

and Olibanum, Ground-nuts, Cotton Waste and Fly, Oil Cakes, Bones, loose, crushed, meal and sinews; and other miscellaneous articles.

The return known as *Current Quotations* is issued once a week on the day of the departure of the Indian mail for Europe, and shows the rates of exchange for Bank and Mercantile Bills on England and Paris, and "First Class Credits," prices of English bar gold, sovereigns and bar silver. Government of India Securities are also quoted; as well as prices of Grey Shirtings, Yarn, Copper, and Yellow Metal, Bar Iron and Steel, Sugar, both Mauritius and China descriptions. The statement further gives the current market rates of the ruling descriptions of coal, English and Indian; the ruling rates of the various growths of cotton are also included with their classifications, together with the prices of Wheat and Seeds, Sugar and Opium, and the current rates of freight to English and Continental Ports.

The Annual Reports of the Bombay Chamber of Commerce are bulky volumes, and the one for 1904 contains, like its predecessors, a record of much useful work that will be found invaluable in the mercantile communities, both of Bombay and of those cities in commercial relations with the Western Capital of India. The interests of the Chamber—as will be apparent from what has been said in other parts of this chapter—are of a very comprehensive character—as wide, indeed, as those of the trade and industry they represent. The annual volume is no mere dry compilation, but a very living portion of the history of Bombay, and a credit to the members of the staff whose duty it is to put such a mass of varied material into such readable form.

#### AFFILIATED BODIES.

The Bombay Millowners' Association and the Bombay Cotton Trade Association are, under special arrangements, affiliated with the Chamber, and their general Secretariat work is conducted by the Chamber's staff.

The objects and duties of the Millowners' Association (which was

established in the year 1875) are to encourage friendly feeling and unanimity among Millowners and users of steam and water power, on all subjects involving their common good, to promote and protect, in any way which may seem best, the interest of Millowners and users of steam and water power, especially of those who may be members of the Association, to collect and classify information on all matters of general interest, to obtain the removal, as far as this Society can, by all legitimate means, of all acknowledged grievances affecting Millowners and users of steam and water power as a body, to receive and decide references on matters in dispute, which may be laid for arbitration before the Association, and to communicate with the public authorities, and with any individual or corporation, when it may be needful to do so, on all subjects of general interest to members of the Association.

The Bombay Cotton Trade Association has also been in existence for many years. The objects for which the Association was established were, *inter alia*, "to adjust disputes between persons engaged in the Cotton Trade, to establish just and equitable principles in the said trade, to maintain uniformity in Rules, Regulations, and usages of the said trade, to adopt standards of classification in the same, to acquire, preserve, and disseminate useful information connected with the Cotton interests throughout all markets, and generally to promote the Cotton Trade of the City of Bombay and India; and augment the facilities with which it may be conducted."

#### REPRESENTATION ON PUBLIC BODIES.

The Chamber has, under legislative enactments, the right of representation on such public bodies as the Bombay Port Trust, the Municipal Corporation, and the City Improvement Trust.

The Council of the Governor of Bombay includes, among its non-Executive Officers, a representative of the Chamber who is also *ex-officio* a member of the General Committee of the Chamber during his term of office.

#### ARBITRATIONS.

Rules regarding General Disputes and Arbitrations have been in existence in the Chamber for many years, and have worked most satisfactorily, the decisions given being, in all cases, arrived at by competent and impartial arbitrators appointed by the General Committee of the Chamber.

#### MEMBERS OF CHAMBERS.

On the 1st September 1905, the number of members of the Bombay Chamber of Commerce amounted to 93. Of these nine represent Banking Institutions; eleven, Shipping Agencies and Companies; three, firms of Solicitors; three, Railway Companies; two, General Publishers; two, Engineers and Contractors; and 63, firms engaged in General Mercantile business.

All persons engaged or interested in mercantile pursuits, desirous of joining the Chamber, and disposed to aid in carrying into effect the objects of the same, are admitted members provided they are duly ballotted for and elected under the rules of the Chamber. The subscription for membership is £1 per mensem, and an additional charge is made to firms subscribing to the Trade Returns published by the Chamber, which are referred to elsewhere in this Chapter.

#### HONORARY MEMBERS.

Gentlemen distinguished for public services, or eminent in commerce and manufactures, are elected Honorary Members of the Chamber. There are three such Honorary Members at the date of the publication of this volume: namely, the Right Honorable Lord Reay, L.L.D., G.C.I.E., at one time Governor of Bombay; Mr. A. H. Campbell and Mr. J. M. Maclean.

#### SECRETARIES.

The following are the names of the gentlemen who have filled the office of Secretary of the Chamber from time to time:—R. X. Murphy, 1836-38; J. E. Brenan, 1838; R. X. Murphy, 1838-41; T. J. A. Scott, 1841-46; John Connon, 1846-57; John Mawson, 1857-59; J. A. Crowie (acting), 1858-59; H. Brooke, 1859-64; James Taylor, 1864-73; John Gordon, 1873-84; David Watson (acting), 1881-82;



John Marshall, 1884-98; Frederick Noel-Paton, 1898-1905.

Mr. C. J. Michael, the Assistant-Secretary, has been connected with the Bombay Chamber of Commerce for over twenty years. He has, on several occasions, acted as Secretary, in addition to his own duties. The many important questions which have come before the Chamber during the last quarter of a century have, in each case, passed under his observation; and his long and valuable experience, therefore, enables him to be of great assistance to successive committees, who are called upon, from time to time, to deal with matters, the history of which, in many instances, has to be traced back many years.

The present incumbent, Mr. J. B. Leslie-Rogers, succeeded Mr. Frederick Noel-Paton in 1905, on the resignation of the latter gentleman to join the Government of India as Director-General of Commercial Intelligence in the new Department of Commerce and Industry. Mr. Rogers, it may be mentioned, has had a varied and extensive experience of over twenty years in India, and has an intimate knowledge of its people. He was the President of the Dehra Dun Planters' Association, and chosen delegate of that district at a conference at Lahore, held by the Lieutenant-Governor of the Punjab, for the purpose of re-opening trade with Afghanistan and Central Asia; and subsequently he was nominated by the Indian Government as representative of the Tea Industry and Trade in Upper India on Lord Roberts' Mission to Cabul. He is a versatile writer on Industrial Commerce and political subjects connected with India and a distinguished Volunteer Officer. Until recently, Major Leslie-Rogers commanded the well-known Dehra Dun Mounted Rifles, and he was the first Indian Volunteer Officer to be selected by Government to accompany the regular army on active service across the North-West Frontier as Intelligence Officer on the General's staff. For his services on that occasion he was specially mentioned in despatches, and received a Medal and Clasp. Major Leslie-Rogers also wears the long Service Medal.

#### FINANCES.

The Finances of the Chamber are in a flourishing condition, and at the end of the year 1905 the Reserve Fund amounted to over £4,000.

#### EARLY HISTORY.

A matter of considerable importance to the trade of Bombay which occupied the attention of the Chamber in the early years of its existence, had reference to the abrupt and unexpected alteration of the rates of exchange established by the Indian Government for their advances on produce consigned to Great Britain. A memorial on the subject was addressed by the Chamber to the "Board of Control," or, more correctly speaking, to the then "Right Honorable Her Majesty's Commissioners for the affairs of India."

The memorial set forth the grievances to which the merchants engaged in the East Indian Trade had been subjected by the sudden and capricious change made by the Honorable Court of Directors in their rates of exchange, both in India and England, and prayed that some plan might be devised for placing the monetary operations of the Indian Government on a sound and proper footing, and rendering it incumbent on the Court to give adequate timely notice to the mercantile community of the terms of their financial measures, and of every proposed alteration.

#### A DISTINGUISHED CHAIRMAN.

The longest period of office of a Chairman of the Bombay Chamber of Commerce was that occupied by Sir Frank Forbes Adam, Kt., C.I.E. A great authority upon Indian affairs once said that nothing had struck him more than the difference between the manner in which Commercial and Industrial pursuits were carried out in the Western Presidency and in other parts of India. "Now the Bombay Chamber of Commerce," he remarked, "has to take a lead in these matters to preserve these traditions." "I know it does not absolutely control them, because you depend upon the intelligence and the energy of individuals;

but still these individuals in their aggregate character form the Chamber of Commerce, and the character of the Chamber besides depends very much on the person who is at its head and guides and controls its destinies." If the Chamber has exercised such a powerful influence during the more recent years of its existence, it is because of the gentlemen who have from time to time occupied the chair. To Sir Frank Forbes Adam, who had the honour and the privilege of being the Chairman for a succession of years, the greatest credit is due.

Trade and Commerce flourish best where there is confidence, security and peace. We have for long had peace within our border, though in the years of Sir Frank Forbes Adam's Chairmanship, scares were not uncommon, and spasms, vacillations, uncertainty and change of plan characterised the policy pursued in what is known as the North-West Frontier of India. Each move of Russia was a cause of fresh and often aimless expedition. Those days have happily passed away. Our principal frontier and our seaports have been fortified and secured, though there were some who thought a fortified frontier was unnecessary, and that the expense was a needless tax upon the resources of the people. It must, however, be left to the pen of the future historian to decide whether those responsible for the administration of India have succeeded in contributing to the peace and security of the country in dissipating some formidable dangers, and in inaugurating reforms and improvements in its general administration.

#### RECENT EVENTS.

Mr. Charles H. Armstrong, who served as Chairman of the Bombay Chamber of Commerce in 1904, was re-elected to that office in the following year. He was born in Lancashire (England) in 1862, and was educated at the King's School, Canterbury. He began his business career in Manchester with the firm of Messrs. Lyon, Lord & Co., Merchants and Shippers, and has been connected with them over twenty-six years. Messrs. Lyon, Lord & Co. is a very old and representative house and has had a Branch Es-



establishment in Bombay (under the title of Lyon & Company) for over half a century, Mr. Armstrong being the senior partner in India.

In Bombay Mr. Armstrong has been connected with several public bodies beside the Chamber of Commerce. As a Member of the Board of the Bombay Improvement Trust he helped in schemes for the beautifying and general improvement of the city and its environs. As a representative of the Chamber on the Board of Trustees of the Port of Bombay, his services have been of value both in financial and other public matters which the Board have had to deal with in recent years, more particularly in regard to the extension of the Prince's and Victoria Docks in Bombay—a work which reflects great credit on the Trustees of the Port and will be an everlasting and magnificent monument of industry and professional ability.

Mr. Armstrong has also been connected with the Directorate of the Bank of Bombay, and during his Chairmanship of the Chamber represented the Commercial Community in the Legislative Council of the Governor of Bombay.

The first Conference of Indian and Ceylon Chamber of Commerce, which was held in Calcutta in January 1905, was brought about, in a great measure, by the representations of the Committee of the Bombay Chamber, who, prior to its inception, often felt, when dealing with the matters in which other Chambers in India were equally interested, that some hesitancy was introduced into their deliberations by the fact that they did not fully know how the matter in hand was regarded by practical business men elsewhere than in Bombay. They imagined that this condition was not peculiar to Bombay and that its effect, in many cases was to prevent the realization of general principles in which all in reality had a common concern. The Chambers of Commerce in India may congratulate themselves upon the extent to which their usefulness and reliability are recognised by Government; but their usefulness and influence will undoubtedly be increased if the separate recommendations of the various bodies—as indicated in the proceedings of the

Conference referred to—were known to be made with fuller appreciation of other than local considerations.

Lord Curzon, in welcoming the delegates, at a banquet at Government House on the 5th January 1905, said that, it seemed to him an excellent thing that representative Members of the Chambers of Commerce of India should meet in Conference. "You exchange," he said, "useful ideas and you pass resolutions relating to the commercial and industrial condition of the country. The interests that are represented by the gentlemen who are sitting at this table to-night are, in my judgment, very important ones, for they are commensurate with the whole field of economic development upon which the future prosperity of this country so largely depends." "Your meetings," His Lordship continued, "and your discussions concern a much wider class than the Members of the Chambers of Commerce alone, because they affect the vital interests of the country at large. From a careful study of your proceedings in the newspapers, I am glad to note how general a recognition there now appears to be of the community of interests between Government and commerce in this country, and of the extent to which both the Supreme Government and the Local Governments endeavour to co-operate with your aims. We do not hear so much now-a-days as we used to do about the alleged antagonism between Government and trade, about the indifference of Government to commercial interest, and the crass obtuseness of the official mind. I rejoice particularly that it has been my good fortune to be the head of the Government which has taken what I think may be described as the most practical and far-reaching step that has been adopted, at any rate, in recent years, for the furtherance of commerce in India. I allude of course to the creation of an independent Department of Commerce with a separate Minister at its head. In this country we are often supposed to be very backward and torpid in the movement of our ideas, but here at any rate, I think we may claim to be a little bit ahead of some other parts of the British Empire, for at least we may boast of having created a

Ministry of Commerce before Great Britain has found it necessary to provide herself with the same commodity."

The following is a list of the subjects which were discussed at the Conference:—

The development of the Agricultural Resources of India; Commercial Education; Registration of Partnership; Transfer of Property Act; Indian Arbitration Act, 1895; Statutory Holidays in the United Provinces of Agra and Oudh; Commercial Causes; Registration of Trade Marks; Imperial Customs Service; Short Reeling of Yarns; Treatment of Light Coin; The Fiscal Question; Sugar Duties; The Merchandise Marks Act; Mail Service between Aden and Karachi; The Income Tax Question; The Currency Question; Inland Navigation; British Import Duty on Tea; Proposed Amendment of the Indian Railways Act (IX of 1890); Indian Railway Risk Notes; The Labour Question; Encouragement of Local Industries; Insurance Matters; Indian Cotton Duties (Excise).

#### SUEZ CANAL.

"There is nothing new under the sun," thus runs the saying, and it is true, so far as regards the idea of uniting by a Canal the Mediterranean and the Red Sea, which has proved one of the greatest and most successful engineering and commercial feats of our time. In 1823, the Government of Bombay vainly endeavoured to establish steam communication with Suez. Subsequently Lieutenant Waghorn obtained leave from the British East India Company, to take at his own expense to India a duplicate of the despatches of the Court of Directors. He succeeded in demonstrating the great saving of distance and time. But this was his only triumph.

Thirty years later, Ferdinand de Lesseps obtained the first concession from Said Pacha, who was then Viceroy of Egypt, and on November 17th, 1869, the Canal was open by Her Majesty the Empress Eugenie, who, in the Imperial Yacht *L'Aigle*, headed a procession of 68 vessels through the Canal.

Napoleon III was well justified in referring to the Canal "as a



work due to the perseverance and to the genius of a Frenchman." He might have added with justice that it would have come to nothing but for His Majesty's consistent support. The Government of India telegraphed to de Lesseps: "Success to a gigantic work of peace well executed by a Frenchman in the interest of the Universe," and Lord Clarendon as Secretary of State for Foreign Affairs, addressed a handsome letter to the "Grand Français" on the part of the British Government. Six months later M. de Lesseps visited England and received an enthusiastic and popular welcome besides the Freedom of the City of London, and the Grand Cross of the Star of India. The *London Times* made handsome amends for its previous hostility and said: "M. de Lesseps has arrived in a country which has done nothing to bring about the Suez Canal, but which since its opening has sent through it more ships than all the rest of the world."

#### RAILWAY EXTENSION.

The expansion of the Railway system in India is in a measure due to the opening of the Suez Canal, which event caused a complete revolution in the course of trade with that country. A notable example is to be found in the wheat trade. Virtually it began in 1872-73, two years after the opening of the Canal when the export amounted to 297,308 cwt.; in 1882, the shipments rose to 19,863,520 cwt., and the trade has since increased by leaps and bounds. It is, however, not only in the development of the country, and consequently of the export trade, but also in the expansion of the import trade of the country, that railway extension with a quick sea route, are of such supreme importance to India. The trade returns of British India show that every increase of facilities for trade, by means of extended railway communications, has been attended with an increased demand for European manufactures. In the year 1852-53, when railways were first opened, the imports of merchandise amounted to £10,070,861; in 1872-73, with 5,671 miles of railway, and the facilities afforded by the Suez Canal, the value of the imports increased to £31,875,000; in 1882-83,

with a mileage of 10,317 miles, the imports jumped to £52,095,670. At the present time the total railway mileage in India is 27,565 miles, while the value of the import trade of India has advanced to £86,470,412 as will be seen further on.

The question of railway communication with the Western Presidency has, of course, occupied a prominent place in the work of the Bombay Chamber of Commerce; and although the projects which that body has advocated from year to year have become fewer as Government have accepted the Chamber's recommendations, there is nevertheless still much to be done before the subject can disappear from the records of the Chamber.

While advocating, on general lines, the extension of railways, the Chamber has not been unmindful of the more pressing needs of the country to the development of main lines of communication. It has never been any part of the policy of the Bombay Chamber of Commerce to begrudge or object to railway development in other centres of trade, and when in recent years the subject of the adverse rates ruling for goods traffic between Delhi and the districts of the North-West (now known as the United) Provinces and Bombay, as compared with the rates charged over a neighbouring railway to Calcutta, was brought to notice, the Chamber at once saw the disadvantage Bombay laboured under for the want of direct through communication on lines of one gauge and under one administration. When, therefore, the co-operation of the Chamber was invited to the urgent necessity of the Nagda-Muttra Railway, the Chamber lost no time in representing the matter to Government and soliciting their strongest sympathy and advocacy for the early construction of this Railway, which will place Bombay in more direct communication with Delhi—an important centre of trade—and will at the same time open out a large area of country in Central India that is at present land-locked. It will also give a shorter route for mails and passengers from Delhi and the North than that by the Indian Midland system, and will be of great value in supplementing

the carrying powers of existing railways.

The importance of this line has all along been recognised by the Government of India; and it is satisfactory to be able to place on record the fact that of the total length of the line, namely, 360 miles, costing £2,338,000, 142 miles are now under construction. The railway will take some three years to build, but the southern part will be thrown open to traffic as each of its sections is completed, and it is expected that the entire line will be finished by March 1908.

The long delay that has occurred in the construction of this line may be explained by the fact that for a series of years, the railways of India imposed a net burden on the revenues of the country, that is to say, the net earnings fell short of the annual expenditure on account of interest on debt and other charges debitable to the railway account. Even when the burden was heaviest, it was far outweighed by the collateral benefits which the country derived in a hundred ways from the existence of the railways. But the burden itself has at last slipped from the shoulders of Government. For six years past the railway revenue account has shown, not a deficit, but a surplus. The following figures show the net profit in cash which has accrued to Indian revenues in those years, after deduction of every item which can possibly be charged against the account, including working expenses, interest on capital surplus payable to the companies, and annuity charges for purchase of the old guaranteed lines, and all miscellaneous railway expenditure whatsoever:—

|                              |    |    |            |
|------------------------------|----|----|------------|
| 1899-1900                    | .. | .. | £76,756    |
| 1900-1901                    | .. | .. | £325,124   |
| 1901-1902                    | .. | .. | £846,616   |
| 1903-1904                    | .. | .. | £228,949   |
| 1903-1904                    | .. | .. | £860,669   |
| 1904-1905 (Revised Estimate) | .. | .. | £2,254,500 |

Railways in Western India are a topic upon which it is very easy to dilate, but we have already in this chapter transgressed our limits. We therefore lay down our pen with the consciousness of having treated the subject in a very con-



densed form. May the progress of the railway system in India be rapid and triumphant! A golden age is, it is firmly believed, dawning upon this country; and to the present Viceroy, Lord Curzon, will belong the honour of its inauguration. It may or may not be His Lordship's fortune to render more distinguished service to the State;\* but when the railway system shall have fulfilled its destiny in India he will alone have won for himself a red letter page in the annals of this magnificent Empire.

#### LOOKING AHEAD.

It is almost impossible to mention any important event in the commercial history of Bombay without connecting it with the Bombay Chamber of Commerce. With regard to legislation, we have the Indian Railway Act, the Indian Merchandise Marks Act, the Karachi and Aden Port Trust Acts, and the Municipal Corporation Act of Bombay. The extension of our Docks, the systematic and extensive reduction of our Port Dues—a matter of the utmost importance to the prosperity of this commercial city—were promoted through the instrumentality of the Bombay Chamber of Commerce. The adulteration of Wheat, and the mixing of Cotton, have for many years come under the purview of the Chamber, and are still among the leading commercial topics of the day. The legal standard of 36 inches in the English yard was satisfactorily settled many years ago, and is now a recognised measure of length throughout India.

The Indian Merchandise Marks Act, the object of which was to bring the law of India relating to fraudulent marks on merchandise into accord, as far as local circumstances admit, with the law of England, has now been in operation for many years, but the Chambers of Commerce in India have of late been much concerned about the provision in the Act which requires all foreign goods to be marked with the country of origin, as it has tended to divert trade from local British import merchants to foreign

offices located in the country. Formerly the Continental trade to India was done through British firms or firms established in Britain, and was carried in British steamers, being transhipped at London or elsewhere. Now all this is changed. The legislation has given to the foreigner the best and cheapest advertisement in the world. The educated wholesale buyer in India soon recognised the extravagance of ordering foreign goods through a house in London. The foreign shipper soon saw how much cheaper it was to ship direct to India, and within a short time of the passing of the Act, India's foreign import trade—or at least the bulk of it—practically ceased to pass through Great Britain and to be carried in British steamers, and with its removal ceased to leave a commission to the British trader and ship-owner.

