

# MINUTES OF EVIDENCE

TAKEN BEFORE THE

SELECT COMMITTEE

ON THE

## A F F A I R S

OF

### THE EAST INDIA COMPANY;

AND ALSO AN

N.B.—PART 3—CONTINUED IX AND INDEX.  
is in great forwardness, and will

*The Binder is requested to substitute the  
delivered with PART I.*

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II.

*and Accounts—Trade.*

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Ordered, by The House of Commons, to be Printed,  
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## I.

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*Palankeens.* Number shipped from Calcutta, 1793—1830, to countries beyond the territories of the three Presidencies, distinguishing each country, *App.* p. 850.

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*Peacock, Thomas Love.* (Analysis of his Evidence.)—Office held by witness in India, 1448—Voyage of the Enterprize steam-vessel by the route of the Cape of Good Hope to Calcutta, 1450—Objections to the route from Bombay to the Red Sea and Alexandria, on account of the expense, 1454—Great use of steam-boats in navigating the Red Sea, 1458—Voyages made by the Hugh Lindsay from Bombay; advantage of making Berenice the port in the Red Sea, 1459—Survey of the old canal from Suez to the Nile; estimate of reconstructing, 1460—Level of the Red Sea at high water 30½ feet above the Mediterranean, 1461—One hundred miles is the distance from Suez to Pelusium, 1465—Reasons why the French preferred the direction of Suez and the Nile to the bed of the old canal, 1467—Level of the High Nile as compared with the Red Sea, 1470—Steam-boats could be only used on the Nile from August to March, 1472.

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*Pennington, Mr.* Report on the Financial Accounts of the East India Company, *App.* p. 15.

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2. *India generally.*
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4. *Calcutta.*
5. *Madras.*
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5. *Madras* :

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Description of boats necessary for the navigation of the Indus, *Cabell* 1645—Steam-vessels peculiarly applicable for Government purposes in India, *Johnston* 1707—Expenses of steam vessels generally in India; reductions which might be effected therein, *Johnston* 1714—Regulations necessary to facilitate steam voyages from England to India, *Johnston* 1716—Under proper regulations the voyage might be performed in 80 days, *Johnston* 1718—Plans for adapting steam-engines for towing merchant vessels, *Johnston* 1721—In India might answer as a mercantile speculation, *Johnston* 1728—Purposes to which it might be adapted, *Johnston* 1729—Advantages of steam navigation in the interior of India, *Johnston* 1737—Amount of government demand for internal water-carriage, *Johnston* 1747—Comparative advantages of steam-boats, and the present system of native craft on the rivers, *Johnston* 1750—System of navigating European rivers by steam, *Johnston* 1753—Four steamers in India which do not pay their expenses, owing to expense of repairs, *Johnston* 1757-1759.

**2. Bengal:**

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**3. Bombay:**

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**4. Indus:**

There are few rivers where steam might be used with better effect than the Indus, *Cabell* 1648.

**5. Nile:**

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**6. Persian Gulf:**

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**7. Digest of Evidence before Lords and Commons:**

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1. *Enterprize.*
2. *Hugh Lindsay.*

**1. Enterprize:**

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**2. Hugh Lindsay:**

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*Steel.* Return showing the quantity of steel sent into the interior of the Presidency of Bengal from the Port of Calcutta, from 1793 to 1831, *App.* p. 918.

*Stick Lac.* Statement showing the quantity of stick lac shipped, 1793 to 1830, at the port of Calcutta, to countries beyond the three Presidencies, distinguishing countries to which shipments were made, *App.* p. 877—Quantity of stick lac received, in each year from 1824-25 to 1830-31, at the port of Madras, from Fort St. George, *App.* p. 931.

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*Stone.* Digest of evidence taken before the Select Committee of the House of Commons on East India Affairs, Second Report 1830, and Reports 1830-31 and 1831, on Commercial subjects; relative to Stone, *App.* p. 471.

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1. *Generally.*
2. *Civil and Marine.*
3. *Military.*
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##### 2. *Civil and Marine:*

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##### 3. *Military:*

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##### 4. *Territorial:*

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*Suez.* Survey of the old canal from Suez to the Nile; estimate of reconstructing the same, *Peacock* 1460—Distance from Suez to Pelusium, *Peacock* 1465—Reasons why the French preferred the direction of Suez and the Nile to the bed of the Old Canal, *Peacock* 1467—Advantages of a ship canal from Suez counterbalanced by the fear of the advantage which would be given to the Mediterranean ports for the purposes of trade, *Peacock* 1503.

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1. *Duty.*
2. *Imports.*
3. *Manufacture.*
4. *Mills.*
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##### 1. *Duty:*

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##### 2. *Imports:*

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##### 3. *Manufactures:*

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3. *Manufacture* :

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4. *Mills* :

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6. *Digest of Evidence before Lords and Commons* :

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*Sullivan, Mr.* Answers to queries proposed by the Board of Control, upon subjects relating to the trade with India: relating to, trade of the East India Company, and its effects; consequences of the union of government and trade; means of effecting remittances; division of Territorial and Commercial accounts; state of foreign trade with India, *App.* p. 505, 518, 519.

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1. *Commerce and Territory.*
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1. *Commerce and Territory* :

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*Taylor, J. W.* Letter from Mr. J. W. Taylor to Sir J. Malcolm, Governor of Bombay, on steam communication with India, *App.* p. 727—Letter to Sir J. Beckwith, Vice-president in Council at Bombay, March 1830, *App.* p. 732—Letter to J. P. Willoughby, secretary to the Bombay government, April 1830, *App.* p. 734—Memorandum of Mr. Taylor's proposals to Government for the carriage of the public mails to England and back on steam packets, *App.* p. 734.

