


THE



Bombay Government Gazette.

Published by Authority.

THURSDAY, 20TH FEBRUARY 1868.

 *Separate paging is given to this Part in order that it may be filed as a separate compilation.*

PART VIII.

TRAFFIC STATEMENTS.

BOMBAY, BARODA, AND CENTRAL INDIA RAILWAY; for the Week ending 11th January 1868.

GREAT INDIAN PENINSULA RAILWAY; for the last two days of Half-year ending 31st December 1867.

INDUS STEAM FLOTILLA; Voyages Nos. 47 to 51 of 1867.

SCINDE RAILWAY; for the Week ending 22nd December 1867.

Bombay, Baroda, and

TRAFFIC STATEMENT FOR THE WEEK ENDING THE 11TH OF

	Current Week's Receipts.			Receipts for 4 previous Days.		
	Rs.	a.	p.	Rs.	a.	p.
Passengers, 22,856	30,896	3	4			
Parcels and Luggage, including Bhangy Parcels	2,382	5	4			
Carriages, Horses, and Dogs	883	2	0			
Season Tickets	35	0	0			
Total Coaching	34,196	10	8	23,463	4	5
Corresponding period of 1867—open 306 Miles	31,688	5	7	30,948	13	11
Increase	2,508	5	1			
Decrease				7,485	9	6
Goods, 3,410 Tons	Rs. 43,298	13	0			
Deduct—Carting Agent's charges	„ 7,372	6	0			
Railway Materials, 249 Tons 2 Cwts.	36,556	7	0			
Live Stock	1,719	8	4			
Rent and Demurrage	1,949	13	6			
Back-Bay Earth Trains	223	7	1			
	5,886	0	0			
Total Merchandise	46,335	3	11	11,980	1	2
Corresponding period of 1867—open 306 Miles	61,404	15	11	30,271	9	11
Increase						
Decrease	15,069	12	0	18,291	8	9
Total Coaching	34,196	10	8	23,463	4	5
Total Merchandise	46,335	3	11	11,990	1	2
Total Train Receipts	80,531	14	7	35,443	5	7
Telegraph Receipts	668	1	0	332	12	0
Bridge Tolls	12	0	0			
Total Receipts	81,211	15	7	35,776	1	7
Corresponding period of 1867	93,566	13	6	61,684	7	10
Increase						
Decrease	12,354	13	11	25,908	6	3

CLASSIFICATION OF

	1st Class, Single and Double.		2nd Class, Single and Double.		3rd Class, Single.	
	No.	Amount.	No.	Amount.	No.	Amount.
		Rs. a. p.		Rs. a. p.		Rs. a. p.
Booked at Stations	158	1,218 4 9	664	2,316 14 0	21,312	26,995 10 8
Excess Fares	16	45 7 0	26	54 13 2	680	265 1 9
Total ..	174	1,263 11 9	690	2,371 11 2	21,992	27,260 12 5

CLASSIFICATION OF

	Special Class.		1st Class.		2nd Class.	
	Weight.	Amount.	Weight.	Amount.	Weight.	Amount.
	Tons. C.	Rs. a. p.	Tons. C.	Rs. a. p.	Tons. C.	Rs. a. p.
Ordinary Traffic ... { Up	99 13	509 1 4	1,103 17	8,603 11 11	176 16	1,980 3 11
{ Down .....	.. ..	.. ..	661 9	8,511 3 11	967 8	12,712 1 5
Railway Materials	99 13	509 1 4	1,765 6	17,114 15 10	1,144 4	14,692 5 4
Total	99 13	509 1 4	2,014 8	18,834 8 2	1,144 4	14,692 5 4

Percentage of Receipts from Goods.

	Special Class.	1st Class.	2nd Class.	3rd Class.	4th Class.	5th Class.
Ordinary Traffic ... { Up	3.15	53.28	12.27	24.20	2.73	4.37
{ Down .....	..	30.64	45.76	16.85	4.15	2.60
	1.16	38.96	33.45	19.56	3.62	3.25
Railway Materials .....	..	100.00	..	..	..	..

Central India Railway.

JANUARY 1868.—1866—Open 37 Stations. 1867—Open 40 Stations, 306 Miles.

Total for 1 Week and 4 Days.			Weekly Average.			COACHING AND MERCHANDISE.									
						Weekly Average per Railway Mile.			Receipts per Railway Mile this Week.		Number of Miles run by Trains.	Gross Earnings per Train per Mile.			
Rs.	a.	p.	Rs.	a.	p.	Rs.	a.	p.	Rs.	a.		p.			
57,659	15	1	36,692	11	1	119	14	7	111	12	1	4,885½	7	0	0
62,637	3	6	36,538	6	0	119	6	6	103	8	11	6,858	4	10	0
.....			154	5	1	0	8	1	8	3	2	.....	2	6	0
4,977	4	5	.....			.....			.....			1,967½	.....	
58,315	5	1	37,109	11	11	121	4	4	151	6	9	8,234½	5	10	0
91,676	9	10	53,478	0	5	174	12	3	200	10	9	8,985½	6	13	4
.....				
33,361	4	9	16,368	4	6	53	7	11	49	4	0	751½	1	3	4
57,659	15	1	36,692	11	1	119	14	7	111	12	1	4,885½	7	0	0
58,315	5	1	37,109	11	11	121	4	4	151	6	9	8,234½	5	10	0
1,15,975	4	2	73,802	7	0	241	2	11	263	2	10	13,120	6	2	2
1,000	13	0	636	14	1	.....			.....			.....	.....
12	0	0	.....			.....			.....			.....	.....
1,16,988	1	2	74,439	5	1	.....			.....			.....	.....
1,55,251	5	4	90,563	4	5	294	2	9	304	3	8	15,838½	5	14	0
.....			.....			.....			.....			.....	0	4	2
38,263	4	2	16,123	15	4	52	15	10	41	0	10	2,718½	.....	

PASSENGER TRAFFIC.

Total.		Percentage of Receipts from Passenger Traffic.			Average Mileage of Passengers.		
No.	Amount.	1st Class.	2nd Class.	3rd Class.	1st Class.	2nd Class.	3rd Class.
22,134	Rs. a. p. 30,530 13 5						
722	365 5 11	4.09	7.68	88.23	92.96	73.33	59.50
22,856	30,896 3 4						

GOODS TRAFFIC.

3rd Class.			4th Class.			5th Class.			Total.		
Weight.		Amount.	Weight.		Amount.	Weight.		Amount.	Weight.		Amount.
Tons.	C.	Rs. a. p.	Tons.	C.	Rs. a. p.	Tons.	C.	Rs. a. p.	Tons.	C.	Rs. a. p.
158	5	3,908 14 1	21	9	440 6 5	12	0	706 7 9	1,572	0	16,148 13 5
167	2	4,682 9 3	29	10	1,152 9 8	12	11	721 7 4	1,838	0	27,779 15 7
325	7	8,591 7 4	50	19	1,593 0 1	24	11	1,427 15 1	3,410	0	43,928 13 0
.....		.....	.....		.....	.....		.....	249	2	1,719 8 4
325	7	8,591 7 4	50	19	1,593 0 1	24	11	1,427 15 1	3,659	2	45,648 5 4

Average Mileage of Goods, Conveyed Distances.						Trains.		Train Mileage.				
Special Class.	1st Class.	2nd Class.	3rd Class.	4th Class.	5th Class.	No.	Coaching.	Merchandise.	Miles run.			
									Total.	Proportion.		
										Coaching.	Merchandise.	
83.26	89.91	99.39	214.86	168.82	268.87	Short Trains....	29	6	11	1,528½	539½	989
..	163.03	146.55	212.94	224.33	215.20	Passenger Trains	14	18	..	4,346½	4,346½	..
..	..	..	..	..	..	Mixed .....	..	..	..	..	..	..
..	..	..	..	..	..	Goods	43	..	40	5,707½	..	5,707½
83.26	117.32	110.16	213.87	200.94	241.39	Special .....	..	..	..	..	..	..
..	..	..	..	..	..	Back Bay.....	155	..	50	1,538	..	1,538
..	143.24	..	..	..	..	Total....				13,120	4,885½	8,234½
												13,120

STATEMENT OF TRAFFIC FOR THE LAST TWO

From 30th to 31st December 1867.

