Reserve Funds, but exclusive of the value of the foreshore lands made over to the Trust by Government free of charge, was Rs. 1,27,36,752, thus—

Expenditure on jetties and works for the ac-	Rs.
cumulation of sea-going vessels ...	49,63,942
Expenditure on wharves, jetties, and landing-	
stages for the accommodation of boat traffic,	
and tramway to connect railway with wharves	
and jetties ...	59,98,477
Expenditure on buoys, moorings, anchor ves-	
sels, and boats, &c. ...	19,89,974
Investment for Jetty Reserve Fund ...	79,929
Ditto for Port ditto ...	3,64,250
Ditto for Depreciation Reserve Fund ...	1,50,995
Ditto for Insurance ditto ...	41,004
	<hr/>
	1,27,36,752

The addition made to the value of the Port properly during the year under review was Rs. 6,25,941, of which Rs. 17,426 were contributions to the Reserve Funds, the balance, Rs. 6,08,515, being the amount spent on improvements.

The above expenditure has been met from the following sources :—

	Rs.
By loan from Government (to-payable) ...	60,25,100
Less unexpended balance ...	41,022
	<hr/>
	59,84,078
By loan from Government (not re-payable) ...	17,65,909
Contribution from Government towards pur-	
chase of land ...	74,584
Contribution from Government towards land-	
ing-stage at Prinsep's Ghât ...	10,000
Contribution from Government towards pur-	
chase of River Police Block ...	11,650
From sale of surplus land ...	4,07,817
From revenue derived from works since for-	
mation of Trust ...	41,83,623
	<hr/>
	1,27,36,752

2. The liabilities of the Trust on the 31st March last amounted to Rs. 70,18,564, made up as follows :—

	Rs.
Consolidated debt re-payable ...	52,53,564
Port book-debt not re-payable ...	17,65,000
	<hr/>
Total ...	70,18,564

The total re-payable debt, which amounted to Rs. 53,40,349 when the Act for the amendment of the

Calcutta Port Improvement Act of 1870 [IV (B.C.) of 1880] became law, has thus been reduced by Rs. 86,785. By the orders of the Government of India in the Financial Department, issued in September 1878, the further grant of loans by Government under the Public Works Loan Act was prohibited, and it became necessary for the Commissioners to look to the open market for such loans as they might in future require. To enable them to do this, the amending Act of 1880 provided that such loans should only be contracted with the sanction of the local Government and on the security of the whole, or, with the permission of Government, of any part of the property of the Trust, and that the Commissioners should form a sinking fund to pay off within 30 years any loan that might be negotiated. It was then believed that these provisions would suffice to protect the creditors of the Trust, and it was hoped, in the words of the Lieutenant-Governor's resolution of last year, that "the ample security afforded by their property and income, and provided by the recent law, would place the Commissioners in a position of credit as borrowers in the open market." These anticipations have, unfortunately, not been realized. The Commissioners invited tenders during the past year for a loan of ten lakhs of rupees, but no response was made, and it was found on enquiry that the Banks objected to some of the clauses of the Act. The Advocate-General was consulted on the question and recorded the following opinion :—

"Although I think that persons lending money to the Port Commissioners under the provisions of Bengal Act IV of 1880 would be practically safe,

yet there exist doubtless legal objections which may be taken to the scheme developed by that Act with reference to loans and the remedies relating thereto. It has lately become usual to make loans re-payable in default of payment of any one instalment of interest. There is no such provision in the Act, but, on the contrary, there is an express provision by which the principal may be tied up for thirty years.

"Furthermore, no individual debenture-holder has any independent power of action in the event of any instalment of interest being unpaid, and all the ordinary legal remedies by decree and execution, or the appointment of a receiver by a civil court, are taken away from individual debenture-holders by section 17, and the appointment of a receiver is vested in the Lieutenant-Governor in the manner provided by that section. The objections above noticed principally stand in the way of the proposed loan being taken up. Sections 18 and 19, which appear to flow out of provisions of section 17, are, I presume, also objected to.

"Under these circumstances the Act must, I think, be altered in such a manner as to get rid of the two principal objections above noticed; consequently sections 17, 18 and 19 must be omitted.

"As a member of the Select Committee I did not foresee the difficulties which have arisen. I thought that practical safety under the immediate supervision of the local Government, entailing no serious expenses, would have been a sufficient inducement to persons to lend money."

With the consent of the Government of India a new Act (I of 1881) has been passed by the Bengal Council, which, it is believed, will do away with the objections entertained by capitalists to lending money to the Commissioners. The security offered certainly appears ample, and the credit of the Trust should not be affected in any way by such reductions in charges as are in contemplation. It is always open to the Commissioners and Government to revise the scale of charges to meet the requirements of the Trust, though, for his own part, the Lieutenant-Governor believes that the removal of burdens upon trade will in the end improve the income and financial position of the Port.

3. The total expenditure on new works during the year amounted to Rs. 6,19,589, of which Rs. 3,09,230 were spent on jetty works, Rs 1,42,170 on the inland vessels wharves, Rs. 58,436 on the tramway, Rs. 20,067 on the Howrah foreshore road, and Rs. 89,682 on miscellaneous works.

The chief improvements effected by the Commissioners were the following :—A new jetty (No. 8) was constructed at a cost of Rs. 84,058. The jetty embankment continued to make satisfactory progress. (The total length of the work to be carried out is 2,235 lineal feet, of which 1,413 feet have been sanctioned and taken in hand. Of the sheet piling, necessary for this work, 891 feet had been driven up to the end of 1879-80; the remaining 522 feet were completed during the year under review, and the formation of the embankment has proceeded simultaneously with the pile driving). The spaces between the sheds have been metalled to allow carts to have access to the jetty heads, and the tramway lines have been relaid on the jetties so as to suit the present arrangements

of the sheds. The import shed at No. 1 jetty was taken down and re-erected at No. 4 jetty on the completion of the latter, and there are now four jetties at which cargo can be landed directly into the sheds without the use of trolleys. The road between Aheerctollah and Nimtollah Ghâts, a length of 665 feet, was widened by 18 feet. The embankment between No. 8 jetty and Chandpal Ghât is now nearly completed. Two floating stages for the convenience of the inland boat traffic have been finished. Further extensions, amounting in all to 5,100 feet, have been made to the tramway. A new anchor vessel, to replace the *Cavery*, which was sanctioned in July 1880 is nearly ready, and the following works are in progress—twenty new wagons for the tramway, a new hopper barge, engines for the old hopper barge, and new engines and a boiler for the *Vectis*.

4. The gross income from the jetties amounted to Rs. 7,24,900, and the net income after deduction of expenditure to Rs. 2,52,979, the corresponding figures for the previous year being Rs. 6,65,654 and Rs. 2,02,077. The rise in jetty receipts, which has been entirely on import cargo, was due to an increase in the quantity of goods, principally cotton piece-goods, twist, and yarn, passing over the jetties. The increase of expenditure is said to be chiefly owing to the charges necessary for working the new jetty (No. 8) which has been open for the greater part of the year. There was an increase also in the charge for repairs of nearly Rs. 7,000. The proportion of expenditure to gross income was nearly 70 per cent. in the year under review, as against 64 per cent. in 1880-81.

The number of ships (193) using the jetties was greater by one only than was the case last year, but the average

tonnage (1680) of each vessel is higher than it has ever yet been. The rate of clearance seems to be but little affected by the increase in average tonnage.

The following statement shows the extent to which the jetties have been utilized by vessels trading at the port:—

Period.	Number of jetties.	Number of vessels recommended.	Reduced water-ways.	Total number of days occupied at all jetties.	Tonnage cleared by vessels.	Average tonnage of vessels.	Days.	Average number of vessels lying away outside year.	Average amount paid for each vessel for use of jetties.	Total tonnage receipts from imports and exports.	Average per vessel.
November 1879	4	31	53	63,163	635	1,320	9.1	27	169	5,634.0	2,203
1879-80	6	111	225,166	1,343	2,200	1,275	9.9	259	178	4,659.0	2,537
1878-79	6	106	251,556	1,423	2,200	1,253	9.3	259	172	4,275.1	2,239
1875-74	6	134	211,215	1,421	2,063	1,271	9.3	265	152	4,212.1	2,025
1874-73	6	132	209,858	1,509	2,076	1,277	11.2	227	279	4,621.0	2,025
1873-72	6	132	246,371	1,455	2,076	1,275	9.8	224	206	4,156.0	2,025
1872-71	6	132	274,218	1,588	2,066	1,284	10.2	202	201	3,554.0	2,031
1871-70	6	132	334,631	1,579	2,066	1,284	10.2	202	202	3,711.0	2,027
1870-69	6	131	291,271	1,614	2,021	1,261	10.8	205	54	6,003.6	3,002
1869-68	6	132	311,200	1,614	2,021	1,261	10.1	201	27	5,261.0	2,013
1868-67	6	132	323,376	1,582	2,021	1,261	10.2	210	22	7,414.0	2,300

5. The income and expenditure on account of the tramway have this year, for the first time, been shown separately from those for the inland vessels wharves. Excluding, therefore, the former items, the figures for the wharves alone for the past three years appear to be as follows:—

		Income.		Expenditure.	
		Rs.	Rs.	Rs.	Rs.
1878-79	...	...	3,79,375	...	2,01,927
1879-80	...	...	3,46,022	...	2,47,516
1880-81	...	...	3,76,444	...	1,92,001

It is pointed out, however, that the charge for interest included in the expenditure of 1878-79 and 1879-80, comprised a considerable sum on account of the tramway. The tolls collected at the inland vessels wharves show an increase of Rs. 34,747 as compared with the previous year, the total amount being Rs. 3,70,568. The anticipations expressed last year that the railway would to an increasing extent absorb the grain and seed traffic to the detriment of wharves' receipts have not been fulfilled in the year under review, as the tolls from these two sources are higher by Rs. 41,000 than in 1879-80. There has, on the other hand, been a falling off of Rs. 8,292 under the head of "Tolls from jute."

6. The new agreement between the Eastern Bengal Railway Company and the Commissioners regarding the working of the tramway came into operation during the past year. Under it the Commissioners have made over to the Railway Company the terminal charges and the amounts paid for loading and unloading goods, while the Company defrays the charges for the supply of coal for labour, and pays to the Port a monthly rental of Rs. 1,000

for the premises occupied at Armenian Ghât and Ruthollah. The total earnings shown under the new system amount to Rs. 1,12,026, against Rs. 1,34,901 under the old in the previous year. The falling off is, however, apparent only, and disappears if the rent now paid by the Tramway Company, and the decrease in expenditure, amounting to Rs. 25,096, be taken into consideration. The net revenue was Rs. 30,557, as against Rs. 28,536 in 1879-80. The advantages offered by the tramway are fully appreciated by the mercantile public, and there is no doubt that its extension to Chaudpal Ghât, and the increased facilities for its use, which the additional rolling-stock now under construction will afford, will further add to its popularity and render it a very profitable source of income to the Commissioners.

7. The receipts and ordinary expenditure on account of the Strand Bank lands varied little from the figures of the previous year. The net revenue was Rs. 63,153, against Rs. 69,406, owing apparently to the outlay of Rs. 6,412 on 'renewals', a new and unexplained heading. The improvements now going on upon the Howrah foreshore will probably augment materially the income of this portion of the Trust.

8. The following table exhibits the gross income, expenditure, and profits of the Harbour Master's Department, or Port Proper, for the past ten years:—

	Gross Income.		Expenditure.		Profit. Rs.
	Rs.	Rs.	Rs.	Rs.	
1871-72	4,48,111	2,80,939	1,67,172		
1872-73	5,43,020	3,95,186	1,47,852		
1873-74	4,26,974	3,64,858	42,116		
1874-75	4,25,390	4,19,923	5,467		

	Gross Income.		Expenditure.		Profit. Rs.
	Rs.	Rs.	Rs.	Rs.	
1875-76	4,30,551	4,24,931	5,620		
1876-77	4,69,260	4,23,566	45,724		
1877-78	6,10,171	4,28,909	1,81,262		
1878-79	5,80,184	3,98,106	1,82,078		
1879-80	5,61,299	3,92,353	1,68,946		
1880-81	4,93,644	4,63,514	30,130		

The net income for the year under review exhibits a very considerable falling off as compared with the years immediately preceding it. None of these can, however, be taken as normal years. The Madras famine caused a large influx of shipping at the commencement of the period, and the subsequent depression of trade led to the detention in port for long periods of a large number of vessels in 1878 and 1879. The receipts, moreover, were enhanced in the latter year, as was explained in the Resolution reviewing the Commissioners' Report for 1879-80, by the payment of a debt of Rs. 36,000 by Government. It is to be noted also that the charge for Depreciation, which amounted to Rs. 150 only in 1879-80, was unusually high in 1880-81, amounting to Rs. 80,940, and including the cost of a new anchor vessel to replace the *Covey*. The Lieutenant-Governor has recently drawn the attention of the Commissioners to the question of the Annual Depreciation charge, and the correct method of treating the Reserve Depreciation Fund.

9. It is satisfactory to observe that the total number of vessels entering the port during the year (384) was higher than it has been for the last fifteen years, setting aside the abnormal periods in 1876-77 and in 1877-78. The number of canal steamers has risen from 128 in 1878-79

to 163 in the year under review. The average tonnage of these vessels, though still very high (2,581 tons) shows a slight tendency to decrease, having reached 2,650 tons in the preceding year, and 2,714 in 1878-79. The following table exhibiting the number of sailing vessels and steamers visiting the port during the last eleven years, and their average tonnage, shows conclusively the tendency of the general trade of the port to pass away from the former class of shipping:—

	Sailing Vessels.		Steamers.	
	Number.	Average Tonnage.	Number.	Average Tonnage.
1870-71	... 672	991	259	1,266
1871-72	... 655	1,052	300	1,439
1872-73	... 615	1,024	338	1,523
1873-74	... 552	1,027	459	1,488
1874-75	... 473	1,037	454	1,710
1875-76	... 508	1,083	466	1,785
1876-77	... 609	1,164	552	1,788
1877-78	... 646	1,149	726	1,810
1878-79	... 478	1,112	489	1,838
1879-80	... 454	1,250	442	1,920
1880-81	... 478	1,194	506	1,994

10. The number of accidents to ships within the jurisdiction of the Commissioners (nine), is in excess of that of last year (four), but in two cases only was any serious damage done. The *Cape Verde* when dropping down the river, on the 12th August 1880, forged over a bnoy in Garden Reach and knocked a hole in her bottom, and the *Meinam* when lying at anchor sustained considerable damage owing to the steam ship *City of Venice*, in charge of a pilot, running into her. In neither of these cases was the Assistant Harbour Master on board to blame. The floating fire-engine *Hoogly* was kept under

steam throughout the year, and was employed on sixteen occasions. None of the fires which occurred on board sea-going vessels was of a grave character, but the *Hoogly* was of considerable service to the *Cape Verde* on the occasion of the accident to that vessel. Some difficulty is said to be experienced in keeping the floating fire-engine under weigh while the pumps are being worked, as also in turning her in a narrow channel. To obviate this it is proposed to fit her with twin screws worked by separate engines. The Lieutenant-Governor will await the report of the Commissioners on this point. All the moorings belonging to the port were examined during the year, and, where necessary, repaired. Two new sets of moorings were laid down at Metiabruj Ghât for oil ships, and one swinging mooring off Calcutta. It appears from the report of the Deputy Conservator, that considerable inconvenience was felt for want of mooring accommodation in August, September and October, and the Commissioners have in consequence provided in the Budget Estimates for the current year for the expenditure necessary for laying an additional line of moorings from Chandpal Ghât to Fort Point, to replace the accommodation lost by the silting up of the moorings at Prinsep's Ghât and Hastings.

11. The return of dredging operations, which was not satisfactory last year, is even less so in that under review, as will appear from the following table:—

EXPENDITURE.		1895-96.	1895-96.	1897-78.	1896-97.	1895-96.	1897-78.
Number of days under steam	..	175	155	231	352	103	214
of hours	..	1,279	1,405	1,991	1,953	1,546	1,618
of horses' work	..	467	611	305	553	1,081	695
of cubic feet dredged	..	10,674,500	13,831,000	14,577,000	30,767,000	24,714,500	17,162,932
Cost of establishment	..	Rs. 13,957	Rs. 16,220	Rs. 15,623	Rs. 18,721	Rs. 16,721	Rs. 16,721
of working expenses	..	5,191	5,805	5,801	12,246	10,695	11,325
of repairs	..	11,252	6,571	12,623	11,629	7,026	5,396
Amount earned by barges	..	Rs. 32,145	Rs. 30,725	Rs. 35,921	Rs. 45,358	Rs. 37,152	Rs. 33,605
	..	6,337	Rs. 7,971	Rs. 21,210	Rs. 20,250	Rs. 14,337	Rs. 11,091
	..	26,808	Rs. 22,754	Rs. 14,711	Rs. 25,108	Rs. 22,815	Rs. 22,514
Net cost of dredging	..	20,617	Rs. 11,251	Rs. 10,337	Rs. 23,538	Rs. 23,091	Rs. 21,091
Rate per 1,000 cubic feet	..	2 1/2	Rs. 82	Rs. 7 1/2	Rs. 2 1/2	Rs. 9 1/2	Rs. 2 1/2

It is explained that during four months the dredger was laid up for repairs, and that for the whole year one barge only was at work. The latter fact, combined with the employment of the *Hetty* in towing vessels through the bridge, is said to account for the small earnings from towage.