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1. *Generally.*
2. *Dutty.*
3. *Imports.*
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1. *Generally:*

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*Tents.* Number of tents sent into the interior of the Presidency of Fort St. George from the port of Madras, 1823 to 1831, *App.* p. 922.

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*Territorial Secretary.* Nature of the duties of territorial secretary in Bengal, *Mackenzie* 32.

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1. *Generally.*
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3. *Imports into Madras.*

1. *Generally:*

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2. *Digest of Evidence before Lords and Commons:*

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3. *Imports into Madras:*

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1. *Trade of the East India Company.*
2. *Imports into Calcutta and Madras.*

1. *Trade of the East India Company:*

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2. *Imports into Calcutta and Madras:*

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*Tinca*. Quantity shipped, 1793 to 1830, at the port of Calcutta, to countries beyond the territories of the three Presidencies, distinguishing each country, *App.* p. 845—Quantity of tincal and borax received, in each year from 1812-13 to 1829-30, at the port of Calcutta, from Bengal, *App.* p. 927.

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4. *Digest of Evidence before Lords and Commons.*

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2. *Calcutta:*

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4. *Digest of Evidence before Lords and Commons:*

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1. *America.*
2. *Arabian and Persian Gulfs.*
3. *Calcutta.*
4. *China.*
5. *East India Company:*
  - i. Effects of their Trade.
  - ii. Exports and Imports.
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6. *Free Trade.*
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9. *Digest of Evidence before Lords and Commons:*
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1. *American:*

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2. *Arabian and Persian Gulfs:*

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3. *Calcutta:*

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### 3. Calcutta—continued.

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### 4. China:

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Explanations of a statement laid before the Committee concerning the trade between this country and China, *Larpent 1941*—To what extent the trade with China may be thrown open, the only question being the possible collision between the private purchasers and the Chinese sellers of tea, *Larpent 1942, 1974*—East India Company should enjoy no monopoly, except on the ground of its being dangerous to the existence of the trade to remove the restriction, *Larpent 1943*—Difficulties of attempting any trade with China independent of the East India Company, *Larpent 1998*—Necessity of caution in any steps taken towards effecting a free trade, *Larpent 2000, 2001*—Effects of trusting to a supply of tea from smuggling, *Larpent 2006–2008*—Profit on the China trade in each year since 1828–29, *Melvill 2479*—In case of the China trade being thrown open, all docks could collect the revenue upon every article deposited in the docks, for the Crown, at a very great saving of expense, *Hall 2562*.

Account of the exports by the East India Company, for each year from 1814–15, to China, exclusive of Factory stores, *App. p. 767*.

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### 5. East India Company:

#### i. Effects of the Trading of:

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*Woods, Mr.* (Answers to Queries from the India Board.)—Principal causes which have affected the revenues of India since 1808-9, either by the improvement or deterioration of old or introduction of new resources, *App.* p. 428—Causes which have affected the amount of charge in the various departments since 1808-9, *App.* p. 432—Measures suggested for rendering the existing revenues more productive, or for realizing the revenues with more regularity and promptitude, *App.* p. 437—Measures suggested calculated to reduce the charge of Indian revenue and to introduce more economy, *App.* p. 439—Number of mints in India 1809 and at the present time; regulations of existing mints; condition of the various currencies at present and former periods; imports and exports of the precious metals, *App.* p. 442—Steps taken for the separation of the Territorial Commercial accounts of the Company; further measures required for that purpose, *App.* p. 446—Loss or waste which may have happened since 1809; how far the system of accounts is a check against loss; suggestions for improving the system, *App.* p. 447.

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*Wood.* Quantity of red wood received, in each year from 1824-25 to 1830-31, at the port of Madras, from Fort St. George, *App.* p. 932.

*Wool.* Digest of evidence given in the Reports of Select Committees of the House of Commons on East India Affairs, Second Report 1830, and Reports 1830-31 and 1831, on Commercial subjects; relative to Wool, *App.* p. 469.

*Woollens.* Formerly one of the principal exports of the East India Company to India, *Simons* 875—Lowness of the price of woollens compared with 1809, *Simons* 895—Could never be provided in a better way than they now are for the Indian army, *Simons* 1132—Broad cloths formerly dyed for the East India Company in London; practice now discontinued, *Simons* 912—Long-ells still dyed in London, *Simons* 917—Dyeing long-ells might be done cheaper by contracting with one or two large houses, instead of dividing it into many portions, *Simons, App.* p. 1236—Manner in which circulars are distributed for contracts for dyeing long-ells in London, *Simons* 1246.

Total value of woollens imported at Calcutta from Great Britain by the private trade, for 15 years, 1813-14 to 1830-31, *App.* p. 516—Quantity of woollens received, in each from 1824-25 to 1830-31, at the port of Madras, from Fort St. George, *App.* p. 932.

*Wootz.* Manufacture of wootz on the coast, *Bracken* 1851.

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*Yarn.* Quantity shipped, 1793 to 1830, at the port of Calcutta, to countries beyond the territories of the three Presidencies, distinguishing each country, *App.* p. 855.

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*Zemindars.* Character of Bengal zemindars, *Mackenzie* 114—Zemindars of Bengal demand too much generally from the people, *Mackenzie* 143—Peasantry have no practical remedy against the zemindar's oppression, *Mackenzie* 144.

*Zunmay Chiefs.* Overture made to Dr. Richardson from the Zunmay chiefs for a British officer to be sent to their court, which was complied with; result of this visit, *Cabell* 1631—Anxiety to receive a British officer, *Cabell* 1631.