	Rs.	a.	p.	Rs.	a.	p.
Passengers	53,123	11	5			
Parcels and Luggage, including Bhangy Parcels	9,571	5	4			
Carriages, Horses, and Dogs	1,351	6	10			
Special						
Total Coaching				64,046	7	7
Goods—Maunds 106,145-25	71,800	5	9			
Live Stock	1,203	9	6			
Waggon Rent and Demurrage	150	2	0			
Earth, &c., Sweeping Trains	1,958	5	4			
Total Goods				75,112	6	7
Electric Telegraph				441	3	10
Miscellaneous						
Total				1,39,600	2	0
Corresponding period of 1866, Open 815½ Miles ..						
Increase ..						
Decrease ..						

CLASSIFICATION OF

	Single and Double, 1st Class.		Single and Double, 2nd Class.		Single, 3rd Class.		Single, 4th Class.	
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
		Rs. a. p.		Rs. a. p.		Rs. a. p.		Rs. a. p.
Booked at Stations	164	878 14 0	1,267	3,315 4 6	24,631	44,750 10 1	6,461½	4,178 14 10

CLASSIFICATION OF

	1st Class.				2nd Class.			
	Weight.		Amount.		Weight.		Amount.	
	Mds.	S.	Rs.	a. p.	Mds.	S.	Rs.	a. p.
Ordinary } Up	12,946	37	3,526	3 2	14,739	18	14,261	4 6
Traffic. } Down	9,097	33	4,857	4 3	18,882	17	20,606	6 8
	22,044	30	8,383	7 5	33,621	35	34,867	11 2
Railway Materials	19,488	0	4,723	2 10	21,591	30	6,502	11 10
Total	41,532	30	13,106	10 3	55,213	25	41,370	7 0

Percentage of Receipts from Goods Traffic

	1st Class.	2nd Class.	3rd Class.	4th Class.	5th Class.
Ordinary } Up	12	49	8	2	29
Traffic. } Down	15	66	5	5	9
Railway Materials	14	57	6	4	19
	42	58	..	..	..

Peninsula Railway.

DAYS OF HALF-YEAR ENDING 31ST DECEMBER 1867.

Open, 852 Miles. 77 Stations.

Receipts for 26 previous Weeks.			Total for Half-Year.			Weekly Average.			Average per Railway Mile for two days.			Gross Earning per Train per Mile.			No. of Miles run by Trains.		
Rs.	a.	p.	Rs.	a.	p.	Rs.	a.	p.	Rs.	a.	p.	Rs.	a.	p.	Rs.	a.	p.
17,21,969	7	0	17,86,015	14	7	68,692	14	9	75	2	9	9	10	1	6,649		
36,37,688	4	6	37,12,800	11	1	1,42,800	0	5	88	2	7	7	11	2	9,755		
28,279	13	0	28,721	0	10	1,104	10	6	.....	.....	.....	.....	.....	.....	.....
.....		
53,87,937	8	6	55,27,537	10	6	2,12,597	9	8	163	5	4	8	7	9	16,404		
.....	.....	.....	47,63,767	12	4	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	7,63,769	14	2	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....		

PASSENGERS' TRAFFIC.

Total.		Percentage of Receipts from Passengers' Traffic.				Average Mileage of Passengers.			
No.	Amount.	1st Class.	2nd Class.	3rd Class.	4th Class.	1st Class.	2nd Class.	3rd Class.	4th Class.
	Rs. a. p.								
32,523	53,123 11 5	2	6	84	8	58	56	87	49

GOODS' TRAFFIC.

3rd Class.			4th Class.			5th Class.			Total.		
Weight.		Amount.	Weight.		Amount.	Weight.		Amount.	Weight.		Amount.
Mds.	S.	Rs. a. p.	Mds.	S.	Rs. a. p.	Mds.	S.	Rs. a. p.	Mds.	S.	Rs. a. p.
1,660	22	2,297 6 9	351	11	558 0 3	4,000	3	8,577 5 9	33,698	11	29,220 4 5
1,361	9	1,458 11 9	785	14	1,710 6 0	1,240	31	2,721 6 0	31,367	24	31,354 2 8
3,021	31	3,756 2 6	1,136	25	2,268 6 3	5,240	34	11,298 11 9	65,065	35	60,574 7 1
.....	.....	.....	.....	.....	.....	.....	.....	.....	41,079	30	11,225 14 8
3,021	31	3,756 2 6	1,136	25	2,268 6 3	5,240	34	11,298 11 9	1,06,145	25	71,800 5 9

Average Mileage of Goods, Conveyed Distances.

1st Class.	2nd Class.	3rd Class.	4th Class.	5th Class.
64	196	234	211	253
231	246	174	304	246
133	224	207	275	251
143	86	..	..	..

GEORGE A. BARNETT,
Chief Accountant.

[Voyage No. 47 of 1867.]

Indus Steam

Traffic Return of the Steam Tug "D." Left Kotree on the 18th day of October 1867, October 1867, arrived at Kotree

PASSENGER

	FROM	TO	Saloon.		Officers.		Warrant Officers.		Troops.	
			No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
UP.	Kotree ..	Sehwan	..	..	..	..	..	..	..	..
Up Total....			..	..	..	..	..	..	..	..
DOWN.	Sukkur .. Do. ..	Sehwan Kotree	..	..	1	50 0 0	..	..	..	..
Down Total....			..	..	1	50 0 0	..	..	..	..
Total Up and Down....			..	..	1	50 0 0	..	..	..	..

GOODS

	FROM	TO	Railway	Copper.	Commis-	Ord-	Cotton.	Wool.	Homp.	Wheat.	Other	Oil	Indigo.
			Materials.	M. S.	sariat	nance	Bales.	Bales.	M. S.	M. S.	Grain.	Seeds.	Indigo.
			M. S.	M. S.	Stores.	Stores.	Bales.	Bales.	M. S.	M. S.	M. S.	M. S.	M. S.
UP.	Kotree ..	Sukkur ..	..	6 34	..	..	..	..	..	..	..	..	..
Up Total..			..	6 34	..	..	..	..	..	..	..	..	..
DOWN.	Sukkur .. Do. ..	Kotree .. Do. for Kurrachee	..	..	..	..	..	210	..	238	0 375 20	374 0	118 30 904 30
Down Total..			..	..	..	..	210	..	238	0 375 20	374 0	1,033 20	
Total Up and Down..			..	6 34	..	..	210	..	238	0 375 20	374 0	1,023 20	

SUM

*Indus Steam Flotilla Office, Kotree,
9th November 1867.*

	UP.
Passenger Traffic.....	12 0 0
Goods' Traffic.....	1,920 4 0
Total..	1,932 4 0

J. CAMPBELL,
Accountant.

Flotilla.

arrived at Sukkur on the 26th day of October 1867 (9 days); left Sukkur on the 31st day of October on the 4th day of November 1867 (5 days).

TRAFFIC.

European Deck.		Native Deck.		Guards.		Prisoners.		AMOUNT.	Parcels and Luggage.	Carriages, Horses, and Dogs.	TOTAL.
No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.				
..	..	2	12 0 0	..	..	..	..	12 0 0	..	..	12 0 0
..	..	2	12 0 0	..	..	..	..	12 0 0	..	..	12 0 0
..	..	2½	7 8 0	..	..	..	..	7 8 0	..	..	7 8 0
..	..	14	56 0 0	..	..	..	..	106 0 0	13 0 0	13 8 0	132 8 0
..	..	16½	63 8 0	..	..	..	..	113 8 0	13 0 0	13 8 0	140 0 0
..	..	18½	75 8 0	..	..	..	..	125 8 0	13 0 0	13 8 0	152 0 0

TRAFFIC.

Silk.	Ghee.	Salt-petre.	Piece Goods.	Malt Liquor.	Treasure.	Special.	1st Class.	2nd and 3rd Class.	4th Class.	Approximate Total Weight.	Amount of Freight.
M. S.	M. S.	M. S.	M. S.	hds. hhd.	RUPEES.	M. S.	M. S.	M. S.	M. S.	M. S.	Rs. a. p.
..	305	2 150 0	..	..	..	275 26	..	1,787 22	1,920 4 0
..	305	2 150 0	..	..	..	275 26	..	1,787 22	1,920 4
..	11 30	..	..	..	..	4 30	..	134 23	143 7 0
..	6 30	2,977 20	1,779 3 0
..	11 30	..	..	..	..	4 30	6 30	3,112 3	1,922 10 0
..	316 32	150 0	..	..	..	280 16	6 30	4,899 25	3,842 14 0

MARY.

DOWN.	TOTAL.
140 0 0	153 0 0
1,922 10 0	3,842 14 0
2,062 10 0	3,994 14 0

JOHN WOOD,
Agent and Superintendent.

