

- (1) Number of Pages 66
(2) Date of repair 6. 2. 68.
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MADRAS RECORD OFFICE

GOVERNMENT OF MADRAS

Revenue DEPARTMENT

G.O. No.

1497

Press

B.P. No.

Mis.

Dated

14. 10. 1875 196

Not to be folded or roughly handled

Proceedings of the Madras Government, Revenue Department,

14th October 1875.

No. 102. Read the following letter from H. J. S. COTTON, Esq., Officiating Junior Secretary to the Government of Bengal, Financial Department, (Statistics,) to A. MACGREGOR, Esq., Acting Secretary to the Government of Madras, Revenue Department, dated Calcutta, 23rd August 1875, No. 3,013:—

I AM directed to acknowledge the receipt of your letter, No. 1,258, dated 20th August 1875, on the subject of the registration of traffic, and in reply, to forward for the information of His Excellency the Governor in Council, a copy of the Government of India's letter, No. 49, dated 20th January 1875, with its enclosures, and of the report of the conference of delegates from Bengal, the North-Western Provinces, the Punjab, Oudh, and the Central Provinces, which assembled at Allahabad during last March to consider the question of the registration of inter-provincial traffic.

2. These papers will explain the object which this Government has in view in proposing to establish a frontier registration post at Rumbha in the district of Ganjam. His Honor observes that the Collector of Ganjam has been desired to conclude arrangements with the Commissioner of Orissa for the registration of the land traffic between Ganjam and Orissa; and I am to transmit a copy of a letter, No. 3,017, with its enclosures, this day despatched to the Commissioner of Orissa on the subject.

No. 102.

ORDER THEREON, 14th October 1875, No. 1,497.

Separate Revenue, No. 19.

Customs.

ORDERED that the letter from the Government of Bengal recorded above be communicated to the Collector of Ganjam through the Board of Revenue.

2. It is observed that the Government of Bengal have sanctioned the necessary establishment, and issued orders for the commencement of the registration with instructions as to the forms to be used and for the weekly submission of duplicate copies of the daily return to the Commissioner of Orissa and the Collector of Ganjam.

3. It will now be intimated that the latter are not required, but that this Government will be glad to receive a copy of the monthly abstract.

(True Extract.)

(Signed) L. A. CAMPBELL,
Under-Secretary to Government.

To the Board of Revenue.

Exd. F. R. Bantleman.

Govt. of 1875

REVENUE.

THE BOARD OF REVENUE

10th October, 1875.

End.

10th October, 1875, No. 103.

OCTOBER

No. 103-103.

Registration of the land traffic between Gough and Orissa.—Communicating to the Collector of Gough, through the Board of Revenue, letter from the Bengal Government regarding the same, and to inform that Government that this Government will be glad to receive a copy of the same, and also of the work of submission of the same, and also of the daily return.

No. 73, dated Calcutta, the 20th January 1875.

From—A. C. Hume, Esq., C.B., Secretary to the Government of India, Department of Revenue, Agriculture, and Commerce,
To—The Secretary to the Government of Bengal, Financial Department.

I AM directed to forward, for early consideration by His Honor the Lieutenant-Governor, copy of a despatch from Her Majesty's Secretary of State for India, No. 73, dated 10th December 1874, with its enclosure, being the second report of the Special Committee on Statistics relating to India, and with regard to the suggestions made therein as to the collection and tabulation of information bearing on the land trade of the country, to request that a full report may be submitted, with as little delay as possible, as to the manner in, and cost at, which it would be possible to secure approximately accurate statistics as to—

- (1)—that portion of the foreign land trade (as summed up in paragraph 9 of the report) with which Bengal is concerned; and—
- (2)—the internal trade between Bengal and the several British Provinces and Native States bordering on, or lying inside, the Bengal Presidency.

No. 73 (Statistics and Commerce), dated India Office, London, the 10th December 1874.

From—Her Majesty's Secretary of State for India,
To—The Government of India.

In continuation of my despatch of the 15th of October 1874, No. 49, I transmit, for the information of your Excellency, six copies of the second report of the Special Committee on Statistics relating to India, in which they have made certain suggestions respecting the collection and tabulation of information bearing on the land trade of the country.

With regard to the external traffic to the north of India, it is desirable to have, in as clear a form as possible, all particulars of the nature and extent of the trade by the several routes, and the information which can be collected on the points mentioned in the 9th paragraph of the Committee's Report should be embodied in the annual Administration Reports prepared by the Local Governments. It is especially necessary, if the intelligence can be treated as trustworthy, to find out from the merchants what duties they are called upon to pay before entering, or after quitting British territory.

3. I shall be glad to learn your Excellency's opinion on the possibility of obtaining the removal of the difficulties which are referred to by the Committee in their 6th paragraph as hindering the trade with Nepal, and also on the question raised in the same clause, how far the statistics which are now collected respecting the land trade are worthy of credit.

4. If the information collected by some of the Administrations respecting the internal traffic could be trusted, there would doubtless be a certain amount of advantage in the record of the facts under the threefold classification suggested by the Committee of external, internal, British, and other internal trade. To take, however, the instance of the Punjab, a report on the trade of which province has been received since the Committee's Report was submitted, I observe that, while a division very similar to that proposed by them has been adopted, it is stated at the conclusion that "the returns are based on a plan which allows conjecture to take the place of recorded facts," but that, under a revised system, it is hoped that "a fairly correct record of the import and export trade across the frontier" may be secured.

5. Any attempt to show the trade with each of such petty Native States as the protected Sikh States, which are much intermixed with British territory, and are marked by no geographical boundaries, must, in my opinion, be more or less delusive, and will require expensive establishments. It will probably be better to confine the statistics of trade between British and Native or Foreign States to those cases where there is a well-defined boundary, and where some facilities for obtaining trade statistics exist. This is especially

(a) A group of internal Native States, such as Rajpootana and other States, surrounded by the Customs line;

(b) A large territory like that of the Nizam,

(c) A port, or

(d) The possession of a Foreign State, as Pondicherry;

(e) Goa;

(3) Trade along the chief routes in the provinces of the British territory.

THE trade of India, which is conducted by land, may be divided into two portions—the which is foreign, and that which is internal.

2. The foreign trade proper comprises the traffic which is conveyed through the various passes over the mountains forming the northern boundary of British India, or which crosses the frontier line at any point between the river Hubb, on the extreme west of Sind, and Pakohan, the southernmost point of the province of British Burmah. In a certain sense the traffic with the French and Portuguese possessions, and the independent Native States in the centre of Hindoostan, may be reckoned as external trade; but for statistical purposes it seems better that this should be classed as internal.

3. The returns appended to the Administration Reports of the several Governments do not draw this distinction, and, moreover, they class as external trade of the province all traffic which crosses its boundary, even though it be only into a neighbouring British district. Thus the statement of the external trade of the Punjab includes not only that with Kabul, Cashmere, and Yarkand, which contributes to form the external trade of India, but also that with Bahawalpore, Jheend, Pattiala, &c., which, though not under British administration, are yet internal territory, and that with Sind and the North-West Provinces, which can in no way be reckoned as external trade when the country is dealt with as a whole. In the body of the report an abstract of the external trade of the province is given, divided under Cis-Sutlej, Sikh States, Hill States, countries on the North-Western Frontier, Central India, and other provinces; such a classification, however, is not applicable to all the Administrations. We think that the statement relating to the trade entering or quitting each province by land should be sub-divided into the three divisions of trade external to British India, trade with internal territories (whether Native or European other than British), and trade with British provinces.

4. In some of the Administration Reports more attention is paid to the subject of trade than in others. That for Bombay gives no returns or description of the land trade with Nepal or other countries beyond the frontier.

5. In that for the North-West Provinces there is no attempt whatever to deal with trade.

6. In the Oude report the trade with Nepal is not separated from that with the other British provinces; it is however stated, in paragraph 253, that there is no great amount of trade with Nepal, though a small quantity of cotton (about two lacs of rupees' worth) is exported, and a little timber is brought into the province from the Nepal forests. There is a suggestive remark that "there are both export and import duties, and as the Nepalese merchants cannot bring their goods into British territory without paying an export duty, they prefer leaving to British merchants to come and purchase at the Nepal bazaars." In another paragraph (250) it is stated that the figures of the external trade of Oude, which are obtained, cannot be considered exact, since they are collected by a number of registering clerks, on salaries not in some cases exceeding Rs. 3½ a month, over whom little supervision can be exercised, and who are forced to trust to the information given by the carriers as to the nature, value, and quantity of the goods that pass their posts. The remark, however, is probably less applicable to the trade with Nepal, which is taxed, than to that passing the provincial frontier, duty free, into other British provinces.

7. The Bengal Administration Report contains no statistics of trade with the neighbouring States on the north and east, nor does the chapter on trade allude to the subject. In

8. The tables appended to the Administration Report of British Burma for the year 1872-73 are carefully compiled and show clearly the traffic of the country entered at Alunmye and Toungh. Plans appear to be taken to control the movement of the traffic passing the frontier on the Irrawaddy.

9. We consider that the Administration Report should specify, not only the Department of the traffic passing the frontier on the Irrawaddy, and the nature of the traffic passing into or out of the province, but also the nature of the trade takes, the duties imposed on the goods both during the route (as far as they can be ascertained) and on entering or leaving British territory, and any other circumstances which may exist to the progress of commerce. If these particulars for the trade -

- (1.) through Beloochistan, by the various passes from Sind across the Hala Mountains;
- (2.) with Afghanistan, by the several passes across the Suleiman range;
- (3.) with the independent territories on the north and north-west of the Peshawar and Hazara districts;
- (4.) with and through Cashmere, by the various passes from the Punjab;
- (5.) with Thibet, by the roads from the Punjab and North-West Provinces;
- (6.) with Nepal, from Oude and the Lower Provinces;
- (7.) with Sikkim;
- (8.) with Bhootan;
- (9.) with the Chino-Thibetan territory at Towang, and also at Ruima;
- (10.) with the hill tribes on the north-east, between those places;
- (11.) with the Nagas;
- (12.) with Munnipore;
- (13.) with the hill tribes on the Eastern Frontier;
- (14.) with Burmah; and
- (15.) with Siam,

(15.) with Siam, were given by the compilers of the reports for the respective provinces adjoining those countries, it might be possible to form useful conclusions respecting the extent and progress of the trade, and the means which might be adopted to further its expansion.

10. Endeavours are being made by the Bengal Government to register the internal traffic at Sahebgunge on the Ganges, at Jungypoor and Nuddea on the Bhagirathree, at Kishengunge on the Matahanga, and on the canals round Calcutta; and traffic returns in prescribed forms have been called for from the East Indian, the Eastern Bengal, and the Calcutta and South-Eastern Railways. Statements are prepared, with more or less completeness, of the traffic on the navigable canals; and the reports of some of the railways specify the quantity conveyed by them of the chief staples of merchandise. The information thus obtained is important for local and commercial purposes, and the inferences to be drawn from it should be observed and brought to notice. Any attempt, however, to combine into a general statistical form to illustrate the extent of the internal trade of India, the records thus obtained, would be misleading, and, in our opinion, would fail to give any useful result.

11. We recommend, accordingly, that the Government of India be requested to give instructions for the registration of such trade statistics as can be obtained in each province. Special attention be paid to the particulars mentioned in the 9th paragraph of this report, that the whole of the trade which crosses the boundary be classified in the threefold division pointed out in the third paragraph. A form for the latter purpose is appended, prepared for the Punjab, but capable of adaptation to the case of the other divisions of India, the same denominations being as far as possible assimilated to those used in the returns of the home trade.

LOUIS MALLET.

LOUIS MAULET.
A. CASSELS.
HENRY WATERFIELD.
C. B. MARKHAM.
C. CAMPBELL PRINSEP.
H. READER JACK.

P.S.—This report is submitted in the absence from town of Sir George Campbell and Dr. Forbes Watson.

No. 1.
the quantity of articles imported into the Punjab in the year 1875

Trade with		FROM COUNTRIES EXTERNAL TO BRITISH INDIA					FROM FRONTIER PROVINCES NOT UNDER BRITISH ADMINISTRATION					FROM BRITISH PROVINCES					Grand total.
(a)	A GROUP OF GOODS	Denomination.	Kashmir.	Khetlat.	Cashmere.	&c.	Total.	Punjab.	Shikhar.	Bahawalpore.	&c.	Total.	North-West Provinces.	Sind.	Total.		
		Chemical products															
		Cotton, raw															
		" manufactures															
		Drugs and medicines															
		Dyeing and coloring materials															
		Grain and pulse															
		&c. &c.															

(The articles and denominations being, as far as possible, uniform with the returns for the sea-borne trade.)

No. 2.

Similar statement showing the value of articles imported into the Punjab in the year 187

No. 3.

Similar statement showing the quantity of articles exported from the Punjab in the year 187

No. 4.

Similar statement showing the value of articles exported from the Punjab in the year 187

No. 350.

Copy forwarded to the Secretary to the Board of Revenue for the favor of a report.

By order of the Lieutenant-Governor of Bengal,

R. KNIGHT,

Assistant Secy. to the Govt. of Bengal.

CALCUTTA;
FINANCIAL DEPT.—Statistics,
The 1st February 1875.

C. E. G.

Recd 3/559/95
Subd No 3310/4

Dated Calcutta, the 26th March 1875.