12. The Moyapora Powder Magazine was inspected twice, and was found to be in good order. The total quantity of powder stowed in it was 100,257 lbs., besides 30 sample packages, and 264 ammunition packages; of this amount 32,882 lbs., 34 sample packages, and 29 ammunition packages, remained in store on the 30th April last.

13. The total amount paid as license fees for cargo and passengers' boats, and the number of boats surveyed and licensed were as follows:—Rs. 18,420 paid by 5,548 cargo-boats, and Rs. 7,154 by 2,060 ordinary passenger boats, eight passenger steamers, two flats and one budge-row. Rs. 2,303 were received for licenses to manjis, and Rs. 393 as registering charges.

14. The question of the advisability of carrying out permanent improvements from capital, and devoting surplus revenue to reducing the charges of the jetties, wharves, and Port, has been prominently before Government in connection with the Budget Estimates for the current year, and is noticed at length by the Commissioners in their present report. The Government is still in correspondence with them as to the proper mode of giving full effect to the Lieutenant-Governor's views upon this subject. The proposals of the Commissioners with reference to the provision of bonding accommodation, and the erection of a tea warehouse, have not yet come before Govern-

ment in any complete form. The Lieutenant-Governor has said that he desires to know the opinion of the mercantile community upon these schemes. He is glad to observe that the removal of the municipal pumping station from Chaudpal Ghât is now in a fair way of being carried out.

15. The question of the amalgamation of the duties of the Port Officer with those of the Port Commissioners was taken up again during the year under review, and a Committee, which was appointed to consider the subject in all its bearings, made a report, of which the following is a summary:—

- (1) We do not recommend the transfer of the Pilot Service to the Port Commissioners;
- (2) But we recommend that the port approaches, including the light-ships, light-houses, buoying and survey, the expenditure on which has to be met from Port Funds, should be transferred to the Port Commissioners.
- (3) Under this arrangement the Port Officer would not be transferred to the Port Commissioners, but would remain in charge of the Pilot Service and of all duties connected with vessels under the Government of Bengal. He would conduct the quarterly examinations of masters, mates, engineers, and pilots, and make such surveys under the Passengers Act as are required by Government. These duties are, however, hardly sufficient to occupy the whole time and attention of the Port Officer, and the Committee think that they might with advantage be amalgamated with the duties of the Superintendent of Marine.

- (4) If the appointment is to be maintained separate from that of the Superintendent of Marine, the title of the officer holding it should be changed, and the officer of the Commissioners, now known as Deputy Conservator and Harbour Master, should be styled the Port Officer.
- (5) The officer in charge of the port approaches should be styled the Deputy Conservator. He should be a thoroughly trained Marine Surveyor, and his head-quarters should be at Diamond Harbour.
- (6) The block of the port approaches to be made over to the Port Commissioners without any charge for interest, provided the Port Commissioners agree to maintain and renew it as may be necessary.
- (7) Before the transfer is made, Act XII of 1875 should be amended, and the schedule of port dues for Calcutta, increased from four annas to six annas per ton, a corresponding reduction of 15 per cent. being made in the schedule of pilotage charges.
- (8) The office establishment now employed under the Port Officer on work in connection with the port approaches to be taken over, as far as necessary, by the Port Commissioners; the officer in charge of the Pilot Service to retain the establishment now employed on this work.
- (9) The officers and men employed on the survey, light-vessels, &c., connected with the port approaches to retain, on their transfer to the Port

Commissioners, all the privileges they now enjoy in regard to pension and leave.

The Lieutenant-Governor concurred in the views taken by the Committee which he recommended for the acceptance of the Government of India. The Supreme Government has consented generally to the proposal, and the necessary arrangements for carrying it into effect are now under consideration.

16. An important addition has been made to the duties of the Commissioners, by their investiture with all the powers conferred on the local Government by chapter II of the Merchant Shipping Act of last year, except the powers of appointing a Judge and Assessors for the Court of Survey under sections 14 and 15, and of making rules under section 65 of the Act.

17. The new Act for the amendment of Act IV (B.C.) of 1850, provides for the appointment of an extra Port Commissioner, which will enable the interests of Howrah to be represented. It also empowers the local Government to make rules to regulate the employment of European sailors and others in the port. This provision was necessary, as it was discovered that the Commissioners could not by their by-laws interfere to prevent the unnecessary exposure to the sun of sailors on board ships within their jurisdiction.

18. An arrangement has now been arrived at between the Commissioners and the Calcutta Municipal Corporation, under which the latter has consented to reduce the cost of filtered water supplied to the shipping at the jetties, from Rs. 8 to Rs. 4 per 1,000 gallons.

19. The Commissioners held 28 meetings during the year, the attendance at which was satisfactory and testifies to the strong interest taken by them, as a body, in their important duties. Mr. Buckland was Chairman of the Commissioners throughout the year, an office which he resigned shortly after its close, on his retirement from the service of Government. The Commissioners have placed on record their appreciation of the services which he rendered to the Port Trust during the time that he held the office of Chairman, and their regret at his retirement.

The thanks of Government are again due to the Commissioners generally, and to their Vice-Chairman, Mr. W. Duff Bruce in particular, for the efficient manner in which the affairs of the Trust have been conducted during the period under review.

By order of the Lieutenant-Governor of Bengal,

A. MACKENZIE,  
*Secretary to the Government of Bengal.*

No. 42.

Copy of the above Resolution and of the Report forwarded to the Secretary to the Bengal Chamber of Commerce, for the information of the Chamber.

By order of the Lieutenant-Governor of Bengal,

C. S. BAYLEY,  
*Offg. Under-Secy. to the Govt. of Bengal.*

**GOVERNMENT RESOLUTION ON THE PORT  
OFFICER'S REPORT FOR 1880-81.**

*Calcutta the 30th August 1881.*

RESOLUTION.

Read—

The Annual Report of the Port Officer for the year 1880-81.

The report is submitted by Lieutenant Stiff, who was Port Officer throughout the year.

2. The number of pilots, which at the commencement of the year was 67 out of a sanctioned strength of 70, was reduced by casualties, before its close, to 63, there having been three deaths and one retirement. At the end of March, the Port Officer brought to the notice of Government that the number, even as thus lowered, was in excess of the immediate and probable future requirements of the port, the tendency of the shipping being at present towards an increase in the tonnage, and a reduction in the number of vessels, and that there was thus at times insufficient employment for the actual number of running pilots. A Committee was appointed to report on this subject and on that of the distribution of tonnage among the several grades of pilots. The recommendations of the Committee, which are in the direction of a gradual but moderate reduction in the number of pilots, and a consequent rise in the maximum tonnage allowed to the lower grades, have commended themselves to the Lieutenant-Governor, and are at present under the consideration of the Government of India.

Any change that may be made must necessarily be of a tentative and guarded nature. A Hooghly pilot is not trained to his work in a day, and there must be a sufficient reserve to meet sudden emergencies and unexpected increases of traffic as at the time of the Madras famine.

3. As already noticed in the Lieutenant-Governor's Resolution on the Report of the Port Commissioners, the number of steamers which arrived at Calcutta during the year was 506, with an average burthen of 1,994 tons, as against 442, with an average burthen of 1,920 tons in 1879-80. In the same period the number of sailing vessels rose from 454 to 478, with a decrease in average tonnage from 1,250 to 1,194 tons. Exclusive of pilot-boat and other Government vessels, and of the steamers plying to and from Chandbally and Balasore, the total number of ships requiring pilotage was 1,999, of which 1,016 were steamers and 983 sailing vessels, and the average burthen being 1,601 tons. The corresponding figures for 1879-80 were 876 steamers and 915 sailing vessels, with an average burthen of 1,584 tons, and an interesting diagram attached to the report shows clearly the general tendency towards the employment of ships of deep draught, and of steamers in preference to sailing vessels, of which an illustration is also given in the following table, showing the numbers of ships of all kinds drawing over 21 feet of water, piloted during the year.



Governor concurs with the Port Officer, who remarks that the result of the year's working is "exceedingly creditable to the individual officers of the Pilot Service, who have all worked well. It also testifies to the practical efficiency of the River Survey."

5. The survey of the Hooghly was throughout the year under Mr. Reed, who has been temporarily confirmed in the appointment of River Surveyor, Mr. Laycock, who for many years past has done good and useful work in this department, having now retired. The more important changes in the river bed are noticed by the Port Officer. The question of the best manner of lighting the Hooghly has recently been under the consideration of a Committee, who have submitted a careful report on the subject. Lieutenant Stiffe has proposed to try, as an experiment, lighting some portions with Pintsch's Gas buoys, and is now, while on leave in England, making enquiries as to their working. If it were found possible to substitute self-acting mechanical lights for the existing light-vessels, the saving to Government would no doubt be great, but no considerations of economy can be allowed to lessen the efficiency of the lighting of the Sandheads. The necessity for a careful and scientific survey of the banks of the Hooghly has long been recognized, and the Lieutenant-Governor is glad to learn that the Government of India hope to be able shortly to spare a professional party to assist in this work.

6. The services of the *Untawanted* when available, and, in her absence, of the *Celerity*, have been placed at the disposal of this Government when required during the year, and an arrangement has now been made with the Government of India by which the former vessel is to be made over permanently to the Bengal Marine. The *Foam*, formerly employed as a pilot-brig, has now been converted into a spare floating light-vessel. A new vessel has

been ordered to replace the pilot-brig *Chinstrah*, which is now 22 years old. The anchor-vessel *Vulcan* was sold during the year, and a new vessel to replace her has been launched since its close. The total cost of the recovery of lost chains and anchors amounted to Rs. 711-5-6, and the earnings actually realized from the same source to Rs. 583-1, besides four anchors and 131 fathoms of chain which have been recovered and are now in stock, the value of which is estimated at Rs. 710.

7. The Refuge Houses were visited and replenished during the year.

8. The number of certificates granted on surveys of inland steamers amounted to 170 against 143 in the previous year. Twenty-six new permits were granted, and seven old permits renewed, allowing native coasting vessels of between 100 and 200 tons burthen to navigate the Hooghly without a pilot. Under the English Merchant Shipping Act of 1854, three vessels were registered. No registry was effected under Act X of 1841. Sixty-seven A. certificates, and eighty-eight B. certificates, were issued under the Native Passenger Ships Act. Thirty-seven persons were examined for Colonial certificates of competency, of whom 21 failed to pass. Of the 16 certificates granted, three were for masters, seven for first mates, one for only mate, one for second mate, and sixteen as engine-mates, two as second class engineers, and sixteen as engine-drivers. Three candidates applied unsuccessfully for local certificates as first class engineers of inland steamers. Under Act VII (B.C.) of 1873, eight certificates of competency were granted to command inland vessels, six after examination, and the remainder to officers who had previously passed a steam-tug pilot's examination. In April 1880

five licenses were granted, after examination, to native pilots to take charge of *dhows* not exceeding 500 tons burden. The licenses expired in December, and will be renewed for another year. A scale of pilotage has recently been sanctioned for these craft.

9. Under the Indian Merchant Shipping Act of 1850 the Port Office was in February appointed Receiver of Wreck for the Port of Calcutta. The proposal to amalgamate the duties of the Port Office as Conservator of the Port approaches with those of the Port Commissioners in accordance with the suggestion of the Committee appointed to consider the subject, has been sanctioned by the Government of India, and will, in all probability, take effect before the close of the year, the arrangements necessary to carry it out being now under the consideration of Government and of the Port Commissioners.

By order of the Lieut.-Governor of Bengal,  
A. MACKENZIE,  
Secretary to the Government of Bengal.

No. 1231.

Copy of the Report and of this Resolution forwarded to the Bengal Chamber of Commerce for information.

By order of the Lieut.-Governor of Bengal,  
C. S. BAYLEY,  
Offg. Under-Secy. to the Govt. of Bengal.

#### THE RAILWAYS OF INDIA.

The following official statement regarding all the Railways in this country, containing the statistics and short sketch of each line from its commencement to the end of 1880, is of so much interest and importance, that the Committee have reproduced it in this Report for the information of members of the Chamber.

Statement showing the mileage, age, cost and general results of working of Indian Railways for the year 1880.  
BROAD GAUGE.—5 Feet 6 Inches.

Number.	RAILWAYS.	Miles open at end of year.	Mean mileage open during year.	Miles open at end of year in 1879.	Capital outlay at close of year.	Total mileage.		Gross earnings during year.	Working expenses during year.		Net profit of year.	Net profits per cent.
						Rs.	Miles.		Rs.	Rs.		
1	East Indian	1,504 25	1,504 25	17 73	33,03,98,294	2,19,643	4,20,14,430	1,41,53,658	2,87,60,772	8 71		
2	Eastern Bengal	158 00	158 00	15 70	3,31,68,524	2,08,935	4,45,13,318	19,07,547	25,43,771	7 67		
3	Oudh and Rohilkand	546 75	546 75	8 28	5,77,96,380	1,05,709	44,55,150	25,50,740	19,04,410	3 30		
4	Sind, Punjab and Delhi	665 50	668 50	14 65	11,04,32,484	1,66,470	1,21,67,588	63,84,358	57,33,350	5 24		
5	Madras	858 00	858 00	16 76	11,08,55,363	1,29,202	61,62,545	42,05,409	19,57,136	1 77		
6	Great Indian Peninsula	1,275 75	1,275 75	16 20	24,99,77,200	1,56,945	2,49,53,253	1,38,47,702	1,11,05,551	4 44		
7	Bombay, Baroda and Central India	444 00	444 00	14 94	8,28,42,480	1,86,582		82,44,375	35,08,452	47,35,928	5 72	
8	Calcutta and South Eastern	28 00	28 00	18 36	66,39,843	2,37,137	1,42,098	1,01,344	40,754	0 61		
9	Patna-Gya	57 00	57 00	1 64	32,30,951	56,508	4,81,556	2,70,300	2,11,256	6 56		
10	Dildarnagar-Ghaziपुर	12 00	2 89	0 24	5,62,297	45,941	8,351	10,717	2,365	0 12		
11	Dhond and Mamnad	145 75	145 75	2 74	1,04,53,463	71,756	6,95,094	6,06,875	82,476	0 85		
12	Wardha Coal	46 56	46 50	4 69	56,18,804	1,22,555	1,55,904	2,38,376	24,110	0 30		
13	Sindia	221 75	180 12	2 78	81,51,903	1,22,555	2,01,824	1,77,714	5,64,171	1 40		
14	Punjab Northern	66 50	66 50	3 13	4,04,37,319	1,79,921	33,68,264	25,04,113	19,34,262	2 79		
15	Indus Valley	63 00	504 18	1 96	6,92,32,608	1,06,099	64,72,659	45,38,397	4,257	0 73		
16	Khamgaon	8 00	8 00	10 83	5,08,187	63,522	37,363	23,106	3,639	0 84		
17	Amroht	6 00	6 00	9 87	4,34,261	73,371	90,865	47,226	2,24,309	1 86		
18	Sizau's	121 00	121 00	6 28	1,20,62,228	99,688	7,02,716	4,78,407	5,85,444	5 28		
Total and average		6,818 75	6,706 19	13 09	1,13,28,65,611	1,66,140	11,56,55,369	5,58,54,441	5,95,00,928			

\* Including Patli Branch.

NARROW GAUGE.—METRE.

Number.	RAILWAYS.	Miles open at end of year.	Mean miles open during year.	Mean age of line at end of year.	Capital outlay at close of year.	Cost per mile open.		Gross earnings during year.	Working expenses during year.	Net profits of year.	Net profits per cent.
						Rs.	Rs.				
1	South Indian ...	645.25	637.26	7.61	4,16,72,963	64,584	35,59,594	26,29,576	9,30,018	2.23	
2	Nalhati ...	27.25	27.25	17.03	3,25,210	11,934	69,925	73,653	—3,728	-1.15	
3	Northern Bengal ...	243.50	243.50	3.03	1,96,73,726	80,796	14,49,296	8,54,356	5,94,910	3.02	
4	Tirhoot ...	85.00	85.60	4.55	51,51,330	62,821	4,52,924	2,62,199	1,90,723	3.70	
5	Muttia-Hathras ...	29.00	29.00	5.20	10,88,160	37,523	1,35,226	77,556	57,670	5.30	
6	Cawnpore and Farrukhabad ...	49.25	2.29	0.05	27,03,089	54,937	2,202	5,134	—2,932	-0.11	
7	Nagpur and Chhattisgarh ...	53.00	39.21	0.74	30,37,689	57,315	1,03,952	82,681	21,871	0.70	
8	Rangoon and Irrawaddy Valley ...	161.00	161.00	3.67	1,23,07,244	76,443	13,22,710	8,01,626	5,21,084	4.23	
9	Rajputana ...	489.50	470.30	5.52	3,40,61,947	69,585	37,23,719	24,90,414	12,33,305	3.62	
10	Holkar and Sindia-Nemuch ...	254.50	227.71	3.22	2,53,37,858	99,559	14,01,259	10,47,268	3,53,991	1.40	
11	Western Rajputana ...	82.63	82.63	1.13	63,17,255	76,452	6,50,103	5,57,724	92,379	1.46	
12	His Highness the Gackwar's ...	57.75	49.07	3.37	11,44,210	19,813	1,28,894	63,687	65,187	5.69	
	Total and average ...	2,177.63	2,054.22	5.30	15,28,25,681	70,180	1,29,99,734	89,45,904	40,53,830	2.65	
	Total and average Guaranteed ...	6,095.50	6,087.51	14.76	1,01,71,63,710	1,66,871	10,69,08,253	4,91,87,442	5,77,20,811	5.67	
	Total and average State ...	2,900.88	2,672.90	3.72	26,85,27,582	92,568	2,17,46,850	1,56,12,903	61,33,947	2.29	
	GRAND TOTAL AND AVERAGE ...	8,996.38	8,760.41	11.20	1,28,56,91,292	42,912	12,86,55,103	6,48,00,345	6,38,54,758	4.97	

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BROAD GAUGE.