[Voyage No. 48 of 1867.]

Indus Steam

Traffic Return of the Steamer "Havelock." Left Kotree on the 27th day of Mooltan on the 11th day of December 1867, arrived at Kotree

PASSENGER

	FROM	TO	Saloon.		Officers.		Warrant Officers.		Troops.	
			No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
UP.	Kotree	Schwan	..	..	..	..	..	..	..	..
	Do.	Larkhana	..	..	..	..	..	..	..	..
	Do.	Sukkur	..	..	..	..	..	..	..	..
	Do.	Rajghat	..	..	1	152 0 0	..	..	..	..
	Sukkur	Do.	..	..	..	..	..	..	..	..
Up Total..			..	..	1	152 0 0	..	..	..	..
DOWN.	Mooltan	Sukkur	..	..	..	..	..	..	..	..
	Do.	Kotree	1	124 0 0	11½	1,150 0 0	3	132 0 0	552	8,832 0 0
	Do.	Do. for Kurrachee.	1	124 0 0	..	..	..	..	..	..
	Down Total..			2	248 0 0	11½	1,150 0 0	3	132 0 0	552	8,832 0 0
Total Up and Down..			2	248 0 0	12½	1,302 0 0	3	132 0 0	552	8,832 0 0

GOODS'

	FROM	TO	Railway Materials.		Copper.	Commisariat Stores.		Ordnance Stores.		Cotton.	Wool.	Homp.	Wheat.	Other Grain.	Oil Seeds.	Indigo.
			M. S.	M. S.		M. S.	M. S.	Bules.	Bules.							
UP.	Kotree	Larkhana	..	..	..	..	..	..	..	..	..	..	..	..	..	..
	Do.	Sukkur	..	30 0	..	..	..	..	..	..	..	..	..	..	..	..
	Do.	Rajghat	79 22	1 0	..	..	..	..	..	..	..	..	..	..	..	..
	Do.	Do. for Lahore.	..	..	..	..	..	..	..	..	..	..	..	..	..	..
	Do.	Do. for Unritsur.	..	13 24	..	..	..	..	12	..	..	..	..	..	..	..
Up Total..			79 22	44 24	..	..	..	..	12	..	..	..	..	..	..	..
DOWN.	Mooltan	Kotree	..	..	..	..	..	..	..	..	..	..	..	..	..	..
	Do.	Do. for Kurrachee	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Down Total..			..	..	..	..	..	..	..	..	..	..	..	..	..	..
Total Up and Down..			79 22	44 24	..	..	..	..	12	..	..	..	..	..	..	..

SUM

Indus Steam Flotilla Office, Kotree,
27th December 1867.

	UP.
Passenger Traffic.....	516 6 0
Goods Traffic	16,272 9 0
Total..	16,788 15 0

J. CAMPBELL,
Accountant.

Flotilla.

October 1867, arrived at Mooltan on the 25th day of November 1867 (30 days); left on the 22nd day of December 1867 (12 days).

TRAFFIC.

European Deck.		Native Deck.		Guards.		Prisoners.		AMOUNT.	Parcels and Luggage.	Carriages, Horses, and Dogs.	TOTAL.
No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.				
..	..	6½	13 0 0	..	..	..	..	13 0 0	..	..	13 0 0
..	..	60	181 8 0	..	..	..	..	181 8 0	..	..	181 8 0
2	30 0 0	5	30 0 0	..	..	..	..	60 0 0	4 14 0	..	64 14 0
..	..	7½	90 0 0	..	..	..	..	242 0 0	9 0 0	..	251 0 0
..	..	1	6 0 0	..	..	..	..	6 0 0	..	..	6 0 0
2	30 0 0	80	320 8 0	..	..	..	..	502 8 0	13 14 0	..	516 6 0
..	..	11½	46 0 0	..	..	..	..	46 0 0	15 11 0	..	61 11 0
66½	1,064 0 0	71	700 0 0	..	..	..	..	12,002 0 0	346 13 0	..	12,348 13 0
..	..	..	..	..	..	..	..	124 0 0	..	..	124 0 0
66½	1,064 0 0	82½	746 0 0	..	..	..	..	12,172 0 0	362 8 0	..	12,534 8 0
68½	1,094 0 0	162½	1,066 8 0	..	..	..	..	12,674 8 0	376 6 0	..	13,050 14 0

TRAFFIC.

Silk.	Ghee.	Salt-petre.	Piece Goods.	Malt Liquor.	Treasure.	Special.	1st Class.	2nd and 3rd Class.	4th Class.	Approximate Total Weight.	Amount of Freight.
M. S.	M. S.	M. S.	M. S.	hds. hd.	RUPEES.	M. S.	M. S.	M. S.	M. S.	M. S.	Rs. a. p.
..	34 20	141 0	175 20	43 2 0
8 0	658 39	..	..	2 2	..	140 7	6 8	845 16	1,000 12 9
..	479 13	200 0	..	11 19	..	714 13	8 19	2,894 6	5,643 8 0
..	400 0	..	..	..	607 4	5 10	3,812 14	7,738 11 0
4 0	657 31	..	..	..	..	435 17	..	1,147 30	1,846 8 0
12 0	1,796 3	600 0	..	13 21	..	1,931 21	160 37	8,875 6	16,272 9 0
..	8 0	..	8 0	4 3 0
..	16 0	..	16 0	25 0 0
.. 3	24 0	..	24 0	29 3 0
12 0	1,796 3	600 0	..	13 21	..	1,955 21	160 37	8,899 6	16,301 12 0

MARY.

DOWN.	TOTAL.
12,534 8 0	13,050 14 0
29 3 0	16,301 12 0
12,563 11 0	29,352 10 0

JOHN WOOD,
Agent and Superintendent.

[Voyage No. 49 of 1867.]

Indus Steam

*Traffic Return of the Steamer "Indus." Left Kotree on the 31st day of October 1867,
day of November 1867, arrived at Kotree*

PASSENGER

	FROM	TO	Saloon.		Officers.		Warrant Officers.		Troops.	
			No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
UP.	Kotree ..	Sehwan ..	..	..	..	..	..	..	..	..
	Do. ..	Larkhana ..	..	..	..	..	..	..	..	..
	Do. ..	Sukkur ..	2	186 0 0	2½	190 0 0	..	..	..	..
	Do. ..	Chachur ..	..	..	..	..	..	..	..	..
	Do. ..	Rajghat ..	2	372 0 0	2	304 0 0	..	..	..	..
	Sukkur ..	Do. ..	2	186 0 0	1	76 0 0	..	..	..	..
	Up Total....		6	744 0 0	5½	570 0 0	..	..	..	..
DOWN.	Mooltan ..	Kusmore ..	..	..	..	..	..	..	..	..
	Do. ..	Sukkur ..	..	..	..	..	..	..	..	..
	Do. ..	Kotree ..	..	..	7	700 0 0	1	44 0 0	105	1,680 0 0
	Do. ..	Do. for Kurrachee..	..	..	..	..	..	..	..	..
	Sukkur ..	Kotree ..	..	..	..	..	..	..	..	..
	Down Total....		..	..	7	700 0 0	1	44 0 0	105	1,680 0 0
	Total Up and Down....		6	744 0 0	12½	1,270 0 0	1	44 0 0	105	1,680 0 0

GOODS'

	FROM	TO	Railway Materials.		Copper.	Commisariat Stores.		Ordnance Stores.		Cotton.	Wool.	Hemp.	Wheat.	Other Grain.		Oil Seeds.		Indigo.
			M. S.	M. S.		M. S.	M. S.	Bales.	Bales.					M. S.	M. S.	M. S.	M. S.	
UP.	Kotree ..	Rajghat ..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
	Do. ..	Do. for Lahore.	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
	Sukkur..	Chachur ..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
	Do. ..	Rajghat ..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
	Up Total..		..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
DOWN.	Mooltan ..	Sukkur ..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
	Do. ..	Kotree ..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	75 0
	Do. ..	Do. for Kurrachee	..	..	..	..	..	..	..	178	..	..	1,102 30	..	..	..	..	952 30
	Sukkur..	Do. for Kurrachee	..	..	..	..	..	..	..	..	..	..	..	..	..	57 20	..	19 20
	Down Total..		..	..	..	..	..	..	..	178	..	..	1,102 30	..	..	57 20	..	1,047 10
	Total Up and Down..		..	..	..	..	..	..	..	178	..	..	1,102 30	..	..	57 20	..	1,047 10

SUM

*Indus Steam Flotilla Office, Kotree,
16th December 1867.*

	UP.
Passenger Traffic.....	1,751 8 0
Goods' Traffic.....	11,573 6 0
Total..	13,324 14 0

J. CAMPBELL,

Accountant,

Flotilla.

arrived at Mooltan on the 25th day of November 1867 (26 days); left Mooltan on the 30th on the 12th day of December 1867 (13 days).