For some time past the Bombay Chamber of Commerce has been conscious of the defects of the present system of localisation and diversity in Customs Administration, and it has been convinced that those defects would become more and more prominent with the growth of external trades and that they would not be removed by any partial or local remedies.

The Chamber of Commerce brought the matter to the notice of the Government of India, and as a result of its repeated representation, the Imperial authorities have formulated a scheme for the creation of an Imperial Customs Service for the principal ports in India. They would combine in one service under the direct control of the Government of India, the appointments of Collectors of Customs at Calcutta, Madras, Bombay, Rangoon, Karachi, and Chittagong. The Government of India consider that the objects in view cannot be attained unless the new service is directly administered by the Supreme Government, but they do not propose to dissociate Local Governments from the Customs Administration. They realize the importance to Maritime trade of prompt decisions on points of Customs law by competent local authority. The divergencies which at present exist in the administration of the Merchandise Marks Act, for instance, cannot but be a serious embarrassment to

trade; and the Government of India therefore recognise the necessity for securing uniformity in Customs procedure, and diminishing the excessive number of changes in the European staff. The loss of efficiency involved in such transfers is obvious; and the Government of India hold very strongly that, in all essentials, the administration of the Customs should be uniform at all Indian ports.

Then we have the question of the employment of the surplus treasury balances of the Government of India, which was skilfully discussed and brought about by the Chamber. The Gold Reserve Fund has also incidentally formed part of the larger questions of finance which the Chamber has dealt with in recent years. It is believed, by those best qualified to judge, that the principle of a Gold Reserve Fund—the greater portion of which is invested in Gold Securities, Consols, the National War Loan and Local Loan Stocks—is the only one which can be adopted to secure safety whilst admitting free coinage to meet requirements. The State which issues a token currency, whether paper or metal is immaterial, is in the position of a banker issuing notes. The banker need have no hesitation in issuing notes, so long as he maintains a reserve sufficient to encash them on presentation; the obligation to maintain such a reserve is imperative, and the only point of doubt is the proportion to the total issue which it may be necessary to maintain to ensure safety. In India the rupee currency is a token currency, and the Government of India is practically in the position of a banker who has issued a certain amount of fiduciary currency and assumed the corresponding obligation to maintain a position assuring the exchange of this currency for gold when presented for conversion to meet legitimate trade demands.

The first year of Lord Curzon's Viceroyalty was financially memorable by reason of the introduction of the Gold Standard, a measure which is slowly but steadily accelerating the flow of Capital from England to India. His rule has witnessed the complete rehabilitation of the rupee, and the former paralysing fluctuations of that once

\*NOTE.—This was written in August 1905, some weeks before Lord Curzon had tendered his resignation of the Viceroyalty of India.





erratic coin have been succeeded by continuous stability. It was at first found necessary to take various measures to popularize the novel gold currency, but the sovereign is now a familiar coin usually accepted with alacrity.

The Gold Reserve Fund, towards the accumulation of which a modest commencement was made in the year 1900, had, at the close of 1905, reached a total of approximately nine millions sterling. A corollary of this precaution is the Currency Reserve, which, up to about the same period, reached eleven millions sterling; it is intended to secure the stability of the note circulation, and to provide for a demand for gold as distinguished from rupees. The position of gold in the Indian Currency Reserve may be compared with that of gold in the Bank of England, which is held at the free disposition of the public. But strictly speaking, the gold in the Gold Reserve Fund in India is held under conditions more nearly resembling those under which gold is held by the Bank of France, only to be issued to meet the *legitimate* requirements of trade.

#### TRADE IN GENERAL.

Although the growing commercial prosperity of India is now generally recognised as a factor of immense importance in the strength and stability of the British Empire, it is not realized as fully as it deserves to be how rapid has been the actual rate of progress, or how great is the expansion of the trade of India that has occurred within the last few years. No other possession of the Crown can show anything approaching the record achieved by this country since the date of the great famine of 1900. Recuperative capacity is a difficult thing to contrast where the local conditions differ, but compared, say, with South Africa since the conclusion of the war, India has far out-stripped it in the development and increase of her trade and her material resources.

That agriculture is the foundation on which rests the whole economic structure of India, is nowhere so plainly revealed as in the export trade and its remarkable expansion

during the last four years; for putting aside gold and other minerals of which only a few like Coal, Salt, Saltpetre, Petroleum, Mica, and Manganese have been developed beyond a rudimentary stage and none of which figure prominently in the export trade, all save an almost negligible fraction of the raw produce and articles mainly unmanufactured, which form the great bulk of the export of India, and of the material for the comparatively small exports of manufactured articles, are provided by its own husbandry, pasturage, or forests. The large decrease of £4,626,000 in the value of raw cotton, during the year 1904-05, was entirely due to the smaller volume of the exports, for the high average price of the previous year 1904 was maintained. The characteristic feature of the trade in the 12 months ending 31st March 1905, was the unparalleled exports of wheat, rice, and other food grains. The export of wheat increased in value by £4,653,000, and of all grains by £5,673,000. Estimated by value the exports are the highest recorded of raw jute, raw skins, raw wool, cotton manufactures, jute manufactures, and lac, while larger quantities than in any previous year were exported of Tea, Coal and Seeds. Among other principal articles there were smaller exports of Spices, Indigo, Vegetable Oils, Raw Silk, and Dressed Skins. Notwithstanding extremely high prices fetched by raw jute during the last quarter, the jute mills had a prosperous year, while the falling price of raw cotton and the improving demand for yarn and cloth had brought the cotton industry at the close of the year to a condition of almost unexampled prosperity.

We conclude this chapter with the following statistics of the trade of India. It must be understood that the official year of the Government of India begins on 1st April and terminates on 31st March. On this basis the figures given below have been compiled from the latest returns, and show the value in pounds sterling (*i.e.*, Rs. 15 to the £) of the import and export trade of the country in 1904-05 and the four preceding years. The extraordinary growth of the trade will at once be perceived:—

#### IMPORTS.

| 1900-01.    |                 |
|-------------|-----------------|
| Merchandise | ... £50,851,923 |
| Gold        | ... £7,914,255  |
| Silver      | ... £3,061,483  |
| TOTAL       | ... £61,827,661 |
| 1901-02.    |                 |
| Merchandise | ... £54,345,986 |
| Gold        | ... £5,531,747  |
| Silver      | ... £7,567,172  |
| TOTAL       | ... £67,444,905 |
| 1902-03.    |                 |
| Merchandise | ... £52,525,272 |
| Gold        | ... £8,764,437  |
| Silver      | ... £8,072,715  |
| TOTAL       | ... £69,362,424 |
| 1903-04.    |                 |
| Merchandise | ... £56,548,862 |
| Gold        | ... £13,420,783 |
| Silver      | ... £7,874,725  |
| TOTAL       | ... £77,844,370 |
| 1904-05.    |                 |
| Merchandise | ... £64,452,059 |
| Gold        | ... £14,541,316 |
| Silver      | ... £7,477,037  |
| TOTAL       | ... £86,470,412 |

#### EXPORTS.

| 1900-01.            |                 |
|---------------------|-----------------|
| Foreign Merchandise | £2,139,021      |
| Indian do.          | ... £69,440,332 |
| Gold                | ... £2,870,590  |
| Silver              | ... £2,112,380  |
| TOTAL               | ... £76,562,323 |
| 1901-02.            |                 |
| Foreign Merchandise | £2,173,210      |
| Indian do.          | ... £80,803,376 |
| Gold                | ... £2,244,319  |
| Silver              | ... £3,397,392  |
| TOTAL               | ... £88,618,297 |
| 1902-03.            |                 |
| Foreign Merchandise | £1,957,075      |
| Indian do.          | ... £83,919,834 |
| Gold                | ... £2,451,595  |
| Silver              | ... £3,421,746  |
| TOTAL               | ... £91,750,250 |



THE CYCLOPEDIA OF INDIA.

| 1903-04:            |   |             |
|---------------------|---|-------------|
| Foreign Merchandise | £ | 2,217,006   |
| Indian do. ...      | £ | 99,756,049  |
| Gold ...            | £ | 2,535,118   |
| Silver ...          | £ | 2,897,797   |
| TOTAL ...           | £ | 107,405,970 |

| 1904-05.            |   |             |
|---------------------|---|-------------|
| Foreign Merchandise | £ | 2,248,366   |
| Indian do. ...      | £ | 102,751,613 |
| Gold ...            | £ | 2,465,726   |
| Silver ...          | £ | 2,851,985   |
| TOTAL ...           | £ | 110,317,720 |

It will be seen that the grand total of imports and exports is greater by £11,533,000 or 6·2 per cent than in 1903-04 that year's trade having been 15 per cent in advance of the previous year. Taking merchandise only, the great advance in imports has corrected the extraordinary disparity between the value of the imports and exports which appeared in the previous year. In 1903-04 the value of the imports for home consumption, that is, deducting the re-export from the registered imports, increased by £3,763,000 of 7·4 per cent, while the exports of Indian merchandise in that year advanced by £15,836,000 or 18·8 per cent; but in 1904-5 the conditions reversed, the imports growing by £7,873,000 or 14·4 per cent, while the export rose by only £2,995,000 or 3 per cent. Adding the result of the two years, that is, comparing the trade of 1904-05 with the trade of 1902-03, there

has been an even development of both imports and exports, the former increasing by £11,633,000 or 23 per cent, and the latter by £18,833,000 or 22·4 per cent. In both years one of the most potent influences affecting the trade has been the American cotton crop. In the former year the scarcity of raw cotton threw the cotton manufacturing industry of the whole world out of gear, and so checked the imports of cotton goods, the principal article of Indian trade, while at the same time it caused exports of raw Indian cotton of unprecedented magnitude. In the latter year, an extraordinary abundance of American cotton brought great prosperity to the cotton spinning and weaving industry, and the revived Indian demand for cotton goods exceeded that of any previous year. Imports of cotton yarn and fabrics in 1904-05 thus increased in value by 22·7 per cent or £4,690,000 and exports of raw cotton fell by 28 per cent or £4,626,000. The value of cotton piece-goods was £4,180,000 greater than in 1903-04 and £3,053,000 higher than the previous record in 1901-02. These results are partly due to the higher price of the raw material when the contracts were made, for £2,076,000 more was paid for imported cotton yarn and cloth than the same quantities would have cost at the price of 1903-04. Imports of the other textile manufactures were also beyond all precedent, silks increasing by 15½ per cent and woollens by 42½ per cent. The value of all yarns and textile fabrics reached the greater sum of £29,053,000, this being 23·4 per

cent more than the value in 1903-04, and representing 45 per cent of the total imports of merchandise. Most of the large trade in apparel, valued at £1,262,000 in 1904-05, also consists of made-up textile fabrics. Among the other principal articles the imports were the highest ever recorded of sugar, hardware, metals and machinery, and there are a few articles in which the trade did not improve. The largest registered decrease is in precious stones and pearls, but the valuations of these are not reliable. There were also smaller imports of mineral dyes, following exceptionally large imports in 1903-04, and a decline in the value of imported mineral oil.

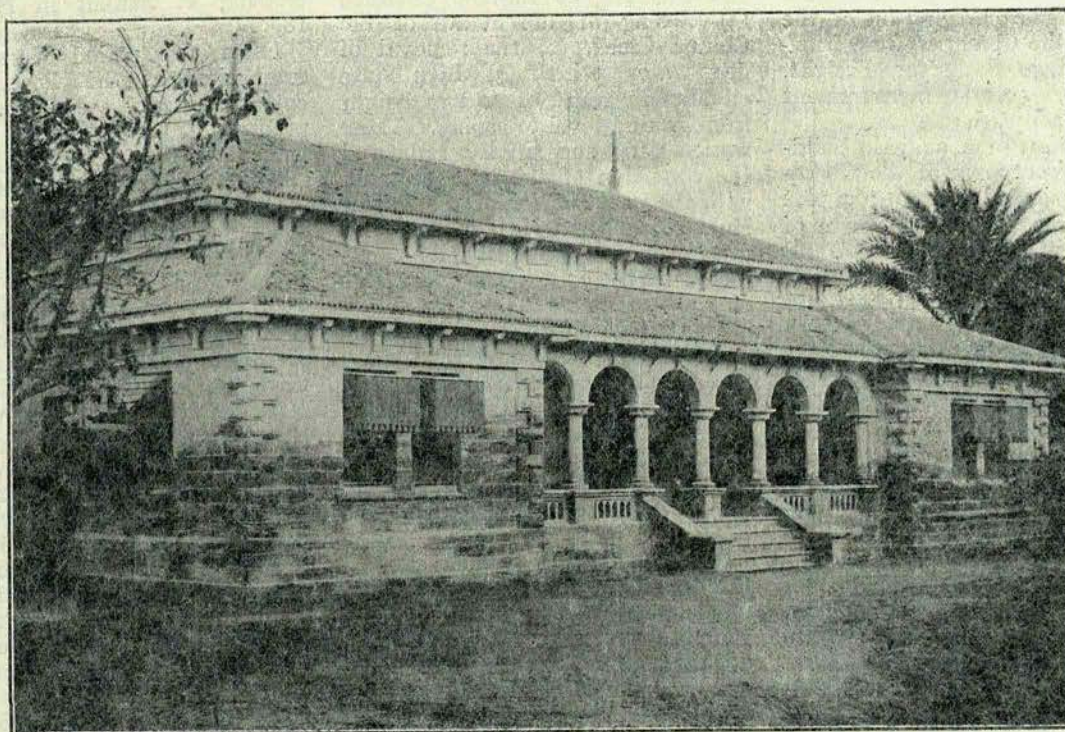
CONCLUSION.

Agriculture, on which India depends to so great an extent, has been equipped with scientific direction, laboratories, and experimental farms. Railways, which have proved so beneficial and so lucrative to the country under a wise and conservative system of administration, have now reached a stage when the old methods require change, and the Railway Board, which Lord Curzon has called into existence, promises to be more expeditious and more consistent in its policy than its worthy and meritorious predecessor. Commerce and Industries can now claim the undivided attention of one member of the Viceroy's Council, and in all directions the decks are cleared, and the ship of INDIAN STATE is ready for its onward voyage.





## The Karachi Chamber of Commerce.



KARACHI CHAMBER OF COMMERCE

### THE KARACHI CHAMBER OF COMMERCE.

THE history of the progress of Karachi both as a Port and as a centre of trade is most interesting. The Province of Sind with its Port Karachi became an integral part of British India by conquest in 1843 and was under the Government of Sir Charles Napier as a separate Province until 1847 when it was annexed to the Bombay Presidency. At this period the harbour which is situated on the northern border of the Arabian Sea, 50 miles west of the main mouth of the river Indus and 495 miles west of Bombay,

was simply a creek running inland where vessels of light draught could anchor, in the South-West monsoon, however, vessels could neither enter or leave the harbour, with safety, owing to the existence of a bar right across the entrance, the depth over which was only about eight feet, the anchorage inside was, moreover, separated from the Sea by a shoal 2440 feet in width. The first works of accommodation executed in connection with the harbour were the Timber pile pier at Keamari accessible to native craft and lighters and the Napier Mole causeway 2 miles in length connect-

ing Keamari island with the Native Town. The trade of the Port at this period was but trifling, and it was not apparently till 1860 that European firms from Bombay opened branches at Karachi, and in this year the Karachi Chamber of Commerce was founded, with but seven members, *viz.*, Messrs. D. McIver & Co., Messrs. Fleming & Co., Messrs. Finlay & Co., Messrs. Ashburner, Bell & Co., Messrs. Barclay, Watson & Co., Messrs. T. Liddbetter & Co., and Messrs. I. L. Dunnolly & Co., before the end of the year, however, six additional firms were elected as members, *viz.*, Messrs. S. Tyabji



& Co., Messrs. R. A. Passmore & Co., Messrs. Volkart Brothers, Messrs. Hafen & Co., Messrs. Ardaseer & Co., and Mr. J. W. Hill, thus increasing the membership to thirteen.

The first Committee of the Chamber consisted of five members, Mr. D. McIver, of Messrs. D. McIver & Co., Chairman; Mr. A. Stewart, of Messrs. Finlay & Co., Mr. Barclay, of Messrs. Barclay, Watson & Co., Mr. Bell, of Messrs. Ashburner, Bell & Co., and Mr. J. W. Hill.

Rules for the carrying on of the business of the Chamber were framed, a tonnage Scale for Freight, and Rules for cargo measurement were also adopted.

The erection of a suitable building for the purposes of the Chamber was projected in 1861; a plot of land in the mercantile centre of the town was later on acquired, and donations for the purpose were made by members of the Chamber, and the buildings (a photograph of which accompanies this paper) was completed and opened early in 1865.

The trade of the Port at this time was greatly hampered by the difficulties connected with the harbour, the absence of railway communication with the hinterland of Sind and with Baluchistan and the Punjab, and the necessity for the transport of all merchandise to and from the interior by native boats, *via*, the river Indus, and also the distance of the landing stage at Keamari from the Native Town and merchants' offices. The financing of trade requirements was also difficult, having to be worked in Bombay, as Banks were not then established at Karachi.

The following figures will show the progress of the trade of Karachi, 1843-44 to 1860-61.

1843-44 Rs. 11,60,520 First  
year after con-  
quest of Sind.

1850-51 Rs. 59,11,788.

1860-61 Rs. 2,54,94,675.

The Committee of the Chamber in their first year of office were most urgent and diligent in their representations to Government for improvements of the harbour, Postal, and Telegraph communications (which were very defective), Railway connections with the interior, additional irrigation, and

other matters calculated to advance the interests of trade. A great scheme for the improvement of the harbour which had been designed and submitted to Government by Mr. James Walker, M.I.C.E., a noted harbour Engineer in 1858, was sanctioned by the Government of India in the year 1860-61, and extensive works were immediately put in hand, *viz.*, (1) the Manora Breakwater, (2) Keamari Groyne, (3) new entrance channel, (4) deepening and widening the harbour Channel, (5) closing of the mouth of the Chinna Creek, (6) the removal of deep-water point, (7) Lighthouse on Manora point 91 feet in height from ground level to coping. These works very successfully improved the condition of the harbour, and, with the construction of the Napier Mole Bridge, and Native Jetty and quays, were practically all completed by the end of 1873, at a cost of £449,798.

In 1861 a short line of Railway from Kotri (on the river Indus) to Karachi, a distance of 108 miles, was opened for traffic, and river transport by steamer and Barges between Kotri in Sind and Multan in the Punjab was established. These increased facilities for the movement of merchandise to and from the interior greatly assisted the expansion of trade, the total of which for the year 1870-71 was Rs. 3,69,40,518.

There were but few additions to the membership of the Chamber during the period 1860-1870, but the Agra and United Service Bank, Ltd., opened a branch at Karachi in December 1861, the Bank of Karachi was established the same year. The Chartered Bank of India, Australia and China, the Sind Punjab and Delhi Bank, Ltd., in 1863, the Bank of Bombay in 1864, the Oriental Bank Corporation, and the Punjab Bank, Ltd., successively opened in Karachi in 1866, and the previous difficulties in financing trade requirements were now overcome.

The linking-up of Sind with the Punjab by railway was now again very strongly advocated by the Chamber Committee as the one thing needed to largely augment the already growing trade of the Port. Surveys for a line from Kotri on the river Indus to Multan, the then terminus of the Punjab Railway,

were made in 1871-72, but the construction was delayed owing to existing differences of opinion as to whether the gauge should be Standard or Metre. It was decided in favour of the Metre, but ultimately changed to the Standard gauge. The construction of the line was now vigorously pushed on and was completed throughout its length with the exception of the bridge across the Indus at Sukkur and opened to traffic with ferry crossing at Sukkur in November 1879.

From this period Karachi was established as the Port for the cotton, wheat, seeds, and other produce of the Punjab, and the trade for the period 1871-72 to 1880-81 totalled Rs. 41,27,65,062.

During the next decade 1881-1890 the Chamber membership increased to twenty-three, by an influx of new firms. Further harbour improvements were carried out. The Merewether Pier to berth one vessel of the largest class, fitted with one thirty-ton and seven thirty-five cwt. movable hydraulic Cranes was completed and opened in February 1883, the Erskine Wharf with five berths for the largest class of steamers fitted with one twelve-ton and twenty-two thirty-five-cwt. movable hydraulic Cranes, and the Napier Boat Wharf for native craft and lighters were completed and opened in 1887. The James Wharf in extension of the Erskine Wharf with four berths fitted with the necessary complement of movable hydraulic cranes was put in hand, but not completed and opened till June 1895. The harbour area for the mooring of vessels was likewise largely increased, and entrance Channel deepened and widened so as to admit of the largest class of steamers entering and leaving the harbour without difficulty or danger even during the South-West monsoons. The Karachi Port Trust Act was passed by the Bombay Legislative Council in 1886 (and amended 1892) under which the Port of Karachi was vested in a Board of Trustees consisting of eleven members, two of whom shall be natives of India residing at Karachi, Government nominating the Chairman, Vice-Chairman and four members. The Karachi Chamber of Commerce elected three members, and the Karachi Municipality two



members. The Chairman and Vice-Chairman since the formation of the Trust have been the Collector of Karachi and the Collector of Customs, respectively. Since the vesting of the Port under a Board of Trustees, improvements in the direction of the interests of shipping and trade have been vigorously carried out and all necessary requirements to this end advocated by the Chamber have always met with prompt attention.