**1. East Indian.**—This line extends from Calcutta (Howrah) to Delhi, with a branch of about 324 miles, from Nynce, near Allahabad, to Jubbulpore, and several shorter branches, aggregating 82 miles, none of which exceed 27 miles in length. It is in junction with the Sind, Punjab, and Delhi Railway at Gazeabad, the Great Indian Peninsula Railway at Jubbulpore, the Oudh and Rohilkhand Railway at Aligarh and Cawnpore, the Sindia State Railway at Agra, the Patna-Gya State Railway at Bankipore, all of which lines are of the same gauge. It connects bridge is now being built. Its junctions with narrow gauge lines are at Nalhati, Cawnpore, Agra, Hathras Road and Delhi; it is also connected with the Tirhoot State Railway by a short branch and ferry at Barh.

The Railway has a double road for 411 miles.

There are 158 stations having an average distance apart of 9½ miles, and 18 engine stations.

Construction was commenced in January 1851, and the first section 23½ miles from Howrah to Hooghly was opened on the 15th August 1854. The line has been opened throughout its whole length since January 1871.

The earthwork and bridges generally are for a double line, except the superstructure of large bridges. The road consists of double-headed rails varying in weight from 74 to 82lbs. per yard, carried on cross-sleepers for the most part of wood and small proportion of iron. Steel rails are being used for renewals where the traffic is heavy.

**2. Eastern Bengal.**—This line extends from Calcutta (Scaldah) to Goalundo, on the bank of the Ganges near its confluence with the Brahmaputra, with a branch 4 miles long to Koochta, also on the right bank of the Ganges, about 45 miles up stream: there is also a short branch 2 miles long to Chitpore, where junction is effected with the Calcutta Port Trust Railway; there is a connection with the Calcutta and South-Eastern State Railway at the terminus Scaldah. From Poradaha, at the 163rd mile, there is a State Branch worked by the Company 13 miles long to Damukdia on the Ganges, which is connected with the Northern Bengal State Railway by a steam ferry.

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The Railway is laid with a single track throughout. There are 32 stations at an average distance apart of 5 miles, and 4 engine stations. Construction was commenced in April 1859, and the first section (45½ miles) from Calcutta to Ranaghat was opened in September, and the second section (62 miles) to Jagati in November 1862. The extension to Goalundo was opened in January 1871.

The earthwork and the masonry of bridges and viaducts have been constructed for a double line. The rails are double-headed, weighing 74lbs. per yard, and have been laid principally on cross-tied pine sleepers.

**3. Oudh and Rohilkhand.**—The Oudh and Rohilkhand Railway runs in a north-westerly direction from Benares, and is approximately parallel to the East Indian Railway at a mean distance of 80 miles, the River Ganges running between the two. It has junctions only with the East Indian Railway which are noted in para. 1 above.

The Railway is laid with a single track throughout. There are 80 stations averaging 7 miles apart, and 5 engine stations.

Construction was commenced in January 1864; the length of 42 miles from Lucknow in the direction of Cawnpore was opened in April 1867; two other sections of 30 miles each were opened on the 1st February 1872, and with the exception of the bridge at Cawnpore and junction with the East Indian Railway at that station, which was completed in July 1875, the line may be said to have been opened throughout in the early part of 1874.

Land has been taken for a double line, but the formation is for a single way; between Lucknow and Nawabganj, however, the masonry of the bridges has been constructed for a double track. The permanent way adopted consists of 60lbs. flat-footed rails on cast-iron oval bowl sleepers, but there are short lengths on wrought iron saddle sleepers, and of Bessemer steel saddle sleepers.

**4. Sind Punjab and Delhi.**—This Railway consists of two distinct and separate sections, *viz.*, the Punjab section 55½ miles in length from Gazeabad, the junction with the East Indian Railway, to Sher Shah Bunder on the left bank of the Indus and 15 miles beyond Mooltan, and the Sind section 110 miles long from Kotri, the junction with the

Indus Valley State Railway to Kurachee. On the Punjab Section there is a junction at Lahore with the Punjab North-Western State Railway, and another at Meerutabad, 7 miles to the east of Mooltan, with the Indus Valley State Railway.

The road is laid with a single track on both sections, except 4½ miles of double way in Kurachee.

There are 73 stations on the Punjab Section being at an average distance of 7½ miles, and 10 on the Sind Section at 12 miles intervals. There are 6 engine stations on the former and 2 on the latter.

The Sind Section was commenced in April 1858, and was opened throughout its length in May 1861.

The length from Amritsar to Mooltan and Sher Shah, 250 miles, was commenced in February 1859, and was opened to Lahore, 32 miles, in April 1862, and from Lahore to Mooltan, 208 miles in April 1865.

The portion from Gazeabad to Amritsar, 304 miles, was commenced early in 1864, and in May 1865 Messrs. Brassey and Company entered into a contract for the construction of the line in five years; this period was subsequently extended to six years, owing to the magnitude and large additions made to the original design of the Sutlej bridge. The first length to Meerut City, 27½ miles, was opened in April 1867, and in November of the same year 26 miles were opened from the Deas River to Amritsar. The uninterrupted communication between Delhi *via* Gazeabad and Mooltan being established by the completion of the Sutlej bridge in November 1869.

On the Sind Section the earthwork is for a single line; masonry of bridges for a double line, iron superstructure or one road. The permanent way consists of double-headed rails, 65lbs. to the yard, laid on sleepers of cross-tied pine and babul.

From Amritsar to Mooltan and Sher Shah the earthwork and bridges are for a single way. Double-headed rails of 68lbs. per yard have been used throughout, 77½ miles being supported on Greaves' bows, the remainder on wooden sleepers, which, however, are being renewed with iron.

From Amritsar to the Deas the earthwork is for a double road; that of the remaining distance to Gazeabad is for a single line. The rails used were single-headed of "steel iron" weighing 60lbs. to the yard; these have, however, siled and are being replaced by solid steel.

5. **Madras.**—This Railway at Arkonam, 42 miles to the west of Madras, bifurcates into two Main Lines, viz. the north-west line which meets the Great Indian Peninsula Railway at Raichur, 308 miles,\* and has a branch 31½ miles long to Bellary, and the south-west line which runs to Beypore on the west coast, 364 miles,\* with branches to Bangalore, 87 miles, and to Mettupalaiyam at the foot of the Nilgiri Hills, 26 miles.

There are junctions with the South Indian Railway at Arkonam and Erode, and with the Mysore State Railway at Bangalore, both these lines being of the metre gauge.

With the exception of a double road from Madras to Arkonam the line is single throughout.

There are 105 stations giving intervals of 8½ miles and 10 engine stations.

Work was commenced on the south-west line in June 1853, which, in July 1856, was opened to Arcot, 63 miles, through communication with Beypore being established in May 1862. Junction was effected with the Great Indian Peninsula Railway in March 1871.

Except on the double portion the embankments are for a single track, but the bridges and viaducts are built for a double way, except on the Nilgiri and Bellari branches. The rails weighing from 65 to 84lbs. per yard are supported on iron post sleepers, with the exception of a few miles near Beypore of crossoted pine. The south-west line was originally laid with sleepers of indigenous woods, but these were not found to answer, and have nearly all been replaced by iron.

6. **Great Indian Peninsula.**—This line starting from Bombay divides into two at Kalyan on the 33rd mile, the north-east line, 582 miles,\* meeting the East Indian Railway at Jubbulpore with a branch of 245 miles to Nagpur, and a short coal line of 12 miles to Mohpani, and the south-east line, 409 miles,\* meeting the Madras Railway at Raichur, with a branch of 7½ miles to Campulit at the foot of the Ghauts (seldom worked). Besides those above mentioned, there are junctions with Bombay, Baroda and Central India Railway at Dadur, the Dhond and Manmad State Railway at Dhond and Manmad, the Wardha Coal Railway at Wardha, the two small Berar lines and the Nizam's Railway all of the same gauge, and also with the metre gauge Nagpur and Chhattisgarh State Railway at Nagpur.

\* From the Junction Arkonam.

There are 325 miles of double road.

There are 163 stations at average intervals of nearly 8 miles, and 17 engine stations. Construction was commenced in October 1850, and a length of 20½ miles from Bombay to Thana was opened in April 1853: this was the first Railway opened in India.

Excepting the double portion the earthwork is for a single line, and the bridges and viaducts for a double line of rails. Most of the rails weigh 68lbs. per yard; on some short lengths, however, rails weighing 84lbs. per yard to the yard have been laid. Most of the rails are of iron, but are being replaced by steel as renewals become necessary. The sleepers are chiefly of wood with a portion of iron bowls.

7. **Bombay Baroda and Central India.**—The Railway runs nearly due north from Bombay, skirting the coast for 200 miles of its length; it has two short branches, viz. from Anand to Pali, 32 miles, and from Virangam to Kharaghora, 22½ miles; this latter is the property of the State, but is worked as part of the Company's undertaking.

The junction with the Great Indian Peninsula Railway being only 6 miles from Bombay is used solely for the exchange of goods traffic. There are junctions with the Bhannagar-Gondal and the Rajputana State Railways, both metre gauge, at Wadhwan and Sabarmati near Ahmedabad respectively; there are also two junctions with His Highness the Gaekwar's line of 2 feet 6 inches gauge at Miyagam and Baroda.

The Railway has a double track for short sections, aggregating 23 miles in length.

There are 74 stations at an average distance of 6 miles apart, and 8 engine stations.

Work was commenced in May 1856, and the first section from Amroli to Anklesvar, 28½ miles, was opened in February 1860. In January 1861 43½ miles were opened from Baroda to the south, and before the end of the year communication between Bilsar and Baroda (123 miles) was established; this length was not connected with Bombay until November 1864, when the Main Line to Ahmedabad may be said to have been completed.

Except on the double portions the earthwork is for a single line, the bridge piers and abutments being generally built for a double road. With the exception of a short length of Adams' rails, the double-headed rail, weighing 68lbs.

per yard, has been used throughout the Main Line, supported for the most part, on wooden sleepers; iron bowls being used in suitable places. The Wadhwan branch is laid with 60lbs. rails on iron bowl sleepers.

**8. Calcutta and South Eastern.**—This line extends from Calcutta to Port Canning; it was constructed under a guarantee at the time the Port Canning Company were endeavouring to divert some of the Calcutta shipping business to Canning. In consequence of the Railway having been worked at a loss since its opening (May 1863), the Company surrendered it to Government, under the provisions of their contract, on the 1st April 1868, since which date the net earnings have amounted to nearly one lakh of rupees. The line is laid with a single track throughout. There are 8 stations at an average distance of 4 miles. It is proposed to utilize the first 10 miles of this Railway to form part of a line connecting Calcutta with Diamond Harbour.

**9. Patna-Gya.**—This Railway connects Bankipore on the East Indian Railway with Gya; it has a single track throughout, which for the first 29 miles has been laid on an existing road with few deviations, the remainder has its own alignment. The rails weigh 60lbs. to the yard, and are supported on iron bowl sleepers.

The first 28 miles were opened in April, and the remaining 29 miles in June 1879. At the end of 1880, the interests on Capital had been more than recouped by the net earnings. There are 8 stations, at an average distance apart of 8 miles. There are proposals for extending this line to Palamow.

**10. Bidadnagar-Ghazipur.**—This line is being worked as a branch of the East Indian Railway.

**11. Dhond-Manmad.**—This is a Chord line between the two trunk lines of the Great Indian Peninsula Railway. It was constructed by the State, but is now being worked as part of the latter. There are 18 stations, being at an average distance apart of  $8\frac{1}{2}$  miles.

**12. Wardha Coal.**—This Railway was constructed to carry the coal from the Warora Mines to the Great Indian Peninsula Railway, and its traffic chiefly depends on the output of coal which, owing to defects in machinery, was much restricted in 1880.

**13. Sindia.**—Until this year 1881 the traffic on this line has been seriously affected by the want of the bridge over the Chambal. The line now extends from Agra to Gwalior, 75 miles, and is worked as part of the East Indian Railway.

**14. Punjab, Northern.**—This Railway extends in a north-westerly direction from Lahore, its junction with the Sind, Punjab and Delhi Railway, to Attock on the Indus, which is to be bridged and the line carried on to Peshawar 276 miles.

There is a branch on the metre gauge from Lala Mussa, 82 miles from Lahore, to Miani on the Jhelum, constructed chiefly for the carriage of salt. A branch has also been constructed from Rawalpindi to Khushalgarh on the Indus in the direction of Kohat. This was opened to Khushalgarh in April 1881.

The line is constructed with a single track throughout.

From Lahore to Pindi, 171 miles, the rails weigh 60lbs. to the yard, and are carried on cross-sleepers, chiefly of deodar.

Beyond Pindi 62lbs. steel rails have been used. Here the gradients are very heavy,  $\frac{1}{10}$  and  $\frac{1}{15}$  for considerable lengths, which adds considerably to the cost of working.

The line has been opened in a very incomplete state in order to accommodate the troop traffic to and from Afghanistan, and is only now being got into working order.

**15. Indus Valley.**—This line unites the two portions of the Sind, Punjab and Delhi Railway. There is a junc-

tion with the Kandahar Railway at Rak near the north bank of the Indus, 320 miles from Kurrachee, and this Railway which is open for 133 miles, is worked as a branch of the Indus Valley Railway. There is a branch from Sibi to Pir Chowki, 19 miles, almost ready for opening.

The line is laid with a single track throughout.

Excluding the branch there are 49 stations, and 7 engine stations.

There is a break in the line by the Indus at Sukkur, and communication is kept up by means of a steam ferry. The river will eventually be bridged. The rails used weigh 60lbs. to the yard, and are carried on cross-sleepers, chiefly of cresooted pine and deodar.

**16 and 17. Khamgaon and Amraoti.**—These short lines situated in Berar were constructed chiefly to connect the cotton-marts of the names they bear with the Great Indian Peninsula Railway. They are now worked as branches of that Railway.

**18. Nizam's.**—This line connects the Great Indian Peninsula Railway at a point 376 miles from Bombay in the direction of Madras with Hyderabad and is the property of the Nizam. Work was commenced about the middle of 1871, and the line was opened throughout in October 1874. There is a single track only, of which 87 miles are laid with double-headed 68lbs. rails on iron bowl sleepers, and the remainder with 60lbs. flat-footed rails on cresooted pine. There are 12 stations at average intervals of 11 miles, and 2 engine stations.

#### NARROW GAUGE.

**1. South Indian.**—This line which now has a metre gauge throughout originally consisted of several portions. The length from Negapatam to Erode, 167 miles, was commenced in May 1859, by the Great Southern India Railway

Company, and was completed on the 5-feet 6-inch gauge. The portion from Arkenam to Little Conjevoram was commenced in March 1864 on the 3-feet 6-inch gauge, and in January 1868 a contract and 3 per cent. guarantee was granted to the Carnatic Railway Company for the extension to Cuddalore. In July 1874 the two undertakings were amalgamated under the title of the South Indian Railway, and the whole system is now on the metre gauge.

The earthwork and bridges are for a single way except from Negapatam to Trichinopoly, where the bridges have been built for a double road. On the section between Negapatam, the old rails weighing 68lbs. to the yard, are laid on iron and wooden sleepers, but on the greater length of the system the rails are 40.3lbs. to the yard on wooden sleepers.

There are 99 stations at average intervals of  $6\frac{1}{2}$  miles, and 10 engine stations.

**2. Nalhati.**—This short line meets the East Indian Railway at a point 145 miles from Calcutta. It was constructed on the 4-feet gauge by the Indian Branch Railway Company, and brought by the State in March 1872. It was opened for traffic in December 1863.

The line was laid on one half of a metalled road with rails weighing 32lbs. per yard.

**3. Northern Bengal.**—Omitting the broad gauge portion worked as part of the Eastern Bengal Railway, as noted above, this line extends from the North Bank of the Ganges to Siliguri, at the foot of the Himalayas, whence there is a Steam Tramway to Darjeeling.

There is a branch of 30 miles from Parbatipore to Kania on the River Teesta.

There are 30 stations on the line rather less than 3 miles apart, and 6 engine stations.

The line is constructed for a single track, but sufficient land has been taken for a second line of rails.

The first section opened consists of 134 miles between the Atrai River and Jalpigiuri, and the Main Line

was completed by the opening of the Northern Section in June 1878. The road is laid with 40lbs. rails on wooden cross-sleepers, chiefly crossoted pine with a proportion of sil and red gum.