TRAFFIC.

European Deck.		Native Deck.		Guards.		Prisoners.		AMOUNT.	Parcels and Luggage.	Carriages, Horses, and Dogs.	TOTAL.
No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.				
..	..	3	6 0 0	..	..	..	..	6 0 0	..	..	6 0 0
..	..	5	22 8 0	..	..	..	..	22 8 0	6 0 0	..	28 8 0
1	15 0 0	10	60 0 0	..	..	..	..	451 0 0	18 0 0	..	469 0 0
..	..	1	9 0 0	..	..	..	..	9 0 0	..	..	9 0 0
1	25 0 0	2	24 0 0	..	..	..	..	725 0 0	54 0 0	..	779 0 0
2	30 0 0	28	168 0 0	..	..	..	..	460 0 0	..	..	460 0 0
4	70 0 0	49	289 8 0	..	..	..	..	1,673 8 0	78 0 0	..	1,751 8 0
..	..	2	10 0 0	..	..	..	..	10 0 0	..	16 8 0	26 8 0
..	..	15	60 0 0	..	..	..	..	60 0 0	1 9 0	..	61 9 0
4½	67 8 0	124	1,068 0 0	..	..	..	..	3,559 8 0	88 7 0	25 0 0	3,672 15 0
..	..	3	12 0 0	..	..	..	..	12 0 0	..	..	12 0 0
..	..	9	36 0 0	..	..	..	..	36 0 0	..	..	36 0 0
4½	67 8 0	153	1,186 0 0	..	..	..	..	3,677 8 0	90 0 0	41 8 0	3,809 0 0
8½	137 8 0	202	1,475 8 0	..	..	..	..	5,351 0 0	168 0 0	41 8 0	5,560 8 0

TRAFFIC.

Silk.	Ghee.	Salt-petre.	Piece Goods.	Malt Liquor.	Treasure.	Special.	1st Class.	2nd and 3rd Class.	4th Class.	Approximate Total Weight.	Amount of Freight.
M. S.	M. S.	M. S.	M. S.	hds. lhd.	RUPRES.	M. S.	M. S.	M. S.	M. S.	M. S.	Rs. a. p.
..	..	..	639 8	300 0	..	1 10	..	405 30	..	3,446 8	6,448 9 0
..	..	..	..	300 0	..	..	..	2 12	..	2,402 12	4,822 10 0
..	..	..	17 10	..	..	..	..	..	..	17 10	280 3 0
..	..	..	13 0	..	52,475	..	..	21 10	..	50 27	22 0 0
..	..	..	669 18	600 0	52,475	1 10	..	429 12	..	5,916 17	11,573 6 0
1 10	..	..	50 10	..	..	..	..	41 10	5 25	98 15	147 13 0
2 5	954 30	..	326 0	..	..	..	..	226 35	..	1,584 30	2,862 14 0
..	..	..	55 0	..	..	..	..	604 35	16 15	3,506 10	4,848 1 0
..	..	..	..	..	..	..	..	5 0	..	82 0	51 8 0
3 5	954 30	..	431 10	..	..	..	..	878 0	22 0	5,271 15	7,910 4 0
3 15	954 30	..	1,100 28	600 0	52,475	1 10	..	1,307 12	22 0	11,187 32	19,483 10 0

MARY.

DOWN.	TOTAL.
3,809 0 0	5,560 8 0
7,910 4 0	19,483 10 0
11,719 4 0	25,044 2 0

[Voyage No. 50 of 1867.]

Indus Steam

Traffic Return of the Steamer "John Jacob." Left Kotree on the 4th day of Mooltan on the 19th day of December 1867, arrived at Kotree

PASSENGER

	FROM	TO	Saloon.		Officers.		Warrant Officers.		Troops.	
			No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
UP.	Kotree ..	Sukkur ..	..	..	..	..	..	..	..	..
	Do. ..	Rajghat ..	..	..	..	..	..	..	..	..
	Do. ..	Do. for Rawind..	..	..	..	..	..	..	..	..
	Sukkur ..	Rajghat ..	..	..	..	..	..	..	..	..
	Up Total..		
DOWN.	Mooltan ..	Sukkur ..	..	..	..	..	..	..	..	..
	Do. ..	Kotree ..	..	..	5	500 0 0	1	44 0 0	111	1,776 0 0
	Do. ..	Do. for Kurrachee..	..	..	..	..	..	..	..	..
	Sukkur ..	Kotree ..	..	..	..	..	..	..	..	..
	Down Total..			5	500 0 0	1	44 0 0	111	1,776 0 0
Total Up and Down..			..	..	5	500 0 0	1	44 0 0	111	1,776 0 0

GOODS

	FROM	TO	Railway Materials.		Copper.	Comma- sariat Stores.	Ord- nance Stores.	Cotton.	Wool.	Hemp.	Wheat.	Other Grain.	Oil Seeds.	Indigo.	
			M.	S.	M. S.	M. S.	M. S.	Bales.	Bales.	M. S.	M. S.	M. S.	M. S.	M. S.	
UP.	Kotree ..	Sukkur ..	..	..	..	..	..	..	..	..	..	..	..	..
	Do. ..	Rajghat ..	138	14	42	16	..	..	..	..	..	..	..	..
	Do. ..	Do. for Rawind..	..	..	..	..	1,887	25	..	..	..	..	..	..
	Do. ..	Do. for Lahore.	..	..	..	..	..	..	..	..	..	..	..	..
	Do. ..	Do. for Umritsar.	..	..	..	..	..	..	..	..	..	..	..	..
	Sukkur ..	Chachur ..	..	..	..	..	..	..	..	..	..	..	..	..
	Do. ..	Rajghat ..	..	..	..	..	..	..	..	..	..	..	..	..
Up Total..			138	14	42	16	..	1,887	25	..	..	..	..	..
DOWN.	Mooltan ..	Sukkur ..	..	..	..	..	..	..	..	..	..	..	..	8 30
	Do. ..	Kotree ..	..	..	..	..	..	..	..	..	..	..	..	4 30
	Do. ..	Do. for Kurrachee	..	..	..	..	..	9	197	442	30	..	2,031	10
	Sukkur ..	Kotree ..	..	..	..	..	..	..	..	..	..	..	..	..
	Do. ..	Do. for Kurrachee	..	..	..	..	..	..	..	..	..	283	0	..
Down Total..			..	..	..	..	9	198	442	30	..	2,314	10	25 7 0
Total Up and Down ..			138	14	42	16	..	1,887	25	9	198	442	30	..	258 0

SUM

	UP.
Passenger Traffic.....	1,041 8 0
Goods Traffic	16,621 13 0
Total..	17,663 5 0

Indus Steam Flotilla Office, Kotree,
17th January 1868.

J. CAMPBELL,
Accountant.

Flotilla.

November 1867, arrived at Moollan on the 3rd day of December 1867 (30 days); left on the 12th day of January 1868 (25 days).

TRAFFIC.

European Deck.		Native Deck.		Guards.		Prisoners.		AMOUNT.	Parcels and Luggage.	Carriages, Horses, and Dogs.	TOTAL.
No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.				
..	..	22 $\frac{1}{2}$	135 0 0	13	78 0 0	1	6 0 0	219 0 0	1 8 0	..	220 8 0
..	..	36	544 0 0	..	..	..	..	544 0 0	5 0 0	..	549 0 0
1	24 0 0	14	224 0 0	..	..	..	..	248 0 0	..	..	248 0 0
..	..	4	24 0 0	..	..	..	..	24 0 0	..	..	24 0 0
1	24 0 0	76 $\frac{1}{2}$	927 0 0	13	78 0 0	1	6 0 0	1,035 0 0	6 8 0	..	1,041 8 0
..	..	4 $\frac{1}{2}$	18 0 0	..	..	..	..	18 0 0	22 8 0	..	40 8 0
26	362 0 0	96 $\frac{1}{2}$	884 0 0	..	..	..	..	3,566 0 0	672 14 0	388 2 0	4,627 0 0
..	..	1	4 0 0	..	..	..	..	4 0 0	..	..	4 0 0
..	..	3	12 0 0	..	..	..	..	12 0 0	..	..	12 0 0
26	362 0 0	105	918 0 0	..	..	..	..	3,600 0 0	695 6 0	388 2 0	4,683 8 0
27	386 0 0	181 $\frac{1}{2}$	1,845 0 0	13	78 0 0	1	6 0 0	4,635 0 0	701 14 0	388 2 0	5,725 0 0

TRAFFIC.

