

MADRAS RECORD OFFICE.

Government of Madras.

Marine DEPARTMENT.

G.O. No. *413-14* Press

Mis.

Dated *12-10* 18*58*

Not to be folded or roughly handled

Fort Saint George, Marine Consultation, 12th October 1858.

No. 23. From J. J. FRANKLIN, Esq., Superintendent of Marine; to T. PYCROFT, Esq., Chief Secretary to Government, Fort Saint George, dated 24th September 1858, No. 3830.

SIR,

1. I have the honor to acknowledge receipt of Extract Minutes Consultation of the 13th Instant, No. 361, forwarding correspondence from the Government of India on the subject of a bi-monthly communication between Madras, Rangoon and Moulmein, and to state that with three Vessels there can be no difficulty in carrying out the proposed arrangements.

2. It will, however, be occasionally necessary to have a fourth Steamer to convey Troops to and from the Straits Settlements and the Malabar Coast, and it will likewise be advisable that power shall be given to order the Steamers of the proposed line to touch at any of the Northern Ports to embark, or disembark Troops when occasion requires. In the course of the present season the 31st have to be conveyed from Bimlipatam to Rangoon; the 8th from Rangoon to Mangalore; the 45th from Madras to Quilon; the 2nd from Quilon to Madras; the 32nd from Masulipatam to Moulmein, and the 48th from Moulmein to Madras. The duty of moving the 31st has already been assigned to the "Coromandel" and "Dalhousie," and it is intended, with the sanction of Government, that those Vessels shall leave Rangoon in the early part of November with the 8th for Mangalore. It would be well if the 32nd and 48th could be conveyed by the Burmah line of Steamers, leaving the 45th and 2nd to be carried by an additional Vessel to be supplied from Bengal. On this point, however, I would suggest a reference to the Quarter Master General of the Army, as there may be objections to embarking a Regiment in Wings, the one to arrive a fortnight later than the other.

3. I would, moreover, suggest that during the S. W. monsoon when the weather in the bay is boisterous, and the wear and tear of Steamers considerably increased, that only one Steamer be dispatched in each month—say from the 12th of May to the 12th of September. During this period it is not customary to effect reliefs, owing to the discomfort of the voyage and the risk of accidents.

4. With these preliminary observations, I beg to submit a scheme for establishing the communication between the three Ports: Moulmein being included in the letter from the Secretary to the Government of India of the 17th Ultimo, No. 1245, although no mention is made of it in his application to the Superintendent of Marine at Calcutta of the 24th July last, No. 1705. I have set down the dates of departure from Madras at two days after the contract dates of the arrival of the English Mail; but as the actual arrivals take place earlier, I would suggest that the Burmah line of Steamers should start two days after the receipt of those Mails, irrespective of dates; and that their departure from Rangoon and Moulmein should be regulated by their departure from Madras. For instance, if the "Coromandel" left Madras three days before the date fixed, she should leave Rangoon and Moulmein on her return three days before the dates set down for her departure from those Ports.

5. I commence on the 12th December because neither the "Coromandel" nor the "Dalhousie" will be at liberty before then, if they convey the 8th Regiment from Rangoon to Mangalore; and moreover, because it is not likely that the other arrangements can be completed before that period.

6. The scheme is prepared expressly with reference to a direct communication between Madras, Rangoon and Moulmein; but I submit that with but little additional expense, it may be made more comprehensive by including the Northern Ports—say Masulipatam, Cocanada and Vizagapatam, and, when necessary for embarking or landing Troops, Bimlipatam: this being the Port the most contiguous to the Military Station of Vizianagaram. The delay each way would not exceed three or four days, and the advantages of a regular communication with these additional Ports would amply compensate for the increased length of the voyage. Should it, however, be found that this deviation occupies too much time to admit of a Steamer's return to Madras sufficiently early to prepare for her next trip, I would suggest that Moulmein be omitted among the Ports to be visited, a bi-monthly communication into Rangoon being already established by the Steamers of the Calcutta and Burmah Steam Navigation Company.

from

Fort Saint George, Marine Consultation, 12th October 1858.

7. I now proceed to the scale of charges which I would propose should be established, and I annex a table which has been prepared partly from that formerly in use when the Hugh Lindsay was under the orders of this Presidency. There are no first or second class cabins, in the Coromandel or Dalhousie, for passengers entitled to mess at the Commander's table, nor do I think there are in the Australian. Each cabin has two or more berths, and the passage money would be for one berth only; not for a whole cabin.