**4. Tirthoot.**—With the exception of the short branch from Barh on the East Indian Railway, this line is located to the North of the Ganges. From Samastipore, 27 miles from Ganges' Bank, there is a branch to the north-west which was opened to Mozufferpore, 32 miles, in February 1877; this is now being extended to Bettiah, another 78 miles. The present Main Line continues from Samastipore to Durbhunga, 23 miles. The Durbhunga line, after having been partially opened for short periods, was finally opened for traffic in November 1875.

The line is single, and is built with 40lbs. rails on wooden cross-sleepers, chiefly deodar.

The stations average a distance of  $7\frac{1}{2}$  miles apart.

**5. Muttra-Mathras.**—This line which connects the left bank of the River Jumna, opposite to the town of Muttra, with the East Indian Railway, at a point 857 miles from Calcutta, borders and is partly laid on a metalled road. The rails weigh 30lbs. to the yard, and are laid on wooden cross-sleepers, chiefly of deodar. An extension of 24 miles from Muttra to Achnera, on the Rajputana Railway, is in course of construction. On this length heavier metals will be used.

**6. Cawnpore-Farrukhabad.**—This line is now open from Cawnpore on the East Indian Railway to Farrukhabad, 86 miles. The first section as far as Mirran Serai, 49 miles, was opened on the 15th December 1880.

**7. Nagpur-Chattisgarh.**—This line starting from the Great Indian Peninsula Railway Station at Nagpur passes through the Cantonment of Kamptee, and takes a westerly direction; it was opened to Tumsar, 53 miles, for

goods traffic in April 1880, and for passenger traffic in November. It is in contemplation to extend this line to Dhaspur, 261 miles from Nagpur, with the view of opening out the rich grain-producing districts of Chhattisgarh.

**8. Rangoon and Irrawaddy Valley.**—The location of this line is expressed in its name. It was opened throughout its length from Rangoon to Prome in May 1877. The stations are a little short of 7 miles apart on an average. An extension of 42 miles to Allannmyo is included in the original proposal.

**9. Rajputana.**—This line connects the north-west portion of the North-Western Provinces and the Panjab with Bombay via Rajputana, and the Bombay, Baroda and Central India Railway, its northern termini being at Delhi and Agra, where there are junctions with the East Indian Railway, the junction with the Bombay and Baroda Railway being at Sabarmati near Ahmedabad. The lines from Delhi and Agra meet at Bandiqui, 134 miles from the former, and 93 from the latter. There is a junction with the Holkar and Sindia-Neemuch Railway at Ajmere, and on the completion of this line the two Railways will be probably worked as one undertaking. There is a short Salt branch to the Sambhar Lake leaving the Main Line at 184 miles from Agra. Through communication with Bombay was established on the 1st January 1881.

The line is constructed for a single track, but sufficient land has been taken for a double road. The rails weigh 36 and 40lbs. per yard, but as renewals become necessary on the Main Line, the heavier rail is to be everywhere used. The sleepers used are chiefly deodar.

The stations are on the average  $8\frac{1}{2}$  miles apart, and there are 10 engine stations.

**10.—Holkar and Sindia-Neemuch.**—This Railway, which will shortly be opened throughout, extends from Khadwa on the Great Indian Peninsula Railway to Ajmere passing through Indore, Neemuch and Nusseerabad,

and crossing the Vindhya Range. There is a branch, 12 miles long, from Fatehabad, 25 miles from Indore to Ujjain. The total length of the line will be 390 miles.

The stations are at average intervals of 8½ miles.

The construction similar to that of the Rajputana line, except that the sleepers are chiefly of creosoted pine

**11. Western Rajputana.**—With the through opening of the Rajputana Railway on the 1st January 1881, this section became merged in the Main Line, and its existence as a separate Railway ceased.

**13. Gwalior of Baroda.**—This line is the property of His Highness the Gaekwar of Baroda. The gauge is 2 feet 6 inches. The rails are flat-footed, weighing 30lbs. to the yard, and are spiked to wooden sleepers. The entire line is on embankment, the formation width being 10 feet. The management and working is in the hands of the Bombay, Baroda and Central India Railway Company. The stations are at intervals of 9 miles on the average.

**STATEMENT SHOWING THE LENGTHS OPEN, THE AVERAGE AGE, AND THE GENERAL RESULTS OF WORKING OF ALL INDIA RAILWAYS FROM THE COMMENCEMENT UP TO THE END OF 1880.**

(N.B.—The figures in this Statement have been taken from the Half-yearly Revenue Accounts. The figures relating to the Steam Boat Service have been excluded.)

Year.	Miles open at end of year.	Mean miles open during year.	Mean age at close of year.	Capital outlay at close of year.	Cost per mile open.	Gross earnings during year.	Working expenses during year.	Net profits of year.	Percentage on Capital Cost of			REMARKS.
									Gross earnings.	Working expenses.	Net profits.	
EAST INDIAN RAILWAY.												
1854	37.75	13.70	0.95	Rs. ...	Rs. ...	Rs. 59,380	58,067	55,275	...	...	...	108
1855	126.00	113.2	1.05	...	...	6,50,119	2,30,548	3,00,902	...	...	...	167
1856	129.50	129.65	2.30	...	...	10,48,559	4,25,895	6,22,473	...	...	...	202
1857	126.50	120.50	3.05	...	...	1,63,506	6,96,304	9,02,593	...	...	...	279
1858	159.50	129.19	3.53	...	...	15,25,219	8,48,021	9,75,806	...	...	...	268
1859	286.50	240.33	2.39	...	...	2,58,762	14,72,197	18,16,295	...	...	...	231
1860	570.25	504.40	2.83	...	...	26,55,092	17,73,274	18,26,818	...	...	...	222
1861	507.75	436.10	2.64	...	...	33,83,669	23,93,719	28,89,241	...	...	...	192
1862	877.00	638.49	2.41	...	...	68,49,861	31,38,762	29,99,472	...	...	...	222
1863	953.00	623.07	2.26	...	...	1,08,41,651	59,65,320	45,70,531	...	...	...	253
1864	1164.00	1,573.33	3.71	...	...	1,39,31,169	70,75,028	68,25,292	...	...	...	311
1865	1137.00	1125.91	4.39	...	...	1,87,50,534	83,72,141	1,06,71,600	...	...	...	374
1866	1197.00	1127.50	4.63	...	...	2,19,59,112	97,28,447	1,22,69,255	...	...	...	309
1867	1353.00	1223.94	5.61	...	...	2,35,53,693	1,13,03,370	1,29,44,985	...	...	...	346
1868	1533.00	1328.00	6.00	...	...	2,43,83,181	1,09,43,821	1,34,39,333	...	...	...	399
1869	1333.00	1233.00	7.00	...	...	2,31,41,292	1,20,69,850	1,59,40,632	...	...	...	424
1870	1553.00	1328.00	8.00	...	...	2,49,06,137	1,30,63,619	1,68,42,408	...	...	...	478
1871	1593.25	1493.25	8.74	...	...	2,65,15,841	1,15,96,673	1,66,19,167	...	...	...	398
1872	1593.25	1493.25	9.74	...	...	2,88,53,060	1,19,56,688	1,68,95,011	...	...	...	371
1873	1493.25	1493.25	10.74	...	...	2,17,25,957	2,11,021	2,29,25,196	1,46,00,989	1,81,34,216	9.31	504
1874	1593.25	1493.25	11.74	...	...	2,17,25,957	2,11,021	2,29,25,196	1,46,00,989	1,81,34,216	9.31	504
1875	1593.25	1493.25	12.74	...	...	2,17,25,957	2,11,021	2,29,25,196	1,46,00,989	1,81,34,216	9.31	504
1876	1593.25	1493.25	13.74	...	...	2,17,25,957	2,11,021	2,29,25,196	1,46,00,989	1,81,34,216	9.31	504
1877	1593.25	1493.25	14.74	...	...	2,17,25,957	2,11,021	2,29,25,196	1,46,00,989	1,81,34,216	9.31	504
1878	1593.25	1493.25	15.74	...	...	2,17,25,957	2,11,021	2,29,25,196	1,46,00,989	1,81,34,216	9.31	504
1879	1593.25	1493.25	16.73	...	...	2,17,25,957	2,11,021	2,29,25,196	1,46,00,989	1,81,34,216	9.31	504
1880	1593.25	1493.25	17.73	...	...	2,17,25,957	2,11,021	2,29,25,196	1,46,00,989	1,81,34,216	9.31	504



Year.	No. of miles worked		Gross tonnage	Net profit of the year.	Dividend		Interest on capital		Gross receipts	Remarks.
	1914-15	1915-16			per cent.	per cent.	1914-15	1915-16		
1862	4875	6,942	16,000	Rs. 680	10,000	...	...	...	...	
1863	8175	7542	16,000	Rs. 837	13,574	...	...	...	...	
1864	8775	9,015	16,000	Rs. 907	14,633	...	...	...	...	
1865	8775	9,175	16,000	Rs. 937	15,359	...	...	...	...	
1866	9025	9,316	16,000	Rs. 967	16,082	...	...	...	...	
1867	10025	10,460	16,000	Rs. 1,037	17,805	...	...	...	...	
1868	10325	10,719	16,000	Rs. 1,067	18,528	...	...	...	...	
1869	10625	11,000	16,000	Rs. 1,097	19,251	...	...	...	...	
1870	10925	11,280	16,000	Rs. 1,127	19,974	...	...	...	...	
1871	11225	11,560	16,000	Rs. 1,157	20,697	...	...	...	...	
1872	11525	11,840	16,000	Rs. 1,187	21,420	...	...	...	...	
1873	11825	12,120	16,000	Rs. 1,217	22,143	...	...	...	...	
1874	12125	12,400	16,000	Rs. 1,247	22,866	...	...	...	...	
1875	12425	12,680	16,000	Rs. 1,277	23,589	...	...	...	...	
1876	12725	12,960	16,000	Rs. 1,307	24,312	...	...	...	...	
1877	13025	13,240	16,000	Rs. 1,337	25,035	...	...	...	...	
1878	13325	13,520	16,000	Rs. 1,367	25,758	...	...	...	...	
1879	13625	13,800	16,000	Rs. 1,397	26,481	...	...	...	...	
1880	13925	14,080	16,000	Rs. 1,427	27,204	...	...	...	...	
1881	14225	14,360	16,000	Rs. 1,457	27,927	...	...	...	...	
1882	14525	14,640	16,000	Rs. 1,487	28,650	...	...	...	...	
1883	14825	14,920	16,000	Rs. 1,517	29,373	...	...	...	...	
1884	15125	15,200	16,000	Rs. 1,547	30,096	...	...	...	...	
1885	15425	15,480	16,000	Rs. 1,577	30,819	...	...	...	...	
1886	15725	15,760	16,000	Rs. 1,607	31,542	...	...	...	...	
1887	16025	16,040	16,000	Rs. 1,637	32,265	...	...	...	...	
1888	16325	16,320	16,000	Rs. 1,667	32,988	...	...	...	...	
1889	16625	16,600	16,000	Rs. 1,697	33,711	...	...	...	...	
1890	16925	16,880	16,000	Rs. 1,727	34,434	...	...	...	...	
1891	17225	17,160	16,000	Rs. 1,757	35,157	...	...	...	...	
1892	17525	17,440	16,000	Rs. 1,787	35,880	...	...	...	...	
1893	17825	17,720	16,000	Rs. 1,817	36,603	...	...	...	...	
1894	18125	18,000	16,000	Rs. 1,847	37,326	...	...	...	...	
1895	18425	18,280	16,000	Rs. 1,877	38,049	...	...	...	...	
1896	18725	18,560	16,000	Rs. 1,907	38,772	...	...	...	...	
1897	19025	18,840	16,000	Rs. 1,937	39,495	...	...	...	...	
1898	19325	19,120	16,000	Rs. 1,967	40,218	...	...	...	...	
1899	19625	19,400	16,000	Rs. 1,997	40,941	...	...	...	...	
1900	19925	19,680	16,000	Rs. 2,027	41,664	...	...	...	...	
1901	20225	19,960	16,000	Rs. 2,057	42,387	...	...	...	...	
1902	20525	20,240	16,000	Rs. 2,087	43,110	...	...	...	...	
1903	20825	20,520	16,000	Rs. 2,117	43,833	...	...	...	...	
1904	21125	20,800	16,000	Rs. 2,147	44,556	...	...	...	...	
1905	21425	21,080	16,000	Rs. 2,177	45,279	...	...	...	...	
1906	21725	21,360	16,000	Rs. 2,207	46,002	...	...	...	...	
1907	22025	21,640	16,000	Rs. 2,237	46,725	...	...	...	...	
1908	22325	21,920	16,000	Rs. 2,267	47,448	...	...	...	...	
1909	22625	22,200	16,000	Rs. 2,297	48,171	...	...	...	...	
1910	22925	22,480	16,000	Rs. 2,327	48,894	...	...	...	...	
1911	23225	22,760	16,000	Rs. 2,357	49,617	...	...	...	...	
1912	23525	23,040	16,000	Rs. 2,387	50,340	...	...	...	...	
1913	23825	23,320	16,000	Rs. 2,417	51,063	...	...	...	...	
1914	24125	23,600	16,000	Rs. 2,447	51,786	...	...	...	...	
1915	24425	23,880	16,000	Rs. 2,477	52,509	...	...	...	...	
1916	24725	24,160	16,000	Rs. 2,507	53,232	...	...	...	...	
1917	25025	24,440	16,000	Rs. 2,537	53,955	...	...	...	...	
1918	25325	24,720	16,000	Rs. 2,567	54,678	...	...	...	...	
1919	25625	25,000	16,000	Rs. 2,597	55,401	...	...	...	...	
1920	25925	25,280	16,000	Rs. 2,627	56,124	...	...	...	...	
1921	26225	25,560	16,000	Rs. 2,657	56,847	...	...	...	...	
1922	26525	25,840	16,000	Rs. 2,687	57,570	...	...	...	...	
1923	26825	26,120	16,000	Rs. 2,717	58,293	...	...	...	...	
1924	27125	26,400	16,000	Rs. 2,747	59,016	...	...	...	...	
1925	27425	26,680	16,000	Rs. 2,777	59,739	...	...	...	...	
1926	27725	26,960	16,000	Rs. 2,807	60,462	...	...	...	...	
1927	28025	27,240	16,000	Rs. 2,837	61,185	...	...	...	...	
1928	28325	27,520	16,000	Rs. 2,867	61,908	...	...	...	...	
1929	28625	27,800	16,000	Rs. 2,897	62,631	...	...	...	...	
1930	28925	28,080	16,000	Rs. 2,927	63,354	...	...	...	...	
1931	29225	28,360	16,000	Rs. 2,957	64,077	...	...	...	...	
1932	29525	28,640	16,000	Rs. 2,987	64,800	...	...	...	...	
1933	29825	28,920	16,000	Rs. 3,017	65,523	...	...	...	...	
1934	30125	29,200	16,000	Rs. 3,047	66,246	...	...	...	...	
1935	30425	29,480	16,000	Rs. 3,077	66,969	...	...	...	...	
1936	30725	29,760	16,000	Rs. 3,107	67,692	...	...	...	...	
1937	31025	30,040	16,000	Rs. 3,137	68,415	...	...	...	...	
1938	31325	30,320	16,000	Rs. 3,167	69,138	...	...	...	...	
1939	31625	30,600	16,000	Rs. 3,197	69,861	...	...	...	...	
1940	31925	30,880	16,000	Rs. 3,227	70,584	...	...	...	...	
1941	32225	31,160	16,000	Rs. 3,257	71,307	...	...	...	...	
1942	32525	31,440	16,000	Rs. 3,287	72,030	...	...	...	...	
1943	32825	31,720	16,000	Rs. 3,317	72,753	...	...	...	...	
1944	33125	32,000	16,000	Rs. 3,347	73,476	...	...	...	...	
1945	33425	32,280	16,000	Rs. 3,377	74,199	...	...	...	...	
1946	33725	32,560	16,000	Rs. 3,407	74,922	...	...	...	...	
1947	34025	32,840	16,000	Rs. 3,437	75,645	...	...	...	...	
1948	34325	33,120	16,000	Rs. 3,467	76,368	...	...	...	...	
1949	34625	33,400	16,000	Rs. 3,497	77,091	...	...	...	...	
1950	34925	33,680	16,000	Rs. 3,527	77,814	...	...	...	...	
1951	35225	33,960	16,000	Rs. 3,557	78,537	...	...	...	...	
1952	35525	34,240	16,000	Rs. 3,587	79,260	...	...	...	...	
1953	35825	34,520	16,000	Rs. 3,617	79,983	...	...	...	...	
1954	36125	34,800	16,000	Rs. 3,647	80,706	...	...	...	...	
1955	36425	35,080	16,000	Rs. 3,677	81,429	...	...	...	...	
1956	36725	35,360	16,000	Rs. 3,707	82,152	...	...	...	...	
1957	37025	35,640	16,000	Rs. 3,737	82,875	...	...	...	...	
1958	37325	35,920	16,000	Rs. 3,767	83,598	...	...	...	...	
1959	37625	36,200	16,000	Rs. 3,797	84,321	...	...	...	...	
1960	37925	36,480	16,000	Rs. 3,827	85,044	...	...	...	...	
1961	38225	36,760	16,000	Rs. 3,857	85,767	...	...	...	...	
1962	38525	37,040	16,000	Rs. 3,887	86,490	...	...	...	...	
1963	38825	37,320	16,000	Rs. 3,917	87,213	...	...	...	...	
1964	39125	37,600	16,000	Rs. 3,947	87,936	...	...	...	...	
1965	39425	37,880	16,000	Rs. 3,977	88,659	...	...	...	...	
1966	39725	38,160	16,000	Rs. 4,007	89,382	...	...	...	...	
1967	40025	38,440	16,000	Rs. 4,037	90,105	...	...	...	...	
1968	40325	38,720	16,000	Rs. 4,067	90,828	...	...	...	...	
1969	40625	39,000	16,000	Rs. 4,097	91,551	...	...	...	...	
1970	40925	39,280	16,000	Rs. 4,127	92,274	...	...	...	...	
1971	41225	39,560	16,000	Rs. 4,157	93,000	...	...	...	...	
1972	41525	39,840	16,000	Rs. 4,187	93,723	...	...	...	...	
1973	41825	40,120	16,000	Rs. 4,217	94,446	...	...	...	...	
1974	42125	40,400	16,000	Rs. 4,247	95,169	...	...	...	...	
1975	42425	40,680	16,000	Rs. 4,277	95,892	...	...	...	...	
1976	42725	40,960	16,000	Rs. 4,307	96,615	...	...	...	...	
1977	43025	41,240	16,000	Rs. 4,337	97,338	...	...	...	...	
1978	43325	41,520	16,000	Rs. 4,367	98,061	...	...	...	...	
1979	43625	41,800	16,000	Rs. 4,397	98,784	...	...	...	...	
1980	43925	42,080	16,000	Rs. 4,427	99,507	...	...	...	...	
19										



Year.	Miles owned at end of year.	Miles impleased at end of year.	Mean length of lines at end of year.	Capital outlay at end of year.	Cost per mile open.	Gross earnings during year.	Working expenses during year.	Net profits of year.	PERCENTAGE ON CAPITAL COST OF			Gross tonnage.	Net tonnage.	Remarks.
									Gross earnings.	Working expenses.	Net profits.			