Some further additions in the matter of Railway connections with Karachi also transpired during the decade, *viz.*, the construction of the Standard Gauge line to Quetta in 1887 which opened up direct trade with Baluchistan and Southern Afghanistan. The bridge across the Indus at Sukkur was opened on the 27th March 1889; the opening of this bridge rendered goods traffic more rapid than with the previous Ferry arrangements. The above noted harbour and Railway improvements gave a great impetus to the trade of the Port, which for the decade 1881-1890 totalled Rs. 95,19,40,645 or more than double that of the preceding ten years. The increase, it may be mentioned, was both in exports and imports, the former having expanded by Rs. 28,10,06,804 and the latter by Rs. 25,81,68,779.

The ten years 1891-1900 also records an increase of twelve in the Chamber membership, raising the number of members to thirty-five. In 1893, the Government of Bombay nominated the then Chairman of the Chamber, Mr. James Currie, to the Presidency Legislative Council as an additional Member and the Chairman of the Chamber has since then been regularly appointed to the Council. Further Railway additions and improvements were also brought about, *viz.*, a line from Hyderabad to Shadipali was opened in 1892 on the Standard Gauge which in the year 1901 was converted to the Metre Gauge and connected with the Jodhpore-Bikanir line, thus opening up direct communication with Bombay, and with the Metre Gauge system of the Rajputana-Malwa Railway, the North-Western Railway Line was extended from Killa Abdoola-Quetta to Chaman, within a short distance of the Afghan frontier on 1st January 1892, and the Southern Punjab Railway

Delhi to Samasatta connecting with the North-Western Railway at that point was opened on 10th November 1897 and direct communication between Karachi and Delhi shortened by 187 miles. The Bridge across the river Indus at Kotri which was opened on May, 25th, 1900, was a much desired event, as ferry delays at that point was at times troublesome to trade. A Chord line connecting Kotri with Rohri on the North-Western Railway was opened in December 1896, thus shortening the distance to the Punjab, and providing an alternative line to Sukkur. The Port Trust were also very active in improvements. An export yard 52½ acres in extent, opposite the Erskine and James Wharves, with commodious sheds for the storage of produce pending shipment was opened during the year 1895-96, and an Import Yard with an area of 19 acres with warehouses for claimed and unclaimed goods adjacent to the mercantile offices and Native Town (and connected with the Railway outward goods yard) where all imports on arrival are conveyed by Railway from the ship side, a very great convenience to Importers, was completed and opened in March 1896.

The above mentioned Railway and Port Trust Improvements combined with extensions in irrigation in Sind and the Punjab gave a very great further impetus to the trade of the Port both as regards Exports and Imports, the increase for the ten years as compared with the preceding decade, being Exports Rs. 30,42,01,087, Imports Rs. 25,15,73,098, or a total expansion of Rs. 55,57,74,185.

During the five years 1901-1905 the expansion in the trade of the Port was well maintained, exports exceeding those of the preceding five years by Rs. 32,67,54,301 and Imports by Rs. 16,65,77,933 or a total increase of Rs. 49,33,32,234. The members of the Chamber during this period increased by nine and now stand at forty-five.

The progressive increase in Exports and Imports is largely due to irrigation in the Punjab and in Sind and to Railway extensions in the Punjab, and the expansion of trade in the chief articles of export and import from and to this Port

is evidenced by the following figures for the twenty-five years 1881 to 1905 :—

PRINCIPAL EXPORTS FROM AND IMPORTS TO KARACHI.

(FOREIGN AND COASTWISE.)

*In Lacs of Rupees.*

*For the twenty-five years ending 31st December 1905.*

EXPORTS.

| Year. | Wheat. | Cotton. | Wool. | Rapeseed. | Gingelly. | Hides & Skins. | Bones. |
|-------|--------|---------|-------|-----------|-----------|----------------|--------|
| 1881  | 9      | 31      | 50    | 17        | 8         | 14             | ..     |
| 1882  | 95     | 43      | 66    | 9         | 9         | 12             | ..     |
| 1883  | 130    | 44      | 55    | 32        | 29        | 11             | ..     |
| 1884  | 205    | 35      | 53    | 74        | 48        | 14             | ..     |
| 1885  | 186    | 37      | 55    | 80        | 52        | 15             | 1      |
| 1886  | 257    | 46      | 61    | 46        | 31        | 18             | 1      |
| 1887  | 101    | 63      | 60    | 37        | 26        | 19             | 1      |
| 1888  | 128    | 72      | 80    | 38        | 47        | 20             | 1      |
| 1889  | 290    | 74      | 91    | 39        | 34        | 17             | 4      |
| 1890  | 278    | 83      | 77    | 20        | 19        | 12             | 13     |
| 1891  | 460    | 67      | 97    | 44        | 27        | 15             | 4      |
| 1892  | 261    | 43      | 98    | 14        | 32        | 24             | 5      |
| 1893  | 227    | 90      | 88    | 138       | 77        | 20             | 7      |
| 1894  | 249    | 120     | 110   | 111       | 71        | 17             | 10     |
| 1895  | 328    | 123     | 103   | 47        | 72        | 43             | 15     |
| 1896  | 104    | 173     | 110   | 27        | 55        | 35             | 14     |
| 1897  | 139    | 140     | 111   | 33        | 42        | 34             | 16     |
| 1898  | 507    | 116     | 91    | 95        | 30        | 27             | 14     |
| 1899  | 513    | 95      | 101   | 62        | 60        | 52             | 18     |
| 1900  | 106    | 117     | 77    | 27        | 35        | 62             | 20     |
| 1901  | 323    | 148     | 66    | 222       | 25        | 38             | 9      |
| 1902  | 492    | 178     | 65    | 71        | 38        | 40             | 21     |
| 1903  | 717    | 277     | 80    | 43        | 47        | 49             | 18     |
| 1904  | 1,111  | 306     | 103   | 107       | 44        | 49             | 12     |
| 1905  | 841    | 283     | 99    | 83        | 26        | 64             | 12     |

IMPORTS.

| Year. | Piece Goods and Yarns. | Sugar. | Metals. | Oil, Kerosine. | Coal & Coke | Timber. |
|-------|------------------------|--------|---------|----------------|-------------|---------|
| 1881  | 126                    | 33     | 27      | 1              | 6           | 11      |
| 1882  | 142                    | 22     | 20      | 1              | 3           | 3       |
| 1883  | 135                    | 16     | 28      | 3              | 2           | 3       |
| 1884  | 167                    | 15     | 29      | 1              | 3           | 7       |
| 1885  | 184                    | 35     | 30      | 2              | 3           | 5       |
| 1886  | 210                    | 31     | 36      | 4              | 6           | 6       |
| 1887  | 266                    | 40     | 31      | 4              | 7           | 11      |
| 1888  | 289                    | 37     | 35      | 4              | 7           | 6       |
| 1889  | 310                    | 38     | 28      | 11             | 9           | 7       |
| 1890  | 298                    | 34     | 32      | 12             | 7           | 5       |
| 1891  | 307                    | 59     | 36      | 15             | 9           | 7       |
| 1892  | 320                    | 59     | 32      | 14             | 11          | 8       |
| 1893  | 312                    | 51     | 40      | 13             | 7           | 8       |
| 1894  | 465                    | 53     | 31      | 17             | 7           | 5       |
| 1895  | 324                    | 67     | 41      | 3              | 8           | 10      |
| 1896  | 393                    | 64     | 40      | 10             | 8           | 8       |
| 1897  | 334                    | 79     | 29      | 15             | 5           | 7       |
| 1898  | 355                    | 87     | 33      | 21             | 4           | 8       |
| 1899  | 332                    | 75     | 21      | 8              | 12          | 8       |
| 1900  | 344                    | 99     | 24      | 10             | 4           | 8       |
| 1901  | 498                    | 106    | 40      | 16             | 7           | 9       |
| 1902  | 451                    | 135    | 39      | 18             | 8           | 7       |
| 1903  | 451                    | 111    | 48      | 26             | 12          | 8       |
| 1904  | 596                    | 146    | 45      | 30             | 27          | 4       |
| 1905  | 679                    | 135    | 48      | 19             | 38          | 10      |



The very great expansion of the trade of the Port, which it is expected will continue year by year owing to the very extensive irrigation projects now in hand in the Punjab and under survey in Sind which are to cost, so far as the Punjab is concerned, nine and a half crores of rupees, has rendered it necessary for the Port Trustees to increase and extend the facilities of the Port to meet the requirements of trade, and with this end in view a Committee of experts was appointed by Government at the request of the Trustees, and a scheme has been formulated by the Port Trustees which has now been finally decided upon, as follows:—

Extension of and improvements to the wharfage to accommodate fifteen large steamers, a passenger basin, overbridge, etc., costing 45 lacs. A new Export yard on the Queen's Road with an area of 150 acres, and a new Import Yard costing 55 lacs.

A Loan of 45 lacs has already been sanctioned by the Government, to be raised as required for the extended wharfage, etc.; and this work will be taken in hand at once, and the work in connection with the Export Yard and Import Yard as soon as may be possible.

With all these projected improvements completed, Karachi will continue to maintain its position of being, in point of importance, the third port in India. It is the natural seaport of Sind, Baluchistan, Afghanistan, the Punjab, Rajputana and the trooping port for

the whole of Northern India. It is nearer to Aden than Bombay by 205 miles and by over 400 miles nearer to Bassorah and Koweit, the future terminus of the Euphrates Valley Railway at the head of the Persian Gulf. Two important improvements are now awaited—the extension to Karachi of the Metre Gauge systems of Rajputana and Northern India that now stop at Hyderabad and the establishment of a direct Mail service with Europe, by the linking up of Karachi with Aden,—matters that have been continuously advocated by the Chamber and which, when completed, will add greatly to the conveniences and facilities which the port of Karachi now affords.

#### *Chairmen of the Chamber.*

The following gentlemen have presided over the affairs of the Chamber since its establishment in 1860:—

Mr. D. McIver (senr.), Messrs. McIver & Co., 1860-61, Mr. A. Stewart, of Messrs. Finlay & Co., 1861-62, Mr. W. Nicol, Messrs. Fleming & Co., 1862-63 and 63-64, Mr. A. E. Denso, Messrs. Volkart Bros., 1864-65 and 65-66, Mr. W. G. Hall, Messrs. Fleming & Co., 1866-67 and 67-68, Mr. I. G. Tindall, Messrs. Fleming & Co., 1868-69 and 69-70, Mr. Max Denso, Messrs. Volkart Bros., 1870-71, 71-72, 76-77, 80-81, and 85-86, Mr. A. McHinch, Messrs. A. McHinch & Co., 1878-79, 79-80, 84-85, 87-88, and 89, Mr. W. Thorburn, Messrs. Fleming & Co., 1873-74 and 75-76, Mr. W. M. Macaulay, Messrs. Fleming & Co.,

1874-75, Mr. James Grant, Agent, Bank of Bombay, 1881-82, 82-83 and 83-84, Mr. A. Thole, Messrs. Volkart Bros., 1885-86 and 86-87, The Hon'ble Mr. James Currie, Messrs. James Currie & Co., 1890 to 1894, The Hon'ble Mr. T. R. McLellan, Messrs. T. R. McLellan & Co., 1895 to 1898, The Hon'ble Mr. T. L. F. Beaumont, 1899, The Hon'ble Mr. D. McIver, Messrs. McIver, Mackenzie & Co., 1900-02, The Hon'ble W. T. O'Brien, Messrs. Ewart, Ryrie & Co., 1903, The Hon'ble Mr. M. de P. Webb, C.I.E., 1904 to 1906.

It may be mentioned that of the firms original members of the Chamber, only one, Messrs. Volkart Bros., now remains on the rolls. The total membership is now 45.

The present Committee of the Chamber consists of the following gentlemen:—

The Hon'ble Mr. M. de P. Webb, C.I.E., Chairman, Messrs. Forbes, Forbes, Campbell & Co., Ltd., Mr. D. McIver, Vice-Chairman, Messrs. McIver, Mackenzie & Co., Mr. T. A. Agelasto, Messrs. Ralli Brothers, Captain H. F. E. Freeland, R.E., District Traffic Superintendent, N.W. Railway, Mr. C. Percy Jones, Messrs. Sanday Patrick & Co., Mr. W. Graham, Messrs. Donald Graham & Co., Mr. J. E. Penrose, Messrs. Finlay, Muir & Co., Mr. L. B. Stephens, The Bombay Company, Ltd., Mr. T. J. Stephen, The National Bank of India, Ltd., Mr. L. Volkart, Messrs. Volkart Brothers. Secretary, Mr. C. H. Chetham. Public Measurer, Captain R. Taunton.





## Commercial & Industrial.

Messrs. A. AGELASTO & CO., Merchants, Calcutta. Established in 1867 by the late Augustus Agelasto. The present partners are John Negroponito, Mrs. J. Agelasto and E. C. Apostolides. Messrs. Agelasto & Co. carry on a large Import business, principally in Manchester goods, but also in Continental and London merchandise.

Mr. EMMANUEL C. APOSTOLIDES (*Lt.-Col., Calcutta Light Horse*), is the resident partner in the above firm. Mr. Apostolides is Greek by birth, having been born in Sparta. He was educated partly at Athens, but proceeding to London at the age of sixteen completed his studies in England. At home he became associated in mercantile pursuits with Messrs. Agelasto & Co., in the export trade, and came out to India in the year 1880 to join their export branch, and finally entered their piece-goods department. He was admitted a partner of the firm in 1903. At the present time he is entrusted with the management of their whole local business, which is extensive, and embraces the whole of India. Mr. Apostolides was nominated Consul-General for Greece some five years back. He is well known in Calcutta as a thorough all-round sportsman, and throughout his Indian career he has taken the keenest interest in volunteering. Within a short time of his arrival in the country he had taken up the movement seriously and first attached himself to A Company of the Calcutta Volunteer Rifles. When the Calcutta Mounted Infantry was formed in the year 1882, Mr. Apostolides was among the first to join that body. When this body developed

into the Calcutta Light Horse, Mr. Apostolides became a sergeant in that crack volunteer corps. His energy in volunteering matters was rewarded with a commission in 1895. He passed through the various commissioned grades till he rose to be Major in 1902, and on the departure of Col. Henry he obtained the rank of Lieutenant-Colonel and the command of the Calcutta Light Horse, in which he had served so long and well. He possesses the



E. C. APOSTOLIDES.

V. D. for long service. Mr. Apostolides displays the same energy and interest in all forms of Indian sport; he is the Honorary Secretary of the Calcutta Polo Club, which was founded in 1862, and is one of the oldest Polo Clubs in existence in the world. He is an active polo player to the present

day, and takes great interest in the fixtures, as well as in racing, hunting, and all forms of exercises of this nature.

Messrs. ALDRIDGE, SALMON & Co., Ltd., Merchants, Bombay, were first known in that city as Aldridge & Blackwell and were established about 1840, and under this name the business was carried on for many years. The title of Aldridge, Salmon & Co. was assumed about 1870 for the Bombay Branch when Mr. Blackwell retired and Mr. Salmon joined the firm, and J. F. Aldridge & Co. became the London firm. Mr. Aldridge retired in 1881. In 1894 the firm was turned into a Limited Company with offices in Bombay and London. The head office is in London, at 4, Fenchurch Avenue; the Chairman and Managing Director being Mr. John Ellis Dudley, Capt. Fredrick Marshall, a Director, and Mr. Cecil Smith, Secretary.

Mr. Burjorjee Framjee is the Manager of the Bombay office and has been connected with the firm for nearly 27 years; his brother, Mr. D. Framjee, having previously filled the post of Assistant Manager.

Messrs. Aldridge, Salmon & Co., Ltd., deal largely in various kinds of merchandise, piece-goods, hardware, chemicals, wines and spirits, etc.

Messrs. ALCOCK, ASHDOWN & Co., Ltd., Engineers and Contractors, Bombay.

Defence Engineering Works—Mazagon.

Carnac Iron Works—Carnac Bunder.

This business was founded in



1880 by Mr. Isaac Alcock, Mr. R. G. Ashdown, Mr. J. W. Hepworth, and Mr. J. M. Drennan as partners, trading under the name of Alcock, Ashdown & Co. In 1884 the business was turned into a limited liability company under its present title, with a capital of Rs. 3,50,000, the business being carried on at the Defence Works, Mazagon, where all kinds of iron, mill-wright, and ship-work was produced, the Secretaries and Managers being Messrs. Alcock, Ashdown and Hepworth. The branch factory, "The Carnac Iron Works," opposite the Victoria Docks, was purchased by the Company in 1889 from Mr. D. Longworth, then sole proprietor. These works were founded in 1860 by Messrs. Fraser and Miller, as an ironfounding, general engineering, and marine engine works. In 1890, owing to the success of the business, half of the share capital was paid back to the shareholders, and the capital now stands at Rs. 1,75,000.

The present Secretaries and Managers are Mr. J. W. Hepworth and Mr. D. Longworth. The firm has paid a dividend of 18 per cent. for the last three years on the present reduced capital, while the reserve fund stands at Rs. 2,80,000. The Carnac Iron Works have, during the last year, been entirely remodelled and rebuilt, and are furnished with extensive office accommodation, in which it is intended that the main business of the Company will be carried on.

At present the number of men regularly employed at the Defence Works, Mazagon, is between 400 and 500, and at the Carnac Works about 150, but when heavy shipping repairs are being executed, 200 to 300 extra men are often employed. Amongst the great variety of work turned out by the firm, may be mentioned large cast iron and brass castings, such as stern tubes, propellers, etc., large rope driving pulleys for mills, with shafting and all kinds of mill-wright work. Steam launches built of wood or steel, and engines and boilers for the same are constructed at these works. All kinds of constructional steel work is made, such as roofing, tanks, chimneys, bridges and boilers, while heavy forgings are turned out, such as ships' stems, keels, etc. Some of

the heaviest repairs to the hulls and framework of steamers have been successfully carried out; as both works are situated close to the Merewether Dock, they afford special facilities for this class of work.

The ALLIANCE BANK OF SIMLA, Limited, commenced business at Simla, on the 23rd of March 1874, under the management of Mr. James Walker, and it is not too much to say that owing to Mr. Walker's ability and tact, it soon became a prosperous institution. The Bank was started to take the place of the United Bank of India, Ltd., an institution which commenced business at Simla and Umballa in 1866, with Mr. C. H. Levinge as Manager. This Bank never attained much success, and in October 1873, Mr. Walker, then Assistant Secretary of the Simla Bank Corporation, was invited by the Directors to take the management in place of Mr. Levinge, in the hope of retrieving the Bank's fortunes. Matters, however, had gone too far for this object to be accomplished, and on the recommendation of Mr. Walker, the United Bank was placed in Voluntary Liquidation on Saturday, the 21st March 1874, the Alliance Bank commencing business on the Monday following. It had been arranged that all the good business of the old Bank should be taken over by the new Bank, the shareholders of the former getting 50 per cent. of their capital of 2½ lacs in shares of the new Bank.

#### CAPITAL.

The Alliance Bank of Simla, Limited, started with a capital of 5 lacs—2½ lacs was issued to commence with. Half was taken up by the public and the other half was allotted to shareholders of the old United Bank of India, as shown above. The remainder of the 5 lacs was issued as follows:—1½ lacs on 1st October 1877, and 1 lac on 1st May 1878. In 1891, the capital of the Bank was increased to 10 lacs; and in 1904 to 15 lacs—at which figure it now stands. The capital is divided into shares of Rs. 100 each—the present market price being Rs. 250 each.

#### RESERVE.

The Reserve Fund has been regu-

larly and steadily increased year by year since the Bank commenced operations and now amounts to 20 lacs, which is invested in Government Paper.

#### DIVIDENDS.

Since its formation the Bank has paid steady Dividends increasing from 7% in the first year to 12% which it is now dividing.

#### WORKING CAPITAL.

At the end of the first half-year, namely 31st December 1874, the working capital stood at Rs. 3,37,000. This has increased year by year till the working capital now amounts to Rs. 3,63,32,600. From these figures it will be seen that the Bank has grown into a large and powerful institution.