From—R. RIVETT-CARNAC, Esq., C.S., Commissioner with the Govt. of India
To—The Offg. Secretary to the Government of Bengal, Financial Department.

The accompanying printed copy of the report of the Statistical Conference recently held at Allahabad has only just reached me, and I have thus been unable up to the present time to submit to His Honor the Lieutenant-Governor the result of the deliberations at which I attended as representative of the Bengal Government.

2. To the report it is unnecessary for me to add anything. I would, however, desire to solicit your attention to Appendices B1 and B2 at pages 12 and 13 of the report, in which it is agreed that the general management of the establishment for registering traffic on the line between the North-Western Provinces and Bengal should be made over to the representative of the former Government. The frontier is comparatively near to Allahabad, and the North-Western Provinces have, in the person of Mr. Buck, the newly-appointed Director of the Department of Revenue, Agriculture, and Commerce in these provinces, a special officer, who will give attention to this new and difficult work.

3. In regard to the registration of the river-borne trade at Chupra, it appeared desirable that this should remain in the hands of the Collector of that district, and to this Mr. Buck, the representative of the North-Western Provinces, agreed.

4. It seemed desirable, too, that the Central Provinces' posts on the frontier of Bengal should be retained, the expenses of the posts being divided between the two Governments.

5. It will be necessary that district officers on the frontiers of Bengal should take into consideration, without delay, the best points for establishing posts for the registration of trade; and the necessary orders will, I presume, be issued from the Secretariat.

6. I shall be very glad if I can in any way assist in settling the posts on the North-Western Provinces' frontier, near to which I now am.

Report of a Conference of Delegates from Bengal, the North-Western Provinces, the Punjab, Oudh, and the Central Provinces, assembled at Allahabad to settle the system, establishment, and forms to be employed in the collection and compilation of the Statistics of the land trade in those Provinces.

PRESENT:

- MR. H. RIVETT-CARNAC, BENGAL.
- " E. C. BUCK, N.-W. PROVINCES.
- " W. M. YOUNG, PUNJAB.
- " E. N. BRADDON, OUDH.
- " L. NEILL, CENTRAL PROVINCES.

MR. E. T. ATKINSON, SECRETARY.

1. The despatch and letters noted in the margin were read, and it was agreed that the trade for the registration of which a scheme has to be devised by the Conference is the land trade of each Province:—

1. Letter, Government of India, No. 3, dated 20th January 1875, giving cover to despatch of Her Majesty's Secretary of State for India to the Government of India (Statistics), No. 73, dated 10th December 1874, which forwarded, with remarks, the second report of the special committee on statistics relating to India.
2. Letter, Government, North-Western Provinces, No. 244A., dated 8th February 1875, to the Government of India, proposing a conference for the consideration of the question of collecting trade statistics.
3. Letter, Government of India, in the Department, Revenue, Agriculture, and Commerce, No. 148, dated 12th of February 1875, to the Government, North-Western Provinces, in reply to the above approving of the proposal.
4. Letters Nos. 147-150 of the Government of India of the same date, requesting the Governments of Bengal, the Punjab, Oudh, and the Central Provinces to select a competent officer to represent them at the conference to be held at Allahabad early in March.
5. Resolution, Government, North-Western Provinces, No. 398A., dated 3rd March 1875, making arrangements for the statistical conference.

3rd.—With other British provinces.

1st.—With countries external to British India.
2nd.—With internal countries not under British administration.

2. The members of the Conference, in accordance with the instructions received from the Government of the North-Western Provinces, have to record their conclusions regarding the places at which this trade shall be registered, the agency to be employed for this purpose, and the forms to be adopted. They consider also that any of the points mentioned in the report of the Special Committee on statistics, the Secretary of State's despatch, and the letter of the Government of India in the Department of Revenue, Agriculture, and Commerce, with reference to which the Conference was proposed by the North-Western Provinces' Government, fall within the scope of their duties.

3. As a matter of primary importance, the members of the Conference have kept in view the necessity of adopting a system which shall secure, as far as possible, uniformity in the statistics collected, and they consider that not only should the returns made by one province be uniform with those of another, but also that each set of the provincial returns should, as far as possible, admit of comparison with those collected by other agencies under the orders of the Government of India. On other hand, having special regard to the nature of the establishment which can alone be employed, they recognize the equal importance of maintaining, as far as possible, simplicity and conciseness in the system of registration which they propose. The combination of these two objects, uniformity and simplicity, has been the most difficult part of the duties of the Conference. The position and circumstances of one province have in some cases suggested returns which apparently exceed the demands of others, while all agree that such elaborate and complete returns cannot be expected from the restricted machinery by which provincial registration is worked as from the expensive and complete establishments provided for the registration of sea-borne trade.

4. The first step taken with a view to ensuring uniformity in the returns was the preparation of a list of articles, the classification of which should be followed in every province, and by every branch of the registering agency within each province. In accordance with the recommendation of the English Statistical Committee, contained in paragraph 11 of their report, the list of articles used in the returns of the sea-borne trade was taken as the basis of the new list; and although it was necessary to adopt a much more concise classification, the arrangement of the articles now made will to some extent facilitate a comparison with the 'trade and navigation returns of British India.' Classified lists which have been hitherto used in the provinces of Oudh, the Punjab, and the Central Provinces, where systems of registration of trade already exist, were also considered. The classified list now adopted will be found in Appendix A1, as well as a list (A2) showing the mode in which the articles enumerated in the sea-borne list have been distributed in the new list. At the same time the possibility that future modifications may have to be made if the sea-borne list be revised has not been lost sight of.

5. The Conference have arrived at the general conclusion that all registration of the trade of a province with other countries should be made as the trade passes the frontier of the province. This system is in force in the three provinces above-mentioned, where registration is now effected. The alternative to this frontier system is what may be called the 'trade centre' system. The latter proceeds upon the principle that the great bulk of the trade of a province must be connected with some town, to which the goods are imported, or whence they are exported, and that if each town of any importance reports the trade and quantity of articles it receives and sends, excluding all mere local traffic, a fair idea of the trade between district and district of a province, and between a whole province and external countries and provinces, will be obtained. The Conference have agreed that of these two systems the frontier system is the one which should be adopted as the safer and more attainable.

6. The establishment of a cordon of registering posts on the frontier of each province at such places as may be considered sufficiently important thoroughfares is the first result of the conclusion. It is evident that this measure will be attended with considerable expenses, and the utilization of any machinery already existing and the curtailment of registering posts as far as is practicable have been carefully considered by the Conference. It is in connection with this part of the subject that the Conference offer the following remarks upon the registration of trade with Native states wholly lying within the limits of a British province. The collection of statistics regarding such trade is not separately alluded to in the report of the Special Committee; but in the Secretary of State's despatch, paragraph 5, the principles are laid down which have guided the Conference in their decision. They have decided that, considering the expense of establishing cordons around the Native states lying wholly within British provinces, and the unimportant results which would be obtained, no attempt should ordinarily be made to collect returns of this trade, but that for the purposes of trade registration, such states should be considered to be part and parcel of the province within which they lie. They are not aware of any case to which these remarks are inapplicable; but in the event of its being considered essential by any local Government to register this trade, they would leave it optional with such Government to make its own arrangements for doing so.

The Conference have fully considered the amount of information which it is desirable to obtain regarding the trade passing the frontier of each province. They are agreed that this information, as already stated, should be as simple and concise as possible, consistently with the objects in view. The two main questions which engaged their attention in connection with this part of the subject were—

- 1st.—Whether the traffic passing any frontier post should be classified according to the countries from which it is imported, or to which it is exported.
- 2nd.—Whether the routes by which the traffic proceeds into the interior of the province, and by which it reaches the frontier from the interior, should be distinguished.

On the first of these points it has been decided that it is not practicable to ascertain the trade of a province with all the countries and provinces at a great distance from its boundaries by compiling the returns of the posts on its own boundaries, and that any such attempt with the establishment proposed to be entertained would lead to no good result. For all practical purposes it is sufficient to know that the trade enters or leaves the country or province concerned at a certain point.

9. As regards the second point, the delegate from the North-Western Province was of opinion that the distribution of traffic along the principal routes which might pass through any frontier station should be distinctly recorded. This course was one which he considered to have been contemplated by the Secretary of State in the 3rd clause of paragraph 5 of his despatch, in which he suggested that—"Trade along the chief routes in the provinces of the British territory" should be one of the heads under which land trade statistics were to be classified. The information thus obtained would be of great service to a local Government, in enabling it to determine the course which railways and roads should take within its province, to ascertain which was in fact one of the special objects which the North-West Government have in view in registering traffic. If the Conference could not allow the distribution of traffic to be registered at mutual frontier stations, he thought it would probably become necessary for the North-West Government to establish separate stations at a greater expense within their boundaries. He proposed, therefore, that each province should be divided into circles not necessarily coterminous with districts, but so constructed as to indicate principal routes, and that the traffic proceeding into or from each circle should be separately recorded.

10. The majority of the Conference, while fully admitting the importance of these objects, were of opinion that to entrust so elaborate a classification of circles to the establishments generally available would introduce an element of uncertainty into the returns which would interfere with their usefulness either for the special object proposed or for general statistical purposes. It was ultimately decided that ordinarily the registration should be effected without any distinction of the routes by which the traffic passed; but that where local circumstances made it desirable to obtain a classification of the routes within any province by which the traffic to and from any post was conveyed, it should be competent to the Government of such province to arrange specially for such classification in respect of posts under its control, and in respect of posts under the control of an adjoining province to call for a detail of the routes by which the traffic passed into or left its jurisdiction; provided that ordinarily a classification into not more than three routes should be made in regard to any single post, and that the Government requiring the extra information should meet the expense of any extra establishment which might be required to collect it; provided also that such information should not be demanded by any local Government in regard to routes lying within another province, except with the consent of the Government of that province.

11. The following is the agency proposed by the Conference for the registration of traffic passing the frontier of a province:—

I.—District posts to be located on the principal thoroughfares of trade on or near the frontier. The location of the posts would be arranged by each local Government, and in the case where the boundary of one province marches with that of another by the two Governments in concert. The delegates of the different provinces have arranged in consultation for the location of posts along the mutual frontiers, the results of which are shown in an enclosure to the report (Appendix B). The district posts have been divided into three classes of different strength, according to requirements; but the Conference offer this distribution merely as a suggestion, and have no wish to recommend a rigid adherence to any fixed scale. In the case of posts located upon the boundary between two British provinces, no alteration should be made by any local Government without reference to the other:—

- 1st Class.—Stations at which there is a day and night traffic.
- 2nd Class.—Stations at which there is a large amount of day traffic.
- 3rd Class.—Stations at which there is a small amount of day traffic.

staff maintained at each class of station might be as follows:

Stations.	Establishment.	No.	Pay per mensem.	Total pay per mensem.
1st Class	1st grade Maharris	1	Rs. 15-20	Rs. 15-20
	2nd " "	2	7-10	14-20
			Total	29-40
2nd Class	1st grade	1	10-15	10-15
	2nd " "	1	7-10	17-25
			Total	17-25
3rd Class	1st grade	1	10-15	10-15

An allowance for stationery, including ink, envelopes, &c., should be made; but to ensure uniformity the registers used should have printed or lithographed headings and should be entered into books.

II.—Where the Indian Customs line forms the boundary of a province, or so nearly coincides with it that for purposes of trade statistics it may be assumed to be the boundary, the Conference suggest for consideration that the Customs establishment may with great advantage be utilized for the registration of traffic. Each local Government would make arrangements with the Customs Department as to the posts to be selected for registration and the remuneration to be made for the extra labour entailed. A similar course might be taken with regard to any local establishment whose services are capable of being utilized in this way.

III.—As regards the traffic entering or leaving a province by river or canal, where it is considered necessary to establish stations, the same system will apply as in the case of posts on roads and ferries, existing establishments being utilized as far as possible, and where new posts are required their location and the strength and cost of establishments at each post can best be arranged by the local Governments concerned. The Forest Department will in some instances be able to afford accurate returns of the amount of timber passing the frontier of the province by river, and the means of obtaining the information should be rendered available when it is practicable to do so.

IV.—As regards railway traffic, the Conference have had the advantage of consulting Mr. N. St. L. Carter, the Deputy Traffic Superintendent of the East Indian Railway at Allahabad, who kindly placed at their disposal such information as they required regarding the mode of registration adopted by the Company. It appears that the returns are very comprehensive, showing the despatch and arrival of every consignment of goods from station to station classified minutely; and all that is necessary in order to obtain returns suitable for incorporation in the provincial statistics is that the articles should be classified in accordance with the list adopted for this purpose, and the invoices compared and collated so as to show the stream of traffic in the manner desired. This, however, is no slight task; and the decision of the Conference, after consideration of the facilities at the disposal of each Government, is as follows:—That the returns of railway traffic for each province should show the imports of that province without any classification of the provinces from which they come, and the exports of that province without any classification of the provinces to which they are conveyed. Provided that if any trade is carried on with a Native State for which no returns are kept, the exports and imports by rail to and from that State should be separately shown.

The delegate from the Punjab dissents from the proviso, on the ground that it is too general, e.g., the Punjab will have to register trade with Indore, Bhopal, &c., separately, which could never be of any use, and suggests "contiguous Native States."