HOLKAR AND SINDIA-NEMUCH RAILWAY.—(continued)

	Rs.		Rs.		Rs.		Rs.		Rs.		Rs.	
	1876	1877	1878	1879	1876	1877	1878	1879	1876	1877	1878	1879
1876	107.50	78.04	1.86	1,07,82,850	1,00,352	4,01,101	3,72,159	28,941	28,611	372	345	0.37
1877	107.50	107.50	2.86	1,11,35,330	2,05,498	4,50,125	3,60,017	1,11,831	419	2.23	97	86
1878	121.25	146.24	2.45	1,33,98,321	1,74,109	5,29,045	6,37,128	3,0,917	471	3.29	1.54	122
1879	131.75	171.75	3.45	2,00,12,725	1,66,878	11,45,837	8,34,009	2,91,233	5,73	4.37	1.45	128
1880	20.450	227.71	3.22	5,25,24,808	59,359	14,91,259	10,47,266	3,53,091	5.93	413	1.49	118

PARTH BRANCH.

1873												
1874												
1875												
1876												
1877												
1878												
1879												
1880												

Worked by Bombay, Baroda and Central India Railway.

DHOND-MANMAD.

1878	145.75	108.02	0.74	71,17,400	48,833	1,95,254	1,77,105	-11,941	1,401	2.49	-0.59	21
1879	145.75	145.75	1.74	85,45,500	65,478	4,67,547	4,95,222	-27,665	490	5.19	-0.29	62
1880	145.75	145.75	2.71	1,04,58,463	71,769	6,95,994	6,56,973	38,219	6.63	6.98	0.83	91

WARDHA COAL RAILWAY.

1874	18.50	10.95	0.51	12,57,883	67,391	21,023	22,864	-1,041	16.71	17.51	-0.83	23
1875	18.50	18.50	1.51	12,57,883	65,301	22,516	23,774	-1,258	17.90	21.65	-3.75	31
1876	18.50	18.50	2.51	12,66,152	68,444	21,836	25,536	-3,700	1.73	2.62	-0.90	31
1877	40.50	23.79	1.63	45,95,775	88,911	79,687	65,355	28,532	1.72	1.21	0.51	40
1878	40.50	46.34	2.66	47,75,625	1,02,609	1,30,309	1,25,823	4,486	2.23	2.21	0.02	47
1879	40.50	46.99	3.69	47,98,450	1,05,214	1,55,188	1,34,823	20,325	5.84	5.81	0.02	69
1880	40.50	49.59	4.66	56,53,594	1,29,759	1,95,909	2,26,376	-32,466	9.78	12.3	-2.57	65

NAGPORE AND CHHATTISGARH RAILWAY.

1880	63.00	39.21	0.74	59,57,689	57,315	5,02,932	2,681	21,271	3.12	2.72	0.70	31
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RANGOON AND IRRAWADDY VALLEY RAILWAY.

1877	101.00	185.07	0.67	88,29,639	61,945	3,44,432	4,45,581	-1,01,132	3.90	5.91	-1.14	61
1878	101.00	181.00	1.67	1,12,12,847	93,645	9,62,299	8,95,812	67,117	8.30	7.99	0.31	115
1879	101.00	151.00	2.67	1,18,91,891	73,881	9,53,348	8,18,173	1,41,713	8.91	6.85	1.99	118
1880	101.00	151.00	3.67	1,25,97,344	75,443	15,22,710	8,91,546	5,21,051	10.71	6.51	4.12	158

SINDIA RAILWAY.

1878	21.00	23.46	0.95	42,42,416	1,24,777	93,911	1,25,353	-31,275	2.21	2.65	-0.74	51
1879	66.99	44.68	1.15	73,29,207	1,10,678	9,90,015	11,23,588	-1,17,172	3.21	1.68	-0.14	39
1880	66.99	66.99	1.21	81,51,903	1,22,658	2,01,834	1,77,714	24,110	2.48	2.18	0.30	38

PUNJAB NORTHERN RAILWAY.

1875	62.00	44.81	0.72	51,06,954	87,239	1,12,788	90,543	22,245	2.64	1.68	0.96	61
1876	103.45	99.8	1.31	1,79,57,838	1,73,235	4,75,946	3,67,774	1,08,188	2.63	2.69	0.00	101
1877	103.45	103.29	2.31	1,79,55,469	1,94,895	6,29,751	6,44,879	19,882	4.69	3.56	1.13	130
1878	103.29	103.25	3.31	1,73,44,018	1,87,912	9,95,571	9,08,761	8,884	2.24	2.51	-0.27	109
1879	103.25	103.25	4.31	2,46,92,832	2,27,428	18,56,684	17,71,927	2,78,889	7.78	6.01	1.54	145
1880	23.478	139.12	2.78	4,00,30,349	1,70,321	39,68,381	28,94,113	5,64,171	8.33	6.93	1.40	360

INDUS VALLEY AND KANDAHAR RAILWAYS.

1878	501.00	188.37	0.37	6,12,48,691	1,62,293	5,72,109	7,03,550	-1,31,441	1.12	1.33	-0.25	56
1879	501.00	201.60	1.37	3,76,35,291	1,13,963	2,196,816	2,69,413	4,30,388	5.60	1.59	1.10	121
1880	663.00	245.18	1.96	6,92,82,698	1,06,899	61,72,639	15,33,397	19,31,282	9.31	6.55	2.79	209

WESTERN RAJPUTANA RAILWAY.

1879	82.63	10.30	0.13			45,810	41,655	675				86	
1880	82.63	82.63	1.13		63,17,255	75,452	6,30,193	4,57,734	92,579	10.29	8.82	1.46	131

GAEKWAR OF BARODA'S RAILWAY.

1875	20.00	14.68	0.72		4,50,668	29,693	15,758	15,497	361			24	
1876	20.00	20.00	1.71		4,60,900*	29,003	28,927	29,974	8,013	8.97	6.97	2.00	32
1877	20.00	20.00	2.73		4,60,900*	29,003	31,392	26,955	7,347	8.97	6.71	1.53	33
1878	20.00	20.00	3.71		4,60,900*	29,003	33,775	29,974	8,865	9.94	7.99	2.16	38
1879	20.00	20.00	4.73		3,82,596	19,125	46,400	36,385	10,115	12.13	9.49	3.64	45
1876	20.00	20.00	5.71		3,82,596	20,125	48,500	38,021	10,500	11.71	7.25	4.46	43
1877	20.00	20.00	6.71		3,82,596	20,125	50,500	40,471	31,909	10.59	6.67	4.73	46
1878	20.00	20.00	7.71		3,82,596	20,125	52,500	42,442	33,827	11.26	6.57	5.69	61
1879	40.00	39.03	8.61	6,47,697	16,388	72,933	63,087	65,137	11.26	6.57	5.69	61	
1880	37.75	49.07	3.37	11,41,210	18,513	1,28,824	63,087						

\* Approximate.

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## REMARKS.

## KIRANGAON RAILWAY.

Year.	Miles run in calendar year.	Mean rate of passage per mile.	Cost per mile, open.	Gross receipts, including passage.	Working expenses, including passage.	Net profit, yearly.	Percentage on Cost.			Remarks.
							Cost per mile, open.	Working expenses, including passage.	Net profit, yearly.	
1874	840	64	0.38	18,713	19,957	-0.244	...	...	Rs. 31	Operal for trains on 4th March 1870.
1875	840	8.00	2.85	12,916	3,888	2,293	...	...	Rs. 31	
1876	840	8.00	2.85	28,117	18,001	3,293	...	...	Rs. 31	
1877	840	8.00	2.85	65,073	40,073	7,293	...	...	Rs. 31	
1878	840	8.00	2.85	44,450	28,345	4,293	...	...	Rs. 31	
1879	840	8.00	2.85	46,652	30,571	4,293	...	...	Rs. 31	
1880	840	8.00	2.85	55,901	34,539	5,293	...	...	Rs. 31	
1881	840	8.00	2.85	53,319	33,166	4,293	...	...	Rs. 31	
1882	840	8.00	2.85	57,303	36,323	4,293	...	...	Rs. 31	
1883	840	8.00	2.85	59,657	37,306	4,293	...	...	Rs. 31	
1884	840	8.00	2.85	72,880	41,121	5,293	...	...	Rs. 31	
1885	840	8.00	2.85	57,718	37,718	4,293	...	...	Rs. 31	
1886	840	8.00	2.85	58,966	38,966	4,293	...	...	Rs. 31	
1887	840	8.00	2.85	72,880	41,121	5,293	...	...	Rs. 31	
1888	840	8.00	2.85	59,657	37,306	4,293	...	...	Rs. 31	
1889	840	8.00	2.85	72,880	41,121	5,293	...	...	Rs. 31	
1890	840	8.00	2.85	59,657	37,306	4,293	...	...	Rs. 31	

Year.	Miles run in calendar year.	Mean rate of passage per mile.	Cost per mile, open.	Gross receipts, including passage.	Working expenses, including passage.	Net profit, yearly.	Percentage on Cost.	Remarks.
1874	600	5.31	0.87	23,063	13,959	5,279	...	Operal for tr c on 6th Febr 1871.
1875	600	6.00	1.87	21,121	12,718	3,274	...	
1876	600	6.00	1.87	48,977	28,966	13,067	...	
1877	600	6.00	1.87	46,848	28,345	11,067	...	
1878	600	6.00	1.87	50,956	29,532	12,067	...	
1879	600	6.00	1.87	48,977	28,966	11,067	...	
1880	600	6.00	1.87	46,848	28,345	11,067	...	
1881	600	6.00	1.87	48,977	28,966	11,067	...	
1882	600	6.00	1.87	46,848	28,345	11,067	...	
1883	600	6.00	1.87	48,977	28,966	11,067	...	
1884	600	6.00	1.87	46,848	28,345	11,067	...	
1885	600	6.00	1.87	48,977	28,966	11,067	...	
1886	600	6.00	1.87	46,848	28,345	11,067	...	
1887	600	6.00	1.87	48,977	28,966	11,067	...	
1888	600	6.00	1.87	46,848	28,345	11,067	...	
1889	600	6.00	1.87	48,977	28,966	11,067	...	
1890	600	6.00	1.87	46,848	28,345	11,067	...	

## SZAMAOI RAILWAY.

Year.	Miles run in calendar year.	Mean rate of passage per mile.	Cost per mile, open.	Gross receipts, including passage.	Working expenses, including passage.	Net profit, yearly.	Percentage on Cost.			Remarks.
							Cost per mile, open.	Working expenses, including passage.	Net profit, yearly.	
1874	1200	27.85	0.23	93,249	83,626	5,278	...	...	Rs. 110	
1875	1200	12.00	1.24	102,750	82,750	1,500	...	...	Rs. 110	
1876	1200	12.00	1.24	102,750	82,750	1,500	...	...	Rs. 110	
1877	1200	12.00	1.24	102,750	82,750	1,500	...	...	Rs. 110	
1878	1200	12.00	1.24	102,750	82,750	1,500	...	...	Rs. 110	
1879	1200	12.00	1.24	102,750	82,750	1,500	...	...	Rs. 110	
1880	1200	12.00	1.24	102,750	82,750	1,500	...	...	Rs. 110	
1881	1200	12.00	1.24	102,750	82,750	1,500	...	...	Rs. 110	
1882	1200	12.00	1.24	102,750	82,750	1,500	...	...	Rs. 110	
1883	1200	12.00	1.24	102,750	82,750	1,500	...	...	Rs. 110	
1884	1200	12.00	1.24	102,750	82,750	1,500	...	...	Rs. 110	
1885	1200	12.00	1.24	102,750	82,750	1,500	...	...	Rs. 110	
1886	1200	12.00	1.24	102,750	82,750	1,500	...	...	Rs. 110	
1887	1200	12.00	1.24	102,750	82,750	1,500	...	...	Rs. 110	
1888	1200	12.00	1.24	102,750	82,750	1,500	...	...	Rs. 110	
1889	1200	12.00	1.24	102,750	82,750	1,500	...	...	Rs. 110	
1890	1200	12.00	1.24	102,750	82,750	1,500	...	...	Rs. 110	

## THE BRITISH AND INTER-COLONIAL TRADE TARIFF UNION.

The proceedings in connection with the Conference of Delegates representing the Colonies and Dependencies of Great Britain, the City of London, and various other commercial Associations interested in the movement initiated by the Dominion Board of Trade—as recorded in the Chamber's Report for the 31st October 1880—were held in the early part of this year.

The Committee are indebted to the courtesy of Mr. Stephen Ralli for a pamphlet containing those proceedings which are too voluminous for incorporation in this report, but the opinions expressed by the Delegates from the Bengal and Bombay Chambers, and the replies given by the Secretaries of State for the Colonies and India to a Deputation, are here reproduced for the information of members.

Mr. MOWAT, late member of the Legislative Council of Bombay, and ex-President of the Bombay Chamber of Commerce, said:—The object of this meeting being reciprocity between Great Britain and her colonies J, as the delegate from the Bombay Chamber of Commerce, am opposed to such a proposal. I oppose it because it would reverse the present fiscal policy of England, and

with regard to her great dependency, India, I need hardly say that any reversal of that policy would be fatal to the best interests of both countries. England, no doubt, allows those colonies who have responsible Governments to make tariffs of their own, but as India is governed in a different and more absolute manner, no Secretary of State would sanction fiscal privileges at variance with those of the mother country. But let us look at those colonies which are working under protective tariffs and those which have adopted free-trade principles, and I make bold to say that the free-trade colonies are the most successful. We have an illustration of this in New South Wales. A previous speaker laid stress on the trade balance between England and the United States being much in favor of the latter. This is due to large importations of food grains and raw cotton. But if we pay six-pence or eight-pence per lb. for cotton to the United States, and send it out in a manufactured form to India or China at one shilling or fourteen pence, we are surely gainers. In dealing with a great question of this kind, you must not take the balance as between England and one country, but the trade of the nation as a whole. If you do this you will find that we benefit by our importations from America, otherwise they would not be made. The importations into India are chiefly from Great Britain, those from foreign countries being small in comparison. Since the opening of the Suez Canal the exports from India to the Continent have greatly increased, and I think that to attempt to reverse the present policy would be a fatal and suicidal step. I believe in the continuance of that free-trade policy which has made England what she is: where ever she competes with other nations on equal terms, she

is the first in the race of competition. Those being my views, I mean to vote against the resolution which has just been proposed.