#### BRANCHES.

The Alliance Bank of Simla, Limited, was, in the first instance, intended as a local institution, but on the failure of the Punjab Bank, it was decided to secure as much of that Bank's business as possible. The Alliance Bank was appointed Liquidator of the Punjab Bank and branches were opened at Murree on the 10th July 1877, Rawal Pindi 6th August 1877, and Lahore 16th January 1878. Subsequently branches were opened at Umballa on the 14th July 1885, and Cawnpore on the 1st December 1887. The Alliance Bank was appointed Liquidator of the Himalaya Bank and opened a branch at Mussoorie on 21st August 1891. The Alliance Bank also liquidated Lloyds Bank, Darjeeling, and opened a branch there on 1st January 1896. As the Bank's business progressed, branches were also opened at—

|          |    |      |          |       |
|----------|----|------|----------|-------|
| Calcutta | on | 15th | October  | 1889. |
| Ajmere   | "  | 2nd  | February | 1891. |
| Agra     | "  | 1st  | February | 1894. |
| Bombay   | "  | 16th | February | 1903. |

#### DIRECTORS.

The first Directors of the Bank were—

|                     |                    |
|---------------------|--------------------|
| Col. T. D. Colyear. | Mr. Geo. M. Bryan. |
| Mr. C. Shepherd.    | Mr. H. G. Meakin.  |

The following gentlemen subsequently served for various periods on the Board:—

|                         |                 |
|-------------------------|-----------------|
| Mr. P. Mitchell, C.I.E. | Mr. H. B. Goad. |
| Mr. L. J. Arathoon.     | Mr. K. Murray.  |
|                         | Mr. A. E. Dyer. |



All since deceased—and Col. J. Robertson, C.I.E., and Mr. R. Dixon, both of whom are retired, and are now living in England.

The present Directors are:—

|  |                      |
|--|----------------------|
| Sir James Walker,<br>C.I.E., Chairman. | Mr. E. J. Buck.      |
| Mr. J. Elston.                         | Mr. B. Bevan Petman. |
| Mr. A. M. Ker.                         | Mr. D. E. McCracken. |

The Auditors are Messrs. Meugens, King & Simson, Chartered Accountants.

#### STAFF.

Sir James Walker retired from the management on 1st April 1891. Mr. A. M. Ker who had officiated as Manager on two or three occasions previously, was then appointed Manager in his place. The following is the present staff of the Bank:—

|                        |   |        |
|------------------------|---|--------|
| Head Office,<br>Simla. | Mr. A. M. Ker, Manager<br>(and a Director).       |        |
|                        | Mr. T. S. Bean, Deputy<br>Manager and Accountant. |        |
|                        | Mr. W. D. Henry, Assistant<br>Manager.            |        |
| Calcutta               | Mr. W. A. Langdon                                 | Agent. |
| Bombay                 | Mr. H. P. Stringfellow                            | "      |
| Agra                   | Mr. J. B. Macdonald                               | "      |
| Ajmere                 | Mr. J. F. Maxwell                                 | "      |
| Cawnpore               | Mr. W. A. M. Lattey                               | "      |
| Darjeeling             | Mr. D. S. Murray                                  | "      |
| Lahore                 | Mr. M. Macrae                                     | "      |
| Mussoorie              | Mr. G. L. Kemp                                    | "      |
| Murree                 | Mr. W. R. Cox                                     | "      |
| Rawal Pindi            | Mr. G. M. Butler                                  | "      |
| Umballa                | Mr. J. P. Dalzell                                 | "      |



Mr. ARTHUR MILFORD KER.

Mr. ARTHUR MILFORD KER, General Manager of the Alliance Bank of Simla, was born in 1852 and educated at Harrow. Mr. Ker

began his career in the British Linen Company's Bank, Edinburgh, in 1869, and after serving his apprenticeship for five years, he joined the



Mr. ARTHUR STUART ANDERSON.

service of the Bank of Bombay and came out to India in 1874, serving with that Bank in Bombay until 1880, when he joined the service of the Alliance Bank of Simla as Agent at Lahore.

Mr. Ker's services in his new sphere were greatly valued and recognised, and in 1891 he was appointed Manager of the Bank, having previously officiated for some time. He became a Director of the Bank in 1900.

He has been on the Directorate of the Standard Life Assurance Company for 20 years and has given considerable attention to several Indian Industrial concerns in which he has interests.

He has devoted his 30 years in India to his work and business with the result that one has now only to point to the Alliance Bank to understand his sterling worth. The Bank has grown from a local institution to one that has many branches throughout India. Mr. Ker is a son of the late General T. D. Ker, of the Indian Army, a Mutiny Veteran and well known in his day in the Western Presidency of India. Mr. Ker married in 1881 Constance, daughter of the late Mr.

P. Mitchell, C.I.E., and has one son, who is an officer in the Gordon Highlanders.

Mr. ARTHUR STUART ANDERSON, of the firm of Anderson & Co., stock and share brokers, was born in Glasgow in the year 1852. He was educated at the Glasgow Academy and served a short apprenticeship in that city before coming to India in 1873 to join the firm of D. T. Shaw & Company. From '81 to '83 he was associated with George Henderson & Company, and since has conducted his own business.

Messrs. JAMES ANDERSON & Co., Wine and Spirit Merchants, 7, China Bazar Lane, Calcutta.

Messrs. Anderson & Co. is a very old Calcutta business having been originally established in the year 1828. In the seventies or eighties it was taken over by Mr. D. H. Moses who conducted it till the year 1888 in his own interest. In that year, on Mr. Moses' decease, Mr. A. E. Gubbay succeeded him as Managing Director, and under his able and vigorous direction the firm has come in the front of the leading Import Houses. Messrs. James Anderson & Co. do a very extensive business in their specialities throughout the Presidency towns and the Mofussil. Their large three-storied premises in China Bazar extend over about two bighas of land. They have there available for storage purposes some 30,000 square feet of storing space, which is amply taken advantage of by the firm, for as much as 16,000 gallons of wines and spirits in the wood, and 20,000 dozen of bottled wines and beers are stocked in their storehouses. The need for these heavy stocks is apparent when the firm's monthly transactions amounting to 4,000 dozen of wines and spirits and up to 7,000 dozen of beers are considered. The customers of the firm, including the Indian Commissariat, extend throughout Bengal, United Provinces, Punjab, Central India, Assam and the Madras Presidency. Messrs. James Anderson & Co. obtained a Diploma for excellence of quality at the Vienna Universal Exhibition of 1873. Mr. Gubbay, the Managing Partner, is also largely interested in house property.



# THE CYCLOPEDIA OF INDIA.

The Hon'ble Mr. A. A. APCAR, C.S.I., President of the Bengal Chamber of Commerce, was born in Calcutta in 1851. He is the son of the late Alexander Aratoon Apar of the well-known family that founded the



Mr. A. A. APCAR.

firm of Apar & Co., so widely known throughout the East. Mr. Apar was educated in England and came out to India in 1869 to join the firm of which he is a partner. He has actively associated himself with public life in Calcutta, finding time from his important business duties to interest himself in many movements. As a member of the Chamber of Commerce he was for many years on the Committee of that body. He has held the important office of Vice-President, was President in 1903 and 1904 and re-elected for 1905 and 1906. For three years he has been a Member of the Council of the Lieutenant-Governor of Bengal. He has been a Member of the Calcutta Port Commissioners, and has shown the highest ability in the public service. The commercial life of Bengal naturally has claimed much of his attention. The firm of Apar & Co. has wide interests and many ramifications. Messrs. Apar & Co. are actively interested in coal mines near Asansole and very largely in jute and the carrying trade of this port.

Mr. Apar is very well known to the general public of Calcutta in his position of, practically, the leading sportsman. He is a Steward of the Calcutta Turf Club and has always taken the keenest interest in racing.

On the Turf he has been remarkably successful, having four times won the Viceroy's Cup: in 1884, 1891, 1903 and in 1904. There are also many other leading events standing to his credit. Throughout his career his name has stood for all that is best in sport, and he is conspicuous among the sportsmen who have done much for racing in India. He is also keenly interested in cricket, and for a long time has been a member of the Calcutta Cricket Club. Mr. Apar is the Consul for Siam.

Mr. Apar was appointed Sheriff of Calcutta in December 1905, and received the decoration of C.S.I. in January 1906.

Mr. ALECK APCAR, Merchant, Agent, Civil Engineer and Contractor. Mr. Apar was born in India in the year 1848 and educated at Harrow. He is the eldest surviving son of the late Apar Arratoon Apar and eldest surviving grandson of Arratoon Apar, the founder of the firm of Apar & Co. After finishing his education in England, he returned to India and joined his father's office and was with Messrs. Apar & Co. for a short



Mr. ALECK APCAR.

while. In 1870 he left the firm and started business on his own account. He owned steamers and tugs, the steam passenger and cargo service between Calcutta, Balasore, Ghatal, and Midnapore being

due to his initiative. The service, however, not proving financially successful, Mr. Apar was compelled to sell his steamers and tugs, and for several years experienced great difficulties. He then started business as a Civil Engineer, Builder and Contractor, which he now continues. He has his own brickfields in connection with his building works.

Mr. ARATOON GREGORY APCAR, of the firm of Messrs. Apar & Co., was born in Calcutta on November 4th, 1827. He is a son of Gregory Apar of the original firm of A. and G. Apar, which was established in Bombay in the early part of the nineteenth century, by the two brothers Aratoon and Gregory Apar. In 1826 the brothers transferred the firm to Calcutta and since then it has developed considerably. There are now two partners in the business, Messrs. Aratoon Gregory Apar and the Hon. Apar Alexander Apar, C.S.I. The firm, besides its shipping business, is largely interested in Jute and Coal. They are the agents for the Seebpore Jute Manufacturing Company, which employs about 5,000 hands, and are the proprietors of the four China Steamers, "Lightning," "Catherine Apar," "Aratoon Apar," and "Gregory Apar." Messrs. Apar & Co. are also proprietors of the Albion Foundry, Seebpore, and of Apar & Co.'s collieries at Charanpore and Sitarampur. The control of this extensive business naturally demands the closest attention and ability. As already mentioned, the original partners were Aratoon and Gregory Apar. On the admission of the four sons of the senior Aratoon Apar into partnership, the name of the firm was changed to "Messrs. Apar & Co." Mr. A. G. Apar was admitted a partner in 1852, and is now the senior partner of the firm. He has two sons, J. G. Apar, Barrister, and Gregory Apar in the firm, and two daughters.

Messrs. JAMES ARBUTHNOT & Co., Jute Brokers and Agents, 3, Mangoe Lane, Calcutta. Partners: James Arbuthnot and G. H. L. MacKenzie. The firm are agents for the London, Liverpool & Globe Insurance Co., Ltd., and Messrs. G. MacKenzie & Co., Khoraid, Ellashin, and Mymensingh.



The **ARRACAN COMPANY**, Limited, Merchants, and Shipping and General Agents, 26, Dalhousie Square, Royal Insurance Buildings, were established in Calcutta in 1887. They deal principally in rice, sugar, timber, gunnies and jute, and are Agents for the Bibby Line of Steamers, The Anandpur Trading Company, The East India Stone Company, Messrs. White and Mackay, and Alexander Stewart & Sons. The firm have branches at Rangoon (head office in the East), where they have four working rice mills; at Bassein with two rice mills; and at Akyab with two mills, and at Moulmein and Bangkok with one rice mill apiece. Their Arracan Flotilla Company at Akyab works and maintains the river service and carries the mails.

Mr. **HERBERT DRESSER WOOD**, Manager of the Calcutta house, was born in England in 1870, and educated at Liverpool College. He first joined Messrs. Thompson, Anderson and Company, Liverpool, East India Merchants and Ship-owners, and remained in their ser-



Mr. HERBERT DRESSER WOOD.

vice from 1889 to 1893, when he came out to join the Arracan Company as an Assistant. His next step was that of Sub-Manager, before his promotion to Manager in April 1904. Mr. Wood is a strong believer in athletics.

Mr. **HERBERT SHORROCK ASHTON** (*Captain, Cossipore Artillery Volunteers*), is the senior resident partner of the firm of Messrs. Shaw, Wallace & Co., Merchants



Mr. HERBERT SHORROCK ASHTON.

and Agents, No. 20, Strand Road, Calcutta. He was born in the year 1862, at Darwen, Lancashire, and educated at Uppingham. His first business experience was gained in cotton mills in Lancashire, where he served for some five or six years. He came to India in 1883 to join the firm of Messrs. Carlisles Nephews & Co., merchants of Calcutta, with whom he was engaged for about five years. Mr. Ashton joined his present firm, Messrs. Shaw, Wallace & Co., in the year 1888, in the capacity of Assistant. In this position he remained till the year 1891 when he became a partner in the same firm. Messrs. Shaw, Wallace & Co. are largely interested in the trade of Calcutta, especially in oil, cotton piece-goods, and tea, and hold many important agencies. In these matters, Mr. Ashton's experience has stood them in good stead. In Calcutta tea affairs he has been particularly active having served on the Committee of the Indian Tea Association for many years. He was Chairman of the Indian Tea Association for two years in succession, years which are numbered among the most active in the existence of that organization. He has also held the position of Chairman

of the Indian Cess Committee, an organization established practically as the offshoot of the Indian Tea Association, under the sanction of Government, for the purpose of administering the funds raised by a small export tax or cess levied on tea, for the purpose of providing money for the spreading of its use in foreign countries. Mr. Ashton has served as a member of the Calcutta Port Commissioners and is a Fellow of the Calcutta University. He takes a keen interest in Volunteering, and is Captain in the Cossipore Artillery Volunteers with 22 years' service. As a sportsman Mr. Ashton is well known in Calcutta, and was formerly Captain of the Calcutta Football Club under Association rules. At home he played for his County, Lancashire.

Mr. **VIJBHUCANDAS ATMA-RAM**, Bombay, who belongs to the Modh Bania caste, was born in Bombay in January 1840. His parents were comparatively poor,



Mr. VIJBHUCANDAS ATMARAM.

but the family were highly respected by all classes. Mr. Vijbhucandas studied at the Elphinstone Institute, Bombay, but circumstances compelled him, at the somewhat early age of eighteen, to relinquish his studies. He joined the well-known firm of Messrs. Dossabhoy



Merwanji & Co. as a clerk, leaving them after a service of eight years. For a few years after the commercial crisis of 1860 Mr. Vijbhucandas carried on business in partnership with the firm of Messrs. Morarji Cursondas as guarantee brokers to Messrs. A. J. Kinloch & Co.; and subsequently started business on his own account with Mr. Narandas Purshotomdas, acting also for some time as guarantee-broker to Messrs. W. M. Macaulay & Co. and later on to Messrs. J. C. Bushby & Co.

After a few years Mr. Rajaram Govindram was admitted as a partner, and the firm has since been known as Messrs. Narandas, Rajaram & Co. with Mr. Vijbhucandas now as senior partner. They do business in cotton, wheat and seeds, and have several branches in the Mofussil and in the United and Central Provinces. They are agents also for several pressing and ginning factories in business centres, and Mr. Vijbhucandas likewise owns, and has the agency of, spinning and weaving mills. He has also taken up the business of guarantee brokers to Messrs. Greaves, Cotton & Co.

Mr. Vijbhucandas was one of the Honorary Joint Secretaries of the Ilkal Famine Relief Fund and was deputed, by the Committee appointed in Bombay for the relief of suffering people in Ahmedabad, to distribute the funds amongst those who had been ruined by the floods in that city in 1875. In 1883 and 1889 he convened public meetings and organized measures for the collection and distribution of the Surat Flood and Fire Relief Funds. For the former he was appointed a Joint Honorary Secretary and for the latter he worked on the Executive Committee. He worked as a volunteer during the first year of the plague in Bombay in 1897, and for the following two years was the Chairman of the Committee of the Mughlat and Kumbharwada Plague Volunteers. He assisted materially in the establishment of the Hindu Fever Hospital as well as a separate Plague Hospital for his own caste men.

Mr. Vijbhucandas was made a Justice of the Peace in 1882 and has been acting as an Honorary Magistrate since the creation of that Bench. Since 1891 he has been on the Board of the Trustees of the Port of Bombay. During the Hindu-

Mahomedan Riots of 1893 he was appointed by Government a member of the Committee formed to consider the question of the increase of the Bombay Police Force. In 1898 he was summoned to give evidence before the Indian Famine Commission, and on February 9th of the same year he was appointed an Additional Member of the Legislative Council.

As a leading Native Merchant and a Port Trustee he gave evidence before the Railway Commission appointed in 1899 by the Supreme Government to inquire into the details of the proposed Port Trust Railway. He is a Director of several Mills, Presses, Railways, Mining and Manufacturing Companies, and is connected with various charitable institutions. As a shrewd business man, he occupies a respected position in the mercantile world, both European and Native.

Mr. Vijbhucandas holds advanced views in the matter of social reform, disapproves of early marriages, is a staunch advocate of education and inter-marriage between the various sections of his community, and is a busy and useful member of society.

BALBEER MILLS, Dehra Dun, United Provinces. Proprietors, Kan-



Mr. KANWAR BALBEER SINGH.

war Balbeer Singh and Kanwar Tegh Bahadur Singh. The present proprietors established these mills

in the year 1900, laying down extensive modern machinery for the treatment of rice, flour grinding, oil pressing, and ice making. They also turn out crushed oats and ground grain, etc. The mills stand on freehold property in the possession of the proprietors.

KANWAR BALBEER SINGH, Proprietor, Balbeer Mills, Dehra Dun, was born in the year 1860 at Dehra Dun, being the second son of the late Raja Lal Singh Bahadur, Rehtasya, who was Prime Minister at Lahore during Maharaja Dhulip Singh's time and Rajah of Rehtas. Kanwar Balbeer Singh was educated at an English School at Mussoorie. He is in receipt of a small political pension from Government. He obtained most of his commercial experience during travels to various parts of Europe and India, Burma and Ceylon. In 1900 in partnership with his brother K. T. B. Singh, he established the above mills at Dehra Dun. Kanwar Balbeer Singh is a proprietor of house and landed property at Dehra Dun and Mussoorie, and member of the District Board, Dehra Dun.

Messrs. BALMER, LAWRIE & Co., Merchants and Agents, 103, Clive Street, Calcutta, were established in 1866. Mr. Alex. Lawrie has always been and is still the senior of the firm, the other partners being Messrs. J. N. Stuart, John Gemmell, George A. Ormiston, A. Cecil Lawrie, P. B. Lawrie and Arthur Preston. They represent three Coal Companies raising over 50,000 tons per month, a Paper Mill at Raniganj producing 400 tons per month, a Flour Mill giving an output of 100 tons flour daily, and Ice Factories producing 60 tons daily. They import over 70,000 tons salt annually and are the leading importers of galvanised corrugated iron and cement, also importing largely metals generally, joists, and other materials used in constructional work. They stock several important lines of machinery and represent some of the leading Engineering firms at home. They conduct electrical work on a large scale throughout India, and have carried through successfully many important installations. They have large interests in Tea in Assam,



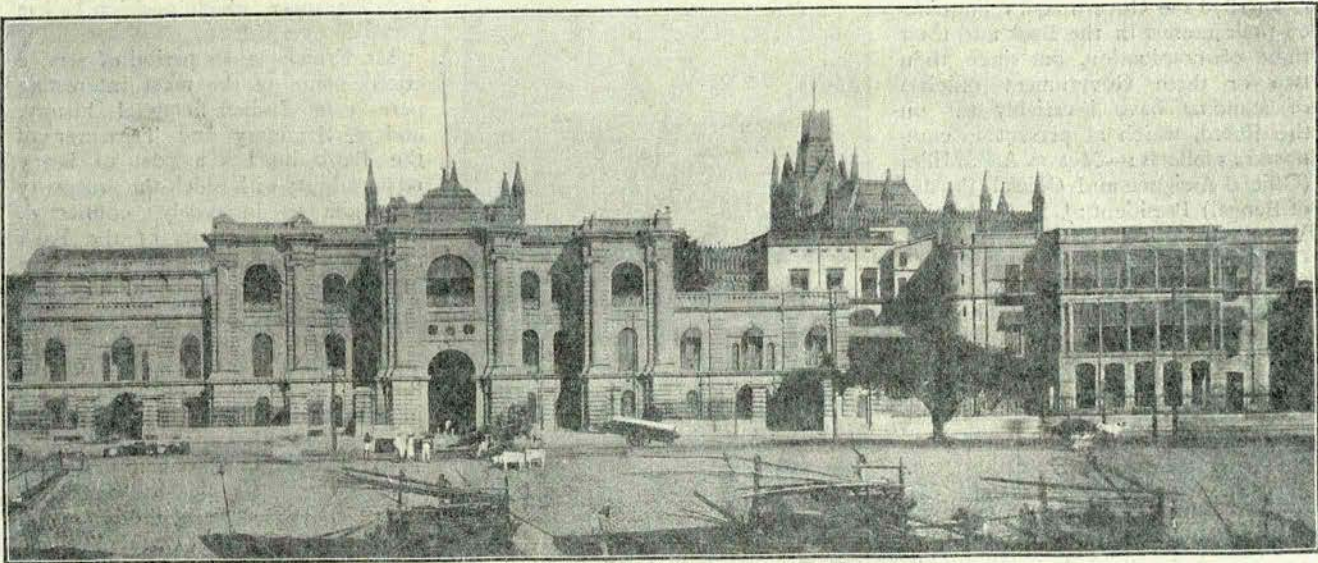
Cachar and Darjeeling, and are one of the leading shippers to all parts of the world. Through the Anglo-Indian Carrying Co. they undertake the receipt of packages from and shipment to all parts of the world, and arrange passages. They represent Life, Fire and Marine Insurance Offices, while in their Banking and General Department they undertake banking, share and general agency business.

Their London house is Messrs. Alex. Lawrie & Co., 14, St. Mary Axe, E.C.