Sill	Ghee.	Salt-petre.	Piece Goods.	Malt Liquor.	Treasure.	Special.	1st Class.	2nd and 3rd Class.	4th Class.	Approximate Total Weight.	Amount of Freight.
M. S.	M. S.	M. S.	M. S.	hds. lhd.	RUPEES.	M. S.	M. S.	M. S.	M. S.	M. S.	Rs. a. p.
..	217 9	..	..	..	..	40 0	..	287 9	338 3 0
..	483 13	150 0	1,750	6 24	..	529 4	12 34	2,413 7	4,450 3 0
..	1,887 25	9,568 0 0
..	8 0	192 2	17 10	217 12	663 13 0
..	499 26	..	..	..	5 0	162 11	141 26	808 13	1,464 0 0
..	5 30	..	..	..	..	40 0	..	45 3	51 15 0
1 20	1 30	..	13,550	..	..	19 0	..	191 10	85 11 0
1 20	1,237 28	150 0	15,300	6 24	13 0	982 17	171 30	5,849 39	16,621 13 0
10 12	49 10	..	..	..	12 20	229 0	7 0	316 32	368 7 0
5 17	957 20	..	111 0	..	..	..	..	120 20	..	1,202 7	2,158 12 0
14 30	25 0	..	..	..	..	119 10	33 0	3,537 30	2,754 2 0
..	4 0	..	..	..	..	29 10	..	33 10	13 11 0
..	46 10	81 20	..	450 30	353 7 0
30 19	957 20	..	189 10	..	..	..	58 30	579 20	40 0	5,510 29	5,648 7 0
31 39	957 20	..	1,426 38	150 0	15,300	6 24	71 30	1,561 37	211 10	11,390 28	22,270 4 0

MARY.

DOWN.	TOTAL.
4,683 8 0	5,725 0 0
5,648 7 0	22,270 4 0
10,331 15 0	27,995 4 0

JOHN WOOD,
Agent and Superintendent.

[Voyage No. 51 of 1867.]

Indus Steam

Traffic Return of the Steam "Tug C." Left Kotree on the 6th day of November 1867,
 day of November 1867, arrived at Kotree

PASSENGER

	FROM	TO	Saloon.		Officers.		Warrant Officers.		Troops.	
			No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
UP.	Kotree ..	Sewan ..	..	..	..	..	..	..	..	..
	Do. ..	Sukkur ..	..	..	..	..	..	..	..	..
Up Total....			..	..	..	..	..	..	..	..
DOWN.	Sukkur ..	Sewan ..	..	..	..	..	..	..	..	..
	Do. ..	Kotree ..	..	..	..	..	..	..	..	..
Down Total....			..	..	..	..	..	..	..	..
Total Up and Down....			..	..	..	..	..	..	..	..

GOODS'

	FROM	TO	Railway	Copper.	Commis-	Ord-	Cotton.	Wool.	Hemp.	Wheat.	Other	Oil	Indigo.
			Materials.		sariat	nance					Grain.	Seeds.	
			M. S.	M. S.	M. S.	M. S.	Bales.	Bales.	M. S.	M. S.	M. S.	M. S.	M. S.
UP.	Kotree..	Sukkur ..	..	3 18	..	..	..	..	..	..	..	..	..
	Up Total..			..	3 18	..	..	..	..	..	..	..	..
DOWN.	Sukkur ..	Kotree ..	..	..	..	..	..	..	..	..	..	..	..
	Do. ..	Do. for Kurrachee	..	..	8 0	..	..	61	..	..	1,063 0	251 0	235 20
Down Total..			..	..	8 0	..	..	61	..	..	1,063 0	251 0	235 20
Total Up and Down..			..	3 18	8 0	..	..	61	..	..	1,063 0	251 0	235 20

SUM

	UP.
Passenger Traffic.....	78 14 0
Goods' Traffic.....	2,433 12 0
Total..	2,512 10 0

Indus Steam Flotilla Office, Kotree,
 28th November 1867.

J. CAMPBELL,

Accountant.

Flotilla.

arrived at Sukkur on the 16th day of November 1867 (11 days); left Sukkur on the 21st on the 23rd day of November 1867 (3 days).

TRAFFIC.

European Deck.		Native Deck.		Guards.		Prisoners.		AMOUNT.	Parcels and Luggage.	Carriages, Horses, and Dogs.	TOTAL.
No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.				
..	..	3	6 0 0	..	..	..	..	6 0 0	..	..	6 0 0
..	..	10	68 0 0	..	..	..	..	68 0 0	4 14 0	..	72 14 0
..	..	13	74 0 0	..	..	..	..	74 0 0	4 14 0	..	78 14 0
..	..	1	3 0 0	..	..	..	..	3 0 0	..	..	3 0 0
1	10 0 0	25	100 0 0	..	..	..	..	110 0 0	6 10 0	..	116 10 0
1	10 0 0	26	103 0 0	..	..	..	..	113 0 0	6 10 0	..	119 10 0
1	10 0 0	39	177 0 0	..	..	..	..	187 0 0	11 8 0	..	198 8 0

TRAFFIC.

Silk.	Ghee.	Salt-petre.	Piece Goods.	Malt Liquor.	Treasure.	Special.	1st Class.	2nd and 3rd Class.	4th Class.	Approximate Total Weight.	Amount of Freight.
M. S.	M. S.	M. S.	M. S.	hds. hhd.	RUPEES.	M. S.	M. S.	M. S.	M. S.	M. S.	Rs. a. p.
..	..	..	137 32	250 0	..	..	..	182 36	..	2,324 6	2,433 12 0
..	..	..	137 32	250 0	..	..	..	182 36	..	2,324 6	2,433 12 0
1 30	22 20	..	..	..	..	..	..	180 20	11 0	215 30	186 9 0
3 0	..	..	..	..	..	..	..	..	..	1,863 0	831 13 0
30	22 20	..	..	..	..	..	..	180 20	11 0	2,078 30	1,018 6 0
4 30	22 20	..	137 32	250 0	..	..	..	363 16	11 0	4,402 36	3,452 2 0

MARY.

DOWN.	TOTAL.
119 10 0	198 8 0
1,018 6 0	3,452 2 0
1,138 0 0	3,650 10 0

JOHN WOOD,
Agent and Superintendent.

TRAFFIC STATEMENT FOR THE WEEK ENDING

Open 109 Miles,

	Rs.	a.	p.	Rs.	a.	p.
Passengers	2,954	1	0			
Parcels and Luggage	163	7	0			
Carriages, Horses, and Dogs	65	3	0			
Total Coaching..	3,182	11	0	} 27,005 12 0		
Goods—Maunds 100,120 Seers 28	22,611	1	0			
Rent and Demurrage	1,212	0	0			
Total Goods..	23,823	1	0			
Total Traffic..				27,005	12	0
Corresponding period of 1866, open 109 miles				29,207	0	6
Increase ..						
Decrease..				2,201	4	6

CLASSIFICATION OF

	1st Class.		2nd Class.		3rd Class.	
	No.	Amount.	No.	Amount.	No.	Amount.
		Rs. a. p.		Rs. a. p.		Rs. a. p.
Booked at Stations	41	224 2 0	119	289 8 0	3,225	2,430 1 0
Excess Fares .....	..	..	..	..	..	10 6 0
Total..	41	224 2 0	119	289 8 0	3,225	2,440 7 0

CLASSIFICATION OF

	Special Class.		1st Class.		2nd Class.	
	Weight.	Amount.	Weight.	Amount.	Weight.	Amount.
	Mds. S.	Rs. a. p.	Mds. S.	Rs. a. p.	Mds. S.	Rs. a. p.
Ordinary Traffic .. { Up	55 20	72 1 0	3,735 9	711 13 0	8,524 39	2,159 3 0
Down..	9 35	11 0 0	19,532 17	3,144 8 0	39,603 30	10,994 15 0
Total..	65 15	83 1 0	23,267 26	3,856 5 0	48,128 29	13,154 2 0
Railway Materials. { Up .....	....	....	17,820 0	416 4 0	427 0	9 7 0
Down..	....	....	679 10	59 7 0	....	....
Total..	65 15	83 1 0	41,766 36	4,332 0 0	48,555 29	13,163 9 0

	Percentage of Receipts from Goods Traffic.					Average Mileage of Goods, Conveyed Distances.						
	Special Class.	1st Class.	2nd Class.	3rd Class.	4th Class.	5th Class.	Special Class.	1st Class.	2nd Class.	3rd Class.	4th Class.	5th Class.
	Ordinary Traffic... { Up ..	1	15	44	19	15	6	105	105	93	103	103	51
Down..	..	18	64	2	11	5	105	75	103	89	15	105
Total	17	60	6	12	5	105	80	102	99	14	102
Railway Materials. { Up.....	..	98	2	..	..	..	..	58	39	..	..	..
Down..	..	100	..	..	..	..	..	48	..	..	..	..
Total	19	58	6	12	5	105	70	101	99	14	102

Railway.