12. The question whether a set of returns could be prepared on account of each railway by a central agency, which should distribute to the different provinces the information which they require for incorporation in their returns, was considered at length and believed to be feasible by some of the members of the Conference; but it was decided that no arrangement is made for the preparation of Imperial Railway returns (vide paragraph 10 of Special Committee's report), which will show the imports and exports of each province separately, and contain all the information required by the local Government, it would be preferable for the latter to make their own arrangements for securing returns, on the basis above described, from the several railway companies, and to provide for such remuneration or establishment as might be required for the purpose from the funds at their disposal.

13. The classified list (Appendix A1) has been mentioned above. It will form the basis of all the returns. Those compiled at district posts, river and canal posts, and customs posts, will be classified in accordance with it, in the first instance, and copies of the list must therefore be supplied to the establishments at each of these posts. Those received from the Forest, Railway, or other

department will be distributed in the proper headings in the manner found most convenient, either at the central office, or by the departmental agency. The articles in the list have been divided into three classes, viz., A.—Those of which the weight must be ascertained on the spot, and which can be valued according to the market rate of the day; B.—Those which can be numbered on the spot, but not weighed or valued with any probability of approximation to the truth; C.—Those which cannot be valued except on the spot, and as goods of a miscellaneous character.

The Conference propose that the registering establishment shall record the weight on y of Class A., the number only of Class B., and the weight and value of Class C. The district officer will supply the value of articles in Class A., according to current market rates, and, if possible, the value of Class B. The object of this arrangement is to avoid any excuse for scrutiny of traffic on the part of the registering establishment, as to prevent, as far as possible, false returns being made. To meet the case in which and where weight will be computed upon the amount of carriage, as in the case of large consignments, a schedule of standard loads for each description of carriage used in each district will be entered in the classified list by district officers.

14. The following registers and returns are recommended for adoption at each of the registration posts:—

I.—The day-books,* one for imports and one for exports, showing the date, the description of goods, the number in the classified list, the weight in standard maunds, and description of carriage, the weight in maunds and value of goods of Class C., the district or territory and town from which, and to which, the goods are proceeding, and where necessary, the route. The registers should be in book form, and the headings should be printed or lithographed. Each consignment will be entered as it passes the registration post in serial order.

II.—The contents of the day-books will be abstracted each day in two "khatiums" or ledgers for imports and exports respectively. These ledgers will show the daily totals for each class of goods, arranged according to the classified list, one or more pages being devoted to each class, and the entries for each class being continued on another page when these are completed, to which reference will be made at the close of the previous entries. This system of account is well known to native accountants. The registers will show for each class of goods the date and the weight, number or weight and value, according to the classification of the article in Class A., B., or C., and, when necessary, the route.

III.—A monthly abstract of each ledger—one for imports and one for exports—should be prepared for each post by the statistical writer and forwarded to the district officer.

IV.—The district officer should submit abstracts in English to the central office, compiled from the abstract furnished by the statistical writers of the district, customs, and ordinaries of the river and canal posts, at such periods as he may be directed. The values of goods which can be estimated from the local price currents, or from his general information, will be added by the district officer to the facts recorded by the statistical writer.

V.—In the case of boundary posts, the central office of the province exercising jurisdiction should forward to the district officer's abstract, which will be prepared in duplicate for the purpose, to the Governments concerned, at such periods as may be agreed upon, provided that such returns shall not be required more frequently than once a month.

VI.—For the provincial returns, the Conference have no better form to suggest than that given by the Special Committee, which, with such modifications as are necessary, will be found in Appendix G.

15. The Conference have arrived at the conclusion that there should be but one supervising establishment at a post situated on a boundary common to two British provinces; that the establishment should be wholly under one Government, reporting to that Government only; and that, subject to the provision above made for the payment of extra establishment employed for the classification of routes, a moiety of the expense should be defrayed by a contribution from the other province concerned. The Conference think it desirable that, as a general rule, the establishment at any post should be charged to the province for the benefit of which it is maintained, and that where returns are not required by any Government from a post maintained by the adjoining province, such Government should be entitled to ask for the abolition of the post, or for exemption from payment on account of it.

16. On the important subject of supervision the Conference find it difficult to make specific recommendations. While recognizing the desirability of a supervising agency intermediate between the district officer and the statistical writers, they are met by the following difficulties in attempting to propose such an agency. The number of posts in each district will not ordinarily be so many as to warrant the appointment of an official solely for that district, and it would, therefore, be necessary, if district supervision were maintained, to place one supervisor under several district officers. Such a division of authority would be so

undesirable, that it would be far better to place the supervisor under the central department direct, but the Conference fear that such a measure would be in the interest of district officers in the scheme and to produce complications. Moreover, a department could scarcely be able to exercise a minute supervision over the registration of the province unless specially constituted for the purpose; and although this has recently been done in Oudh and the North-Western Provinces, the same facilities for special attention to the subject on the part of a central controlling authority do not exist elsewhere. On the other hand, it is agreed that district officers are fully taxed, and that their establishments can only in rare instances be called upon to add to their ordinary duties. The Conference consider that the subject is one which must be dealt with according to the circumstances of each province, and according to the views regarding the increasing demand for statistics entertained by the Government of India. They have therefore, for the present, only the following general suggestions to offer on the subject:—That an officer on the district staff—where practical, a European assistant or extra assistant—should be placed in charge of the collection of statistics; his nomination to this duty being reported to the central controlling department; and that where there are facilities for employing an existing establishment in supervising locally the collection of trade statistics, advantage should be taken for utilizing such agency.

17. The Conference have considered the following sentence in the despatch of the Secretary of State:—"It is especially necessary, if the intelligence can be treated as trustworthy, to find out from the merchants what duties they are called upon to pay before entering or quitting British territory." They cannot recommend that the statistical writers should be charged with the duty of collecting this information, as they think that it would open the door to the levy of fees or transit duty at the posts—a possibility which the Conference have endeavoured to avoid as far as possible in framing these recommendations. They are of opinion that such information must be furnished by district officers alone, with whom it should be left to devise the means of securing it in a manner which will not be likely to conduce to any ill result.

18. The subject of registering the internal trade of each province is one upon which the Conference are not asked especially to report. But the objects of such registration are manifold, and are supplementary to those arrived at in any system of external registration. The course taken by traffic of any description, and the commercial condition of the principal towns, are questions of extreme importance, which the Conference are unable to pass without mention. One of the most effectual methods of securing returns which will throw light upon these subjects is the collection of trade returns by municipalities, and such returns might be incorporated with advantage in the annual trade returns of the province. To facilitate the preparation of these returns, it might be ordered that, where octroi collections are leased on farm, two stipulations shall invariably be made with the contractor and embodied in his lease, viz:—

- (1.) That the contractors shall accurately register exported as well as imported goods.
- (2.) That he shall make monthly returns of the goods of every kind imported and exported.

This part of the subject, viz. the registration of municipal trade, involves greater difficulties than that of the foreign trade. The agency of municipal committees or of octroi contractors is the only one available for the purpose, without incurring large expenditure; but the following considerations will affect the accuracy and completeness of all returns obtained in this manner, especially where the octroi collections are leased.

- 1st.—There will be difficulty in enforcing accurate registration of goods which are not liable to octroi.
- 2nd.—Where the octroi is farmed, there will be a tendency to under-state the amount and the value of the traffic in any returns furnished to Government.

There is also some danger in prescribing the registration of goods not entered in the schedule, that the temptation to take duty upon them will be strong. Still, considering that the agency is ready to hand, that no extra expenditure is involved, that it is very important to observe the progress or retrogression in prosperity of the principal towns, and that there appears no better method of doing so without large expenditure, the collection of statistics of the trade of commercial centres through the municipalities forms part of the general plan.

The registration of the traffic crossing the boat bridges over the principal rivers affords a valuable test of the course of trade, and this mode of securing information which is adopted in some provinces may be brought to the notice of the local administrations, with the suggestions that the registration of the river traffic up and down may be made, where possible, at such places where the traffic by a bridge-of-boats or ferry across the river by roads is registered.

20. The Conference cannot but feel that many of the subjects in this report are of sufficient importance to justify a more detailed investigation, and they are aware that they have been in many cases imperfectly handled. But the subject is one with which they have had to deal without being in possession of the views of the Government of India as to the objects held to be of paramount importance, and they have labored under the difficulty of making recommendations in regard to matters which have hitherto been attended with failure

owing to the insufficient organization with which they have been attempted. They therefore wish to record their belief that with more accurate and detailed information before them, not only of the existing system of registration in force, but of the objects which the scheme now contemplated is intended to subserve, some of the conclusions to which they have arrived are susceptible of modification. In any case they suggest that an effort should be made to carry out whichever of their recommendations shall be approved of simultaneously in each province at the commencement of the next cold season.

(Sd.) H. RIVETT-CARNAC.
" E. C. BUCK.
" W. M. YOUNG.
" E. N. C. BRADDON.
" L. NEILL.
(Sd.) E. T. ATKINSON,
Secretary.

APPENDIX A1.

Classified list of goods for adoption in registering traffic on all trade-routes.

CLASS A comprises those articles for which the statistical writer (registering *chauri*) will give only the weight in the recognised maund of 40 seers, each containing 80 tolas.
CLASS B includes animals and articles of which the number alone will be entered.
CLASS C contains all articles of which primarily the value, and, where possible, the weight shall be entered by the statistical writer.

CLASS A.	CLASS B.	CLASS C.
1. Borax. 2. Coal and coke. 3. Cotton, cleaned. 4. Ditto, uncleaned. 5. Ditto, twist (Native). 6. Ditto, twist (European). 7. Chemicals and medicines. 8. Intoxicating drugs other than opium, (<i>bhang</i> , <i>ganja</i> , <i>charas</i> , &c.) 9. Dyes other than indigo. 10. Indigo dye. 11. Ditto seed. 12. Fodder. 13. Fuel. 14. Fruits, dried. 15. Ditto, fresh, and vegetables. 16. Wheat. 17. Other spring (<i>rabi</i>) crops. 18. Rice. 19. Other rain (<i>kharif</i>) crops. 20. Gums and resins. 21. Fibres (as <i>raw</i> , <i>pat</i> , &c.) 22. Fibres, manufactures of (as ropes, sacking, &c.) 23. Silk, raw. 24. Jute, raw. 25. Hides. 26. Horns. 27. Iron and its manufactures. 28. Copper and brass and their manufactures. 29. Other metals and their manufactures. 30. Shell-lac. 31. Stick-lac. 32. Ghee. 33. Oil. 34. Oil-seeds. 35. Opium. 36. Salt (alimentary). 37. Saltpetre. 38. Other saline substances, as <i>khari</i> , <i>saji</i> , <i>rah</i> , &c. 39. Spices and drugs. 40. Sugar, refined (<i>misri</i> , <i>chini</i> , <i>khand</i>). 41. Sugar, unrefined (<i>gur</i> , <i>rah</i> , <i>shira</i>). 42. Tea. 43. Tobacco.	1. Elephants. 2. Camels. 3. Horses, ponies, mules, and asses. 4. Sheep and goats. 5. Timber logs. 6. Timber in joists (<i>halis</i> , <i>karis</i> , &c.) 7. Bamboos.	1. Leather and its manufactures. 2. Shawl-wool manufactures. 3. Woollen ditto. 4. Silk ditto. 5. Cotton (European) ditto. 6. Ditto (Native) ditto. 7. Miscellaneous Native goods. 8. Ditto European goods.

NOTE.—All Government stores and Railway materials shall pass unregistered, as their weight and value can best be ascertained from the Government Departments concerned and the Railway Companies respectively.

E. T. ATKINSON,
Secretary.

Amalgamated list of articles imported and exported by sea with the mode in which they have been distributed in the preceding list.