The BANK OF BENGAL.—This Bank, which occupies in Bengal a position analogous to that of the Bank of England at Home, was founded as far

the shareholders, provides that there shall not be less than six nor more than nine Directors, and defines the business that the Bank may carry on. The Capital of the Bank when first started in 1806 was (sicca) rupees fifty lakhs, of which Government held stock to the nominal value of ten lakhs (sicca) rupees. In 1836 the amount of the shares was reduced from Rs. 10,000 to Rs. 5,000 each. Several changes in the amount of the Capital were made from time to time, until in 1876, the Capital was reduced by the withdrawal of the Government as Shareholders, to Rs. 2,00,00,000, and the shares to Rs. 500 each, at which figures they now remain. When the Bank was first established it enjoyed the privilege of circulating its own

ant public departments has remained with the Bank since. At first the necessity for building up a Reserve Fund does not seem to have been realized by the Directors, and it was not until Mr. Hardie became Secretary and Treasurer in 1872 that he made it his business to build up this Fund, as between then and 1888 it rose from 15 lakhs to 54½ lakhs of rupees, and now stands at Rs. 1,32,00,000. In 1861 the Bank had no branches in the mofussil, but on the issue of the new Charter, and the advent of the Government Treasury business, branches were opened, and at the present time the Bank has seventeen branches: situated at Agra, Akyab, Allahabad, Benares, Burra Bazar (Calcutta), Cawnpore, Dacca, Delhi,



THE BANK OF BENGAL, CALCUTTA.

back as 1st May, 1806. It was then called the "Bank of Calcutta," but no Charter was granted until the 2nd January, 1809, when its name was altered to the present designation. This Charter was renewed on 29th May, 1823, and in 1839 a new Charter was granted. The next Charter was under Act IV of 1862, which was amended by Acts VI of 1862 and XIX of 1870. The Act of the Legislature under which the Bank is now constituted is the Presidency Banks Act (XI of 1876), and this Act enabled the Government to sell its shares and surrender its power to appoint three of the Directors of the Bank; it also limits the liability of

notes, provided that its total liabilities to the public never exceeded the amount of its capital of fifty lakhs of rupees, but in 1823 this limit was removed and the Bank allowed to issue notes up to two crores in all, and though on one occasion the amount was exceeded the average note circulation was about one crore and sixty lakhs of rupees. Under Act XIX of 1861 Government withdrew the right of issue from the Bank and created the Paper Currency controlled by the State. On the 1st March, 1862, the Government Treasury was transferred to the Bank and its Branches, and in 1866 the Public Debt Office followed, and the management of these two import-

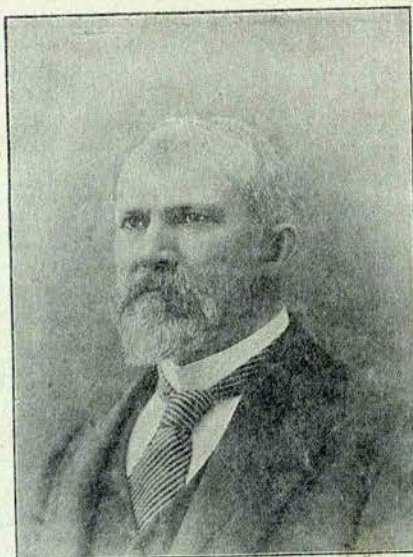
Hyderabad (Deccan), Jalpaiguri, Lahore, Lucknow, Moulsmein, Nagpore, Patna, Rangoon and Serajunge. In 1867 the Bank opened an Agency in Bombay, and though this was resented by certain shareholders of the new Bank of Bombay, and a memorial presented to Government in 1868 praying that the Agency might be withdrawn, the prayer was not granted and the Bank of Bengal still retains its Agency in the Western Capital. On only one occasion, namely, for the half year ended the 30th June, 1834, has no Dividend been declared, and this arose through a fraud being practised on the Bank, whilst on all other occasions Dividends averaging



about 10% have been paid, rising on one occasion to  $21\frac{1}{2}\%$  (in 1836). As a consequence shares in the Bank are a very favourite investment, and the price of a 500-rupee share now stands at about Rs. 1,340 to Rs. 1,346. In 1874 the Bank opened a Gratuity and Pension Fund for Members of its Staff, and it may be added that the Bank have always treated their deserving servants liberally. The first Board of Directors was constituted in 1808, and consisted of Henry St. George Tucker, President, William Egerton, Richard Waite Cox, nominated by the Government; and Alexander Colvin, John Palmer, George Tyler, James Alexander, John W. Finon, and Maharajah Sookmoy Roy, elected by the Shareholders on the 15th December, 1808.

In 1876 the Government relinquished their interest in the Bank and their right of nomination, but since then two or three Government officials of standing have invariably sat on the Board, which at present is composed as follows:—Messrs. A. B. Miller (Official Assignee and Official Trustee of Bengal), President; J. M. G. Proffit, Vice-President; H. Bateson, R. H. A. Gresson, W. R. T. Aitken, J. C. Shorrocks and H. T. Hyde (Administrator-General of Bengal). The first Secretary and Treasurer of the Bank was Mr. J. W. Sherer, c.s. He was succeeded in 1809 by Mr. W. Morton, c.s., then came Mr. Henry Wood, c.s., in 1815; Mr. Charles Morley, c.s., 1816; Mr. W. H. Oakes, c.s., in 1821; Mr. C. T. Glass and Mr. W. H. Oakes in 1822; Mr. Glass again in 1823; Mr. J. A. Dorin, c.s., in 1826; he being relieved in 1828 by Mr. Glass who acted until Mr. Dorin's return in 1829; and Messrs. Richard and George Udny, c.s., in 1830. Mr. George Udny resigned in 1839, and Mr. Thomas Bracken, a gentleman of considerable mercantile experience, was appointed. The Government Directors protested against the appointment being withdrawn from the Civil Service, and the allowance paid by Government towards the Secretary's salary was stopped. In 1847 Mr. Bracken was succeeded by Mr. Charles Hogg, and in 1851 Mr. (afterwards Sir William) Grey, c.s., was appointed, and he was the last of the Civilian Secretaries, with the exception of Mr. W. Maples who acted for one month only in 1854. In 1854 Mr. J. B. Plumb, the Deputy Secretary,

was promoted Secretary, and on his resignation in 1859 the Directors brought out from Scotland Mr. George Dickson, Secretary of the Caledonian Banking Company, to fill the important appointment. He retired in 1872, having during his term of office greatly enlarged the scope of the Bank's work, and earned the highest encomiums from the Directors. He was succeeded by Mr. Robert Hardie, whose management was an eminently successful one, and during his incumbency the Bank dividends averaged over 9%. Mr. Hardie was succeeded in February, 1887, by Mr. (now Sir) W. D. Cruickshank, the present Secretary and Treasurer, under whose able management the important interests entrusted to his charge are



Sir WILLIAM DICKSON CRUICKSHANK.

steadily adding to the prosperity of the Bank. For the year 1904 the dividend was at the rate of ten per cent per annum, the sum of Rs.  $7\frac{1}{2}$  lakhs was added to the Reserve Fund, and  $1\frac{1}{2}$  lakh to the Pension Fund. Though the Bank of Bengal was founded in 1809, no report was ever issued until the end of 1856, but from that date half-yearly reports have been regularly issued to the Shareholders. The Bank of Bengal has always and justly held a very high place in public esteem, its records show a career of singular prosperity, due to the ability with which it has been controlled, and the high character of its staff affords the most satisfactory guarantee of continued success.

Sir WILLIAM DICKSON CRUICKSHANK, KZ., C.I.E., Secretary and Treasurer of the Bank of Bengal, has had a long and honourable career in Bengal and in Burma. During the whole of his service in India he has been associated with the Bank of Bengal. He was born on June 6th, 1845, and is the son of the late Mr. John Cruickshank of Forres, N. B. In his twenty-first year Mr. Cruickshank joined the service of the Bank, and his abilities soon marked him out for rapid promotion. After two years he was made Inspector of Branches, and a year later was given charge of the Agency at Rangoon. In 1876, after ten years' service, he was entrusted with the duties of Deputy Secretary, and eleven years later became Secretary and Treasurer, which position he has occupied ever since.

Mr. Cruickshank's period of service covers some of the most interesting periods in Indian financial history, and as Secretary and Treasurer of the Bank he has a post of heavy responsibility with which the prosperity of India is intimately connected. The periodical reports of the Bank of Bengal are the best testimony of the admirable management of that institution.

Mr. Cruickshank has always taken an interest in sport. He was one of the founders of the Tollygunge Club in 1895, and has been its President for ten years. He has done a good deal of Masonic work in Burma and Bengal, and in the latter Masonic district is past Deputy District Grand Master. He has carried the grand Masonic principle of charity into his daily life, and among the numerous charities in which he is interested, he is one of the Governors of the Marwari Hospital. The Government of India rewarded his arduous career of useful work by making him a Companion of Order of the Indian Empire in the year 1903, and in 1906 he received the honour of Knighthood.

Mr. JOSEPH COUTTS, Chief Accountant, Deputy Secretary of the Bank of Bengal, born in the year 1858 in Scotland, and educated in the same country. He commenced his Banking career in one of the Glasgow Branches of the Royal Bank of Scotland in 1875. After five years' service in that Bank at several of its



Branches, he obtained an appointment in the Bank of Bengal at Calcutta which he joined in 1880. After serving two years in Calcutta, he was appointed Assistant Accountant at the Rangoon Branch, and from thence to the up-country Branches at several of which he was Agent.

In 1892, he returned to Burma, and for a number of years was Agent of the Bank at Akyab and latterly at Moulmein; he also acted as Agent of the Bank at Rangoon. In 1906, he was transferred to Calcutta and appointed by the Directors, Chief Accountant and Deputy Secretary of the Bank.

**THE BANK OF BOMBAY.**—This Bank was originally established in 1840. Mr. S. M. Edwardes, I.C.S., in his history of Bombay, states that the *Times of India* of April 15th in that year, remarked that "the Bank of Bombay opens for business this day, three years and nearly four months having elapsed since the first subscription to it, and after surmounting a series of such difficulties and obstacles as we believe no similar Institution ever encountered before, and such as we may safely predict, no Institution for the public good will encounter again."

The Bank was started with a capital of 50 lakhs of rupees, of which Government subscribed three lakhs, and was incorporated under Act III of 1840. Owing to the great demand for shares the capital was increased to 52½ lakhs. The privilege of note issue was granted to the Bank to the extent of two crores of rupees, but when the present Government Department of Paper Currency was inaugurated in 1862 the right of issue was withdrawn, an arrangement being made, by way of compensation, whereby the Bank received charge of the Government Treasury and Public Debt Office, which it still retains. The Bank has now no connection with the Currency arrangements of the country.

Owing to heavy losses incurred during the disastrous liquidations following on the period of enormous speculation which distinguished Bombay during the years 1861 to 1865, popularly remembered as "the time of the share

mania," the Bank was reconstructed early in 1868. Since then its career has been marked by great prosperity, and it is now a strong influential Institution, worthy of its position as the leading Bank in the Western Presidency.

The Government ceased to be a shareholder in 1875, and in 1876 the Presidency Banks' Act was passed, under which the Bank is now constituted and regulated, and by which its sphere of activity is confined to India.

Its capital fully paid up, amounts to Rs. 1,00,00,000 and the Reserve Fund, accumulated mainly from profits, now stands at Rs. 87,00,000 or 87 per cent of the capital, and is all invested in Government or other authorised public securities, at low rates.

The Capital and Reserve Fund combined represented 24 per cent of the average of the total deposits for the year ending 31st December 1904, and with the Cash Reserves maintained constitute an exceptionally high degree of protection to depositors.

Government transact their ordinary Banking business through the Bank—their balance at the Head Office is maintained within fairly well-defined limits, the practice being to replenish it when it falls below a certain limit from the Government Reserve Treasury, and to transfer thereto accumulations beyond a certain point. At the Branches, the Government deposits consist mostly of the cash balances maintained for ordinary Local Treasury requirements, but at two Branches, under special arrangements, the Bank also undertakes the remittance of surplus revenue collections to Head-Quarters in Bombay. Besides conducting ordinary Banking accounts, and receiving at interest deposits fixed for various periods not exceeding twelve months, the Bank receives deposits on the principle of the Savings Bank. This system was introduced in 1896 and has met the Banking needs of large numbers of the community for whom the Post Office Savings Bank is too circumscribed. The nature of the Bank's investments is strictly limited by the Presidency Banks' Act, which was designed to attain a high standard of liquidity. The Bank can pur-

chase only Government Securities, Guaranteed Railway Stock, and Debentures of public bodies issued under the authority of Government; and can advance only against these securities, and bullion, goods, and Bills of Exchange or endorsed Promissory Notes. In the case of the last of these securities there is a limit, comparatively low for an important and wealthy centre like the capital of Western India, placed on the amount which can be advanced to an individual or firm, which also applies to the discount or purchase of Bills. In addition, all advances and discounts are restricted by the Act to a period of three months. The Bank maintains Branches at Ahmedabad, Akola, Amraoti, Broach, Karachi, Poona, Sukkur, and Surat. A statement of its affairs is published weekly. Formerly the Bank's rate of interest was subject to severe fluctuations and at times reached a high level. In recent years the range of the rate has been narrowed and the maximum lowered. To some extent this may be attributed to the larger amount of funds now controlled by the Bank, but the main reason is to be found in the altered circumstances of the Currency system of the country, one important result of which has been the removal from the money market of the embarrassments induced by an unsettled sterling exchange. The recent flourishing state of the balance of trade has also assisted in bringing about lower charges for interest. The Dividends paid by the Bank have gradually risen from an average of 7½ per cent for the decade ending 1879 and 9 per cent for the next ten years, to 10½ per cent for the period 1890-99, and 11½ per cent for the past five years. These later results are noteworthy, as they have synchronised with lower rates of interest and discount than in previous years. While gradually increasing its Dividends, the Bank has not been unmindful of the duty it owes to itself of steadily adding to its Reserve Fund. No doubt that policy will be continued in view of the sustained growth of its business.

The present Board of Directors consists of:—

Mr. S. M. Moses (Director of Messrs. David Sassoon & Co., Ltd.), President.



The Hon'ble Mr. C. H. Armstrong  
(of Messrs. Lyon & Co.), Vice-  
President.

Mr. Ahmedbhoy Habibbhoy  
(Merchant).

Mr. Tribhovandas Vurjevandas  
(Merchant).

Mr. Bomanjee Dinshaw Petit (of  
Messrs. D. M. Petit, Sons &  
Co., etc.).

Mr. John Fairclough (of Messrs.  
Ewart, Latham & Co.).

Mr. H. Courtenay Wright (of  
Messrs. Wallace & Co., etc.).

Of these Mr. Ahmedbhoy Habib-  
bhoy enjoys the distinction of  
having been a Director continuously  
since 1868.

The Executive Officers are :—

Mr. James Begbie, Secretary and  
Treasurer.

Mr. Robert Aitken, Deputy Se-  
cretary and Treasurer.

Mr. A. G. Watson, Inspector of  
Branches, and

Mr. R. A. Don, Chief Accountant.

Mr. JAMES BEGBIE, Secre-  
tary and Treasurer of the Bank of  
Bombay, has had a large experience  
in Banking. He was for some years  
associated with the Commercial  
Bank of Scotland, and in November  
1881 joined the service of the Bank

1890. He was entrusted with the du-  
ties of Deputy Secretary and Treas-  
urer in 1897, and two years later be-  
came Secretary and Treasurer, which  
position he still occupies. Since he  
became Manager the business has  
steadily expanded, and the Bank  
now holds a very strong position.

Mr. ROBERT AITKEN, Deputy  
Secretary and Treasurer, Bank of



Mr. ROBERT AITKEN.

Bombay, was born in 1863 at West  
Linton, near Edinburgh, in Scotland.  
He joined the Bank of Scotland at  
the early age of 16 years, and left it  
in 1885 to enter the service of the  
Bank of Bombay as an Assistant  
Accountant at the Head Office. His  
previous experience proved very  
useful, and he was appointed Agent  
in 1888 and acted in that capacity at  
various branches in India during a  
period of nine years. In 1897 Mr.  
Aitken was selected as Inspector of  
Branches, and in 1900 he entered upon  
the duties of his present position of  
Deputy Secretary and Treasurer.

Messrs. BATLIBOI & Co., Engi-  
neers and Machinery Agents.—Al-  
though the firm of Batliboi & Co. be-  
gan business in a comparatively  
small way in 1891, Mr. J. F. Batliboi  
certainly started at the right end when  
he determined to acquire real know-  
ledge of the Engineering and Machi-  
nery Trade. After having qualified  
himself as a first class Engineer in

Bombay he proceeded to England,  
where for three years he studied engi-  
neering and mechanics, both theoret-  
ical and practical, and besides find-  
ing time for several examinations in  
these subjects, all of which he passed  
with success, he also took the oppor-  
tunity to make himself acquainted  
with the trade and to form connec-  
tions with several good English  
houses. Since then the house of  
Batliboi has gone steadily ahead.  
With Mr. J. F. Batliboi, knowledge—  
whether of men, of business, or of me-  
chanics—has been power. While con-  
fining their business chiefly to the  
cotton trade, the firm have gone into  
that so extensively, that their stock is  
as large and as varied as any in the  
country. With the Cotton Gin, the  
press openers, engines, boilers, etc.,  
they have a hand in the treatment of  
the staple all the way from the cotton  
field to the cloth market, and by their  
good business methods and exten-  
sive facilities for providing all trade  
requirements they won themselves a  
place in the front rank of business  
houses in Bombay within a very  
short time of their modest beginning.

Besides the extensive importa-  
tion of mill, ginning and press



Mr. JAMES BEGBIE.

of Bombay at the Head Office,  
Bombay. He served in different  
positions in the Branches of that  
Bank until he was made Inspector in



Mr. J. F. BATLIBOI.

stores, Messrs. Batliboi & Co. do a  
large business in railway and ship  
requirements, and send their goods  
to all parts of India. A special  
feature of their trade is the stock-



ing of duplicate parts of all standard machines, whereby all sorts of inconveniences from the stopping of a lathe to the shutting down of a whole mill, are frequently prevented.

Messrs. Batliboi & Co. publish a large illustrated catalogue of which they distribute about 5,000 copies among their various customers, but this volume is not an exhaustive record. They might, like the keeper of the general shop, display the legend, "If you do not see what you want, ask for it." They are sole agents for Messrs. Alexander Young & Co., Engineers, London, Glasgow and Birmingham, for the Unbreakable Pulley and Mill Gearing Co., Manchester, Messrs. R. Hornsby & Sons, Grantham, Oil Engine Makers; Messrs. Penman & Co., Glasgow, Boiler Makers; and G. H. Chaplin & Co., Hydraulic and Steam Packing Manufacturers. They are also agents for Messrs. Platt Brothers, Suppliers of Cotton and Ginning Machines; Messrs. Henry Berry & Co., Makers of Press and Hydraulic Machinery; Messrs. Davey, Paxman & Co., Engineers and Boiler Makers; Messrs. R. Hunt & Co., Makers of Grinding Machinery; Messrs. Fullerton, Hodgard & Buckley, Cotton Press and Hydraulic Machine Makers, and a number of other first-class manufacturers. In the special department of machine tools of every description they are the sole representatives in India of Messrs. Alexander Young & Co., and also represent them in London, Glasgow and Birmingham, in a position unique among Indian traders. Their large stock in Bombay includes, besides the lines already enumerated, pumping machinery, lifting gear, weighing scales, etc., etc.

Mr. Batliboi takes a great interest in agricultural questions, and he does much to promote the boring of tube wells, which, besides their great use in averting famine, have many advantages over the old-fashioned wells, the chief being cheapness and cleanliness. Cheap as agricultural labour is in India, it has been demonstrated by many authorities (among others Professor Chatterton of the Madras School of Arts), that the pumping of water for irrigational purposes could be both accomplished by the oil engine. Mr. Batliboi being of

the same opinion, and, moreover, desirous of doing something practical in the matter, presented a  $3\frac{1}{2}$  horse-power engine, value Rs. 1,200, to the Victoria Jubilee Technical Institute, Bombay, for the purpose of practice and demonstration in this valuable development of agricultural methods in India.

In conclusion we may say that the business so ably conducted by Mr. Batliboi, with the assistance of his brother, Mr. A. F. Batliboi, B.A., LL.B. (Bombay University), is one calculated to enhance the growing reputation of Oriental merchants, and then in its degree to help to bring India into line with the more prosperous countries of the world.

Messrs. BAUER & KRAUSE, General Import and Export Merchants, established themselves in Bombay in the year 1890 and have their offices at Apollo Street. The partners are Ottoman Bauer and Curt Richter at Leipzig; the Managership at Bombay is vested in Mr. Paul Masotti.

Messrs. BEGG, DUNLOP & Co., Merchants and Commission Agents, were established in Calcutta just 50 years ago in March 1856, by Dr. David Begg. Mr. Henry Christie and Mr. Robert Dunlop joined him as partners in the business. A little later in the same year the sister firm of Messrs. Begg, Christie & Co. was opened at Cawnpore as seed and country produce merchants. In the early sixties Sir Donald Macfarlane, late M.P. for Argyllshire, and Mr. Henry H. Sutherland became partners and continued members of the firm until 1904 and 1888 respectively. At about the same time Mr. Duncan Macneill and Mr. John Mackinnon became partners, but retired from the Firm in 1872 when they established themselves in business as Messrs. Macneill & Co.