22ND DECEMBER 1867. FROM 16TH DECEMBER to 22ND DECEMBER 1867.

10 Stations.

Receipts for 50 previous Weeks.	Total for 51 Weeks.	Weekly Average.	Weekly Average per Railway Mile.	Receipts per Railway Mile this Week.	No. of Miles run by Train this Week.	Gross Earning per Train per Mile.
Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.		Rs. a. p.
2,02,636 1 3	2,05,818 12 3	4,035 10 7	37 0 5	29 3 2	3,170	8 8 3
....
10,00,175 3 7	10,23,998 4 7	20,078 6 4	184 3 3	218 9 0	....	....
12,02,811 4 10	12,29,817 0 10	24,114 0 11	221 3 8	247 12 2	3,170	8 8 3
9,99,674 10 0	10,28,881 10 6	20,174 2 5	185 1 4	267 15 3	....	....
2,03,136 10 10	2,00,935 6 4	3,939 14 6	36 2 4	....	....	....
.....	....	....	....	20 3 1	....	....

PASSENGERS' TRAFFIC.

Total.		Percentage of Receipts from Passengers' Traffic.			Average Mileage of Passengers.		
No.	Amount.	1st Class.	2nd Class.	3rd Class.	1st Class.	2nd Class.	3rd Class.
3,385	Rs. a. p. 2,943 11 0	7	10	83	87	64	40
....	10 6 0						
3,385	2,951 1 0						

GOODS' TRAFFIC.

3rd Class.		4th Class.		5th Class.		Total.	
Weight.	Amount.	Weight.	Amount.	Weight.	Amount.	Weight.	Amount.
Mds. S.	Rs. a. p.	Mds. S.	Rs. a. p.	Mds. S.	Rs. a. p.	Mds. S.	Rs. a. p.
2,462 15	923 0 0	1,368 39	756 5 0	388 4	293 10 0	16,535 6	4,916 0 0
1,122 20	358 7 0	3,438 10	1,997 15 0	952 20	793 2 0	64,659 12	17,209 15 0
3,584 35	1,281 7 0	4,807 9	2,664 4 0	1,340 24	1,086 12 0	81,194 18	22,125 15 0
..	..	..	..	..	..	18,247 0	425 11 0
..	..	..	..	..	..	679 10	59 7 0
3,584 35	1,281 7 0	4,807 9	2,664 4 0	1,340 24	1,086 12 0	100,120 28	22,611 1 0

Description of Trains.	No.	Daily Average Loads.				Miles Run.			
		Carriages.	Waggons.		Total.	Total.	Proportion.		
			Loaded.	Empty.			Passengers.	Mixed.	Merchandise.
Keamaree ..	{ Up 14	4	11	7	22	117	..	1,591	..
	{ Down .. 14	4	12	5	21				
Mixed ..	{ Up 7	11	15	10	36	1,474	..	..	1,579
	{ Down .. 7	7	15	..	22				
Goods ..	{ Up 7	3	9	25	37	1,579	..	..	1,579
	{ Down .. 7	2	37	..	39				
Average Daily Load by each Train..	..	5	17	7	29	3,170	..	1,591	1,579

GEO. RAWLINSON, Agent.

The following Report of a Select Committee, together with the Bill as settled by them, was presented to the Council of the Governor General of India for the purpose of making Laws and Regulations, on the 17th January 1868:—

REPORT.

We, the undersigned, the Members of the Select

Committee of the Council of the Governor General of India for the purpose of making Laws and Regulations, to whom the Bill for the suppression of Frauds in the Cotton Trade was referred, have the honour to report that we have considered the Bill and the papers noted in the margin.

From Officiating Secretary to Chief Commissioner, Central Provinces, No. 1094, dated 24th March 1863.

From Messrs. Hamilton, Brown, and Co., dated 30th January 1863.

From Assistant Secretary with the Chief Commissioner, Central Provinces, No. 241C, dated 16th March 1863.

From Secretary to Chief Commissioner, Central Provinces, No. 1482, dated 2nd April 1864, and enclosure.

From Secretary to Chief Commissioner, Central Provinces, No. 833-73, dated 23rd February 1865, and enclosures.

From ditto ditto, No. 1563-156, dated 1st June 1864, and enclosures.

From Resident at Hyderabad, No. 4, dated 24th January 1866.

From Secretary to Chief Commissioner, Central Provinces, No. 589-42, dated 10th March 1866, and enclosures.

From ditto ditto ditto, No. —, dated 4th September 1866, and enclosures.

From ditto ditto ditto, No. 642-61, dated 23rd February 1867, and enclosure.

From ditto ditto ditto, No. 470-46, dated 12th February 1867, and enclosures.

From ditto ditto ditto, No. 1677-141 dated 2nd May 1867, and enclosures.

From ditto ditto ditto, No. 1059-141, dated—

From Secretary to Bengal Chamber of Commerce, dated 1st March 1867.

From ditto ditto ditto, dated 26th March 1867.

From Secretary to Government, North-Western Provinces, No. 1063 A, dated 3rd April 1867.

From ditto ditto ditto, No. 1135, dated 8th April 1867, and enclosures.

From Officiating Under Secretary to Government of Bombay, No. 45, dated 11th April 1867.

From Secretary to Board of Revenue, North-Western Provinces, No. 629, dated 10th September 1867.

From ditto ditto ditto, No. 923A, dated 25th September 1867.

From Secretary, Bombay Chamber of Commerce, No. 116, dated 12th August 1867.

From Under Secretary to Government, North-Western Provinces, No. —, dated 1st October 1867, and enclosures.

From Chief Secretary to Government Fort St. George, No. 1783, dated 7th November 1867.

From Chairman, Chamber of Commerce, Madras, dated 1st October 1867.

From First Assistant Resident, Hyderabad, No. 24, dated 18th November 1867, and enclosures.

Despatch from Secretary of State for India, Revenue, No. 28, dated 24th May 1867.

Ditto ditto, No. 60, dated 14th September 1867.

circumstances of the Central Provinces and Berar.

1. We have provided for the appointment of Sub-Inspectors.

2. We have limited the fees to a maximum of four annas per bale.

3. Finding that it would be difficult to regulate the apportionment of the fees collected at Bombay, if some were collected under Bombay Act No. IX. of 1863, and some under this Bill, we recommend that the Bombay Act be repealed from the first April next, and that this Act should take its place. We have provided that any surplus funds which

may then be at the disposal of the Government of Bombay for the purposes of Act No. IX. of 1863 should be treated under the provisions of this Bill.

4. We have provided that the duties of Cotton Inspectors may be entrusted by the Local Governments to any other officers.

5. We recommend the omission of the last sentence of section 32 of the Bill, which provides that every person shall be legally bound to furnish information to any officer when required. We consider that the Inspectors are armed with ample powers for searching and examining all cotton, and that it is undesirable to empower them to exact information at their pleasure. This provision does not occur in the Bombay Act on which this Bill is founded.

6. We have provided for the publication of annual accounts of the fund.

7. We have modified the title and preamble of the Bill.

8. We recommend that the Bill, thus altered, be passed.

M. J. SHAW STEWART,
W. R. MANSFIELD.
W. N. MASSEY.

The 7th January 1868.

THE COTTON ACT, 1868.

CONTENTS.

Preamble.

I.—PRELIMINARY.

Section.

1. Short title.
2. Commencement of Act.
Repeal of Bombay Act No. IX. of 1863.
3. Power to extend Act.
4. Interpretation clause.

II.—LICENSES FOR COTTON PRESSES.

5. No cotton-press to be worked without license.
6. Grant of licenses.
Expiration and renewal of licenses.
Refusal of licenses.
7. Contents of license.
License fee.
New license on removal or alteration of press.
8. Press-mark to be lodged with Collector.
Licensee of cotton-press to use press-mark.