Name of article in sea-borne list.	How disposed of in Conference list.	REMARKS.
Agricultural implements ...	Metals and manufactures of metal	Unimportant. Chiefly with Kabal.
Animals, living ...	Divided into elephants, camels, horses, including ponies, and mules, sheeps, and goats.	
Other ...	Under shawls, wool, silk, or cotton, as the case may be.	
Arms, work ...	Miscellaneous, Native or European	Little except Government stores imported.
Arms, ammunition, &c., not Government ...	Ditto	
Beads and false pearls ...	Miscellaneous, Native or European.	
Books, printed and printed matter ...	Ditto	Almost invariably made on the spot.
Cabinet-ware ...	Ditto	
Candles of all kinds ...	Ditto	
Carrriages ...	Ditto	Imported chiefly by Government or Railway Companies.
Cements for building and engineering purposes ...	Ditto	
Clocks and watches ...	Miscellaneous, European.	By rail only.
Coal ...	Coal and coke	Ditto.
Coke ...	Ditto	
Coffee ...	Miscellaneous.	
Corals, real ...	Ditto.	
Corks ...	Ditto.	
Cotton, raw ...	Cotton cleaned and uncleaned.	
Ditto, manufactures of piece-goods ...	Cotton manufactures, Native and European.	
Ditto, grey ...	Ditto.	
Ditto, white ...	Ditto.	
Ditto, American ...	Ditto.	
Ditto, colored and printed ...	Ditto.	
Ditto, Turkey, &c. ...	Ditto.	
Ditto, thread ...	Ditto.	
Ditto, twist ...	Ditto.	
Ditto, other sorts ...	Twist, European and Native	
Cair ...	Ditto.	
Drugs and medicines ...	Fibres.	
Dyeing and coloring materials, excluding indigo ...	Chemicals and medicines.	
Indigo ...	Dyes other than indigo.	
Lac-dye ...	Indigo.	
Feathers of sorts ...	Dyes other than indigo.	
Fireworks ...	Miscellaneous.	
Flax, manufactures of—	Ditto.	No Indian flax manufacture.
Ditto, piece-goods ...	Fibre manufacture.	
Ditto, thread ...	Ditto.	
Ditto, other sorts ...	Ditto.	
Fruits and vegetables ...	Ditto.	
Ditto, cocoanuts ...	Fruits and vegetables.	
Ditto, other sorts ...	Ditto.	
Gas-manufacture materials ...	Fruits, dried.	
Glass and glassware ...	Metals.	
Ditto, glass ...	Miscellaneous.	
Ditto, other sorts ...	Ditto.	
Government stores ...	Ditto.	
Ditto liquors, ale, beer, and porter ...	Unregistered	Separate account of weight and value from the Government Departments concerned.
Ditto spirits ...	Ditto.	
Ditto arms, ammunition and other military stores ...	Ditto.	
Ditto naval stores ...	Ditto.	
Ditto railway materials ...	Ditto.	
Ditto telegraph stores ...	Ditto.	
Ditto other sorts ...	Ditto.	
Grain and pulse—	Ditto.	
Paddy ...	Other spring or rain crops.	
Rice ...	Rice.	
Wheat ...	Rice.	
Other sorts ...	Wheat.	
Groceries (not otherwise described) ...	Other spring or rain crops.	
Gum and resins of all kinds ...	Spices.	
Cutch and gambier ...	Omitted.	
Rosin ...	Gums and resins.	
India rubber ...	Ditto.	
Other sorts ...	Ditto.	
Hemp, raw ...	Ditto.	
Hides (untanned) ...	Fibres.	
Ditto (tanned) ...	Hides.	
Skins (ditto) ...	Ditto.	
Ditto (untanned) ...	Ditto.	
Horns ...	Ditto.	
Ice ...	Horns.	
Instruments and apparatus, scientific and philosophical of all sorts.	Miscellaneous.	

Name of article in sea-borne list.	How disposed of in Conference list.	REMARKS.
Ivory and ivory ware ...	Miscellaneous.	
Jewellery and plate ...	Ditto.	
Jute, raw ...	Jute, raw.	
Ditto, manufactures of gunny-bags ...	Fibres, manufactures of—	
Ditto ditto ditto cloths ...	Ditto.	
Ditto, twine and rope ...	Ditto.	
Lac, shell—	Shell-lac.	
“ stick ...	Stick-lac.	
“ other sorts, except lac-dye ...	Gums and resins.	
Leather, manufactures of—	Leather manufactures.	
Liquors (other than Government) ...	Miscellaneous	Liquor manufacture can best be managed through the Excise Department, and European liquor imports from the shores of the sea-borne trade.
Ale, beer, and porter ...	Ditto.	
Wines and liqueurs ...	Ditto.	
Spirits ...	Ditto.	
Other sorts ...	Ditto.	
Lucifer matches ...	Metals.	
Machines, machinery, and parts thereof—	Fibres.	
Mats ...	Metals.	
Metals, manufactures of—	Ditto other metals.	
Anchors, cables, kentledge, and tea lead		
Metals (other than railway materials)		
Ditto, iron, cast	Iron.	
Ditto ditto, wrought (manufactured)	Ditto.	
Ditto ditto, ditto (unmanufactured)	Ditto.	
Ditto ditto, other sorts	Ditto.	
Ditto, steel, cast	Ditto.	
Ditto ditto, other sorts	Brass and copper.	
Ditto, copper, cast	Ditto.	
Ditto ditto, wrought (manufactured)	Ditto.	
Ditto ditto, ditto (unmanufactured)	Ditto.	
Ditto ditto, manufactures of—	Ditto.	
(With other metals)	Ditto.	
Ditto, other sorts	Other metals.	
Ditto, spelter, cast	Ditto.	
Ditto ditto, wrought (manufactured)	Ditto.	
Ditto ditto, ditto (unmanufactured)	Ditto.	
Ditto, tin, cast	Ditto.	
Ditto ditto, wrought (manufactured)	Ditto.	
Ditto ditto, ditto (unmanufactured)	Ditto.	
Ditto, lead, cast	Ditto.	
Ditto ditto, wrought (manufactured)	Ditto.	
Ditto ditto, ditto (unmanufactured)	Ditto.	
Ditto ditto, ore	Ditto.	
Ditto ditto, other sorts	Chemicals and medicines.	
Quicksilver ...	Ditto.	
Indian manufactured ...	Other metals.	
Metals (other than railway materials)	Miscellaneous or Government	
all others not enumerated	stores, as the case may be.	
Military and other regulation accoutrements, music instruments, &c.	Miscellaneous.	
Musk ...	Chemicals and medicines.	
Naval stores (other than Government)	Miscellaneous.	
Ditto canvas ...	Fibre manufacture.	
Ditto coir ...	Fibres.	
Ditto hemp, manufactures of—	Fibre manufacture.	
Ditto pitch, tar, dammer, and asphalt	Miscellaneous.	
Ditto, other sorts	Ditto.	
Oil, animal ...	Oil.	
Ditto, vegetable, but not essential	Ditto.	
Ditto, essential	Chemicals and medicines.	
Ditto, mineral	Miscellaneous.	
Ditto, other sorts	Oil.	
Opium ...	Opium.	
Paper ...	Miscellaneous.	
Precious stones and pearls ...	Ditto.	
Paints, colors, and painter's materials ...	Ditto.	
Perfumery ...	Ditto.	
Porcelain and earthenware ...	Ditto.	
Provisions and oilman's stores	Ditto.	
Printing and lithographing types, machines, &c.	Ditto.	
Railway materials (other than Government)	Unregistered.	Separately from Railway Company.
Rattans and canes ...	Miscellaneous native produce.	
Salt ...	Salt.	
Saltpetre ...	Saltpetre.	
Seeds (oil) linseed ...	Oil-seeds.	
Ditto, mustard ...	Ditto.	
Ditto, poppy ...	Ditto.	
Ditto, rape ...	Ditto.	
Ditto, til or gingelly ...	Ditto.	
Ditto, essential	Chemicals and medicines.	
Ditto, other kinds	Ditto.	
Ships, parts of—	Ncne.	
Shells ...	Miscellaneous.	
Silk, raw ...	Silk, raw.	
Ditto, manufactures of—	Silk manufactures.	
Ditto, piece-goods ...	Ditto.	
Ditto, mixed ...	Ditto.	
Ditto, thread ...	Ditto.	
Ditto, other sorts	Ditto.	
Soap ...	Miscellaneous.	
Spices ...	Spices.	
Stationery (except paper) ...	Miscellaneous.	
Stones, jade ...	Ditto.	

Name of articles in river-borne list	How disposed of in Conferred Est.
Sugar and sugarcane	Sugar, refined.
All other produce	unref. and.
Timber and woods	Timber log.
Teak	Ditto.
Other sorts	Timber joints.
Tobacco (manufacture)	Miscellaneous.
Ditto (unmanufactured)	Tea.
Articles used in the consumption of	Tobacco.
Toys and articles for all games	Ditto.
Wax	Ditto.
Wool, raw	Miscellaneous.
Ditto, manufactures of	Ditto.
Ditto piece-goods	Gums and resins.
Ditto braids	Wool.
Ditto shawls	Woolen manufactures.
Other sorts	Ditto.

E. T. ATKINSON,
Secretary.

APPENDIX B1.

Memorandum on the arrangement made between the delegates from Bengal and the North-Western Provinces.

No posts exist on the frontier, and the delegates from these provinces are not prepared to draw up a complete list without consulting district officers. It was agreed that—(1) a list of the posts should be drawn up by the delegates after consultation with the local officers; (2) that the management of the line should be made over to the North-Western Provinces, to the head-quarters of which it is nearest; (3) that the registration of the river-borne traffic at Chupra should remain in the hands of the Collector of Chupra.

The strength of the establishment required should be decided by officers deputed by the North-West and Bengal Governments in sufficient time to ensure the commencement of complete registration at the beginning of the ensuing cold weather.

E. T. ATKINSON,
Secretary.

(Sd.) H. RIVETT-CARNAC, Bengal.
" E. C. BUCK, N.-W. Provinces.

APPENDIX B2.

Memorandum of the arrangements made between the delegates from the Central Provinces and the North-Western Provinces.

The Government of the Central Provinces will continue to maintain the registering posts now in existence on the frontier between the Central Provinces and the North-Western Provinces, charging one-half the cost to the North-Western Provinces. Enquiries will be made during the course of the year as to whether any modification of the number and the locality of the posts, or of the strength of their establishments, seem necessary, but for the present no alteration will be made.

E. T. ATKINSON,
Secretary.

(Sd.) E. C. BUCK, N.-W. Provinces.
" L. NEILL, Central Provinces.

APPENDIX B3.

Memorandum of arrangement made between the delegates from Oudh and the North-Western Provinces.

The Government of the North-Western Provinces will take over the registering stations along the Ganges where that province marches with Oudh; and the remaining stations along the Basti, Azamgarh, and Jaunpore border on the south-east, and Shahjahanpore on the north-west, will remain under the Oudh Government. Enquiries will be made during the course of the year as to whether any modification of the number and the locality of the posts, or of the strength of their establishments, seem necessary, but for the present no alteration will be made.

E. T. ATKINSON,
Secretary.

(Sd.) E. C. BUCK, N.-W. Provinces.
" E. N. C. BRADDON, Oudh.

Memorandum of arrangement made between the delegates from the Punjab and the North-Western Provinces.

The posts along the border towards the North-Western Provinces, at present kept up by the Punjab Government, will be maintained by that Government, the North-Western Provinces' Government paying a moiety of the cost.

E. T. ATKINSON,
Secretary.

(Sd.) E. C. BUCK, N.-W. Provinces.
" W. M. YOUNG, Punjab.

APPENDIX B5.

Memorandum of arrangement made between the delegates from Bengal and the Central Provinces.

The posts along the border towards Bengal, at present kept up by the Government of the Central Provinces, will be maintained by that Government, the Bengal Government paying a moiety of the cost.

E. T. ATKINSON,
Secretary.

(Sd.) H. RIVETT-CARNAC, Bengal.
" L. NEILL, Central Provinces.

APPENDIX C.

(1) FORM OF DAILY REGISTER (DAY BOOK) FOR POSTS ON ROADS AND RIVERS.

Daily Register of imports by _____ in the _____ District.

DATE.	Description of goods.	Number in classified list.	Number and description of cartage.	Weight in maunds for Class A.	Number for Class B.	CLASS C.		WHERE FROM.			WHERE TO.		
						Weight.	Value.	District or territory.	Town.	Route.	District or territory.	Town.	Route.
1st July 1875...	Wheat...	...	...	80...	...	...	...	Oudh...	Lucknow...	East...	Aligarh...	Hathras...	North.
" Ditto ...	Rice...	18	carbs. Ten 3-bullock carts.	200...	...	...	...	N.-W. P.	Azamgarh	West...	Oudh ...	Fizabad	South.

The export register will be kept up in exactly the same form, merely changing the word "imports" to "exports" in the heading.

- (2) No register is required for railway traffic.
- (3) The registers for river traffic will be in the same form as those for road traffic, except that the fourth column will contain "number, description, and maundage of boats."
- (4) The registers for canal traffic will in all points resemble those prescribed for river traffic.

All these registers should be made up in book form and should have printed or lithographed headings.

E. T. ATKINSON,
Secretary.

APPENDIX D.

FORM OF LEDGER FOR ROAD-POST AND FERRIES.

(On the cover of the book.)

Daily ledger of imports by the _____
Cotton cleaned (name of goods) A class 3, (No. in classified list).

DATE.	ROUTE.	A.	B.	C.
1875				
1,000				
200				
		500	400	100
			200	

This column will contain the weight for Class A., or the number for Class B., or the weight and value for Class C., as the case may be, according to the heading.

These columns are only to be filled in when specially required.

A.—This column is only to be filled up when specially required.

The export ledger will be exactly in the same form, merely altering the word "imports" in the title on the cover of the book to "exports." Each page will contain but one item of the classified list, and the heading of column 2 will vary with the item recorded as "weight," "number," or "weight and value."

- (2.) Ledgers are not necessary for the rail-borne traffic.
- (3.) For the river-borne traffic the register will be the same as above given.
- (4.) The same form will be used for canal-borne traffic. All these registers should be made up in book form, with merely the heading and columns lithographed.

E. T. ATKINSON,
Secretary.

APPENDIX E.

Form of abstract of traffic returns to be forwarded monthly by the statistical writer at each registering post to the District Officer.

Abstract of imports at _____ in the _____ District for the month ending _____ 187 _____

Description of goods and serial number as in classified list.	From Native States.	From British Provinces.	Total.
CLASS A.			
Articles.	Maunds.	Maunds.	Maunds.
Iron...	27		27
Salt...	36	600	636
Rice...	18	20,000	20,018
		500	15,000
CLASS B.			
Horses	Number.	Number.	Number.
Timber logs	3		3
	6		6
	200		200
	40		40
		200	240
CLASS C.			
Cotton (European)	Maunds.	Maunds.	Maunds.
Shawl-wool manufactures	Value.	Value.	Value.
	10	50	60
	2	1,000	1,002
		600	1,600
		1	1
		400	400
		8	8
		900	900

Where it is desired to show the routes by which goods passing any post are imported, a separate abstract must be prepared for every route under each item of the classified list for which such information is required. When goods are imported from several Native states or British provinces (which can seldom occur at one post), the columns under these headings must be sub-divided accordingly. The form for abstracting exports will, in all respects, be the same as above, merely substituting "exports" for "imports" in the heading. These forms will serve also for the abstracts of river and canal-borne traffic.