The present partners of Messrs. Begg, Dunlop & Co. are Mr. David Cruickshank, Mr. G. H. Sutherland (late Sheriff of Calcutta), Mr. D. A. Campbell, Mr. H. C. Begg and Mr. C. W. Tosh. Of the members of the Firm, no fewer than four, Mr. H. H. Sutherland, Mr. A. B. Inglis, Mr. D. Cruickshank and Mr. G. H. Sutherland, have at various times been President of the Bengal Cham-

ber of Commerce, while the two former were also Members of the Supreme Legislative Council, and the two latter of the Bengal Legislative Council.

Messrs. Begg, Dunlop & Co. have for many years been largely interested in the Indigo and Tea industries as Agents for and Owners of numerous estates. The Tea gardens in their Agency have an area under tea cultivation of about 28,800 acres and produce a crop of over 11 million pounds.

The Tea Districts Labour Supply Association, which has done so much in recruiting labour for Assam, was initiated some 27 years ago when the Firm were appointed Secretaries. The management of the Association is still in their hands.

The Firm are also engaged in the Jute manufacturing industry; the mills under their control containing some 800 looms and 16,620 spindles.

In Fire Insurance, Messrs. Begg, Dunlop & Co. are the Agents of the Imperial Fire Office, established in London in 1803; they are also Agents for the Scottish Amicable Life Office.

The Firm are interested in Engineering business as the Calcutta representatives of the well-known Engineering Agents, Messrs. Macbeth Bros. & Co. of Bolton and Bombay.

The Cawnpore Branch of the Firm, originally styled Messrs. Begg, Christie & Co., later Messrs. Begg, Maxwell & Co., has for the last 30 years been known as Messrs. Begg, Sutherland & Co. In addition to their business as seed and produce merchants, they are chiefly interested in the sugar manufacturing industry, which has developed considerably under their able management. The Firm are the Managing Agents of the Cawnpore Sugar Works, Ltd., with a Refinery at Cawnpore and Sugar-Cane Factory and Estates in Sarun, and of the Champaran Sugar Co., Ltd. Messrs. Begg, Sutherland & Co. are the concessionaires for the electric lighting and tramway scheme now being inaugurated in Cawnpore and the Agents in that city of the Indian Electric Supply and Traction Co.

Among other enterprises in which the Firm is interested is that of the manufacture of brushes. The fac-



tory under Messrs. Begg, Sutherland & Co.'s management has been appointed as suppliers of brushes to the Army in India.

Messrs. BELL, RUSS & Co., Merchants, Bombay. This firm was established in the year 1878 by Mr. William M. Bell who carried it on single handed as a general export and import business for many years. In the year 1906 Mr. Clarence A. Russ was taken into partnership and the firm's designation altered to its present style. Mr. William M. Bell is a native of Edinburgh. He gained his early commercial experience in London in the service of the well-known English firm of Messrs. James Wyllie & Co., and proceeded to



Mr. W. M. BELL.

Calcutta in the year 1865 as an Assistant in the firm of Gladstone, Wyllie & Co., with whom he remained till 1876 when he was deputed to open a branch of the same business at Bombay. The branch having been closed after a short trial Mr. Bell established a mercantile business on his own account and carried it on till by the present development it has become the firm of Bell, Russ & Co. Mr. Clarence A. Russ, the junior partner, received his commercial education in the firm of Messrs. Forwood Brothers & Co., at London, and has had about eight years' Indian experience in mercantile affairs.

The BENGAL COAL COMPANY, Limited.—This Company holds the premier place in the Coal Industry of India, not only in point of long standing, but also as regards the annual output of its collieries. Formed in 1837, the Company's works at Palamow were partly destroyed by the Mutineers in the memorable year 1856-57, and the machinery thrown down the shaft by the rebels in their attempt to wreck the mine is still as they left it. The Company's seal of 1843 is carefully preserved in the Calcutta Office, forming an interesting link between the past and present fortunes of the Company. Another memento of the troublous times of the Mutiny is in the shape of a curious piece of Artillery found at the Palamow colliery, a gun or cannon made from a length of old iron piping hooped at both ends with iron rings and provided with a touch-hole, and this unique field-piece is most carefully preserved in the Company's possession.

The steady growth of the Company may be gauged from the fact that whilst in 1856 a capital of 16 lakhs of rupees was considered sufficient for its requirements in 1905 a capital of twenty-four lakhs of rupees was found requisite. Similarly has the popularity of the Company steadily advanced, and the published reports of the Directors for the year ending 31st October 1904 disclosed that besides paying a dividend of 12 per cent, a bonus of 8 per cent was also available to the Shareholders who received the handsome return of 20 per cent on the face value of their shares, whilst the shares of the nominal value of Rs. 1,000 each are quoted at Rs. 4,500, thus emphasising the value in which they are held by the investing public. Some idea of the extent of the Company's operations is illustrated by the fact that their sales of coal and coke for the year 1st November 1903 to 31st October 1904 aggregated the large sum of over 56 lakhs of rupees; whilst in land, machinery, buildings and plant generally, the Company has over half a crore of rupees invested. The Bengal Coal Company owns and works some twelve collieries and has a monthly output of 60,000 tons and a labour force of upwards of 10,000 daily, under the supervision of thirty expert Europeans. The area of the Company's properties exceeds 40,000 acres. In

India the Company supplies its produce very largely to Railways, Steamships, Mills and other coal-fuel using Industries, and also ships very largely to all the Eastern Ports; and they have lately had built for their own coal carrying business the fine Steamer *Sanctoria* of 6,300 tons, which is now running on the Company's business.

Mr. H. H. MACLEOD, father of the present Superintendent, managed the Company for 15 years (1876-1890) and his services were very instrumental in building up the prosperity of the Company. In 1890 he was succeeded in this appointment by Mr. C. W. Gray, and on the latter's death in 1901, Mr. H. Macleod, who has been associated with the Company since 1886, was appointed Superintendent. Mr. H. Macleod was educated at Watson's College, Edinburgh, and also at Dulwich College, London, and came out under covenant to the Company in 1886. He is a Member of the Indian Mining Association, and Chairman of that body for the year 1905-1906.

Messrs. BIRD & Company, Calcutta, Merchants, Contractors and Agents. This firm was established in the early sixties, at Allahabad, the capital of the then North-West Provinces, by Mr. Sam Bird, who was afterwards joined in business by his brother Mr. Paul Bird. For some years they carried on business as Contractors for the loading and unloading of goods at the stations on the East Indian Railway Co.'s system, and also at stations on the North-Western State Railway's line, Ghaziabad to Lahore, from that centre. Transferring their Head Office to Calcutta later, the steady upward progress and the widening scope of Messrs. Bird & Co.'s business has resulted in this firm being now one of the leading firms in the metropolis of India. The present partners in the firm are: Sir Ernest Cable (late Sheriff of Calcutta), Mr. Emile Moreau, Mr. W. Girard, Mr. J. E. McCabe and Mr. J. B. Strain. The firm's offices in Clive Street are very handsome ones, being specially designed and built for coolness and comfort as well as for convenience, comfortably accommodating the large staff, both European and Native, employed therein. Messrs. Bird & Co. have large interests in the Coal



Industry and exercise the management and control over coal mines having an aggregate output of one million tons per annum, and they export annually upwards of half a million tons or one-fourth of the total export of Indian Coal. To meet the requirements of this large business the firm have their own line of steamships, known as the "Bird Line," and their two-turret deck steamships, "Florican," and "Flamingo," of over 6,000 tons each, are solely engaged in this traffic, and in addition to other steamers constantly under charter to the firm. Messrs. Bird & Co. are Managing Agents for many of the chief Coal Companies, and amongst them may be named the Burrakur Coal Co., Ltd., the Reliance Coal Co., Ltd., the Nawaghur Coal Co., Ltd., and the Lutchipore Coal Co., Ltd., a quartette of collieries hard to equal and impossible to excel anywhere in India.

In addition to the development of the coal trade of Bengal, Messrs. Bird & Co. have given much attention to the Jute Industry, and have considerable interests therein, the Mills belonging to the Union Jute Co., Ltd., the Standard Jute Co., Ltd., and the Clive Mills Co., Ltd., being under their direct control. Messrs. Bird & Co. are also the largest labour contractors in India, furnishing labourers to the East Indian Railway Co., the Eastern Bengal State Railway, the Government Salt Golabs, and for the handling of work at the Docks, as well as for many private enterprises, there being a force of some 25,000 labourers employed by them.

To the enterprise of one of the members of this firm the travelling public of India are indebted for the introduction of newspaper and book-stalls at many of the Railway Stations throughout India, an enterprise which whilst being much appreciated by travellers has also proved highly remunerative to its founder.

**SIR ERNEST CABLE, Kt.**—The history of modern Calcutta offers few personalities of such interest as Sir Ernest Cable. He was born in Calcutta in December 1859, and was intended for a public school education in England. Owing, however, to unfortunate delicacy of health he was forced to return to India after a stay of six years at home. He was then sent to a private school in Mussoorie and graduated at the Calcutta University,

where he studied with a view to entering the Public Works Department. It was as well for the future commercial prosperity of Calcutta that Mr. Cable decided that the strenuous mercantile career presented more attractions than the public service. He first gained a sound knowledge of business in the firm of Ashburner & Co., and on the closing of that firm he joined Messrs. Lyall, Rennie & Co. It is, however, in regard to his connection with Messrs. Bird & Co. that his name has become so well known. Messrs. Bird & Co. under the management of the late Mr. Paul Bird had already raised its head high among the many great Calcutta business houses, and its development of the mineral resources of Bengal



SIR ERNEST CABLE.

had attracted marked attention. Mr. Cable thus found a field well prepared for his energies, and his keen intelligence combined with a cool and undeviating prescience instilled new fighting force into an organization already famous. The recent adventures of Messrs. Bird & Co., with regard to the Jute and Coal Industry, are sufficiently well known and would be out of place in an article dealing strictly with a personality. Their interest in this connection is chiefly due to the fact that they are the outcome of Mr. Cable's energies, and point to the fact that Calcutta may well watch with interest the future of a man who has already accomplished so much before his fiftieth year.

Sir Ernest Cable's public career has also been of exceptional interest. He has served on Committees of the

Chamber of Commerce, and on various Government Commissions. He was appointed a Member of Council of the Government of India from May 1903 to May 1905. On the 20th December 1904, Mr. Cable had the honour to be appointed Sheriff of Calcutta.

Sir Ernest Cable is a fearless public speaker, and his utterances, especially of late, have commanded wide-spread interest, the more especially as they always have a direct bearing on the commercial prosperity of India, in which cause he is something more than an enthusiast. He is one of the few whose speeches bear translating into type.

He has business relations with Egypt and many other parts of the world.

He had the honour of Knighthood conferred upon him by H. R. H. the Prince of Wales on the occasion of his visit to Calcutta in January 1906.

Messrs. BIRKMYRE BROTHERS, 6, Clive Row, Calcutta, Jute Manufacturers and Merchants, Proprietors of the Hastings Jute Mills at Rishra, Agents for the Gourock Ropework Co.'s manufactures, and manufacturers of the Hastings belting.

In 1874, Messrs. William and Adam Birkmyre, Proprietors of the Greenock Sacking Co., a small Jute Works of about 150 looms, in Lyndoch Street, Greenock, the motive power of which was a water turbine, decided to transfer their entire machinery to Calcutta and re-erect on the banks of the Hooghly. The Greenock Works were accordingly dismantled and the machinery loaded into a sailing vessel, lying in the Victoria Harbour at Greenock, whence it was brought out round the Cape of Good Hope and delivered in Calcutta. In carrying out this scheme they associated themselves in partnership with their elder brothers Messrs. Henry and John Birkmyre of the Gourock Ropework Co., Port Glasgow, and opened in Calcutta the firm of Birkmyre Brothers, in a small office, of one room, in the Strand. The office was shortly afterwards transferred to Pollock Street, thence to 12, Clive Row, and ultimately, in 1886, to 6, Clive Row, where it has been established ever since.

The site chosen for the new mill and factory was at Rishra, on ground formerly owned by Warren Hastings (the title-deeds of this



property in the possession of Birkmyre Bros. comprise two leases executed by Warren Hastings, the signature and seal being in a perfect state of preservation) and the works were named the Hastings Jute Mill. The machinery was gradually added to until there were over 500 looms running, with the equivalent spinning plant. In 1893 an electric light installation was added, and from 1894 to 1904 the works were run at night by artificial light, the average working time being about 22 hours per diem. Birkmyre Bros.' Mill was the first to have electric light introduced, and the only one in which night working was attempted. Labour difficulties, consequent on the rapid increase in the Jute manufacturing industry in Bengal, compelled the stoppage of the night working in 1904. To compensate for this loss of production the Mill and Factory have been increased to a producing capacity of 760 looms, and at the same time the old engines have been replaced by electric generators driven by steam turbines, with a capacity of about 4,000 H.P. The whole machinery is now worked by electric drive, and Birkmyre Bros. are again the pioneers, in this system of power generating, in Bengal.

In addition to Jute manufacturing there is at Hastings Mill a separate department for the making up of all descriptions of canvas and waterproof paulins, bags and military equipments, the well known Birkmyre patent waterproof cloth being now extensively used by the Indian Government for military, postal and other purposes. There is also a special Department for the making of belting, which is sold as the "Hastings" belting and is rapidly coming into favour with users of belting throughout India.

In the Calcutta Office Birkmyre Bros. have also extended their business very materially. They are now amongst the largest exporters of Jute goods, chiefly to North and South America, and in connection with this branch of their business recently inaugurated the "Lion" Line of steamers for direct communication with the River Plate ports. They have just opened a piece-goods department and hope in time to secure a fair proportion of this trade in Calcutta.

They have also under construction a fleet of steamers and flats for the inland traffic in Jute and other produce, the first portion of which, a steamer and four flats, was launched by 1st January, 1906. The original constitution of the firm remained unchanged until 1890, when Messrs. William, John, James and Archy, sons of Mr. Henry Birkmyre (Senior) and Mr. Henry (son of Mr. William Birkmyre, Senior), together with Mr. J. A. Kinnison and Mr. John Finlay were admitted partners. The present firm is composed of Messrs. John and Adam (the survivors of the original partnership) and Messrs. William, John, James and Archy Birkmyre and Mr. John Finlay. Mr. Archy Birkmyre, the managing partner, has for thirteen years been resident in Calcutta, and it is to his energy and high business capacity that the recent rapid development and progress of the firm are to a great extent due. Mr. John Finlay has been with the firm from its inception and superintended the building of the Hastings Mill from the laying of the first brick. He was Manager of Works for over 20 years, and still makes an annual visit of three or four months' duration to India.

Messrs. BLACKWOOD, BLACKWOOD & Co., General Merchants, have their offices at 12, Clive Street, Calcutta, and deal in all general merchandise. They established themselves under their present name in 1883, previously to which they were known as Hobson Connor & Co., who were the outcome of the old-established firm of Ede & Hobson. The latter firm started business in the early days of the history of Calcutta and were one of the oldest firms established in this city.

Mr. JOSEF BLUM, Merchant and Manufacturer's Agent, 22 and 24, Meadows Street, Bombay, was established in 1896. The firm are sole Agents in India for Messrs. The Baden Clock Company, Limited, the Bielefelder Maschinen Fabric of Bielefeld; the Herm Riemann Chemnitz-Gahlenz and many of the Continental Companies. The Perfumer and Soap Manufacturer to the Court of Austria, Gottlieb-Taussig, is also represented by this firm, who are also correspondents

and sole Agents for Messrs. Bellamy, Walker, Hill & Co., 4, South Street, Manchester and Liverpool, England; Messrs. Weisglass & Co., Vienna, Austria; and the Harburg and Wien India-Rubber Co., specialists in the export of rubber goods. Mr. P. B. Dadina, the Manager of the firm, was born in 1874 in Bombay where he received his education, up to matric. class at the Elphinstone High School. Connected with the mercantile world for over fourteen years Mr. Dadina has acquired great experience and is a most energetic and talented business man. He began his business career as a salesman with Messrs. B. Rigold and Bergmann, Merchants, and remained with them for three years, gaining valuable commercial knowledge. He has



Mr. P. B. DADINA.

been connected with Mr. Josef Blum since he began business in Bombay.

The BOMBAY COMPANY, Limited (Importers and Exporters) is a private Company founded in Bombay in 1886. Capital Rs. 10 lacs, of which 7½ lacs is paid up.

The Managing Directors are Mr. H. C. Wright, Mr. Marshall Reid, C.I.E., the Hon'ble E. J. Hawke, and Mr. S. J. Gillum.

The Company has a branch in Calcutta, managed by the Hon'ble E. J. Hawke, and another in Karachi, managed by Mr. L. B. Stephens.



The BOMBAY and PERSIA S. N. Co., Ltd.—The offices of this enterprising Shipping Company are located at 1, Ash Lane, Fort, Bombay. They have a fleet of 14 steamers, sailing under the British flag, and occupied in a regular service from Bombay to Persian Gulf ports, and from Bombay, Calcutta and Busreh to Red Sea ports. Their operations are somewhat extensive, having agencies at Calcutta, Colombo, Karachi, Bunder Abbas, Lingah, Dabai, Baharein, Bushire, Mohamerah, Busreh, Mukalal, Aden, Berbera, D'Jibouti, Hodeida, Mussowah, Suakin and Jeddah, and embracing the transport of Mohamedan pilgrims from India and Persia to a large extent. In September 1905 they lost one of their vessels, the *Hashemi*, which is supposed to have foundered with all hands in the cyclone which visited the Bay of Bengal during that month. She was on a voyage from Calcutta to Bombay, and nothing has been seen or heard of her since she left Sandheads.

Mr. Mirza Mohamed Shirazi is the present Managing Agent of the Company. He is a Justice of the Peace for Bombay and is connected with the Anjuman-i-Islam and other Mohamedan institutions. He has had the distinction of "Amintojar" conferred upon him by the Shah of Persia.

He was preceded as Managing Agent of the Company by his father Haji Abdul Hoosein Haji Zenal Abedin Shirazi, who was the principal founder of the Company and to whose zeal, energy and ability the present flourishing state of the Company is mainly due.

Haji Abdul Hoosein Shirazi acquired his first experience in shipping business under his father



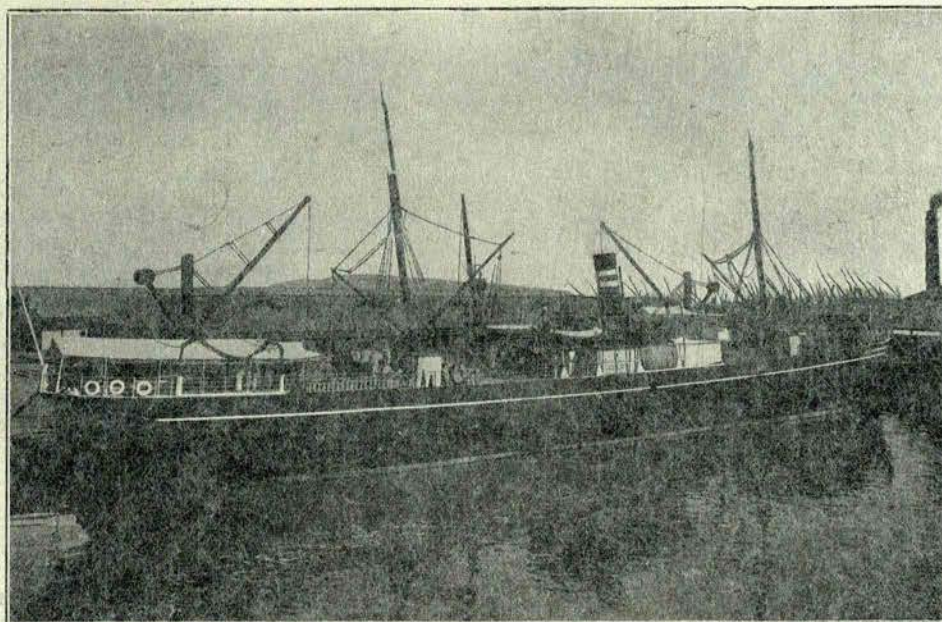
Mr. M. M. SHIRAZI.

large sum of money in charity. He had the title of "Amintojar," conferred upon him by the Shah of Persia, and after his death the same distinction was conferred on his son Haji Abdul Hoosein.

The Company was established in 1877 and Mr. Abdul Hoosein became its first Managing Agent, continuing in that office until his death in April 1900. At the outset it had to face strong opposition, but the undaunted zeal and rare business aptitude of Mr. Shirazi, coupled with a disposition for downright hard work which knew no rest and allowed him no respite, overcame all difficulties and obstructions and placed it on a solid footing.

In addition to his duties in connection with the Company, he did considerable business as a merchant and financier on his own account. His modest nature precluded him from taking any considerable part in public life, though in all matters relating to the advancement and well-being of Mohamedans in general, and of

his own community in particular, he took the keenest interest and helped both with his experience and money. His private charities were considerable, both in Bombay and Persia, and his residence was the resort of many poor people. When plague first broke out in Bombay, he maintained at his sole expense, a



BOMBAY & PERSIA S. N. COY.'S STEAMER.