III.—INSPECTORS OF COTTON.

9. Appointment of Inspectors of Cotton.
Their duties.
To have access to stores, presses, and gins.
Obstructing Inspectors.
10. Inspectors may seize adulterated cotton, and give it into custody.
Police to assist Inspectors.
11. Opening bales.
12. Control of Inspectors.
Their suspension and dismissal.
13. Appointment of Sub-Inspectors.

IV.—FEES.

14. Levy of fees.
15. Disposal of fees levied at sea-ports not under Local Government.
16. Application of fees.
17. Power of Governor of Bombay to transfer to other Local Governments part of surplus of Cotton Fund.

V.—PENALTIES.

18. Penalty for fraudulent adulteration, deterioration, or mixture of cotton.

Section.

19. For fraudulently selling, or keeping or offering for sale, adulterated or deteriorated cotton.
20. For offering adulterated cotton for compression.
21. Confiscation of cotton.
22. For using cotton-press without a license.
23. For working cotton-press after refusal of license.
24. For neglecting to take out new license.
25. For failure to mark bales.
26. For counterfeiting press-mark, or using it without authority.
27. For abatement of offences.
28. Institution of prosecutions.
29. Adjudication of offences, confiscation and fines. Fines, fees, and proceeds of confiscations.
30. Licensees held to be owners.

VI.—MISCELLANEOUS.

31. Civil remedies not barred.
32. Suits against officers. Notice. Limitation. Tender.
33. Powers of Collector exercisable by any officer appointed by Local Government.
34. Power to make rules.
35. Account to be prepared and published. Schedule.

AMENDED BILL.

A Bill for the Improvement of Cotton.

WHEREAS it is expedient to provide for the improvement of Cotton produced in British India; it is hereby enacted as follows:—

I.—PRELIMINARY.

1. This Act may be called "The Cotton Act, 1868."
2. The Act shall come into force in the Presidency of Bombay and in the Central Provinces on the first day of April 1868, and thereupon Act No. IX. of 1863 of the Governor of Bombay in Council (*for the prevention of adulteration of Cotton, and the better suppression of Frauds in the Cotton trade in the Presidency of Bombay*) shall be repealed. All things duly done under the said Act shall be deemed to have been done under this Act.
3. The Governor General of India in Council may, at the request of any Local Government, extend this Act to the whole or such part of the territories, other than the Presidency of Bombay and the Central Provinces, under such Local Government as shall be specified in that behalf by notification in the *Gazette of India*.
4. In this Act—unless there be something repugnant in the subject or context—

"Bale,"	"Bale" means any package of cotton;
"Gin means any machine used for the purpose of cleaning cotton;	
"Press" means any machine used for the purpose of compressing cotton;	
"Foreign export" means export out of British India.	

II.—LICENSES FOR COTTON PRESSES.

5. From the day on which this Act shall come into operation in any Presidency, territory, or district, no press shall be used therein for the purpose of compressing cotton, without a license obtained in the manner and subject to the conditions hereinafter mentioned.

6. Licenses for the working of cotton-presses may be granted by the Collector of the district within which such presses are to be worked, to any persons who the Collector may be satisfied are in possession of the presses in respect of which they apply.

Every such license shall expire and shall be renewable upon the first day of January in the year next ensuing the year in which it was granted or last renewed.

The Collector may, for reasons which he shall state in writing under his signature to the person applying for any such license or renewal, refuse to grant or to renew the license of any press.

7. Every license issued under this Act shall specify the number of presses for which the same is granted, the place in which they are situate, and the power employed for working them, according to a written statement which shall accompany the application for such license; and for every press so licensed, or the license of which shall be so renewed, a fee shall be levied at the rate set forth in the schedule to this Act.

8. Every applicant for a license under this Act shall lodge with the Collector, a cloth, parchment, or paper, impressed or marked either with some distinctive mark not less than one foot square, or with his name, or that of his firm or company, in letters not less than one inch and a half long, and the name or mark shall be called a press-mark.

9. Upon the grant of such license the licensee shall mark with the press-mark every bale compressed by any press in his possession or comprised in the license, and the press-mark shall be affixed to the wrapper or cloth under-lying the fastenings or bands of the bale.

10. Upon the removal to another place of a press comprised in any license, or upon change of the power employed for working such press, it shall be necessary for the licensee to obtain a new license in respect of the press, subject to the conditions aforesaid.

11. Every applicant for a license under this Act shall lodge with the Collector, a cloth, parchment, or paper, impressed or marked either with some distinctive mark not less than one foot square, or with his name, or that of his firm or company, in letters not less than one inch and a half long, and the name or mark shall be called a press-mark.

12. Upon the grant of such license the licensee shall mark with the press-mark every bale compressed by any press in his possession or comprised in the license, and the press-mark shall be affixed to the wrapper or cloth under-lying the fastenings or bands of the bale.

13. Upon the removal to another place of a press comprised in any license, or upon change of the power employed for working such press, it shall be necessary for the licensee to obtain a new license in respect of the press, subject to the conditions aforesaid.

14. Every applicant for a license under this Act shall lodge with the Collector, a cloth, parchment, or paper, impressed or marked either with some distinctive mark not less than one foot square, or with his name, or that of his firm or company, in letters not less than one inch and a half long, and the name or mark shall be called a press-mark.

15. Upon the grant of such license the licensee shall mark with the press-mark every bale compressed by any press in his possession or comprised in the license, and the press-mark shall be affixed to the wrapper or cloth under-lying the fastenings or bands of the bale.

16. Upon the removal to another place of a press comprised in any license, or upon change of the power employed for working such press, it shall be necessary for the licensee to obtain a new license in respect of the press, subject to the conditions aforesaid.

17. Every applicant for a license under this Act shall lodge with the Collector, a cloth, parchment, or paper, impressed or marked either with some distinctive mark not less than one foot square, or with his name, or that of his firm or company, in letters not less than one inch and a half long, and the name or mark shall be called a press-mark.

18. Upon the grant of such license the licensee shall mark with the press-mark every bale compressed by any press in his possession or comprised in the license, and the press-mark shall be affixed to the wrapper or cloth under-lying the fastenings or bands of the bale.

III.—INSPECTORS OF COTTON.

19. The Local Government may appoint such and so many officers to be styled Inspectors of Cotton, as shall appear expedient.

It shall be the duty of such officers to suppress the use of unlicensed presses, and to examine cotton brought for compression, or to a Railway station

20. The Local Government may appoint such and so many officers to be styled Inspectors of Cotton, as shall appear expedient.

It shall be the duty of such officers to suppress the use of unlicensed presses, and to examine cotton brought for compression, or to a Railway station

for transport, or kept or offered for sale. In the execution of this duty, the Inspectors shall at all

To have access to stores, presses, and gins. times have access to every building or enclosure within which any cotton is stored, or any gin or press at work, or prepared for work, is situate; and if the licensee of any press, or his servant or agent, shall be convicted of having offered any obstruction to such Inspector in the execution of his duty, his license may be adjudged by a Magistrate to be suspended for such fixed time as the Magistrate shall think fit, or to have become void.

10. The Inspectors may seize and detain all cotton with respect to which any offence under this Act shall appear to have been committed, and may give such cotton into the custody of any Police officer.

Inspectors may seize adulterated cotton and give it into custody.

Every Police officer shall be bound, at the request of any Inspector, to assist him in seizing and detaining such cotton, and in bringing the offender to justice.

Police to assist Inspectors.

11. Any Magistrate may grant a warrant authorizing an Inspector to open any bale finally passed for foreign export, and thereupon the Inspector may open the same accordingly; but no Inspector shall, without such warrant, open a bale so pressed as last aforesaid.

Opening bales.

12. The Inspectors shall, in their official capacities, be subject, in any seaport to which this Act may apply, to the orders of such officer as the Local Government shall from time to time appoint, and, in all other places to which this Act shall apply, to the orders of the Collector of the district in which they hold their appointments, or in which they are for the time being employed.

Control of Inspectors.

The Local Government may suspend or dismiss any Inspector for neglect or misconduct in the discharge of his duty.

Their suspension and dismissal.

13. The Local Government may appoint any number of Sub-Inspectors, and confer and impose upon them such of the powers and duties of Inspectors as it may from time to time think fit; and the provisions as to Inspectors contained in the latter part of section ten and in sections eleven and twelve shall, *mutatis mutandis*, apply to Sub-Inspectors so appointed.

Appointment of Sub-Inspectors.

IV.—FEES.