E. T. ATKINSON,
Secretary.

APPENDIX F.

Abstract of traffic returns for each district to be forwarded by the district officer to the central controlling authority.

Abstract of imports into the _____ District from the _____ day of _____ 187 _____

Description of goods and serial number as in classified list.	From Native States.	From British Provinces.	Total.
CLASS A.			
Articles.	Maunds.	Maunds.	Maunds.
Indigo dye	2	100	102
	150	12,150	12,300
CLASS B.			
Sheep and goats	Number.	Number.	Number.
	150	200	350
CLASS C.			
Leather	Maunds.	Maunds.	Maunds.
	10	20	30
	80		80

Where it is desired to show the routes by which goods passing any post are imported, a separate abstract must be framed for every route under each item of the classified list for which such information is required. Where goods are imported from several Native states or British provinces, the columns under these headings must be sub-divided accordingly. The form for abstracting exports will, in all respects, be the same as above, merely substituting "exports" for "imports" in the heading. District officers will not furnish any particulars of rail-borne traffic, but their river and canal traffic will be incorporated with the road traffic in the above abstract.

E. T. ATKINSON,
Secretary.

APPENDIX G.

ABSTRACT PROVINCIAL RETURNS TO BE FORWARDED ANNUALLY TO THE GOVERNMENT OF INDIA.

Statement showing the quantity and value of the articles imported into the _____ during the year 187 _____

Description of goods in classified list.	FROM COUNTRIES EXTERNAL TO BRITISH INDIA.			FROM INTERNAL COUNTRIES NOT UNDER BRITISH ADMINISTRATION.			FROM BRITISH PROVINCES.			Grand total.
	Kabul.	Kashmir, &c.	Total.	Patiala.	Bikanir, &c.	Total.	N.-W. P.	Sind, &c.	Total.	
CLASS A.										
	Maunds.	Maunds.	Maunds.	Maunds.	Maunds.	Maunds.	Maunds.	Maunds.	Maunds.	Maunds.
	Value.	Value.	Value.	Value.	Value.	Value.	Value.	Value.	Value.	Value.
Borax										
Coal										
Cotton, &c.										
CLASS B.										
Elephants	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.
Camels, &c.										
CLASS C.										
Leather manufactures	Md.	Md.	Md.	Md.	Md.	Md.	Md.	Md.	Md.	Md.
Shawl-wool, ditto, &c.										
Total										

The export returns will be identical, merely changing the word "imported" in the heading to "exported." The number of entries under "Countries external to British India" will vary with each province. Similarly the entries under "Internal countries not under British administration" must vary considerably in each province; and it is suggested that the Native states be divided according to position into blocks, as is done in some provinces. Thus, Cis-Satlaj states, Rajputana, Central India states, Bundelkhand states, &c., as may be most convenient; full explanation of the classification adopted being given in each instance.

E. T. ATKINSON,
Secretary.

FINANCIAL DEPARTMENT.

STATISTICS—No. 3317.

CALCUTTA, THE 28TH AUGUST 1875.

FROM H. J. S. COTTON, Esq.,

Offg. Junior Secy. to the Govt. of Bengal,

TO THE COMMISSIONER OF ORISSA.

SIR,

IN continuation of endorsement No. 2637, dated 29th July 1875, on the subject of the registration of inter-provincial traffic, I am directed to inform you that the Government of Madras has stated that there will be no objection on the part of that Government to the establishment of a registering station at Rumbha in the Ganjam district, and that the Collector of Ganjam has been instructed to place himself in communication with you, and to arrange details so as to make an early commencement of operations.

2. The Lieutenant-Governor is now pleased to sanction an establishment at the Rumbha registration station of a clerk on Rs. 20 and a peon on Rs. 6 per mensem, with effect from the date on which you may be able to start the registration.

3. I am to invite your attention to the recent Resolution of Government dated 10th August 1875, and published in the Supplement to the *Gazette* of the 11th August. The forms of registration and the classification of articles to be adopted at the road station at Rumbha should be as nearly as possible identical with those sanctioned for the registration of river-borne traffic. It will only be necessary to alter the headings of the forms by hand, writing traffic "into" and "from Orissa" in the place of "up-stream" and "down-stream" traffic. The headings of the columns themselves will need no alteration, though from the simplicity of the registration in Orissa it is probable that all the columns will not be required. Manuscript forms should immediately be prepared and brought into use.

4. A copy of the daily returns will have to be submitted every week by the registering clerk to the head-quarters of the Collector of Ganjam for purposes of analysis and preparation of the monthly returns. The Government of Madras will arrange for the further disposal of the returns collected for its own uses. But the Lieutenant-Governor desires that a duplicate copy of the returns should be despatched every week to your office, as well as to the Ganjam office. The analysis of the returns should be done by your local funds clerk, or any other clerk whom you may select. The work will not be heavy, and a special clerk, therefore, will be sanctioned. The returns, after compilation in the prescribed monthly form, must be punctually submitted to Government at the close of each month.

5. The registration at Rumbha should now be set on foot with the least possible delay.

I have the honor to be,

SIR,

Your most obedient servant,

H. J. S. COTTON,

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

1 Pw 3559/95

Subj. No 3559/95

FINANCIAL DEPARTMENT.

STATISTICS.

CALCUTTA, THE 10TH AUGUST 1875.

RESOLUTION.

THE great importance of the question of the registration of internal traffic within the Bengal Province has of late years been fully recognised, and considerable progress was made under the orders of the late Lieutenant-Governor, Sir George Campbell, for registering and recording this traffic. In the Trade chapters of the Annual Administration Reports of the past three years, it will be found that much valuable information has been collated and published.

2. The most important traffic of Bengal is that which is registered on the Calcutta canals. The returns are taken at toll stations a little outside Calcutta, on the canals which connect the Soonderbuns, Backergunge, parts of Jessore, and the country about the Megna River with Calcutta. They show all the trade which passes by canal from the Soonderbuns or Jessore to Calcutta, and to Western Bengal and Behar. The total quantity of traffic discharged up the canals from Calcutta amounted, in 1873-74, to 39,66,348 maunds; and the total quantity of down traffic brought into Calcutta amounted to 2,23,07,180 maunds.

3. The traffic along the Nuddea Rivers, that is along the Bhagiruthee, the Jellinghee, and the Matabhanga, is also carefully registered. There is a toll station at Jungypore, at the head of the Bhagiruthee, where that river leaves the Ganges. There is another toll station at Nuddea, at the point where the Jellinghee river flows into the Bhagiruthee. There is a third toll station at Kissengunge, which is a place situated about midway of the course of the Matabhanga river. The Matabhanga is the route along which a great part of the traffic of north-east and part of the traffic of Eastern Bengal comes into Calcutta. The traffic from Behar and from Northern and Central Bengal is intercepted on the Bhagiruthee and Jellinghee rivers. The aggregate weight of the up-stream traffic registered at the three toll stations of the Nuddea rivers amounted to 28,25,721 maunds during the year 1873-74; and the total of the down-stream traffic to nearly 71 lakhs of maunds.

4. The Orissa and Midnapore canals have been for some years open to traffic, and have recently, especially the Midnapore canals, been the principal routes for the export of rice from the fertile country which stretches along the west coast of Bengal from the mouth of the Hooghly. The traffic on the Midnapore canals is registered. The aggregate maundage of the traffic conveyed through these canals in 1873-74 was 67,73,752 maunds.

5. The above traffic is all registered at toll-collecting stations. In 1872 a commencement was made of establishing registration stations for the sole purpose of registering the traffic. A station was in that year established by Sir George Campbell at Sahebgunge, with the object of registering the traffic between Eastern and Northern Bengal, and the districts of Behar and the North-Western Provinces. Sahebgunge is situated on a rocky headland in the Bhagulpore district, directly under which the deep stream of the Ganges passes, and nearly all the great tributaries of the Ganges enter the river above Sahebgunge, which again is above the point where the Bhagiruthee, the most westerly of the Ganges' mouths, leaves the main stream for the sea. An establishment on Rs. 2,416 a year was sanctioned by the Government of India for the registration of the traffic at Sahebgunge. The total of the down traffic that was registered at Sahebgunge during 1874 amounted to 60,21,235 maunds: the

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total of the traffic amounted to 89,177 mounds. But it should be explained that the arrangements have not been made so that the traffic registered at Sahabgunge should be registered a second time at the toll stations of the Buddea rivers, or vice versa.

6. The Lieutenant-Governor thinks that the time has now arrived when the system of the registration of traffic should be extended and systematized, and that, if possible, a complete system of the registration of river-borne traffic in Bengal should be established. He has given the subject his careful consideration, and the scheme which is set forth in this Resolution will indicate the principles on which he desires that the system should be carried into effect, and the arrangements to which, after consultation with the Commissioners, His Honor has accorded his provisional sanction.

7. The whole system of registration will be controlled from the Statistical Department of Government, where the returns will be analysed and regularly published and circulated to officers. It would have been possible to have organized what may be called a district system of registration under which all the river-borne traffic within, and from each district, would have been registered at stations within the district itself. But such a localisation of the registration is to be deprecated for many reasons. It would involve the multiplication of small stations; and small stations will generally be far removed from the supervision of a district or sub-divisional officer, and would necessarily have to be placed under low paid clerks, who would, it is to be feared, exercise oppression and interference with the trade. Moreover, goods would be registered more than once if they were registered while traversing the feeder streams, and again at the large central stations. According to the theory of the district system, boats would be registered again and again as they passed through successive districts. The Lieutenant-Governor does not therefore desire that district officers should attempt to undertake a complete registration of the traffic of their own districts. Bengal must be taken as a whole for the purposes of trade registration, and in order to register and ascertain all the traffic of the province, it is indispensable that supervision should be exercised from only one head-quarters, and that a uniform system of forms and returns should be introduced everywhere.

8. Simplicity, moreover, is essential. The Lieutenant-Governor is desirous of organizing a system of registration of river traffic in Bengal on as complete a scale as possible; but in considering the system from a general point of view, and not merely district by district, or division by division, it is evident that a comparatively small number of stations, well chosen, will answer the purpose as well as a great many. It will create expense, and also confusion, if more registration stations are established than are absolutely necessary to register the trade on the main lines of communication. So long as the traffic is once registered at the large stations on the large rivers, there is no occasion for the establishment of several small stations on the affluents and feeders of the large streams. There is no doubt that the purely local traffic that does not reach the big rivers will fail to be arrested, but it is believed that such traffic is so small and insignificant as to make its registration of no consequence. The question also of the transshipment of traffic must not escape notice. Special precautions are being taken, as will be detailed below, by the issue of tickets to prevent boats being registered twice over. But these precautions will be of no avail if the cargoes are registered twice over—once in the small boats which come down the feeder rivers: and once at central stations, like Serajgunge, Naraingunge, and Goalundo. It is known that goods are sent to these stations from all the small rivers and khalls, and are there transhipped for conveyance to Calcutta. If stations are put upon the feeder rivers, the goods will assuredly be registered twice over, though no boat may be registered more than once. The Lieutenant-Governor therefore does not consider that, for general registration purposes, it will be necessary to retain any registering offices on the contributory or feeder rivers of Bengal. Stations will only be established at a small number of principal places on the large rivers, which are,

so to speak, the receiving and distributing depôts of the trade of a large area of country.

9. The Lieutenant-Governor has considered the question of the registration of river-borne traffic in Bengal in connection with the registration of inter-provincial traffic, which is discussed in the report of the delegates of the several provinces of Bengal, the North-Western Provinces, Oudh, the Punjab, and the Central Provinces, who recently met at Allahabad to settle the system of the collection and compilation of inter-provincial trade statistics. His Honor has already intimated his general acceptance of the conclusions arrived at by the Allahabad Conference. It has been agreed that the management of the establishment for registering traffic on the line between the North-Western Provinces and Bengal should be made over to the Government of the North-Western Provinces, to the head-quarters of which it is nearest. It was provided that the registration of the river-borne traffic of the Sarun district only should remain in the hands of the Collector of Sarun.