MR. RALL: As a delegate of the Chamber of Commerce of Calcutta I beg to support the opinion of my brother delegate of Bombay. We delegates of the Chambers of Commerce of India do not represent only the trade interest of India but also the interest of the large masses of the Indian people. As you are aware, those people are poor, and their evident interest is that they should be able to buy the goods which are imported at the lowest prices possible, and be able to sell the produce of India and her manufacturers at as good prices as it is possible to get. It is to the interest, therefore, of India that she should have free-trade without restriction, and free-trade as understood by Mr. Cobden and Mr. Bright, of whom we, the delegates of India, are the disciples. What is the import trade of India with those countries where there is protection, or where there is partial protection, and what is the import trade in India from those countries? I am going to say a few words on this subject to show you that a retaliatory policy would be most disadvantageous to India. I will speak first of the export trade from France to India, and then of the import trade into France from India. What do we import from France into India? A few silk articles, and some wines and spirits. Whereas the import trade from France to India is quite unimportant, the export trade from India to France is very considerable indeed. What are the articles which we export to France from India? Since the opening of the Suez Canal we merchants in India have been able to compete in France

with America and Russia. We export to France a very large quantity of Indian wheat, seeds and cotton, and if the ideas of the promoters of this meeting were approved by the delegates of India and put into force, and if the Indian Government allowed what you require to be done against France, what would be the result? The result would be this, that France would retaliate, and we should have also differential duties in France against our Indian wheat, cotton and seeds, whereas now we import them from India, through the Suez Canal, at a cheaper cost than they can be imported into Marseilles from America and Russia. I may say the same about Indian cotton. We import now large quantities of Indian cotton into Marseilles and Havre. Supposing there were differential duties in India against French goods, a differential duty would be put on against our cotton, and French manufacturers, instead of Indian cotton, would use American cotton. As regards liused we export large quantities, and as large quantities are grown in the South of Russia, if a differential duty was imposed in France on Indian seeds, we should lose our trade, and we should be supplanted by the Russian merchants; and the same may be said with regard to rapeseed, which we import largely. We should be supplanted in that trade by Russia and Roumania. It is evident that, as regards our increasing trade from India to France, this trade is benefitted by the present policy, and that it is not in the interest of India to levy heavier duties on the goods coming from protectionist countries like France, than on the same goods coming from free-trade countries. With regard to the trade between India and America, it is gradually increasing year by year. Jute cuttings, which are very little used in England, are largely

used in America for paper making, and the moment you put in India a differential duty on goods exported from America to India, America will put an increased duty on jute cuttings, and what would be the result? Why, the paper mills of America would use Esparto grass from Spain and Africa, instead of using our jute cuttings. Besides which our gunny trade between India and America would be lost to us altogether, and it would go to Dundee. For this reason we delegates are quite opposed to the ideas of this meeting. We want free-trade in India, and free-trade without restrictions.

MR. D. H. MACFARLANE, M. P., did not wish to take up the question in his capacity as delegate for the Calcutta Chamber, as it had been completely exhausted by his colleagues. Every one present, and in the country, most cordially reciprocated the expressions of friendship that came from Canada; and there was no colony belonging to Great Britain for which there was a stronger sympathy of cordiality than for Canada. At the same time he must say he did not gather from Mr. Dobell's speech the practical object he and his colleagues had in view in calling the meeting. He regretted their delegates from Canada had not formulated some scheme which they could put before the British Government, because the question of free-trade or protection in this country could not be settled by a meeting at the Westminster Palace Hotel, but it must be sent over to the other building opposite, viz., the House of Commons, to be settled there. He was quite sure the people of this country had had such experience of the advantage of free-trade that nothing would induce them to go back to protection; because they had

learnt the lesson that protective duties were only indirect taxes upon the people. He could well understand that it might suit the policy of very young countries that wished to promote their own manufactures to exclude manufactures from other countries during the time that they were getting their machinery in order for the purpose of becoming what they might call self-supporting. For a short time that policy might be wise and practical; but to carry on, as he understood the proposition to mean, a sort of duel between free-trade and protection, seemed to him a very short-sighted policy. He would vote for the resolution with great pleasure, because it seemed to him that there should be friendly and cordial relations between the colonies. He was sure they all agreed with that, but until the Dominion Board put forward some practical scheme he should reserve his vote on the question.

MR. J. N. BULLEN: I do not rise to speak on the general question, which has been fully discussed by my colleagues; I will only say that I entirely concur with every word that has fallen from them. What I wish to propose is, that this meeting be adjourned; and that the gentlemen who have called us together should formulate something definite to be considered hereafter. As far as that goes which has been proposed, there is not a word in it which I could not agree with and vote for; but if we are to understand that what we want is reciprocity (which I understand is veiled protection), I must say, as a delegate from India, and speaking from firm conviction, I could not possibly vote for that in any form. I'm concluded by moving the adjournment.

*The following are extracts from a report of an interview between the Colonial and Indian Secretaries of State, and a Deputation of Delegates introduced by the Lord Mayor of London.*

Mr. Stephen A. Ralli: My Lords, in conjunction with Mr. Bullen, ex-Member of the Legislative Council of Bengal, and Mr. Macfarlane, M.P., I have been named delegate at the Inter-colonial Conference of the Chamber of Commerce of Calcutta. The first question which the Calcutta delegates had to consider was, whether being free-traders, and representing a country which more than any other is bound to free-trade principles, they ought to take part in this Conference. After we had fully discussed this point, and had assisted at the first meeting of the Conference, we decided to join this Association, because we saw that its object was to try to bring closer, if possible, the trade relations between Great Britain, her Colonies, and India. One reason, moreover, which induced us to do so, was because we saw that while Canada has a population of four million inhabitants, who are large consumers of tea, coffee and tobacco (articles which India produces), the trade of India with Canada in these and other articles is next to nothing, and that this insignificant trade is transacted through England and through the United States instead of being carried on direct between India and Canada. The Calcutta delegates thought that it was possible, with the help of this Association and of the Governments of England and Canada, to make the trade between India and Canada a direct one, and to increase the same materially to the mutual benefit of India

and Canada. This was the reason which induced us to join the Conference and the Association which has resulted therefrom. We think that a closer connection between the United Kingdom, its colonies, and dependencies may increase the trade relations between them, and if such an object is to be obtained by our intercolonial union, the result will be satisfactory to all of us.

The Earl of Kimberley, after making some preliminary remarks, said—Being a free-trader, as I am, and believing in the soundness of our policy at home, I desire to see it pursued by all our colonies, and I do not see that we can do more than give them that which they are not always anxious to listen to—advice—and urge them to follow our example, which I think is much more calculated to bring them round to our commercial views. If I were to ask how the first resolution should be carried into effect, namely, "That in the opinion of this meeting it is a matter of the utmost importance for the promotion of the commercial interests of the British Empire, and preservation of its unity and integrity, to draw closer the trade relations between its various component territories," I should not have the slightest difficulty whatever in saying how it ought to be accomplished, namely, that there should be a free-trade tariff in every one of the colonies. The Canadians have abandoned free-trade and adopted a protective policy, which I am sorry they have done. If any colony has reason to complain that there is anything in our tariff offending against the principles of free-trade, I think they will find hearty listeners in the present

Government. As regards the request for an enquiry, I do not see any ground in the argument put forward for such an enquiry. If there is any doubt as to what the tariffs of the different colonies are, I should be most happy to procure—what I am sure the colonies would readily furnish—ample evidence as to their existing tariffs. With regard to their tariffs which are all settled by their own Governments, I must confess I think they are much more competent to take a rational view of their own affairs than I should be in this room, or than would be done in the House of Commons sitting at Westminster. But there is no precise object to be gained by such an inquiry, because you want something in the nature of reciprocity, whereas, I think free-trade is the sound commercial policy, the tariffs are well-known in this country, and the policy of the different colonies is well known. For example, we know what the policy of Canada is, and we regret that the Canadians should have pursued that policy, but respecting, as we do, their self-government, we have not interfered, though we have witnessed it with regret, and we live in hopes that they may eventually come round to sounder views. I understood from the interesting speech which I lately read of the Canadian Minister of Finance, that from the Canadian point of view the policy pursued has been extremely successful, but I differ from it; and I cannot illustrate such a policy better than by repeating an anecdote related by that Minister. He said: "He had been talking to an American manufacturer of agricultural machines, who told him that formerly those machines were procured from the United States, now they are procured from Canada, and the American manufacturer. Your tariff has done for our

trade." That may be considered a triumph in Canada, but the result is that the Canadians will have to pay more for their machines than they could have got them for from the Americans; and I wish the Finance Minister could have read (which I think he could not have done) Mousieur Bastiat's famous argument that "if you were to keep the sun out by Act of Parliament, you would promote the manufacture of candles." I mention this little matter to show that there is the greatest possible difference of views between us, and, that being so, I do not think an inquiry could be of any use, as there is no probability of our coming to any agreement such as you desire. With regard to the Australian colonies, of course, in passing the Act which has been referred to, our desire was to promote closer intercourse between those colonies which are divided by artificial boundaries. We felt that it would be wrong when they expressed a desire to make an arrangement between themselves that we should stand in their way, and we left them to act as they pleased. If they should come to an agreement, as I hope they will, and that it will be one on free-trade principles, then it will be a thing which we shall all greatly rejoice in. At the time when the Act was passed I rather feared the tendency was the other way, but now I believe on the whole, except Victoria, the tendency is much more in the direction of free-trade. We have, however, not the slightest desire to dictate to the colonies, who have representative Government, what way they should go. I do not know that there is any other point which I need touch upon; nearly all turn upon the first and fourth resolutions; but I should like to say one word more as to the first resolution, only to confirm what was said with

regard to treaties with foreign powers. It is quite true that we have had that point carefully in view since I have been in office, and we have made arrangements with the Foreign Office, that in all cases where treaties are to be negotiated, in which the colonies are affected, that the colonies should have the opportunity to make their voice heard, and that, as far as possible, we should not make treaties without first of all their wishes being ascertained, and we have put Sir Alexander Galt in direct communication with certain foreign Governments with whom the Canadians wish to enter into some arrangement. On that point I entirely agree with the deputation, and I think it is of great importance for the unity of the Empire, that we should take care that all these treaties are carefully considered, and as far as possible, communicated with the colonies in all cases before they are eventually concluded. (Hear, hear.)

Marquis of Hartington: As Lord Kimberley has expressed the views of the Government so fully, and as so little has been said upon the subject of India, it is only necessary for me to say one word. Although Lord Kimberley has explained that there is so much difference of opinion between the great majority of the speakers of the Deputation and Her Majesty's Government, that it would be almost useless to frame instructions upon which any enquiry should be instituted, still, I think it is satisfactory to see that representatives of different colonies and dependencies of this country meet in London to consider and discuss questions involving the principle of trade considerations. As far as India is concerned the wants, wishes, and interests of that Empire are tolerably

well represented in this country. India is, to a certain extent, governed by this country, and at all events there exists a Government and an organization which is always ready to listen to any representation that may be made in which any class of the community in India, or any class interested in Indian trade, who would be always disposed to give their assistance to any particular measure which may be pointed out to them as tending in any way to increase trade and commerce. I am sure that, as Mr. Ralli said, the Government in India, and also at home, will be at all events ready to give their most cordial co-operation to it. As regards India I think very little can be done in the way of improving its trade and the conditions of its tariffs. I must point out that a great reduction in the revenue of India has been made in the last twelve months—a reduction of something like thirty-three per cent. of the Indian tariffs has, generally speaking, I will not say entirely an excise tariff, but simply one proposed for revenue purposes. We encouraged the Government of India to proceed in that course, and I have reason to hope will, in the end, be found—although there is considerable opposition to free-trade in India—to be one most conducive to their own trade and their own prosperity. I will not detain you longer; I would only say that although there does not seem a probability, or a unanimity, in coming to an agreement as to the primary object the deputation have in view, I will be anxious, at all times, to consider suggestions that may be made.

### EAST INDIAN RAILWAY CO.'S TARIFF OF CHARGES.—(Continued from page 157.)

From Chamber, to East Indian Railway Company.

Calcutta, 26th December 1881.

The Committee of the Chamber of Commerce have had before them the question of the rates charged on your line of railway and the arrangements for delivering produce at Howrah, in connection with the competition between Calcutta and Bombay for the trade of Upper India which rivalry has been growing in intensity for some time. It has been represented to them that with the opening of through communication, *via* Rajpootana, between Northern and Western India, the volume of trade has an ever increasing tendency to flow in the direction of Bombay. This is especially the case as regards articles of export, as will appear by the following figures, selected from the accounts relating to the Trade and Navigation of British India for October last:—

Exports of Indian Produce for 7 months from 1st April to 31st October.					
		1880		1881.	
COTTON	{ Bengal	Rs. 1579	Rs. 71,53,897	Rs. 34,23,316	
	{ Bombay	" 4,50,78,784	" 6,46,02,113	" 3,77,71,717	
Percentage	{ Bengal	20 20	9 00	7 11	
	{ Bombay	79 70	90 04	92 59	
SEEDS	{ Bengal	Rs. 1,58,29,773	Rs. 2,29,34,813	Rs. 1,64,76,259	
	{ Bombay	" 55,42,183	" 1,17,66,014	" 1,86,00,372	
Percentage	{ Bengal	73 11	67 04	56 59	
	{ Bombay	26 86	32 96	43 11	
WHEAT	{ Bengal	Rs. 18,29,863	Rs. 91,93,179	Rs. 64,61,292	
	{ Bombay	" 7,29,958	" 77,87,207	" 2,47,16,608	
Percentage	{ Bengal	87 03	54 88	38 12	
	{ Bombay	12 97	45 07	61 85	

It is at a glance evident, from these figures, that the advantages which the Western port enjoys in its greater proximity to Europe, and consequent cheaper sea freights, are telling heavily against us. The Committee are unable to give with the same accuracy the extent to which Bombay is gaining upon Calcutta in the matter of imports, but it is within the experience of firms engaged in the trade that the competition is becoming keener every day. Instances have been brought to the notice of the Committee where specialities, used only in the North-West, and of which Calcutta has hitherto enjoyed the monopoly, are now being sent by Bombay in greater and greater quantity. The inference to be drawn from this fact is, that if a diversion of trade is occurring in the case of special goods which can be at once detected, ordinary goods, imported by every one, which cannot be so easily traced, are being affected in like manner.

All connected with Calcutta have recognised that, upon the completion of the railway referred to, a certain displacement of trade was inevitable, but it is felt by my Committee that, by those who have the most vital interest in attracting trade to this port, much might be done to counterbalance the drawbacks under which we labour as compared with our Bombay competitors.

Holding these views, they some months ago addressed a circular to the members of the Chamber asking their opinions as to the manner in which the East Indian Railway Company might best encourage a larger traffic over their line, with advantage both to themselves and to Calcutta merchants; and the following observations are based upon the replies received by the Committee.

*Rates*.—As regards up-country produce the figures above quoted, and the replies to the Chamber's circular, both show that Bombay dealers can afford to pay higher prices than those who buy for the Calcutta market, owing mainly to the combined land and sea freights being in favor of Bombay. It is alleged that firms established to buy produce up-country for shipment at Calcutta, now send the greater part of their purchases *via* Bombay. This movement was checked between the 15th July and 31st October last, when special reduced rates were in force from up-country stations, but since rates have reverted to their former level, Bombay once more gets the preference. If Calcutta is to retain the share of produce it has hitherto received, the East Indian Railway must reduce its rates sufficiently to counterbalance, if not altogether, at least in part, the advantages which Bombay has over us in sea freight, port charges, and insurance.

The above remarks apply chiefly to rates from the more distant stations above Allahabad. Some of the replies received by the Committee are to the effect, that it is cheaper to employ boat carriage for goods from Patna downwards than to make use of the Railway. This, however, is a branch of enquiry upon which it is unnecessary to dwell at present.

As regards rates for minerals, it is pointed out that in the case of coal, carriage by rail usually exceeds the prime cost of the article. One firm says—"the cost of one of our best mine coal, loaded into wagon at Sektarampore, "is Rs. 3-4 per ton; the freight to Calcutta—138 miles "—Rs. 3-13 per ton. The same coal despatched to Cawn-

"pore, distance 546 miles, has added to it Rs. 12-13 "per ton for freight."

"Nothing is done by the Railway for this *but carry the coal*. At the loading place we have to provide our "own wharfs or pay hire for theirs. We load and "unload the coal."

Seeing that from the situation of the mines the Railway have a practical monopoly of the carriage of coal, the employment of boats being impossible, care should be taken that this monopoly is not abused. The Committee of the Chamber believe that a reduction in the rates of freight would pay the Railway by leading to the more extensive use of coal all over the country.

Next to the question of rates charged by the Railway, comes that of the facilities afforded for examining, weighing, and taking delivery of goods at Howrah. Owing to the conditions under which the export trade of Calcutta is carried on, and the position of the Railway terminus at Howrah with reference to the shipping, the Railway Company must of necessity add the business of warehousemen to that of carriers if they wish to increase their traffic; and the sooner they recognise this the better. The Company must get rid of the idea that their work ends with the transport of the goods to the Howrah station sheds. They have a vital interest in facilitating the examination, weighing, delivery and shipment of the goods after they reach Howrah; the bulk of the export trade in seeds and grain is now made by contracts for delivery there, and if shippers do not find the Railway affording those facilities and

that protection which are essential to their business, trade will be driven to seek other channels, not only to the detriment of Calcutta as a port, but to the serious loss of the Railway itself.

The replies to the Committee's circular indicate that dissatisfaction is felt; 1. with regard to the delay in giving notice of arrival of goods; 2. the insufficient time allowed for taking delivery; 3. the want of sufficient facilities for examining, sampling, weighing, and marking consignments; 4. the difficulties attending the settlement of claims for damage and short delivery; and 5. the mode of giving delivery, and the insufficiency of jetty and other accommodation for goods intended for export.