Haji Zenal Abedin Shirazi, who came to Bombay from Shiraz in 1840 and settled down as a merchant and subsequently as a ship-owner. He soon became a popular figure amongst the Native mercantile community of Bombay and spent a

hospital for members of his community. He was a Justice of the Peace and Vice-President of the Anjuman-i-Islam, and was also connected with several Mohamedan institutions.



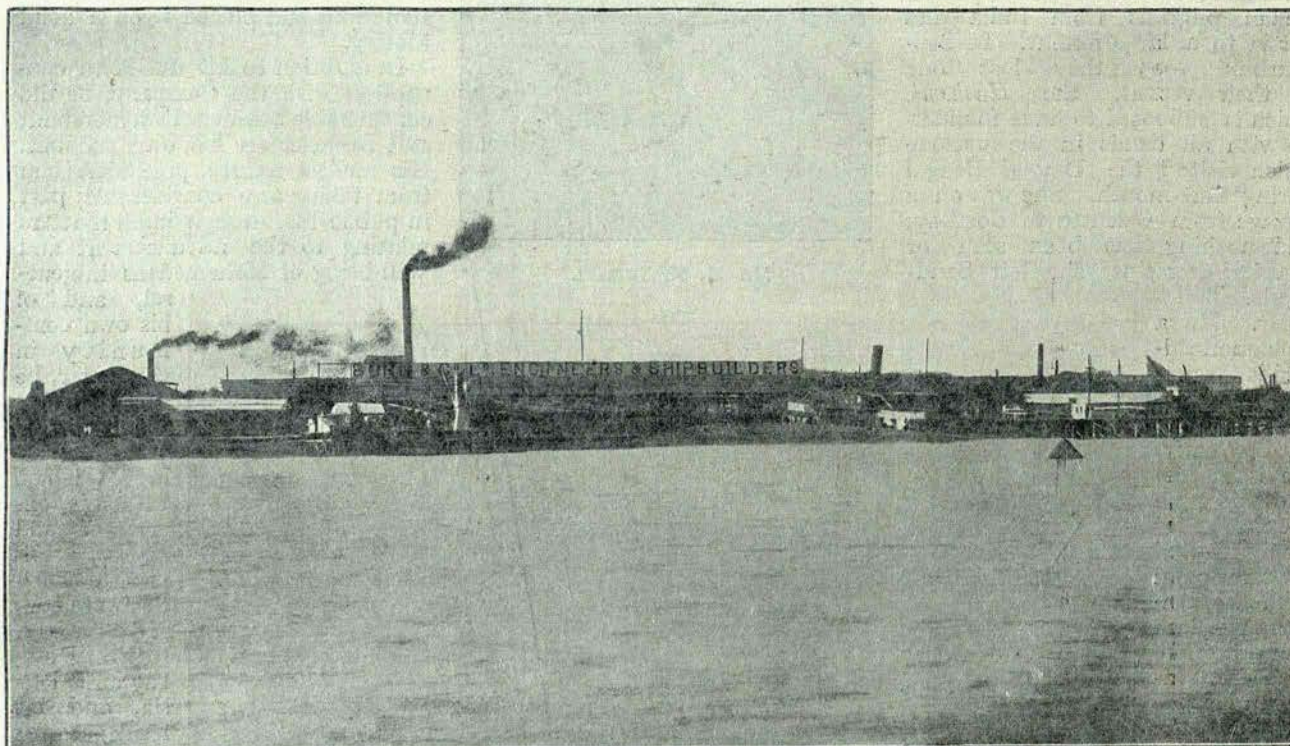
Messrs. BURN & Co., Ltd.—This old-established firm occupies the premier place amongst engineering concerns in the East, not only owing to its long existence, but to its established reputation for soundness and thoroughness in all its undertakings. The Company was founded as far back as 1781, and from that time onward it has gradually expanded until at the present time the work shops at Howrah, which are fitted with the most modern equipment, cover an enormous area, in keeping with the vast quantity of work produced there.

On Colonel Swinton's retirement the business was carried on by one of his foremen, a Mr. James Rolt; although how the firm was styled at that time is not recorded. The first mention of the name of Burn appears, however, in 1809, when Alexander Burn, an Assistant, became the head, and he with a Mr. Currie (also an old foreman of Mr. James Rolt's) gave the concern the name of Messrs. Burn & Currie. This partnership continued until about 1831, when Mr. Currie left the firm, and his place was taken by Mr. William Burn (a brother of Alexander Burn), and Mr. James

changes occurred in the Principals of Burn & Co., owing to retirements and other causes incidental to business careers in India.

At the present time the partnership consists of Messrs. J. Gillespie, W. R. Steele and A. Whyte.

In 1895, the business of Messrs. Burn & Co. was converted into a Limited Liability Company, this step being necessitated by the tremendous growth of the firm who were then supplying a big demand for their manufactures, and who had contracts of great magnitude entrusted to them. In fact, it was a natural growth. There were



WATER FRONT TO THE RIVER HOOGHLY.

The history of the firm is most interesting, for it practically contains the record of the beginning of industrial enterprise in India.

The founder, Colonel Archibald Swinton, was an active service veteran, who, on his retirement, devoted his energies to the business for a period of twenty years, ultimately retiring to Bath, England, where he is reported to have died in 1804; old records however mention that he was of Kimmerghame in Berwickshire.

Mackintosh, with the style of Messrs. Alexander Burn & Co. In 1833, the names of the partners in the firm are given as William Burn, John Gray and James Mackintosh. Alexander Burn's name not being mentioned it may be inferred that he had retired by that time. In 1849, a Mr. Henry Burrows became a partner; the next addition to the firm did not take place until 1854, when Mr. D. Anderson, Architect, joined the firm, and from that time various minor

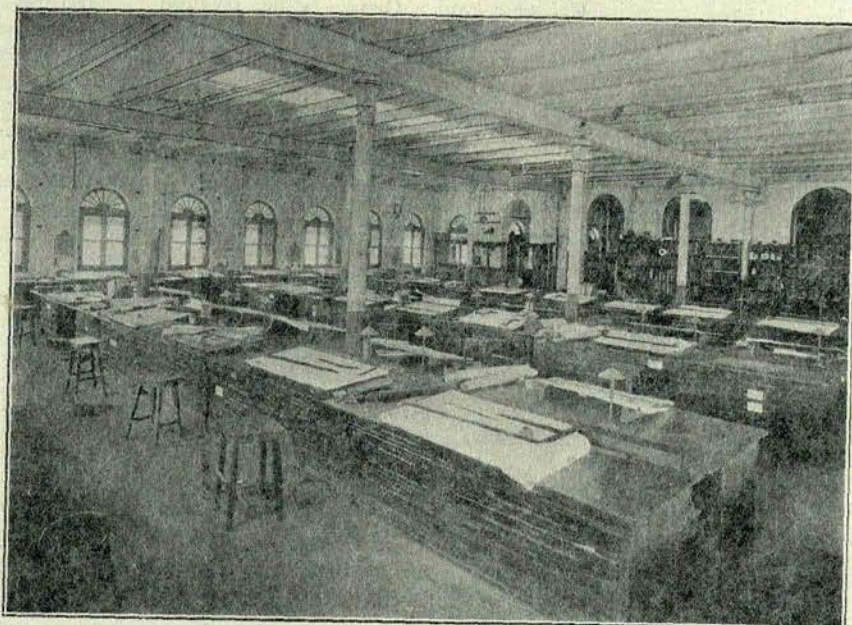
many new concerns formulating in India which required up-to-date plant and machinery, and Burn & Co. through their own merits secured a large percentage of the work, which they carried out in every case to the complete satisfaction of the owners, in spite of the fact that much of the work was on a far greater scale than had ever been undertaken before that time in the East.

There are now many branches of the firm established in other



parts of India, the chief of which are at Bombay, Raneegunge, Jubulpore and Rangoon, besides

storage capacity. Here will be seen rows of gas and oil engines, forges, mills, and presses of all sorts,



INTERIOR OF DRAWING OFFICE.

representatives with head-quarters at London, Glasgow, Singapore and the Straits Settlements.

Yet another adjunct to this extensive concern is the Commercial Dock at Howrah where vessels registering a tonnage of 1,000 tons have been built. In addition to this the Company possess a dry dock where repairs are rapidly and efficiently carried out to larger steamers.

The Company also have large brickfields and tile works of their own at Alipore and Durgapore near Calcutta, from which they supply the materials and ornamentations for a great number of India's finest public and private buildings.

The chief industry carried on by Burn & Co., Ltd., however, is their Iron Works at Howrah. These are the largest in Bengal and cover an area of over thirty-five acres, though even this large space has been found insufficient to meet requirements, and the enlargement of the majority of their workshops and stores is continually found necessary.

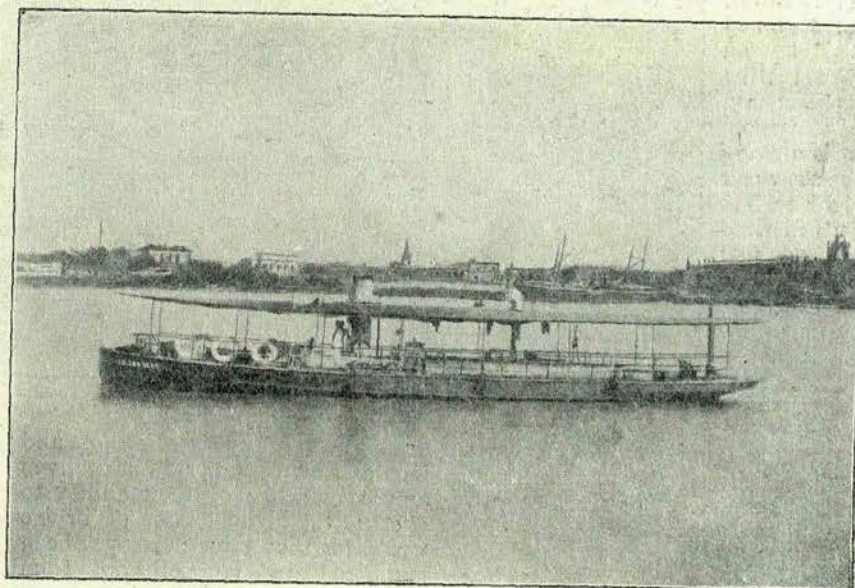
The main warehouse alone has an area of over 18,000 square feet, and this is fitted with a wide gallery which materially adds to its

machine tools, and fittings of all kinds appertaining to electric and gas lighting plant, etc., etc.

To facilitate the speedy despatch or receipt of bulky goods the Company own private sidings, connected with the East Indian Railway and the Bengal-Nagpur Railway, which run right through the warehouses, where overhead cranes travelling the whole length of the buildings speedily deal with every contingency.

These sidings, acting in conjunction with the two jetties on the Hooghly river front (both of which are equipped with hydraulic and steam cranes), minimise both time and labour, and allow consignments to be transported in every possible way to all parts of the East.

Electric power is generated by a Parson's steam turbine and is transmitted to most of the machines used in the workshops, consisting of saw mills, carpenters' shops, girder shops, blacksmiths' shops, a machine shop, and a foundry. Careful to see that the details of organization, by which the main structure is guided, are perfect, Messrs. Burn & Co.'s drawing office is replete with every appliance pertaining to good draughtsmanship, and this is secured by the services of selected Europeans who have received their training in the work-



STEAM LAUNCH BUILT BY MESSRS. BURN & CO., LTD.

In fact, Burn & Co. stock everything, and every kind of thing needed for structural or engineering work, by modern industrial methods.

shops and offices of British firms whose names are closely connected with engineering history.

A complete and well-selected



library of books of reference upon engineering and other cognate subjects, the works of authorities on different subjects, is a notable addition to the department, making it as complete as it is possible to be.

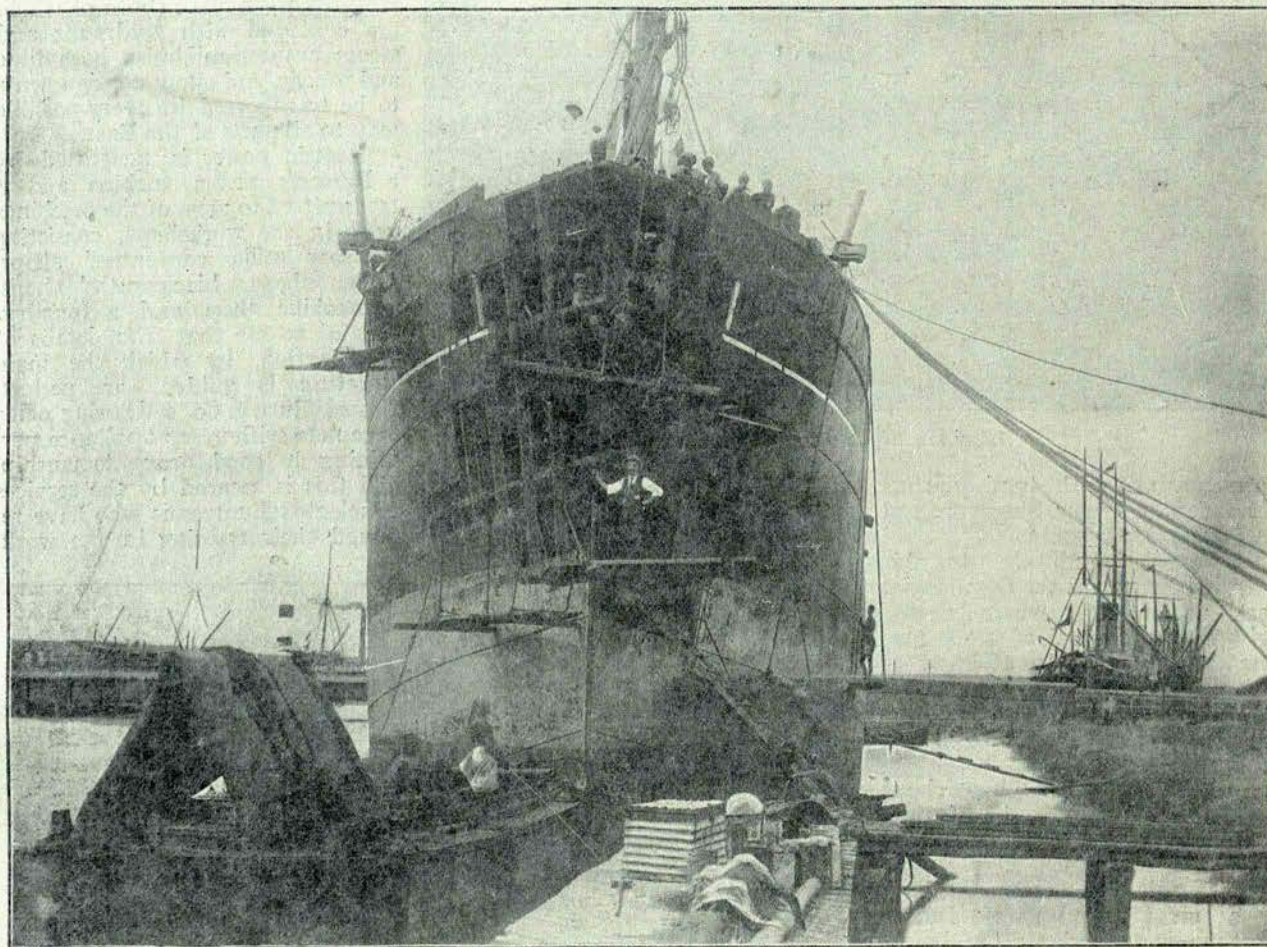
The foundry is capable of turning out both brass and iron castings up to twenty tons weight, whilst the machine shops contain every machine that the inventive genius of man has devised to save labour

of India that quite as good work can be done in India as in Europe or America; and the rolling stock built by them for the passengers of the Bengal Provincial Railway, and their broad gauge covered goods wagons built for the Eastern Bengal Railway are proof of their capabilities to turn out this kind of work in the best style, as regards material and workmanship.

Steel bridge work is one of the

facture many machines and devices which are helping to develop the resources of the country. The "Boomer" Hydraulic Press is one of them, being specially constructed to meet the requirements of the up-country jute trade, its pressing capacity being 500 to 600 bales of jute daily.

From the ship-building yards are turned out pontoons, cargo-boats, steam and electric launches



SHIPPING REPAIR WORK.

and ensure a maximum of efficiency in the making of the most intricate and delicate pieces of work equally as well as the coarsest.

In all there are some 150 machines ranging from planing and milling machines down to special tools and plant for the manufacture of railway points and crossings.

In railway carriage building Messrs. Burn & Co. have practically convinced the Railway authorities

Company's many specialities and Messrs. Burn & Co., Ltd., have given ample evidence of their ability to execute the highest class of bridge work, for they have never yet been surpassed by competitors from Europe or America. In girder work and the manufacture of cast iron roof spandrels they hold an equally high reputation.

Messrs. Burn & Co., Ltd., have acquired the patents of, and manu-

and all kinds of water craft. One of the latest productions is a large steel pontoon having a superficial area of 96,000 feet, made for the Bengal-Nagpur Railway. A large percentage of the jute flats used in the trade left these slips, where new keels are laid as fast as the completed boats can be launched.

Coming down to present times, the most prominent productions of the Howrah Yard in the ship-build-



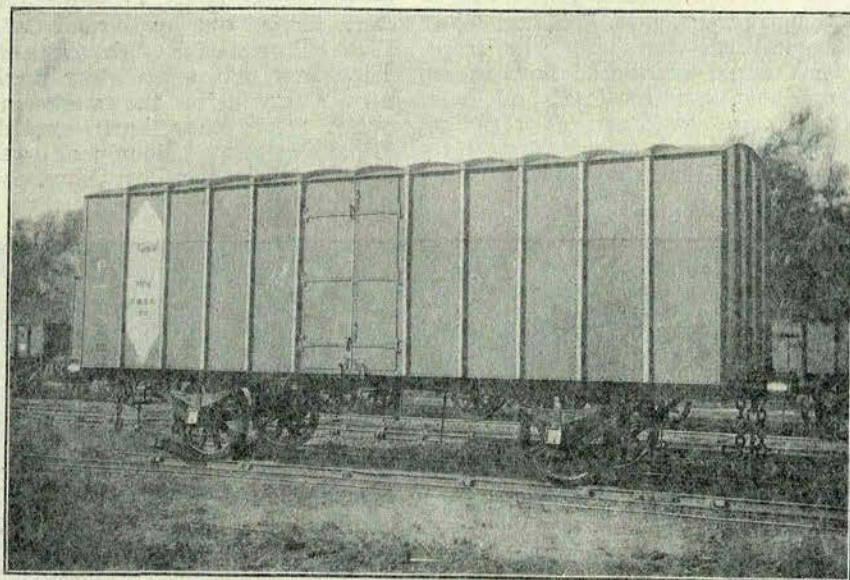
ing line, are the two large ferry paddle steamers, "Buckland" and "Howrah" built for the Calcutta

approach gangways of 100' span, for transporting the goods landed on the stage to the Transport Sheds

large business in Sanitary Appliances, etc., and the most of the nightsoil, watering carts, etc., used by Indian Municipalities emanate from the Howrah Iron Works. At the time of the visit of the Prince of Wales, the firm supplied a great number of watering carts to the Calcutta Corporation and other bodies to keep down the dust on the roads during processions. They make a speciality of latrine installations for Municipalities, Mills, Stations, Cantonments, etc.

They have installed Incinerators, fixed and portable, for destroying street refuse to the following Municipalities and concerns and in each case with complete success:—Ootacamund, Multan, Madras, Mandalay, Patna, Coimbatore, Coonoor, Naraingunj, and Calicut Municipalities, the King Institution of Preventive Medicine at Madras, the Chapur Gold Manufacturing Co., Mysore State, the Kharagpur Station Committee, at Rangoon, Diamond Harbour, and the Rangoon Hospital, etc., etc.

The pottery works belonging to Messrs. Burn & Co., established at Raneegunge and Jubbulpore, are famed all over India, and at these places are made not only works of



SPECIAL TYPE JUTE-CARRYING WAGON.

Port Commissioners to ply between the Armenian Ghat and the Howrah Railway Ghat during the hours the bridge is closed for traffic. They are each 147' long by 27' beam and 9' in depth, and have a carrying capacity for 1,000 passengers.

The hulls are of mild steel and very strongly constructed. There are two decks, an upper and lower, and a teakwood awning extends all fore and aft. On the upper deck, two deck cabins are provided, one for gentlemen and the other for ladies. On the main deck are situated the mail room, the commander and officers' cabins, and store rooms.