10. The river-borne traffic between Sarun and the North-Western Provinces (apart from that which is carried on the Ganges) is carried along the Gogra, and it is desirable that some frontier post on this river should therefore be selected. The Lieutenant-Governor has provisionally sanctioned a registering station at Durowlee, which is almost on the North-Western Provinces frontier, with an establishment of—

	Per month.
	Rs.
1 Mohurrir	25
1 Boat	30
1 Peon	6
Total	61

11. Durowlee is expressly sanctioned for the purpose of registering the inter-provincial traffic in accordance with the scheme approved by the delegates at the Allahabad Conference. It is necessary to establish also a system of registration of river-borne traffic in the Behar province. For this purpose the establishment of a head registry office at Patna, with a branch office at Revilgunge on the Gogra, and a branch office at Hajepore on the Gunduck, has been proposed. But after the frontier station at Durowlee has been sanctioned, it will not be necessary to retain another station on the river Gogra, and it is evident that while all the Gunduck trade which goes eastwards is already registered at the station at Sahabgunge, so that which goes westwards will be registered at the Patna office, should a registry station be established at that city; and it is, the Lieutenant-Governor thinks, in all respects desirable that Patna, which is the great receiving and distributing mart of the Behar province, should be chosen as a principal station for the registration of the river traffic. The position of Patna on the Railway and on the Ganges, just where the Ganges, Gogra, Gunduck, and Soane become united, gives it in this respect great advantages. His Honor has approved the choice of Patna as a registering station, and has sanctioned the following establishment for the registration of river-borne trade at Patna:—

	Per month.
	Rs.
1 Registration clerk	50
1 Mohurrir	15
2 Boats, at Rs. 30 each	60
2 Peons, at " 6 "	12
Contingencies	5
Total	142

12. At Sahabgunge the present registration station will remain of its existing establishment.

total of the river traffic amounted to 2,89,177 maunds. But it should be explained that arrangements have not been made so that the traffic registered at Sahebgunge should not be registered a second time at the toll stations of the Godavari rivers, or vice versa.

6. The Lieutenant-Governor thinks that the time has now arrived when the system of the registration of traffic should be extended and systematised, and that, if possible, a complete system of the registration of river-borne traffic in Bengal should be established. He has given the subject his careful consideration, and the scheme which is set forth in this Resolution will indicate the principles on which he desires that the system should be carried into effect, and the arrangements to which, after consultation with the Commissioners, His Honor has accorded his provisional sanction.

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so to speak, the receiving and distributing depôts of the trade of a large area of country.

9. The Lieutenant-Governor has considered the question of the registration of river-borne traffic in Bengal in connection with the registration of inter-provincial traffic, which is discussed in the report of the delegates of several provinces of Bengal, the North-Western Provinces, Oudh, the Punjab, and the Central Provinces, who recently met at Allahabad to settle the system of the collection and compilation of inter-provincial trade statistics. His Honor has already intimated his general acceptance of the conclusions arrived at by the Allahabad Conference. It has been agreed that the management of the establishment for registering traffic on the line between the North-Western Provinces and Bengal should be made over to the Government of the North-Western Provinces, to the head-quarters of which it is nearest. It was provided that the registration of the river-borne traffic of the Sarun district only should remain in the hands of the Collector of Sarun.

10. The river-borne traffic between Sarun and the North-Western Provinces (apart from that which is carried on the Ganges) is carried along the Gogra, and it is desirable that some frontier post on this river should therefore be selected. The Lieutenant-Governor has provisionally sanctioned a registering station at Durowlee, which is almost on the North-Western Provinces frontier, with an establishment of—

	Per month.
	Rs.
1 Mohurrir	25
1 Boat	30
1 Peon	6
Total	61

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	Per month.
	Rs.
1 Registration clerk	50
1 Mohurrir	15
2 Boats, at Rs. 30 each	60
2 Peons, at „ 6 „	12
Contingencies	5
Total	142

12. At Sahebgunge the present registration station will remain of its existing establishment.

13. The Nuddes rivers all station will also, of course, remain unaffected. But near Calcutta it has been represented by the Commissioner of Eastern Bengal that the position of the Collector's office on the banks of the river at Hooghly, and the character of the river itself at that point, afford an excellent situation for the establishment of a registration station. The greater portion of the Ganges-borne trade with Calcutta passes by the station of Hooghly, and the Commissioner urges, as another reason for placing an establishment at this point, that the existence of a station may serve as a check on the trade in smuggled opium, from the opium-producing districts, which is now believed to be carried on with the French territory of Chandernagore. The station also will be under the immediate inspection and control of the Collector. The Lieutenant-Governor approves the Commissioner's proposal, and is pleased to sanction for the Hooghly station an establishment of—

	Per month.
1 Registration clerk	Rs. 50
1 Mohurrir	20
2 Boats, at Rs. 40 each	80
2 Peons, at „ 6 „	12
Contingencies	5
Total	167

14. Turning now to North-Eastern Bengal, it will be necessary to make arrangements for registering the traffic on the three great rivers of the Brahmapootra or Jamoona, the Pudda, and the Megna. The first station which suggests itself to the Lieutenant-Governor on the Brahmapootra is Chilmaree, in the district of Rungpore, which is the last point where there is land under the administration of the Bengal Government on both sides of the river. Chilmaree is, moreover, an essential station for the registration of inter-provincial traffic between Bengal and Assam, and must be kept up for that purpose, even if it was not thought desirable to retain it for the registration of internal trade. The Chilmaree station will be under the direct supervision of the sub-divisional officer of the newly appointed sub-division at Kurigaon. The Lieutenant-Governor sanctions the following establishment for the Chilmaree registering station:—

	Per month.
2 Registering Clerks, at Rs. 40 each	Rs. 80
1 Mohurrir	15
2 Boats, at Rs. 40 each	80
2 Peon, at „ 6 „	12
Contingencies	5
Total	192

15. Proceeding down the river, it is evident that Serajunge must also be an obligatory station. Serajunge is the principal emporium of trade of the districts of Pubna and Mymensingh, and of parts of Bogra, Rungpore, and Dinagepore. It is the greatest jute market in Bengal. The amount of the jute trade for Serajunge was estimated at thirty lakhs of rupees in 1871-72. In 1872-73, 1,508,900 maunds of jute were exported by steamers, and it is understood that more than half the jute from this mart leaves in country boats. The total value of the steamer trade from Serajunge in 1871-72 is stated at Rs. 66,38,525, and about as much was sent in country boats. The whole of the Teesta trade, as it comes down the Brahmapootra, as well as of other

smaller streams, will be registered at Serajunge. The Lieutenant-Governor sanctions, for the registration station at Serajunge, an establishment of—

	Per month.
3 Clerks, at Rs. 40 each	Rs. 120
1 Mohurrir	15
1 Boat	40
3 Peons, at Rs. 6 each	18
Contingencies	5
Total	198

16. The next position of registration will be Goalundo, which is situated at the point of junction between the Pudda and the Jamoona. It is probable that Goalundo will be the most important of all the registering stations in Bengal. Besides registering the boats that come up from Eastern Bengal and down the Pudda, Goalundo will have to catch the traffic that pours down the Attrai, the Kuratiya, the Boral, the Oorasagor, and other large feeder rivers which make a great net-work of streams and fall into the Jamoona a few miles above Goalundo. The river, moreover, is very wide, and the current violent, and registration will in practice be found difficult to effect at Goalundo. The Lieutenant-Governor is pleased to sanction for this station—

	Per month.
2 Clerks, at Rs. 40 each	Rs. 80
1 Mohurrir	20
2 Boats, at Rs. 50 each	100
2 Peons, at „ 6 „	12
Contingencies	5
Total	217

17. The Lieutenant-Governor has approved also of a registration station at Kooshtea at the mouth of the Gorai river. The following establishment is sanctioned for Kooshtea:—

	Per month.
1 Clerk	Rs. 40
1 Boat	30
1 Peon	6
Total	76

18. There will also be a registration station at Khoolna in the Jessore Soonderbuns. Khoolna, the seat of a sub-division and the capital of the Soonderbuns, is situated at the point of the junction of the Atharabanka (which is the channel along which all the traffic of the Modhumattee passes onwards on its way to the west) and Bhoyrob rivers. The Bhoyrob is the river which conveys the Backergunge produce to Calcutta. At Khoolna the Lieutenant-Governor sanctions an establishment of—

	Per month.
1 Clerk	Rs. 40
1 Mohurrir	15
1 Boat	40
1 Peon	6
Total	101

19. In the immediate neighbourhood of Calcutta, the Calcutta Canals registration will remain unaffected.

20. In Eastern Bengal it is considered advisable to establish a registration station on the Brahmapootra at Nasirabad, the sudder station of the

Mymensingh district. There will be no special difficulties at Mymensingh, and the following establishment will suffice:—

	Per month.
	Rs.
1 Clerk	25
1 Boat	15
1 Peon	6
Total	46

21. Bhojrob Bazar, which is on the Megna at the trijunction point of the three districts of Tipperah, Sylhet, and Mymensingh, is a position of more importance, and a great deal of traffic will be registered there. The Lieutenant-Governor sanctions for Bhojrob Bazar an establishment of—

	Per month.
	Rs.
1 Registration clerk	40
1 Mohurri	15
1 Boat	40
1 Peon	6
Total	101

22. Lastly, there is Naraingunge, which is the principal mart of Eastern, as Serajgunge is of North-Eastern Bengal, and must certainly be an obligatory station. For Naraingunge the Lieutenant-Governor is pleased to sanction—

	Per month.
	Rs.
2 Registration clerks, at Rs. 40 each	80
1 Mohurri	15
2 Boats, at Rs. 40 each	80
2 Peons, at " 6 "	12
Contingencies	5
Total	192

23. Excluding the cost of the existing establishment at Sahebgunge, or Rs. 200 a month which is defrayed by the Government of India, and of the Calcutta canals and Nuddea rivers and Midnapore establishments, the financial effect of the scheme now sanctioned is as follows:—

	Per month.
	Rs.
Durowlee registration station	61
Patna	142
Hooghly	167
Chilmaree	192
Serajgunge	198
Goalundo	217
Kooshtea	76
Shoolna	101
Mymensingh, or Nasirabad	46
Bhojrob Bazar	101
Naraingunge	192
Total	1,493

But in addition to this, it is necessary to allow for one clerk in each of the nine districts where the system of registration is now being newly introduced at a fixed salary as marginally noted. The duties of these clerks in collating the daily registers and preparing the monthly statements for submission will be subsequently explained. At Sardin it will be possible

	Rs.		Rs.
Patna	30	Nuddea	30
Hooghly	30	Jessore	30
Bungpore	30	Mymensingh	30
Patna	30	Dacca	30
Fuzedpore	30		

to prepare the Durowlee returns in the Collector's office without the appointment of an additional clerk. The Sahebgunge establishment will prepare its own monthly returns, and submit them to the Government through the Collector of Bhagalpore as at present. The total expenditure there will be—

	Per month.
	Rs.
For 11 registration establishments	1,493
9 office clerks	270
Total	1,763

or a total gross expenditure per annum of Rs. 21,156. It may perhaps be said that this is a large expenditure, but the Lieutenant-Governor does not think that in practice the establishments now sanctioned will be found more costly than the maintenance of a large number of petty establishments, and he trusts and anticipates that the outlay will afford some really useful and valuable results. The full sanctioned establishment will in many cases not be required for the whole year; after the rainy season the establishments will, where possible, be reduced, and the Lieutenant-Governor relies on the discretion of district officers in effecting economy in this respect. It must be distinctly understood, moreover, that all the establishments now sanctioned are provisional, and subject to the further orders of Government.

24. Such temporary establishments as have already been sanctioned in the Dacca and Rajshahye Divisions, in anticipation of the sanction of Government, must be broken up on receipt of these orders. An account of the expenditure that has actually been incurred should be submitted, in order that a formal sanction may be sent to the Accountant-General's office.

25. Sir Richard Temple desires that the above arrangements for registering the river-borne traffic in Bengal should be introduced at all the stations with effect from the 1st September next. A notice giving the widest publicity to the intentions of Government has, under separate orders of the Lieutenant-Governor, been sent to all district officers, with instructions to distribute it and disseminate its meaning at all the riverside stations in their jurisdictions. For facility of reference, a copy of this notice is annexed as the first appendix to this Resolution.

26. It remains now to explain the nature of the forms of registers and returns that the Lieutenant-Governor has considered it advisable to introduce generally for the registration of river traffic. The same forms are to be used at all stations both in Behar and in Bengal, and they are to be substituted for the forms now used at Sahebgunge, and on the Nuddea rivers, and on the Calcutta and Midnapore canals.

27. It is obvious that the forms should be as simple as possible, at all events on the first introduction of the registration. If necessary, they can be afterwards expanded. The forms in use at present at Sahebgunge and on the Nuddea Rivers are too cumbersome for adoption, although they supply a great deal of detailed information that it is important to obtain. A simpler arrangement of forms was proposed by the Conference at Allahabad. The Lieutenant-Governor has examined these forms, and believes that they are generally well suited for the registration of Bengal traffic. With slight modifications they are reproduced in the forms which constitute the second appendix to this Resolution.

28. The classification of the articles registered is a matter of importance, and in this respect also the Lieutenant-Governor has accepted the conclusions arrived at by the Allahabad Conference. A classified list of the goods to be registered constitutes the third appendix to this Resolution. It is a modification of the Allahabad list adapted for use in Bengal. It will be seen that Class 1 comprises those articles for which the weight only will be given; Class 2, animals and articles, of which the number alone will be entered; and Class 3, all articles of which, primarily, the value, and, where possible, the weight, shall be entered by the registering officer. The classification given in these lists must be carefully attended to by the writers at the registering and headquarters stations.

29. Forms A and B are the two forms of daily register which must be kept at every registering station. Form A should be filled up according to the specimen form subjoined:—

FORM A.—DOWN-STREAM TRAFFIC.

Form of Daily Register of Traffic down stream passing Patna Registering Station.