14. Upon every bale of cotton exported from any presidency, territory, or district in which this Act shall be in force, there shall be levied such fee not exceeding four annas per bale as the Governor General of India in Council shall from time to time notify in the *Gazette of India*.

Levy of fees.

Such fees may be levied at such place or places within British India (whether or not situated within the presidency, territory, or district from which the cotton is exported) as the Governor General of

India in Council shall from time to time notify as aforesaid.

15. Whenever any such fee shall be levied at a sea-port within the territories of any Local Government, other than the Local Government from whose territories the cotton was originally exported, the former shall transmit to the latter Government the whole or such proportion of the fee as the Governor General of India in Council shall from time to time notify as aforesaid.

Disposal of fees levied at sea-ports not under Local Government.

16. All such fees levied by the Local Government from whose territories the cotton shall have been originally exported, and (in case they are levied by another Local Government under the directions of the Governor General of India in Council as aforesaid) all or such portion of the fees as aforesaid, shall be paid to the credit of a fund to be termed "The Cotton Improvement Fund," which shall be established by each Local Government to whose territories this Act shall have been extended, and shall be devoted solely to carrying out the objects of this Act.

Application of fees.

After providing for the salaries of the officers appointed under this Act and the expenses of their establishments and the cost of collecting the fees leviable under this Act, the surplus (if any) may at the discretion of the Local Government be expended in the purchase, importation, and introduction of superior cotton-seed, and of improved machinery for cultivating, cleaning, and compressing cotton.

17. The Governor of Bombay in Council may, if he shall think fit, transfer to any other Local Government such portion of the unexpended surplus of the Bombay Cotton Improvement Fund as may, in his opinion, be due to such Local Government on account of the fees collected in Bombay, before the first day of April 1868, in respect of cotton exported from the territories subordinate to such Local Government.

Power of Governor of Bombay to transfer to other Local Governments part of surplus of Cotton Fund.

V.—PENALTIES.

18. Whoever adulterates or deteriorates cotton by mixing therewith any seed, dirt, stone, or other foreign matter, or who fraudulently or dishonestly mixes cleaned and uncleaned cotton, or cotton of different varieties, in one bale, or who fraudulently or dishonestly, by exposing cotton to dew, or by any other means, deceptively increases or attempts to increase the weight of the same, shall be punished with imprisonment for a term not exceeding twelve months, and shall also be liable to fine.

Penalty for fraudulent adulteration, deterioration, or mixture of cotton.

19. Whoever fraudulently or dishonestly sells or keeps for sale, or offers for sale, any cotton adulterated, deteriorated, or deceptively increased in weight, as aforesaid, shall be punished with imprisonment for a term not exceeding twelve months, or with fine, or with both.

For fraudulently selling, or keeping or offering for sale, adulterated or deteriorated cotton.

20. Whoever offers for compression cotton adulterated, or deteriorated or mixed as described in section eighteen, shall be liable to a fine not exceeding one thousand rupees.

For offering adulterated cotton for compression.

21. All cotton which shall have formed the subject of a conviction under section eighteen, section nineteen, or section twenty, shall be confiscated.

Confiscation of cotton.

22. Whoever, without such license as is mentioned in section five, works or attempts to work any such press as is referred to in the same section, shall be liable to a fine not exceeding one thousand rupees.

For using cotton press without a license.

23. Whoever, after such refusal as is mentioned in section six, works or attempts to work the press in respect of which the refusal has been made, shall be liable to a fine not exceeding one thousand rupees.

For working cotton-press after refusal of license.

24. Whoever neglects to obtain a new license under the circumstances mentioned in section seven, shall be liable to a fine not exceeding one thousand rupees.

For neglecting to take out new license.

25. Any licensee failing to mark with his pressmark mentioned in section ten any such bale compressed as aforesaid, shall be liable to a fine not exceeding one hundred rupees, and his license, if it be so adjudged by the Magistrate, shall be suspended for such fixed time as the Magistrate shall think fit, or shall become void as to all presses comprised therein.

26. Whoever, with intent to cause damage or injury to the public or to any person, knowingly counterfeits or imitates any press-mark used by a licensee under this Act, or packs any bale in any cloth or wrapper bearing a press-mark used by such licensee, shall be punished with imprisonment for a term which may extend to two years, or with fine, or with both.

For counterfeiting press-mark, or using it without authority.

27. Whoever abets within the meaning of the Indian Penal Code any offence made punishable by this Act, shall be punished with the punishment herein provided for such offence.

For abetment of offences.

28. No person shall be proceeded against for any offence under this Act, except by summons on information laid by an Inspector of Cotton or some other person.

Institution of prosecutions.

29. All offences against this Act may be tried, and all confiscations and fines under its provisions may be adjudicated, by any Magistrate with powers not inferior to those of a subordinate Magistrate of the first class.

Provided that, in the infliction of the penalties provided by this Act, no Magistrate shall exceed the limits of his ordinary criminal jurisdiction.

All fines and fees levied, and the proceeds of all Cotton confiscated under this Act, shall be carried to the credit of the Cotton Improvement

Fines, fees, and proceeds of confiscations.

Fund established by the Local Government within whose territories such levy or confiscation shall have been made.

30. For all purposes of this Act, a licensee shall be held to be the owner of the press for which he has obtained a license.

Licensees held to be owners.

VI.—MISCELLANEOUS.

31. Nothing herein contained shall affect the right of any person defrauded by an offender against this Act to sue him in the Civil Courts.

Civil remedies not barred.

32. No suit shall be brought against a Collector or other officer for anything done under this Act until the expiration of one month next after notice in writing shall have been delivered or left at the office or place of abode of the Collector or other officer, explicitly stating the cause of suit and the name and place of abode of the intended plaintiff. Unless such notice be proved, the Court shall find for the defendant.

Suits against officers.

Notice.

Every such suit shall be commenced within six months next after the accrual of the cause of suit.

Limitation.

If any person to whom any such notice of suit is given shall, before suit brought, tender sufficient amends to the plaintiff such plaintiff shall not recover.

Tender.

33. All or any of the powers and duties conferred and imposed under or by virtue of this Act on a Collector, Inspector, or Sub-Inspector may be exercised and performed by such other officer not an officer of Police as the Local Government shall from time to time appoint in this behalf.

Powers of Collector exercisable by any officer appointed by Local Government.

34. The Local Government may from time to time, with the previous sanction of the Governor General of India in Council, make rules for the guidance of officers in matters connected with the enforcement of this Act, and alter and add to the rules so made:

Provided that such rules, alterations, and additions are not inconsistent with any of the provisions herein contained.

35. As soon as may be after the first day of April in each year, such officer as the Local Government shall from time to time appoint, shall prepare an account of all sums realized and expenditure incurred under this Act during the preceding year in the territories subject to such Local Government, and such account shall be published in the official Gazette.

Accounts to be prepared and published.

SCHEDULE.

	<i>Fees leviable.</i>
For every press worked by steam or any power other than animal or manual labour ..	Rs. 5
For every press worked by animal, or animal and manual, labour ..	.. 2
For every press worked by manual labour alone ..	.. 1

WHITLEY STOKES,

Asst. Secy. to the Govt. of India,
Home Dept. (Legislative.)

The following Act of the Governor General of India in Council received the assent of His Excellency the Governor General on the 24th January 1868, and is hereby promulgated for general information:—

Act No. II. of 1868.

An Act to alter the rate of Duty leviable on Pepper exported from Cochin.

WHEREAS Act No. III. of 1861 (*to provide for the collection of duty of customs on pepper exported by sea from the British port of Cochin*) provides that a duty of fifteen rupees a candy shall be levied on all pepper exported by sea from the British port of Cochin; and whereas the India Customs Duties' Act, 1867, provides that a duty of three per cent. shall be levied on pepper exported from British India; and whereas the Government of Travancore and Cochin have recently reduced the duty on pepper exported

from their ports from rupees fifteen to rupees nine per candy; and whereas it is expedient that the duty leviable on pepper so exported from the said port should not exceed the said reduced duty; It is hereby enacted as follows:—

1. In lieu of the duty prescribed by the said Duty leviable on pepper Acts or either of them, there exported by sea from shall be levied a duty not Cochin. exceeding nine rupees a candy on all pepper exported by sea from the said port of Cochin; and the Governor of Fort St. George in Council may from time to time determine the exact rate of duty to be levied under this Act.

2. This Act shall be read with and taken Act to be read with Act as part of the said Act No. III. of 1861. No. III. of 1861.

WHITLEY STOKES,
Asst. Secy. to the Govt. of India,
Home Dept. (Legislative.)