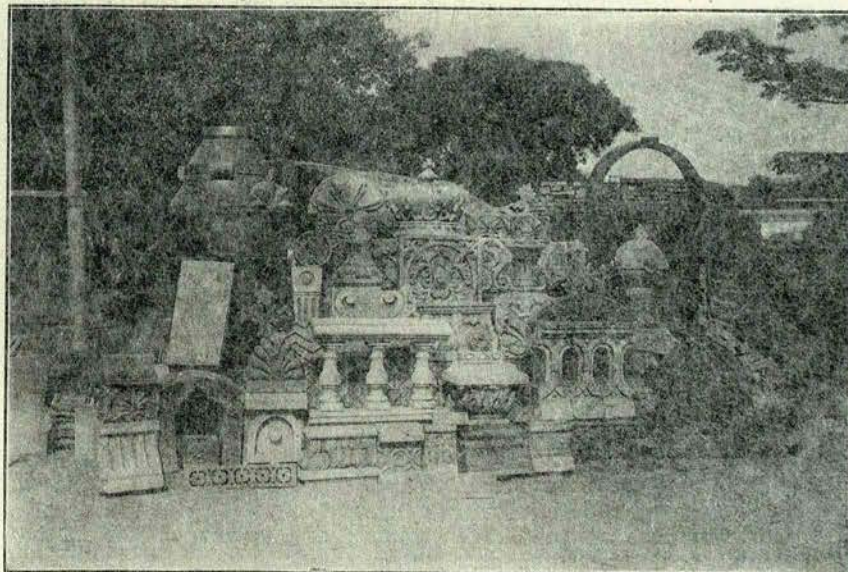
The machinery, which is of very powerful description, consists of two complete engines each having cylinders 16" and 32" diam. by 36" stroke, and which drive two paddle wheels 12' 0" diam.

Steam is provided by two boilers 9' 6" diam. by 9' 6" long for 120 lbs. W.P. The speed of these steamers is over 12 miles per hour.

Messrs. Burn & Co. have also recently completed for the Rangoon Port Commissioners three landing stages for the Inland steamer traffic at Rangoon. Each of these stages are 204' long by 40' wide, with two

(also constructed by Messrs. Burn & Co.) which are conveniently placed opposite the stages.

During the year 1905, Messrs. Burn & Co. turned out over fifty



RANEENGUNGE POTTERY. SAMPLES OF ORNAMENTAL TILES, ETC.

vessels of the approximate value of 25 lakhs of rupees.

Messrs. Burn & Co. do a very

utility but works of art. Stone-ware glazed pipes, fire bricks, fire clay and encaustic tiles for



floors and roofings, etc., come under the former heading, whilst under the latter category are included terra-cotta ornaments.

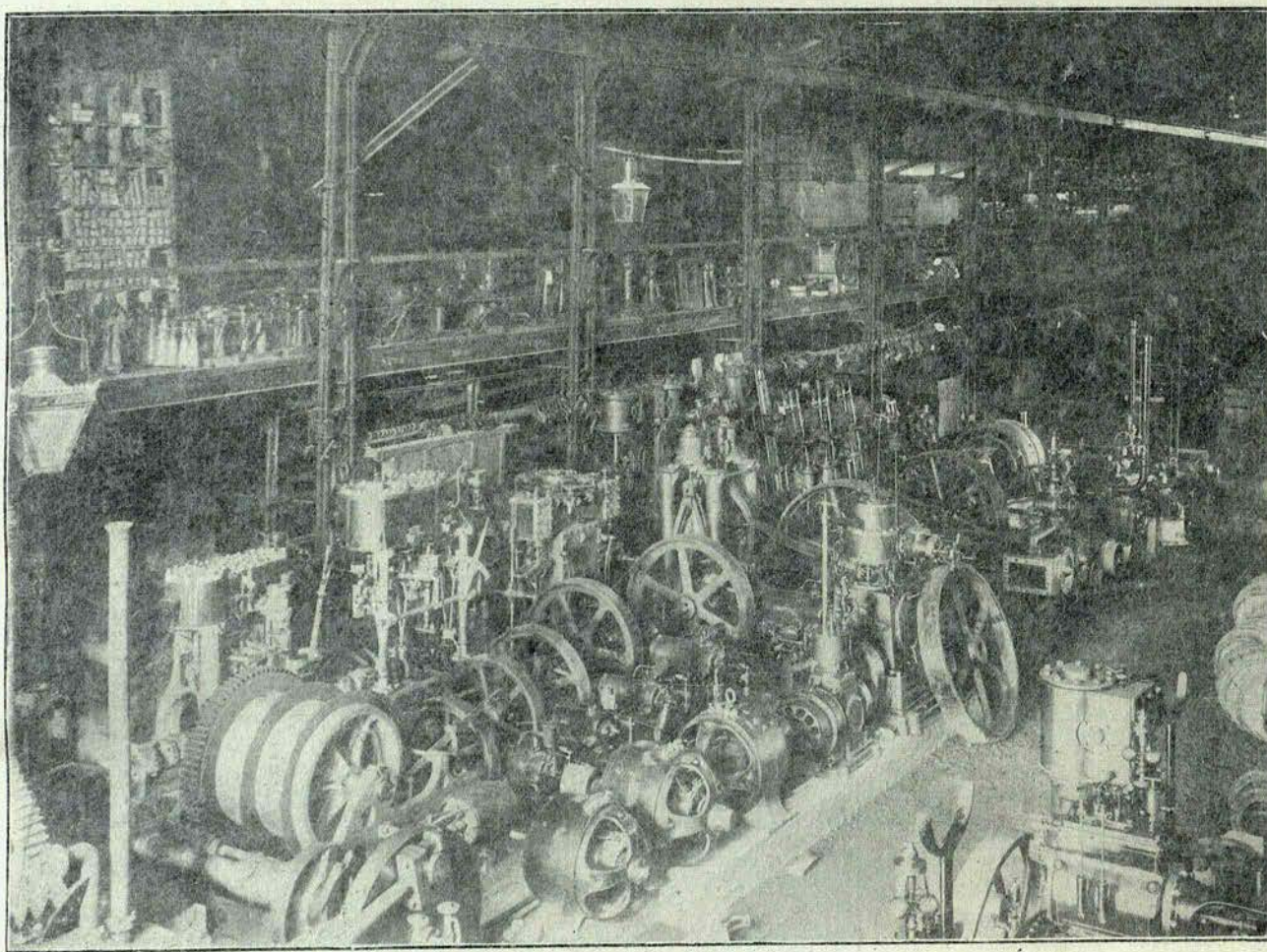
It is impossible to enumerate here a list of the articles dealt with by the firm (Messrs. Burn & Co., Ltd.), but the most important consist of jute presses, oil mills, sugar-cane mills, light, portable and permanent railways, fittings and

at Budge-Budge show that size is no deterrent to their undertaking any kind of work they are called upon to do. In fact almost everything in which steel, iron, and wood are utilized, comes within the scope of this old-established firm, whose products are scattered all over India and the East, as standing evidence of their efficiency.

A visit to the Howrah Iron

engineering and kindred trades in the East.

It now remains shortly to glance at the wide range of structural work carried out by Burn & Co.'s Civil Engineering department. They have left an abiding mark upon Calcutta in the works of public utility they have erected. The Ochterlony Monument was built by them, the Post Office, the



MACHINERY STORE GODOWN.

plant for railways and construction purposes generally, brick-making plant, soorky and mortar mills, corrugated iron structures, etc., etc. The two oil storage tanks (each of which is 90 feet in diameter and over 38 feet in length, with a storage capacity of half a million gallons) built by Messrs. Burn & Co., Ltd., for the Standard Oil Company

Works will show the high state of efficiency at which the firm continues; and no expense is spared when new improvements are justified, to ensure keeping up to date. It is largely owing to the care and attention bestowed to the details of their business, that Messrs. Burn & Co., Ltd., maintain the leading position in the en-

old Race Stand, the Bengal Club, and the old United Service Club, the Lieutenant-Governor's residence at Belvedere, and the noble mansion of the Mullick family at Seven Tanks, are all Burn & Co.'s work. They built St. Andrew's Church and the Free Church, St. Thomas' Church, and the Free Church in Wellesley Street, Dr. Duff's Free

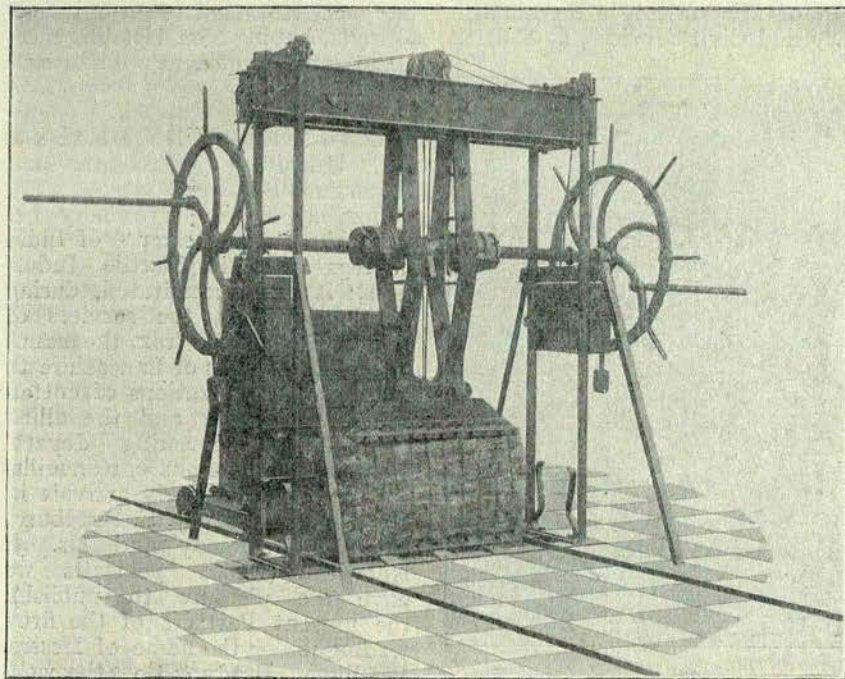


Church Institution, the Bishop's College, the Metcalfe Hall, and the Great Eastern Hotel. For the Cor-

bank but now well inland, is another instance. In fact, it would require a space quite equal to the whole of

this volume, in which to enumerate the various buildings, etc., which Messrs. Burn & Co. have erected from time to time, and we regret that we are unable to make even a passing reference to the many Railways they have constructed for the Indian Government. Irrigation is another branch of their work, which must also be left out of this sparse review, and we need only mention two canals, *vis.*, Tribeni on the borders of Nepal, and the Mon Canal in Burma, as an indication of the excellent work done in that direction.

Altogether, Messrs. Burn & Co.'s business is far too large and too varied to attempt a description on paper. One must visit the Works to thoroughly understand their vastness, and the more one sees, the more one is able to recognize that only years of conscientious work and good management could have possibly brought the firm to the high state of efficiency in which it exists at the present time.



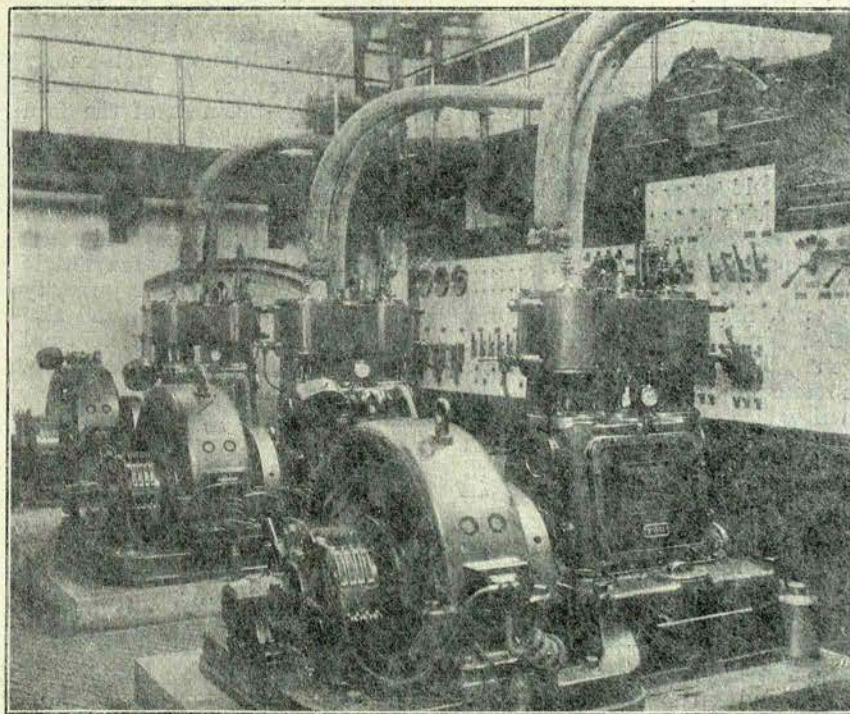
JUTE PRESS.

poration of Calcutta they built the fine Municipal Market in Lindsay Street, and they constructed a large portion of the Drainage System of Calcutta, laid the Tramway System, and constructed the Howrah Water Works. The Calcutta Jetties were, with one exception, all constructed by Burn & Co., and the entire town of Jamalpore, on the East Indian Railway, was built by the firm. Amongst factories the Barnagore Jute Mills, the Bengal Cotton Mills, the Budge-Budge Mills, and Messrs. Ralli Brothers' Jute Press at Cossipore, are each examples of Burn & Co.'s work.

The Old Oriental Bank (now the Calcutta Chamber of Commerce) is one of Burn & Co.'s structures. The roofing of the High Court, and its ornamental iron work in the beautiful Gothic windows is also from their works.

The Medical College Hospital, the Calcutta Madrasah, and Bethune Institution, were all designed and built by the Firm.

Armenian Ghât, once on the river



KANKNARRAH JUTE MILL ELECTRIC SETS AND SWITCHBOARD.



Messrs. M. M. BOTTLEWALA & Co., Merchants and Contractors, established in 1889, are large dealers in all classes of lubricating oils for the machinery in spinning and weaving mills, cotton gin, presses and factories, railways, marine engines, etc. The firm also deals largely in all classes of best English leather beltings, roller skins, roller cloth, bandings, cotton ropes, healds and reeds, tallow substitute, and all other mill and machinery stores. The firm are contractors to three important Indian Railways, namely, the G. I. P. Railway, the B. B. & C. I. Railway and the N. G. S. Railway for the supply of oils, composition beltings, and all kinds of Railway Stores, and are the Sole Agents in India for the following European Firms:

Messrs. Turner Bros., Ltd., Rochdale; P. K. Millar & Sons, Paisley; Messrs. Robert Proctor of Timperley; W. Walker & Sons, Ltd., Bolton; Messrs. T. Coulthard & Co., Ltd., Preston; Isaac Bentley & Co., Salford; and the Steam Cylinder Lubricator Co., Ltd.

The senior partner of this firm, Mr. H. M. Bottlewala, was born in Bombay in the year 1865, and educated in the proprietary High School, in the same town. Mr. Bottlewala started life as an Assistant Accountant to the Bombay Cotton Manufacturing Co., Ltd., in 1886. After two years' service, wishing to commence business on his own account, he started the present firm in 1889, and his record shows steady development. Mr. M. H. Sanjana is one of the active partners in this firm.

Messrs. S. R. BOTTLEWALA & Co., Financial and Commission Agents, Bank Street, Fort, Bombay. The founder of the firm, Mr. S. R. Bottlewala, comes of an old Parsee family, and was born on the 17th April 1869. He was educated at the Bombay Fort High School. Mr. Bottlewala commenced an independent start early in life, for he was only 17 years of age when he recognized the need of an institution of the nature of his present firm in such a large trade centre as Bombay. At the time, this was a new and entirely independent line, and the need of it is apparent from the large and steady support

the firm has obtained from the very beginning. The patrons of the firm number among them ruling native princes and noblemen, members of His Majesty's Naval, Military and Civil Services, as well as



Mr. S. R. BOTTLEWALA.

private gentlemen and business men all over the country. By the rapid increase of his business, Mr. Bottlewala was speedily obliged to expand it into the now well-known firm of Messrs. S. R. Bottlewala & Co. The business of the firm largely consists of all kinds of agency business for rajahs, members of the Services and gentlemen generally. Finance is one of their specialities, and they undertake to negotiate loans of any magnitude on movable or immovable property with secrecy and despatch, and also cash advances on approved personal security. Messrs. Bottlewala & Co. also buy and sell Government paper, bonds, debentures, shares, etc., collect outstandings, rents and debts, negotiate partnerships, provide capital for starting or extending business, and arrange for the purchase or sale of trading concerns. They undertake to effect Life, Fire and Marine Insurance with the leading Insurance Companies on equitable terms. They also undertake the agency of house and landed property, for sale or hire. The firm do not limit their undertakings, but deal in every kind of

property. Mr. S. R. Bottlewala comes of a well-known family of Bombay Parsees of great business ability, his grandfather, the late Mr. Hormusji Pestonji Bottlewala, having been a leading merchant and prominent philanthropist of Bombay.

Messrs. BRADBURY, BRADY & Co., Machinery Merchants and Importers, Bombay.

Bombay having gradually become the "Manchester" of India in regard to its Textile Industries, it has necessitated, during its development, the services of skilled Englishmen from the manufacturing districts of Lancashire to supervise the operations of cotton spinning, weaving and the allied mechanical engineering departments in its numerous cotton mills, and amongst the early arrivals in this field were Mr. J. F. Bradbury, Mr. W. H. Brady and Mr. J. Knowles (whose portraits we have the pleasure to publish), the present Partners of the firm, trading under the name of Messrs. Bradbury, Brady & Co., the well-known Cotton Spinning Experts and Engineers.



Mr. J. F. BRADBURY.

This firm commenced business in 1893 as Machinery Agents and Cotton Mill Experts, in the face of keen competition, but their



intimate and practical knowledge of the actual requirements of the trade, enabled them to make steady progress and to carry out extensive contracts for the designing and complete equipment of several large cotton mills in Bombay City and the Mofussil. Thoroughness of purpose appears to have been the basis of their success, and evidence of the appreciation by the public of this quality was shown when they were unanimously chosen as Managers and Agents of The Colaba Land & Mills Co., Ltd., in the year 1901, to resuscitate its failing fortunes, which were at that time at a very low ebb. The task was undertaken with that splendid vigour which characterises the men of Lancashire, and with such signal success as to have placed the Mill on a par with the best in Bombay.

Stimulated by the success they had achieved in the management of The Colaba Land & Mills Co., Ltd., they ventured on purchasing the partially burnt-out property of the City of Bombay Manufacturing Co., Ltd., with the object

City of Bombay Manufacturing Co., Ltd., which has now been launched under the most favourable auspices.

The firm have also the management and control of The Empire Dyeing & Manufacturing Co., Ltd.,



Mr. J. KNOWLES.

which, with a special method of dyeing yarns, cotton, etc., in compact forms, is making steady progress.

The firm's business is not, however, restricted to the scope referred to above. Their business operations include the importation of all kinds of machinery, such as steam engines, cotton ginning and pressing plant, water pumping appliances and general expert work in connection with cotton manufacturing and mechanical engineering. They are Agents for the following firms:—Messrs. Asa Lees & Co., Ltd., for Cotton Spinning Machinery; Messrs. Geo. Keighley, Ltd., for Weaving Machinery; Messrs. Douglas and Grant for High-Class Steam Engines; Messrs. Lang Bridge, Ltd., for Dyeing, Bleaching and Cloth Finishing Machinery; The Campbell Gas Engine Co., Ltd., makers of Oil and Gas Engines; The Diesel Oil Engine Co., and many other makers of engineering specialities and accessories required by the Textile Industries.

The B. I. S. N. Co.—The commercial history of India would be very incomplete without mention of the British India Steam Navigation Company. So extensive are the operations of this Company that its influence extends to every port in the littoral of the East Indies, and to those of the East African Coast, the Persian Gulf, Burma, the Malacca Straits; as far North as Jephur, and as far West as London. It was incorporated in 1856, and although it has been in existence only a half century, it possesses a fleet of one hundred and twenty-four steamers. The aggregate tonnage of the fleet is over four hundred thousand tons.

The birth of the Company was in the year 1855. In consequence of a desire on the part of the East India Company for a mail service between Calcutta and Burma, the "Calcutta and Burma Steam Navigation Company" was then formed by Sir William Mackinnon, the late Chairman of the Company. Two small steamers, the "Cape of Good Hope" and the "Baltic," were purchased in England, and brought to India *via* the Cape of Good Hope. Under a contract with the Government a semi-monthly service between Calcutta and Akyab, Rangoon and Moulmein was then instituted. This was the beginning of a mail service, maintained for the Government by this Company, that has gradually increased until the annual mileage traversed under mail contracts now exceeds one million miles.

In 1858 and '59 two more vessels were purchased by the Company, and trade was opened up with the ports between Calcutta and Madras. At the time such a service was considered impracticable of accomplishment by the Marine authorities. The practicability of it was however soon demonstrated by the energetic young Company, and simultaneously orders were given for more ships.

Sir William Mackinnon, Chairman of the Company, came to India in 1861-62 and inaugurated a general system of extension on the Company's lines. A coasting service was opened up embracing the whole of the Indian Coast, and contracts having been entered into with the Indian Government, lines were run to the Persian Gulf and the Malacca Straits. Under these contracts the Company undertook to deliver the mail to the prin-



Mr. W. H. BRADY.

of re-building the Mill and installing new machinery; and in deference to the desire of several influential friends, they eventually decided to form a new joint-stock Company, to be called The New