*Notices of arrival*—are said to be very irregular, coming to hand occasionally after the parcels to which they relate, have been removed. In no case are they delivered until after the goods have been some hours at Howrah, and as the notice dates from hour of arrival, it usually happens that a consignee finds he has only a few hours left in which to examine, weigh, and complete delivery of a parcel before becoming liable to a charge for demurrage. Large consignees have in consequence to keep their own people at the station to watch and report the arrival of goods. In a former communication from this Chamber it was suggested that particulars of all consignments passing Raceegunge, or some station distant from Howrah 6 to 8 hours' run should be telegraphed to the goods superintendent to enable him to issue notices before the goods actually arrive. The simplest solution of the difficulty, however

would be to increase the time allowed for taking delivery from 24 to 48 hours.

*Time allowed for delivery.*—The replies to the Chamber's circular are unanimous in stating that the 24 hours now allowed for taking delivery are insufficient. As pointed out in the preceding paragraph, this period is curtailed in the majority of cases by the delay which takes place between the period of arrival and the time at which the consignee receives notice. But even if the full 24 hours were in every case available, consignees say that this time is required to sample, examine, and weigh consignments; after that boats have to be procured, and frequently tides do not suit for shipping goods. Besides all this, it sometimes happens that Railway receipts from out of the way stations are often late in arriving, or are attached to drafts which must be paid or provided for, before the receipt is delivered to the merchant. Exporters therefore agree in asking that the old system of allowing 48 hours for taking delivery before charging demurrage should be reverted to.

*Facilities for examining, sampling, weighing and marking consignments.*—The contention of the Railway authorities hitherto has been that, as carriers, they are not bound to provide the facilities referred to. As already pointed out, however, the position of Howrah station and the necessities of the export trade of Calcutta are such, that if facilities are not provided, trade must find other channels. As regards the actual state of things, one of the largest exporting firms says:—"There are no facilities afforded us when taking delivery at Howrah: in fact to such an extent are we incon-

venienced that on several occasions we have been "obliged to sample and weigh in boats." The Committee understand that the ruling practice is for the Railway to insist on prepayment of freight before any examination or weighing of consignments is allowed, and when any claim is made for damage or short delivery, the Railway Company having got their freight set up a plea of non-liability; should the claim be pressed, and the goods remain undelivered pending a settlement, the Company enforce demurrage with a view to bring pressure to bear on the consignee to waive his claim. As regards weighing, exporters represent that the Railway authorities do not assist at this operation as they should do, and that merchants are not, as a matter of right, allowed to weigh under cover such consignments of grain and other goods as are liable to damage from exposure, but are only allowed to do so as a favour. If the Railway officials choose they may, and occasionally they do, compel consignees of goods to weigh outside the sheds, even in bad weather. As regards coal, one firm says "Our coal is weighed at the despatching station and not again, so that the loss by the way falls both for freight and coal on the consignors. In the rains *formerly* an allowance was given because the coal was wet; and as the wagons, besides being wet themselves and giving a heavier tare than is marked, are almost water-tight, it can be understood that this was only just. "No allowance is made now."

*Settlement of claims.*—This matter has already been incidentally referred to in the preceding paragraph. It is pointed out by one firm that the Company especially

try to avoid responsibility for damage to goods from stations on feeder lines. Seeing, however, that they can protect themselves when receiving such goods, while the consignee cannot possibly do so, they ought without hesitation to accept responsibility for all damage and short delivery in respect of all consignments whatever arriving at Howrah, for which the consignee holds a clean receipt. A prompt settlement of claims is also most desirable, and the practice of insisting on payment of freight before consignees are allowed to examine and weigh their goods, should be abandoned.

*Delivery, &c.*—The change introduced on 1st January last in the mode of delivery, whereby consignees were required to supply labour for the removal of their consignments into boats and carts, has been most unpopular. It is attended with delays and disputes, and leads to much confusion, which did not occur under the former system of contractor's coolies employed by the Company to do the work. When the change was made the Company made no concession in the matter of rates, although they effected a saving to themselves of about one rupee per 100 maunds. They have since allowed a refund to consignees of Rs. 6 per 1,000 maunds, but that sum does not cover the cost of removing consignments, which comes to from Rs. 9 to 10 per 1,000 maunds. All consignees would prefer giving up the rebate and returning to the former system.

*Accommodation.*—The traffic has overgrown the shed accommodation, the extension of which should be promptly taken in hand. So far as the Committee are able to judge, there is yet some room for this on the Railway

premises as at present arranged, and they opine that by obvious expedients the shed or warehousing accommodation might be almost indefinitely increased.

The accommodation for delivery into boats is very insufficient, and of facilities for loading coal into carts there are practically none; to reach a cart from one dépôt, the Committee are informed that coolies have to carry the coal on their heads across ten lines of Railway. As regards unloading coal into boats, it must be done by hand, unless the coal happens to be in hopper wagons and the tide is in.

The Committee have now gone over the various points brought to their notice in the replies received to the circular referred to, and they feel sure the complaints thus brought prominently before you will be duly enquired into, and a remedy applied where that is practicable. They note from figures published in the *Gazette of India* of 10th instant, that the East Indian Railway earned the largest net profits last year of any line in India, the figures for the following four lines being—

East Indian Railway	... ..	8.71 %
Great Indian Peninsular Railway	... ..	4.44 "
Rajputana State	" ... ..	3.62 "
Bombay and Baroda	" ... ..	5.72 "

The Committee understand that the cost of carrying a ton per mile on the East Indian Line is only 232d. as against 634d. per ton per mile on the Rajputana State Railway. As the Government of India have declared that their policy with regard to railway rates is, that these should be regulated so that the lines which

serve Calcutta and Bombay, respectively, shall earn fair and equal profits, it is evident from the figures quoted that there is a very large margin for reduction in the East Indian rates. The Committee deprecate any interference with the natural course of trade, and while they do not deny that Bombay is fully entitled to all the advantages she is able to derive from her situation, magnificent harbour, and cheaper port charges, they feel that Calcutta ought not to be denied any countervailing benefit which the greater cheapness of her railway communication with the North-West should give her.

In view of this the Committee cannot too strongly impress upon the executive of the railway the necessity for a thorough overhauling of the tariff with a view to reducing rates of carriage on all goods. Next to this, but scarcely inferior in importance, is the necessity for affording consignees ampler facilities at Howrah in the direction pointed out in this letter. The Railway Company have, if possible, an even stronger interest in fostering the trade of this port than Calcutta merchants, for whilst the merchants can take their capital and their energies elsewhere, the Railway can scarcely do so. If, therefore, the executive of the railway be not stirred by motives of self-interest to suit their policy to the changing conditions of trade, the Committee of the Chamber cannot expect that much effect would be produced by any further representations they might put forward.

*From Government of Bengal to Chamber.*

*No. 3532R, Dated Calcutta, 1st December 1881.*

Referring to your letter of the 30th August last, I am directed to request that the Chamber will favor Government with an abstract of any replies which may have been received to their circular letter of the 30th June last, a copy of which was forwarded with the above quoted communication.

2. His Honor the Lieutenant-Governor will also be glad to receive statistical information of the export and import trade of Calcutta during the past six months as compared with the trade of the corresponding period of each of the last 5 years, in order to ascertain whether the opening of through railway communication from Upper India to Bombay, *via* Delhi, has injuriously affected the trade of Calcutta.

*From Chamber to Government of Bengal.*

*Calcutta, 5th January 1882.*

The Committee of the Chamber of Commerce desire me to acknowledge the receipt of your letter No. 3532 of the 1st ultimo.

In compliance with your request to be furnished with an abstract of replies to the Committee's circular of the 30th June last to members of the Chamber relative to the tariff and general traffic arrangements of the East Indian Railway, the Committee instruct me to forward,

for submission to the Honorable the Lieutenant-Governor, a copy of a letter lately addressed to the Agent of the Railway in which the results of the Committee's reference are fully detailed.

In attention also to His Honor's request, the Committee forward a comparative statement of the import and export trade of Bengal for the last 5 years; and as they are in receipt of the official returns for the past 8 months, they have prepared the statistics from the 1st April to 30th November 1881.

In order to compare the trade of Bengal with that of Bombay for the same period, the Committee have added the figures shewing the trade of the latter Presidency also; and it will be observed that while the imports of Bengal have advanced about a crore of rupees, those of Bombay have improved by about double that amount; the exports from Bengal have remained almost stationary, and those of Bombay have been increased by nearly 5 crores.

**FOREIGN TRADE OF BENGAL AND BOMBAY.**

IMPORTS For 8 months, 1st April to 30th November, —1877 to 81. EXPORTS, (Inclusive of Treasuries, Indian Railways, and Manufacturers' duty.)

	1877.	1878.	1879.	1880.	1881.		1877.	1878.	1879.	1880.	1881.
Bengal ...	13,71,20,477	11,27,66,452	12,68,51,922	14,57,71,256	16,10,00,915	Bengal ...	9,40,98,254	17,08,53,838	17,66,47,118	19,56,47,918	19,32,65,428
Bombay ...	9,06,91,485	8,66,49,321	7,91,56,527	10,67,97,202	11,46,59,133	Bombay ...	13,61,53,802	11,22,56,581	11,88,39,111	12,51,15,000	13,72,12,650

**FUNDS OF THE CHAMBER.**

The balance at credit of the Chamber on the 31st October 1881 amounted to Rs. 1,670-7-4, exclusive of Rs. 15,000 in 4 per cent. Government Securities.

A. B. INGLIS,  
*President.*

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**APPENDIX**

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ARTICLES.	Cwt. per Ton Nett.	Cubic Feet per Ton.
Coral, rough	20	.....
Cow, loose and unscrewed	12	.....
Copra, or Coconut Kernel	14	.....
Coriander Seed	12	.....
Cotton	2 1/2 bales net ex gross	52
Cowries	20	.....
Cammin Seed	8	.....
"    Black	8	.....
Catch, in bags	18	.....
Dates, wet	10	.....
"    dry	16	.....
Dioll	20	.....
Elephants' Teeth, in bulk	20	.....
Turpentine	.....	50
Garlic and Onions	.....	50
Ginger	16	.....
Grain	20	.....
Gums, in cases	.....	50
Gunny Bags and Gunny Cloth	.....	50
Gumrah	.....	50
Temp	.....	52
Hides, Buffalo, or Cow, cured	14	.....
Horns, Shavings and Tips	20	.....
Horns, Cow, Buffalo, or Deer	20	.....
India Rubber, in bags	16	.....
"    cases	.....	50
Indigo	.....	50
Iron	20	.....
Jute	.....	52
Jute Cuttings	.....	52
Lac Dye	.....	50
Lard	.....	50
Lusseed	20 gross.	.....
Mace	20	.....
Machinery	20	.....
Metals	20	.....
Mathie Seed	20	.....
Mirabolans	18	.....
Nutscess	16	.....
Mother o' Pearl, in bags	2 punchoons or 4 hids.	.....
Mungjeet " chests	20	.....
Mustard or Rape Seed	20	50
Niger Seed	20	.....
Nutmega, in cases or casks	.....	50

ARTICLES.	Cwt. per Ton Nett.	Cubic Feet per Ton.
Nux Vomica	16	.....
Oats	16	.....
Oil, in cases	.....	50
"    casks	.....	4 hids.
Opium	.....	per chest.
Paddy	16	.....
Palmtree, in bags	16	.....
Peas	20	.....
Pepper, Long	12	.....
"    Black	14	.....
Planks and Deals	.....	50
Poppy Seed	10	.....
Patchuok	.....	50
Rags	.....	50
Raw Silk, in bales	10	.....
Rattans for damage	20	.....
Red Wood, ditto	20	52
Rhea	20	50
Rice	20	50
Rope, in coils	.....	16
"    Lines and Twines, in bundles	.....	2 punchoons or 4 hids.
Rum, in casks	.....	50
Safflower	.....	50
Sago, in cases	20	.....
Salammoniac, in bags	20 gross.	.....
"    boxes	20	.....
Saltpetre	20	.....
Silk	20	.....
Sapan Wood for damage	20	.....
Sealing Wax, in cases	.....	50
Seed-lac, in cases	.....	50
"    bags	16	.....
Senna	20	.....
Shells, rough, in bags	.....	50
Shield-lac, in cases	16	.....
"    bags	.....	50
Silk Chusstum	.....	50
"    Waste	14	.....
Silk Piece-Goods	.....	50
Skins	.....	50
Soap, country, in cases	15	.....
"    bags	20	.....
"    bar	.....	50
Stick Lac, in cases	.....	16
"    bags	.....	.....

ARTICLES.	Cwt. per Ton Nett.	Cubic Feet per Ton.
Sugar ... ..	20	.....
Tallow, in cases or casks ... ..	20	.....
Talc ... ..	20	.....
Tamarinds, in cases or casks ... ..	20	.....
Tapioca ... ..	50	.....
Tea ... ..	50	.....
Teel Seed ... ..	20	.....
Timber, round ... ..	40	.....
"    squared ... ..	50	.....
Tinical ... ..	20	.....
Tobacco, in bales ... ..	16	.....
Testoee Shells, in chests ... ..	50	.....
Turneric ... ..	16	.....
Wheat ... ..	20	.....
Wool ... ..	50	.....

1. 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 be taken on the Custom House wharf, or other shipping wharf within a radius of 5 miles from the Custom House, except in the case of Cotton, the measurement of which shall be taken at the Screw-house.

2. Measurement to be taken at largest part of the bale,—inside the lashing on one side, and outside on the other.

3. Jute, Jute Cuttings, Hemp, Cotton, Safflower, and other articles similarly packed, are screwed in bales varying from 300 to 4000 lbs.

4. The term "dead weight" shall be understood to mean the following articles—Sugar, Saltpetre, Rice, Wheat, Gram, Dholl, Pans, Linned, Rapessed and all Metals.

By a Resolution of a General Meeting of the Chamber held on the 31st May 1881, the Tonnage Schedule was forthwith amended as regards Jute, Jute Cuttings, Cotton, Hemp, and Rhea Fibre, the ton of each of which was altered from 50 cubic feet to 6 bales not exceeding 52 cubic feet.

H. W. I. WOOD,  
Secretary.

### SCHEDULE OF COMMISSION CHARGES

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

- On the sale, purchase, or shipment of Bullion, Gold Dust or Coin ... .. 1 per cent.
- On the purchase (when in funds) or sale of Indigo, Raw Silk, Silk Piece-Goods, Opium, Pearls, Precious Stones, or Jewellery ... .. 2½ "
- On purchasing ditto when funds are provided by the Agent ... .. 5 "
- On the sale or purchase of all other goods—the commission in all cases to be charged upon the gross amount of sales, and in regard to purchases upon both cost and charges ... .. 5 "
- On returns for Consignments if made in produce ... .. 2½ "
- On returns of Consignments if in Bills, Bullion, or Treasure ... .. 1 "
- On accepting Bills against Consignments ... .. 1 "
- On the sale or purchase of Ships, Factories, Houses, Lands, and all property of a like description ... .. 2½ "
- On goods and treasure consigned, and all other property of any description referred to Agency for sale, whether advanced upon or otherwise, which shall afterwards be withdrawn; and on goods consigned for conditional delivery to others and so delivered, on invoice amount at 2s. per rupee half com.
- On making advances or procuring loans of money for commercial purposes, when the aggregate commission does not exceed 5 per cent. ... .. 2½ per cent.
- On ordering, or receiving and delivering goods, or superintending the fulfilment of contracts, or on the shipment of goods, where no other commission is derived ... .. 2½ "

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 *de-credere*, 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 troops, 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 . . . . . 2½ 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 Bottomry Bonds, or negotiating any loan on *respondentia* . . . . . 2½ "
30. On granting Letters of Credit . . . . . 1 "
31. On sale or purchase of Government Securities and Bank or other Joint Stock Shares, and on every exchange or transfer not by purchase from one class to another . . . . . ½ "
32. On delivering up Government Securities and Bank or other Joint Stock Shares, on the market value . . ½ "
33. On all amounts debited and credited within the year (less the balance brought forward) upon which no commission amounting to 2 per cent. has been charged . . . . . ½ "
- ☞ Brokerages when paid is to be separately charged.

H. W. I. WOOD,  
Secretary.

CONVERSION OF STERLING FREIGHT  
INTO INDIAN CURRENCY.

The following Resolutions were adopted at a General Meeting of  
the Chamber, held on the 17th January 1882.

"That the Resolutions adopted 31st May 1876 respecting  
"conversion into Indian currency of sterling freight  
"and commission thereon be hereby rescinded, and  
"that the following Resolutions be substituted in  
"their stead, with immediate effect, *viz* :—

1. "That, in the absence of any stipulation to the  
"contrary, sterling freight payable in Calcutta, in-  
"cluding differences of freight adjusted in Calcutta,  
"and all commissions on sterling freight made pay-  
"able at Calcutta or there brought into account,  
"shall be reduced into Indian money at the rate of  
"exchange for Bank Bills on London on demand  
"which shall have been current on the mail-day  
"next preceding the day when the amount to be  
"dealt with shall be ascertained.
2. "That, in the absence of anything to the contrary ex-  
"pressed, the words 'current rate of exchange' shall  
"be held to mean the rate current for Bank Bills on  
"London payable on demand.
3. "That, for the purpose of charging commission or  
"adjusting differences, freight expressed in dollars  
"(American) shall be converted into sterling at a  
"uniform rate of fifty pence per dollar."