DATE.	Description of Goods.	Class 1. Weight in maunds.	Class 2. Number.	Class 3. Value and Weight.	WHERE FROM—		WHERE TO—	
					Place.	District.	Place.	District.
1st September 1875	Wheat	Mds.	No.	Rupias.				
Ditto	Sugar	700			Revilgunge	Saran	Chandernagore	Hooghly.
Ditto	...	500			Chupra	Saran	Sahebgunge	Jungypore.
Ditto	Sugar		50 kgs.		Ghaipore	Ghaipore	Rampore Beas	Rajshahye.
Ditto	Miscellaneous				Benares	Benares	Sahebgunge	Bhagalpore.
				60,000	Ghaipore	Ghaipore	Calcutta	Calcutta.

Form B, which is an exactly similar Form, is intended to be used for the daily registration of Up-stream traffic.

30. These forms are very simple, and it will afford but little trouble to the clerical office at the registering station to fill them up regularly. No attempt should be made to coordinate and digest the returns at the registering station. But every week a copy of all the entries registered during the week should be sent to the Head-Quarters or Sub-Divisional station of the District, for purposes of analysis and the preparation of monthly returns. It has been intimated that the Sahebgunge registering establishment will continue as at present to compile their own monthly returns. But they will substitute the forms given below for those they now use.

31. The monthly returns should be prepared according to the Forms C and CC, D and DD. The specimen Forms of C and CC below, which are for Down-stream traffic, will show what is required:—

FORM C.—DOWN-STREAM TRAFFIC.

Abstract of Monthly Return to be prepared by the Statistical Writer at the District Head-Quarters and of which a copy is to be forwarded every month to the Statistical Secretary to Government. Month of September 1875.

DESCRIPTION OF GOODS.	NAME OF EXPORTING DISTRICT.				TOTAL.
	Saran.	Ghaipore.	Benares.	Ac. &c.	
CLASS 1.					
Wheat	Mds.	Mds.	Mds.	Mds.	Mds.
Sugar	700				
Ac. &c.	400		200		
Total					
CLASS 2.					
Timber	No.	No.	No.	No.	No.
Ac. &c.		50 kgs.			
CLASS 3.					
Miscellaneous	Rs.	Rs.	Rs.	Rs.	Rs.
Ac. &c.		60,000			
Total					

FORM CC.—DOWN-STREAM TRAFFIC.

Abstract of Monthly Return to be prepared by the Statistical Writer at the District Head-Quarters, and of which a copy is to be forwarded every month to the Statistical Secretary to Government. Month of September 1875.

DESCRIPTION OF GOODS.	NAME OF IMPORTING DISTRICT.					TOTAL.
	Hooghly.	Blagulpore.	Rajshahye.	Calcutta.	Ac. &c.	
	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.
Wheat	700	700				
Sugar						
Ac. &c.						
Total						
CLASS 2.	No.	No.	No.	No.	No.	No.
Timber			50 kgs.			
Ac. &c.						
CLASS 3.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
Miscellaneous				60,000		
Ac. &c.						
Total						

The forms marked D and DD relate to Up-stream traffic.

32. These statements will have to be compiled for every month for each registering station separately at Head-Quarters, and must be transmitted every month to Government. It is hoped that the district officers themselves will be able to spare a short time to revise them before submission, and to place an officer at Head-Quarters, in charge of the statements, to see that they are intelligently prepared. The success or otherwise of the contemplated system of registration of river-borne traffic will much depend, especially at first starting, upon the amount of supervision, scrutiny, and trouble the district officers are able to bestow upon the matter, and Sir Richard Temple trusts that all officers will exert themselves to start the registration favorably. In a short time the clerk employed upon the duty of compilation will probably be able to prepare the monthly statements without any assistance. But care will always have to be taken by the head of the office that the returns are accurately and punctually submitted.

33. It will be observed that in the daily register it is required that the names of places, as well as the names of districts of import and export, should be recorded. For the sake of simplicity, it has not been required that this information should be reproduced in the monthly register. But as the value of the statistical information to be afforded by these returns will be much enhanced by a record of the trade, not only of districts, but also of the principal markets within the districts, it is expected that the statistical writer at Head-Quarters will extract from the daily registers the principal markets in connection with which the traffic exists, and will add up separately the total traffic of these markets, and record it as an appendix to the statements. Nothing elaborate in this direction is wanted; but it is very desirable to bring to the notice of Government all the most important markets, and the amount of their traffic.

34. A special form of boat ticket of registration will have to be supplied to each boat on registration, in order to prevent the possibility of a boat being registered more than once. The Lieutenant-Governor has approved of tickets of a very simple design of red and blue colors, requiring only the date, the name of the manjhee, the place of destination, the place of registration, and the registering mohurir's name to be recorded upon each. Upon the back of each card it is prominently pointed out that, by the order of Government, no tax is leviable on registration, except at the registration offices at Jungypore,

Kissengunge, Nuddea, and on the Calcutta Canals. The red cards are for boats going up-stream, and the blue cards for boats going down-stream. Every boat, as it is registered, should receive one of these cards, and the registering mohurn, as he gives the card to the boat manjhee, should explain that this card is given to him in token of his boat's load having been registered. A boat which possesses a ticket for the journey will of course not be registered a second time on that journey.

35. Special arrangements will be made for ascertaining the amount of the river-borne steamer traffic on the Bengal rivers, and it must be understood that the registration stations will have no concern with the registration of this traffic.

36. The Lieutenant-Governor awaits a report from all Commissioners regarding the steps they have been able to take for putting these arrangements for registration in force from the 1st September next.

By order of the Lieutenant-Governor of Bengal,

H. J. S. COTTON,

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

No. 2752.

COPY of this Resolution forwarded to the Accountant-General for information.

No. 2753.

COPY of this Resolution forwarded to the Commissioners of Patna, Rajshahye, and Dacca, for information and guidance, in continuation of the previous orders of Government. Copy also forwarded to the Commissioners of Chittagong, Orissa, and Chota Nagpore. The Resolution does not immediately affect these latter divisions, but copies are forwarded to complete the Commissioners' file.

No. 2754.

COPY of this Resolution forwarded to the Commissioners of Burdwan, the Presidency, and Bhagulpore Divisions, for information and guidance. Twenty books of both Forms A and B, each book containing one hundred pages, will be despatched to each Commissioner as soon as possible. These will be the books actually in daily use at the registering stations. Two thousand copies of each of these daily forms will also be supplied, on which the daily entries, as explained in the Resolution, will be copied, and the copy despatched every week to head-quarters. Two hundred copies of each of the monthly Forms C and CC, D and DD will be supplied for present use. Fifty copies of the classified list (Appendix III of this Resolution) and four thousand forms of boat ticket will also be sent to each Commissioner.

The Sahebgunge, Calcutta Canals, and Nuddea Rivers establishments will themselves collate the daily entries into the monthly returns, and submit the monthly returns through the District Collector concerned to Government. From Hooghly, Khoolna, and Koshtea it will be observed that the daily returns are to be collated at the District head-quarters.

The Commissioners are requested to distribute the forms as soon as they are received to the District Collectors, who will despatch them to the registration stations. At Sahebgunge and at the toll stations the new forms will supersede the forms at present in use from the 1st September next.

No. 2762.

COPY of this Resolution forwarded to the Public Works Department, Irrigation Branch, of this Government, with a request that the Secretary in that Department will cause the forms prescribed in this Resolution to be introduced on the Midnapore and Orissa canals from the 1st September next. Fifty books of both Forms A and B, each book containing one hundred pages, will be despatched as soon as possible. These will be the books actually in daily use at the registration stations. Two hundred copies of each of the monthly Forms C and CC, D and DD will be supplied for present use. These forms will supersede the forms at present in use at the canal registering stations. The monthly forms should be collated from the daily entries by the present registering establishments, and forwarded through the District Collectors concerned to Government. Fifty copies of the classified list (Appendix III of this Resolution) will also be forwarded.

No. 2763.

COPY of this Resolution, and of its endorsements, forwarded to the Public Works Department of this Government for information.

No. 2764.

COPY of this Resolution, and of its endorsements, forwarded to the Members of the Board of Revenue for information.

By order of the Lieutenant-Governor of Bengal,

H. J. S. COTTON,

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

CALCUTTA,
The 10th August 1875.

Appendix I to Resolution dated 10th August 1875.

NOTICE.

NOTICE is hereby given that from and after the 1st day of September 1875, Government will, in addition to the registration already effected at Sahebgunge, on the Nuddea Rivers, and on the Calcutta Canals, register the river-borne traffic—

At Duzowlee, on the Gogra River.
At Patna, on the Ganges.
At Hooghly, on the Hooghly.
At Chilmaree, on the Brahmapooter.
At Serajunge, on the Jamoona.
At Goalundo, on the Pudda.
At Kooshtea, on the Gorai.
At Khoolna, on the Bhoyrob.
At Nasirabad, on the Brahmapooter.
At Bhoyrob Bazaar, on the Megna.
At Naraingunge, on the Megna.

Every Manjee or Charandar, or other person in charge of any boat or vessel passing up or down the river, opposite any of the above places of registration, will have to state either in writing or verbally to the Government Registering Officer or his Deputy, the starting place and destination of his vessel, and the approximate number of maunds of each kind of cargo, or the number of pieces of cargo, or the value, as the case may be, which it has on board. Vessels which stop at the registration station can be registered on shore. Vessels which do not stop will be boarded midstream by the boat of the Registering Officer.

The Registering Officer has no authority to stop or detain any vessel or boat beyond such short time as may be necessary for obtaining the required particulars.

A special form of boat ticket of registration will be supplied to each boat on registration. Every boat, as it is registered, will receive one of these tickets, and the Registering Officer will explain that the ticket is given in token of the boat's load having been registered. A boat which possesses a ticket will not be registered a second time on the journey; but it must be distinctly understood that a ticket will be in force for one journey only.

No fee or toll is to be levied by, or paid to, any Registering Officer, except at the toll stations at Jungypore, Kissengunge, Nuddea, and on the Calcutta Canals.

By order of the Lieutenant-Governor of Bengal,

H. J. S. COTTON,

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

Rs. 4
3559/75

Rs. 4
3559/75

Form A.

Daily Register of Traffic down stream, passing the

registering station.

[illegible]

Form B.

Daily Register of Traffic up stream, passing the

registering station.

[illegible]

Form C

DOWN-STREAM TRAFFIC.

Abstract Monthly Return to be prepared by the Statistical Writer at the District Head-Quarters, and of which a copy is to be forwarded every month to the Statistical Secretary to Government.

Month of

187

NAME OF EXPORTING DISTRICT.

Description of goods.

CLASS 1.

Total

CLASS 2.

CLASS 3.

Total

Form CC.

DOWN-STREAM TRAFFIC.

Abstract Monthly Return to be prepared by the Statistical Writer at the District Head-Quarters, and of which a copy is to be forwarded every month to the Statistical Secretary to Government.

Month of

187

NAME OF IMPORTING DISTRICT.

Description of goods.

CLASS 1.

Total

CLASS 2.

CLASS 3.

Total

Form D.

UP-STREAM TRAFFIC.

Abstract Monthly Return to be prepared by the Statistical Writer at the District Head-Quarters, and of which a copy is to be forwarded every month to the Statistical Secretary to Government.

.....registering station

Month of

187

NAME OF EXPORTING DISTRICT.

Description of goods.

CLASS 1.

CLASS 2.

CLASS 3.

Total

TOTAL.

Form DD.

UP-STREAM TRAFFIC.

Abstract Monthly Return to be prepared by the Statistical Writer at the District Head-Quarters, and of which a copy is to be forwarded every month to the Statistical Secretary to Government.

.....registering station

Month of

187

NAME OF IMPORTING DISTRICT.

Description of goods.

CLASS 1.

Total

CLASS 2.

CLASS 3.

Total

TOTAL.

Appendix III to Resolution dated 30th August 1875.

CLASSIFIED LIST OF GOODS FOR ADOPTION IN REGISTERING TRAFFIC ON TRADE-ROUTES.

Class 1 comprises those articles for which the statistical writer (registering mohurir) will give only the weight in the recognised maund of 40 seers, each seer containing 80 tolas.

Class 2 includes animals and articles, of which the number alone will be entered.

Class 3 contains all articles, of which, primarily, the value, and, where possible, the weight, shall be entered by the statistical writer.

CLASS 1.	CLASS 2.	CLASS 3.
<ol style="list-style-type: none"> Coal and coke. Cotton. Ditto, twist (Native). Ditto, twist (European). Chemicals and medicines. Intoxicating drugs other than opium (<i>hang, ganja, charas, &c.</i>) * Dyes other than indigo, such as safflower, cochineal, lac-dye, &c. Indigo. Betel-nuts. Opel and firewood. Fruits, dried. Ditto, fresh, and vegetables. Wheat. Pulses and gram. Rice. Paddy. Other cereals. Gums and resins. Jute and other raw fibres. Fibres, manufactures of (as ropes, sacking, &c.) Silk, raw. Hides. Horns. Iron and its manufactures. Copper and brass and their manufactures. Other metals and their manufactures. Lime and Lime-stone. Stone. Shell-lac. Stick-lac. Ghee. Oil. * Oil-seeds. Teel, Linseed, Mustard, Castor. Opium. Salt (salientary). Saltpetre. Other saliniferous substances (as <i>khari, saji, reh, &c.</i>) Spices and condiments. Sugar, refined (<i>miseri, chani, khand.</i>) Sugar, unrefined (<i>gur, rab, shira.</i>) Tea. Tobacco. 	<ol style="list-style-type: none"> Animals. [To be specified.] Timber. Bamboos. Cocoa-nuts. 	<ol style="list-style-type: none"> Leather and its manufactures. Woollen manufactures. Silk ditto. Cotton (European) manufactures. Ditto (Native) manufactures. Miscellaneous Native goods. Miscellaneous European goods.

Rev 5/3559/95

Supd Adm 3310/95

NOTE.—All Government stores and Railway materials shall pass unregistered, as their weight and value can best be ascertained from the Government Departments concerned and the Railway Companies, respectively.

* Varieties of dyes and oil-seeds are to be specified.
G.—Reg. No. 1754.

Appendix III to Resolution dated 10th August 1875.

CLASSIFIED LIST OF GOODS FOR ADOPTION IN REGISTERING TRAFFIC
ON TRADE-ROUTES.

Class 1 comprises those articles for which the statistical writer (registering mohurir) will give only the weight in the recognised maund of 40 seers, each seer containing 80 tolas.

Class 2 includes animals and articles, of which the number alone will be entered.

Class 3 contains all articles, of which, primarily, the value, and, where possible, the weight, shall be entered by the statistical writer.

CLASS 1.	CLASS 2.	CLASS 3.
<ol style="list-style-type: none">1. Coal and coke.2. Cotton.3. Ditto, twist (Native).4. Ditto, twist (European).5. Chemicals and medicines.6. Intoxicating drugs other than opium (<i>hang, ganja, charas, &c.</i>)*7. Dyes other than indigo, such as safflower, cochineal, lac-dye, &c.8. Indigo.9. Betel-nuts.10. Fuel and firewood.11. Fruits, dried.12. Ditto, fresh, and vegetables.13. Wheat.14. Pulses and gram.15. Rice.16. Paddy.17. Other cereals.18. Gums and resins.19. Jute and other raw fibres.20. Fibres, manufactures of (as ropes, sacking, &c.)21. Silk, raw.22. Hides.23. Horns.24. Iron and its manufactures.25. Copper and brass and their manufactures.26. Other metals and their manufactures.27. Lime and Lime-stone.28. Stone.29. Shell-lac.30. Stick-lac.31. Ghee.32. Oil.*33. Oil-seeds. Teel, Linseed, Mustard, Castor.34. Opium.35. Salt (saliniferous).36. Saltpetre.37. Other saliniferous substances (as <i>khari, sagji, &c.</i>)38. Spices and condiments.39. Sugar, refined (<i>misri, chini, khand.</i>)40. Sugar, unrefined (<i>gur, rab, shira.</i>)41. Tea.42. Tobacco.	<ol style="list-style-type: none">1. Animals. [To be specified.]2. Timber.3. Bamboos.4. Cocoa-nuts.	<ol style="list-style-type: none">1. Leather and its manufactures.2. Woollen manufactures.3. Silk ditto.4. Cotton (European) manufactures.5. Ditto (Native) manufactures.6. Miscellaneous Native goods.7. Miscellaneous European goods.

NOTE.—All Government stores and Railway materials shall pass unregistered, as their weight and value can best be ascertained from the Government Departments concerned and the Railway Companies, respectively.

* Varieties of dyes and oil-seeds are to be specified.
A.G.—Reg. No. 1754.

Appendix I to Government Order No. 2599, dated 27th July 1875.

Form A.

DOWN-STREAM TRAFFIC.

ভেটেন নৌকার রেজিস্ট্রি।

registering station.

Daily Register of Traffic down stream, passing the

রেজিস্ট্রি ঘাট হইয়া ভেটেল বাওয়া অব্যাদির রোজনামচা রেজিস্ট্রি।

Date.	Description of goods.	Class 1. প্রথম শ্রেণী। Weight in standard maunds of 40 seers.	Class 2. দ্বিতীয় শ্রেণী। Number.	Class 3. তৃতীয় শ্রেণী। Value and weight.	WHERE FROM— কোন স্থান হইতে আসিতেছে।		WHERE TO— কোন স্থানে যাইতে।	
					Place. স্থানের নাম।	District. জিলা।	Place. স্থানের নাম।	District. জিলা।

Form B.

Appendix I to Government Order No. 2599, dated 27th July 1875.

UP-STREAM TRAFFIC.

উপন নৌকার রেজিষ্টারি।

Daily Register of Traffic up stream, passing the registering station.

রেজিষ্টারী ঘাট হইয়া উজন যাওয়া দ্রব্যাদির রোজনামা রেজিষ্টারী।

Date. তারিখ।	Description of goods. দ্রব্যাদির নাম।	CLASS 1. প্রথম শ্রেণী। Weight in standard maunds of 40 seers. নির্দিষ্ট ৪০ সেরের মনের ওজন।	CLASS 2. দ্বিতীয় শ্রেণী। Number. সংখ্যা।	CLASS 3. তৃতীয় শ্রেণী। Value and weight. মূল্য এবং ওজন।	WHERE FROM— কোন স্থান হইতে আগিতেছে।		WHERE TO— কোন স্থানে যাইবে।	
					Place. স্থানের নাম।	District. জিলা।	Place. স্থানের নাম।	District. জিলা।

Appendix I to Government Order No. 2599, dated 27th July 1875.

Abstract Monthly Returns to be prepared by the Statistical Writer at the District Head-Quarters, and of which a copy is to be forwarded every month to the Statistical Secretary to Government.

Month of _____

Appendix I to Government Order No. 2599, dated 27th July 1875.

Form CC.

DOWN-STREAM TRAFFIC.

Abstract Monthly Return to be prepared by the Statistical Writer at the District Head-Quarters, and of which a copy is to be forwarded every month to the Statistical Secretary to Government.

Month of 187

187

Form D.

Appendix I to Government Order No. 2599, dated 27th July 1875.

UP-STREAM TRAFFIC.

Abstract Monthly Return to be prepared by the Statistical Writer at the District Head-Quarters, and of which a copy is to be forwarded every month to the Statistical Secretary to Government.
.....registering station ..

187

Month of

NAME OF EXPORTING DISTRICT.

TOTAL.

Description of goods.

CLASS 1.

Total

CLASS 2.

Pl 6.
3503/95

Aug 20 1895

Form DD.

UP-STREAM TRAFFIC.

Appendix I to Government Order No. 2599, dated 27th July 1875.

Abstract Monthly Return to be prepared by the Statistical Writer at the District Head-Quarters, and of which a copy is to be forwarded every month to the Statistical Secretary to Government.	187	Month of
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[illegible]

FINANCIAL DEPARTMENT.

STATISTICS-3019.

CALCUTTA, THE 28th AUGUST 1875.

FROM H. J. S. COTTON, Esq.,

Offg. Junior Secy. to the Govt. of Bengal,

TO THE SECRETARY TO THE GOVERNMENT OF MADRAS.

SIR,

I AM directed to acknowledge the receipt of your letter No. 1250, dated 20th August 1875, on the subject of the registration of traffic, and in reply to forward, for the information of His Excellency the Governor in Council, a copy of the Government of India's letter No. 49, dated 20th January 1874, with its enclosures, and of the report of the conference of delegates from Bengal, the North-Western Provinces, the Punjab, Oudh, and the Central Provinces which assembled at Allahabad during last March to consider the question of the registration of inter-provincial traffic.

2. These papers will explain the object which this Government has in view in proposing to establish a frontier registration post at Rumbha in the district of Ganjam. His Honor observes that the Collector of Ganjam has been desired to conclude arrangements with the Commissioner of Orissa for the registration of the land traffic between Ganjam and Orissa, and I am to transmit a copy of a letter No. 3017, with its enclosures, this day despatched to the Commissioner of Orissa on the subject.

I have the honor to be,

SIR,

Your most obedient servant,

H. J. S. Cotton.

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

See Flysheet
L.H.

The Government of Bengal reply to this Government's letter regarding the Trade Registering Station at Ramkha in Ganjam. They send a copy of the report etc. of the Allahabad conference & of the Gov of India's resolution on the Secy of State's despatch regarding the collection of statistics in the matter of inland trade. This was not required as this Government had already received a copy & replied to it deprecating any attempt to collect

+ See in f.o. 12 July 75
No 230.
© d. 17 May 75 No 678.

N. 3559

From
 The City of New York
 to the
 Hon. Secy of the
 War Dept
 N. 3015

28th May 1875
Recd 13th Feb. 1875

Thus, for instance, the
 letter printed in London, notwithstanding
 the report of the conference which was held
 at Glasgow last month & outside the scope
 of representation of united-parliamentary efforts -
 also transmitting reports of a letter published
 at the same time in the subject of the
 London letter and the letter to the London Convention.

46th Anniversary 1975-1977

that ~~the~~ ^{the} ~~letter~~ ^{letter} ~~was~~ ^{was} ~~dated~~ ^{dated} ~~the~~ ^{the} ~~20th~~ ^{20th} ~~June~~ ^{June} ~~as~~ ^{as} ~~quoted~~ ^{quoted} ~~in~~ ⁱⁿ ~~their~~ ^{their} ~~Secretary's~~ ^{Secretary's} ~~letter~~ ^{letter} ~~of~~ ^{of} ~~the~~ ^{the} ~~23rd~~ ^{23rd} ~~of~~ ^{of} ~~June~~ ^{June}; the date it now appears was wrongly entered & the communication referred to was that to which this Government had replied as stated above.

In the meantime before the order of Government on the letter from Bengal was passed the Commissioners of Cuttack had been communicating with the Collector of Ganjam who made a reference to the Board & sent

them to the ~~Collector~~ ^{Collector} ~~of~~ ^{of} ~~Ganjam~~ ^{Ganjam} ~~with~~ ^{with} ~~a~~ ^a ~~request~~ ^{request} ~~that~~ ^{that} ~~it~~ ^{it} ~~may~~ ^{may} ~~be~~ ^{be} ~~returned~~ ^{returned} ~~direct~~ ^{direct} ~~to~~ ^{to} ~~the~~ ^{the} ~~Collector~~ ^{Collector} ~~as~~ ^{as} ~~early~~ ^{early} ~~as~~ ^{as} ~~possible~~ ^{possible} ~~as~~ ^{as} ~~the~~ ^{the} ~~forms~~ ^{forms} ~~are~~ ^{are} ~~required~~ ^{required} ~~for~~ ^{for} ~~use~~ ^{use} ~~at~~ ^{at} ~~the~~ ^{the} ~~Registering~~ ^{Registering} ~~Station~~ ^{Station}.

The adoption of these forms has however not yet been sanctioned as their form etc was not known.

It is presumed that sanction may now be granted.

The other points on which this Government were specially asked to give an opinion were

Not necessary.
They have been adopted.

draft of the returns
at cost of the
Rail. Department
to and from

at Rs 20. & Rs 26
per
month

2nd as to the submission
of a copy of the
Collector's returns as
they are abstracted
monthly by month.

The 1st still requires
order but as to the
2nd it is noted that
the Bengal Government
have directed the
Comptroller of Dispa
to analyze the
returns & submit
a monthly abstract
so that apparently
nothing need be
done in this
matter

longer necessary.

See in the letter
to the Comptroller No 2017
d: 28-10-75
para 4.

apparently not.

See All

Draft of the
& then send to the Bengal.

31
I don't see why it is necessary
to send the draft of the
returns to the Bengal Govt.
for their signature.

I observe that the Bengal
Govt. have sanctioned the return
submitted to them. I don't see the
necessity of the Bengal Govt.
submitting the forms
of the returns to the Bengal Govt.
for their signature. I don't see the
necessity of the Bengal Govt.
submitting the forms
of the returns to the Bengal Govt.
for their signature.

A duplicate copy of the returns
is ordered to be sent to the Comptroller
of Dispa for analysis & submit
in a monthly return. I don't see the
necessity of the Bengal Govt.
submitting the forms
of the returns to the Bengal Govt.
for their signature. I don't see the
necessity of the Bengal Govt.
submitting the forms
of the returns to the Bengal Govt.
for their signature.

What is the
purpose of the
returns? I don't see the
necessity of the Bengal Govt.
submitting the forms
of the returns to the Bengal Govt.
for their signature. I don't see the
necessity of the Bengal Govt.
submitting the forms
of the returns to the Bengal Govt.
for their signature.

Handwritten notes on the left page, including a large sketch of a river or coastline with numerous dots and lines. The text is mostly illegible due to the sketch and fading.

Handwritten note at the top of the left page: "On the subject of the registration of the land traffic between Ganjam and Orissa."

On the subject of the registration of the land traffic between Ganjam and Orissa.

(A.L. 20 August 1875, No. 3019)

Handwritten initials or signature, possibly "L.R."

Ordered that the letter from the Govt of Bengal recorded above be communicated to the Collector of Ganjam through the Board of Revenue.

It is observed that the Govt of Bengal have sanctioned the necessary establishment and issued orders for the commencement of the Registration

with

Proceedings of the ... Under date the 14 Oct 75

Read the following letter from the Govt of Bengal

32

Revenue Department

with instructions as to
the form to be used
and for the weekly sub-
mission of duplicate copies
of the daily returns to
the Commissioner of
Orissa and the Collector
of Ganjam.

3. It will now be
intimated that the latter
are not required but
that this Govt. will be
glad to receive a copy
of the monthly abstract.

M L B. N. S. 22/10-
The 6 Cante to be returned
whenever longer required.

Eff.

Registration of the land
traffic between Jangam
and Orissa.

1402 Dr. Hall

1402 Dr. Hall