Forms of Bill of Lading and Boat Note as adopted at a  
General Meeting of the Chamber of Commerce, on the 17th  
January 1880.

*Shipped*

in good order and well-conditioned,

by \_\_\_\_\_  
in and upon the good Ship or Vessel called the \_\_\_\_\_  
whereof is Master for this present Voyage \_\_\_\_\_  
and now lying in the Port of Calcutta and bound for \_\_\_\_\_

being marked and numbered as in the margin, and to be delivered,  
in the like good order and well-conditioned, at the aforesaid Port  
of \_\_\_\_\_

(The Act of God, the Queen's Enemies, fire, and all and every other  
danger and accidents of the Seas, Rivers, and Navigation of whatever  
nature and kind ever excepted)

unto \_\_\_\_\_  
or to \_\_\_\_\_ Assigns, Freight for the said Goods  
being payable as customary \_\_\_\_\_

with Average accustomed. *In WITNESS* whereof, the Master or  
Agents of the said Ship hath affirmed to \_\_\_\_\_ Bills of Lading, all of  
this tenor and date, one of which being accomplished, the others to  
stand void.

Dated in CALCUTTA, this \_\_\_\_\_ day of \_\_\_\_\_ 18

*Weight and Contents unknown.*

No. ....  
 To *Calcutta*, ..... 18....

To  
 THE COMMANDING OFFICER OF THE  
 Ship .....

Sir,

Please receive on board the undernoted Goods  
 from Messrs. ....

and grant a clean receipt for the same.

N. B.—This cargo is only shipped on the special  
 understanding that the Chief Officer will sign for  
 all counter or quality marks and numbers, and the  
 Bales or Packages are not to be taken on board  
 except on these terms, and also when a Sircar is  
 in attendance to check the tally.

In case of any dispute, the Shippers request  
 prompt information in writing from one of the  
 Officers of the ship.

Marks and Numbers.	Number of Packages.	Description of Goods.

No. ....  
*Calcutta*, ..... 18....

**Received** on board the ship .....  
 in good order and condition the undermen-  
 tioned Goods from Messrs. ....

N. B.—The Chief Officer is requested not to take  
 in any package unless he is prepared to sign for all  
 the qualifying marks and numbers.  
 All packages in bad order must be returned.

Marks and Numbers.	Number of Packages.	Description of Goods.

Arrived alongside .....

Discharged .....

Returned .....

Remarks .....

(Signature) ..... Chief Officer.

Ship .....

Moorings .....

## MEMBERS OF THE CHAMBER OF COMMERCE.

Agelstein, A., and Co.  
 Apear and Co.  
 ✓ Anderson, Wright and Co.  
 ✓ Archeron, P., and Co.  
 ✓ Barlow and Co.  
 ✓ Bear, Dunlop and Co.  
 Blackhall, W. S. D. Esq., *Manager, Agency Bank.*  
 Bunn and Co.  
 Barry and Co.  
 Palmer, Lawrie and Co.  
 ✓ Celsiolo, Neuchiers and Co.  
 ✓ Carrist and Co.  
 ✓ Crocker, Rome and Co.  
 ✓ Cohn Brothers and Fuchs.  
 ✓ Duncan Brothers and Co.  
 ✓ Dwankepath Dutt and Co.  
 ✓ Duffes, J., Esq.  
 ✓ Ernsthausen and Osterley.  
 ✓ Ewing and Co.  
 ✓ Elliott, John, and Co.  
 ✓ Ezra, E. D. J., Esq.  
 ✓ Finlay, Muir and Co.  
 ✓ Gibson and Co.  
 ✓ Grindlay and Co.  
 ✓ Gubbay, Elias S., Esq., *Agent, Oriental Bank Corporation.*  
 ✓ Henderson, George, and Co.  
 ✓ Heilgers, F. W. and Co.  
 ✓ Hoare, Miller and Co.  
 ✓ Huber and Co.  
 ✓ Johnson, Corner and Co.  
 ✓ Jardine, Skinner and Co.  
 ✓ Kettlewell, Bullen and Co.  
 ✓ Kyd, John, Esq., *Manager, National Bank of India.*  
 ✓ Kelly and Co.  
 ✓ Kerr, Dods and Co.  
 ✓ King, Hamilton and Co.  
 ✓ King, W. Vale and Co.  
 ✓ W. A. N. Langdon, Esq., *Manager Delhi & London Bank, Limited.*  
 ✓ W. A. Main, Esq., *Acting Agent, Chartered Bank of India, Australia, and China.*

Morris, E., Esq., *Agent, Hong-Kong and Shanghai Banking Corporation.*  
 R. Murray, Esq., *Agent, Chartered Mercantile Bank of India, London and China.*

Macdilligan, J., and Co.  
 Mackinnon, Mackenzie and Co.  
 Mackintosh, Lyall and Co.  
 Mannell and Co.  
 ✓ Macknight, Anderson and Co.  
 ✓ Melrose, A. H., and Co.  
 ✓ Mehan, W., and Co.  
 ✓ Orlumeyer and Hadenfeldt.  
 Payer, T., Esq., *Manager, Comptoir d'Escompte de Paris.*

Petrovichino Brothers.  
 ✓ Tavakliouss Law and Co.  
 ✓ Prestare, F. Esq., *Agent, Eastern Bengal Railway Company.*

✓ Pigott, Chepman and Co.  
 ✓ Rubin Brothers.  
 ✓ Reischold and Co.  
 ✓ Robert and Charriol.  
 ✓ Reutiers and Co.  
 ✓ Schneider, Süssid and Co.  
 ✓ Schoone, Killbren and Co.  
 ✓ Sisson, Davill and Co.  
 ✓ Shaw, Finlayson and Co.  
 ✓ Sieg, Sulzer and Co.  
 ✓ Stock, Octavian and Co.  
 ✓ Struthers, G. M., and Co.  
 ✓ Thomas, J., and Co.  
 ✓ Turner, Morrison and Co.  
 ✓ Taverac and Co.  
 ✓ Trenchard, Paul and Son.  
 ✓ Ullmann, Hirschhorn and Co.  
 ✓ Wilkinson, Captain C. J., *Sigee Intendant, P. & C. Company.*  
 ✓ Whitney, Brothers and Co.  
 ✓ Williamson, Major and Co.  
 ✓ Wiseman, Mitchell, Reid and Co.  
 ✓ Yale, Andrew and Co.

*Honorary Member:*

J. A. Crawford, Esq., c. s., late Collector of Customs.

RULES AND REGULATIONS  
OF THE

## BENGAL CHAMBER OF COMMERCE.

*First*.... That the Society shall be styled "THE BENGAL CHAMBER OF COMMERCE."

*Second*... That the object 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 not less than five nor more than seven members, including the President and Vice-President, 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. Three 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. All vacancies created by the absence of the President, or Vice-President, 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. All vacancies created as above by the absence, departure, or death of any of the members of the Committee shall be forthwith filled up by selection by the Committee, subject to approval at first ordinary general meeting thereafter.

*It is specially requested that before a member is returned to serve on the Committee, his nominator shall have ascertained his willingness to accept office in the event of his election by voting cards.*

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

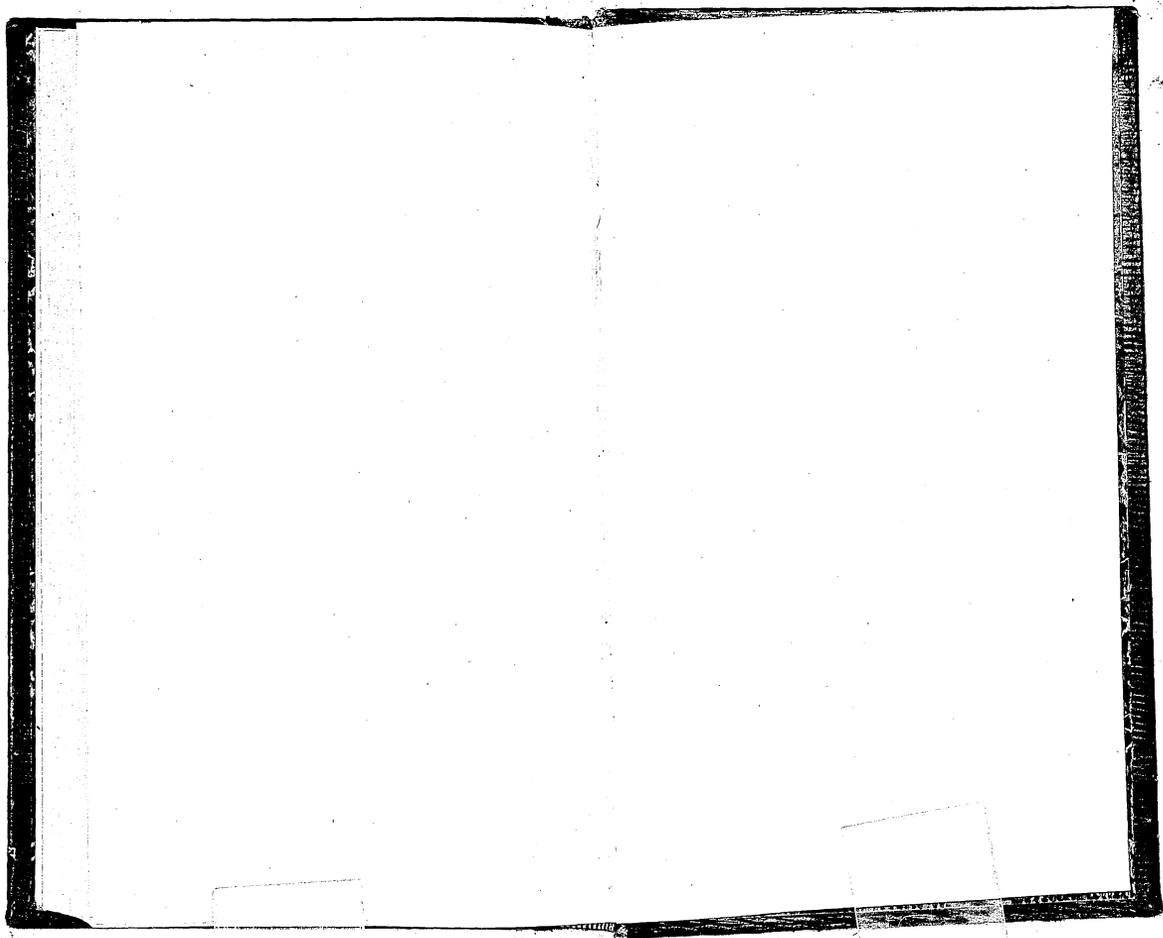
- Tenth*..... Two members of a firm or representatives of a bank shall not serve on the Committee at the same time.
- Eleventh*. That the Committee shall meet for the purpose of transacting such business as may come within the province of the Chamber at such times as may suit their convenience, and that 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 three 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 Com-

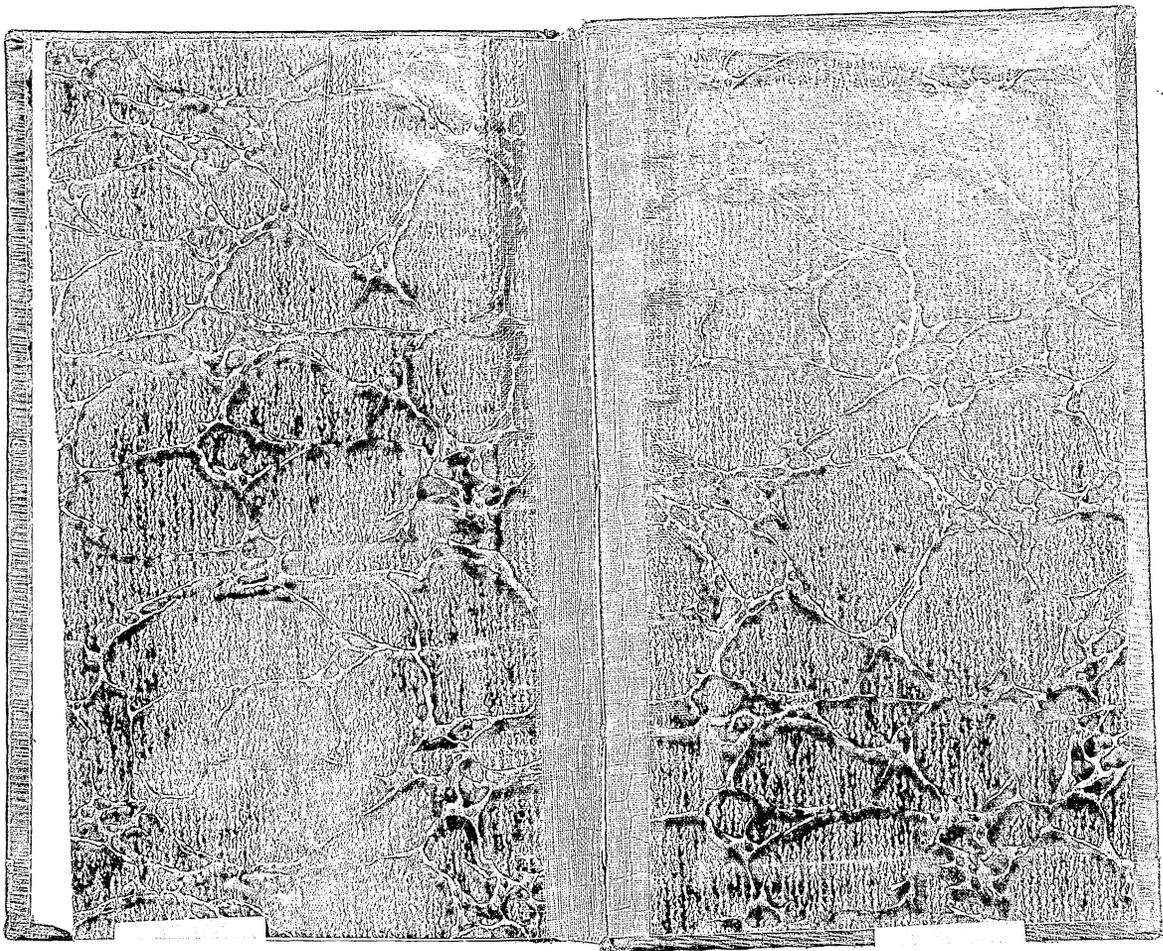
- mittee may consider convenient for the despatch of business.
- Sixteenth*. That any number of members present shall be held to constitute a General Meeting, called in conformity with the Rules of the Chamber for the despatch of ordinary business.
- Seventeenth*. That on the requisition of any five 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 procreation 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;

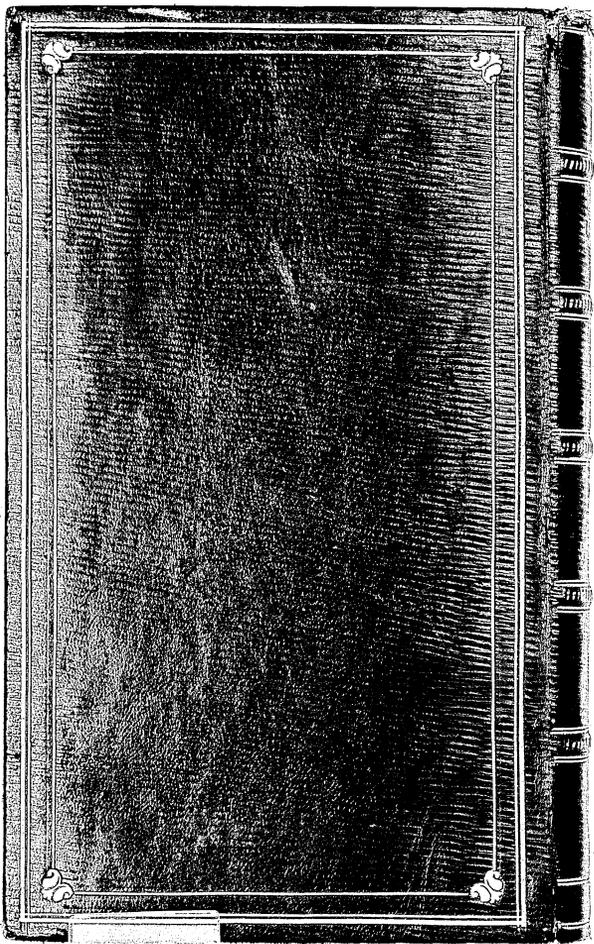
such expulsion to be decided by the votes of three-fourths of members present in person or by proxy at any Special General Meeting of the Chamber convened for the consideration of such expulsion.

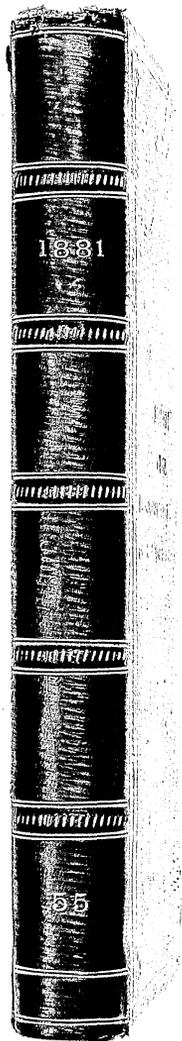
*Twenty-second.* That strangers visiting the Presidency may be admitted by the Committee as honorary members for a period not exceeding two months.

*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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