8. There is, however, one point, as yet untouched, which will require careful consideration before the line is in operation; and that is, the degree of power vested in my department over the Commanders. Were the Steamers intended only to carry public, or even private cabin passengers and the Mails, it might be unnecessary to alter existing arrangements, whereby Officers of the Indian Navy in commission receive no orders save direct from Government: but if they are to be generally available to the public for the conveyance of private passengers and cargo, a responsibility will be attached to my Office which would not be satisfactorily exercised without some power of control. This is the only difficulty I perceive in the employment of vessels in commission. Moreover, no Officers of the Indian Navy, except those in command, will relish a service which will entail on them duties similar to those required of mates in merchant vessels, and their dislike to such employment would lead to much unpleasantness. I would therefore suggest, for serious consideration that any commissioned Vessels employed on such service should be Officered by Acting Masters, who, being drawn from the Mercantile Marine, would be better adapted for the work required of them.

Order of Government, No. 88, dated 20th February 1857, on a letter from the Secretary to the Government of India, No. 620, of the 11th idem.

9. It must be borne in mind also that Officers of the Indian Navy are under the orders marginally noted entitled to 8 Rupees a day for providing their adult passengers with table, inclusive of wines and liquors.

10. It now only remains for me to observe that a small establishment will be necessary for the registration and measurement or weighing as the case may be, of cargo to be shipped, as there are no Servants who could be spared from the Master Attendant's or my Office for such work; and that I should be glad of any information that could be furnished regarding the routine formerly adopted by the Boat Office at Calcutta, when the Government line of Steamers between that and the Eastern Ports was in operation.

Steam communication between Madras, Rangoon and Moulmein.

1. The following are the Regulations under which private passage and freight are assigned in the Honorable Company's Steam Vessels running between Madras, Rangoon and Moulmein.

2. Applications are to be made to the Superintendent of Marine, who will grant orders thereon according to the priority of their receipt, on the express understanding that, in the event of Government requiring the Cabins, berths, or stowage room so engaged, he will have the right to cancel such orders.

3. No freight will be assigned in a Steamer unless the application shall have been submitted ten clear days before the published date of her departure, and none will be received on board unless sent alongside seven clear days prior to the same date.

4. Before an order is granted for the reception of passengers or goods, the whole amount of passage money or freight must be paid; and in the event of the exigencies of the public service requiring the engagements to be cancelled, which it is expected will but seldom occur, the amounts so paid will be of course returned.

5. The passage money gives title to one berth only. If a whole Cabin is required for one person, the vacant berths in it will be charged at two thirds the published rate.

Fort Saint George, Marine Consultation, 12th October 1858.

6. At Rangoon and Moulmein application for passage or freight will be registered by the Master Attendant, to be handed to the Commander on arrival, who will then decide on the passengers and Cargo to be received, under the same conditions of cancelling the engagements, if the exigencies of the service so require it, as are reserved to the Superintendent of Marine at Madras.

7. All servants will be charged for as deck passengers.

8. Cabin and quarter deck passengers will be allowed to take 3 cwt, of baggage; and deck passengers, a box measuring 5 cubic feet and a bed not exceeding two feet in breadth, which must be rolled up during the day.

9. Baggage must be brought to the baggage Office at Madras, or the Master Attendant's Offices at Rangoon or Moulmein, 24 hours before the departure of the Vessel; and all in excess of the quantities named in the preceding para: will be charged for as freight.

10. Passengers who, after engaging passage, fail to proceed in the Vessel, will forfeit half the passage money.

11. Freight engaged will, under similar circumstances, be subject to a like forfeit.

12. The address upon stores, packages, and baggage must be full; each having the name of the party for whom it is intended, and the port at which it is to be delivered, marked in a manner not likely to be obliterated, torn off or destroyed by vermin.

13. All goods must be applied for within 24 hours after the arrival of the Steamers at Rangoon or Madras, and within one hour of her arrival at Moulmein. In failure of this, they will be landed at the Custom House at the risk and expense of the shippers.

14. Cattle and conveyances will be shipped only under special permission.

15. Cattle will be charged two tons per head, including space for fodder and one attendant to each. No horse will be received except in a box.

16. Dogs, goats and sheep will be charged 5 Rupees per head.

17. No bill of lading will be signed under 2 Rupees.

18. The published list of the dates of departure is framed with reference to the contract time of the arrival of the English Mails; but as the different P. and O. Steamers vary in the performance of the voyage from Suez, an interval of exactly two days will be allowed to elapse between the arrival of the ones and the departure of the others; any time thus anticipated being kept up throughout the trip.

Scale of Charges for Freight and Passage by the Madras, Rangoon, and Moulmein line of Steamers.

	Between.	
	Madras and Rangoon or Moulmein.	Rangoon and Moulmein.
Cabin passage, single berth...	120	40
Quarter deck passage, no berth...	80	27
Children Cabin or Quarter Deck between 7 and 16...	60	20
" " under 7 ...	30	15
" " in Arms.....	Free.	Free.
Deck passage without food, Europeans ...	20	4
" " Natives.....	15	3
Children half fare ...	"	"
Cargo per Ton of 50 Cubic feet or 20 cwt...	40	20
Treasure ...	½ per Cent.	¼ per Cent.

N. B.—The charges for Cabin and Quarter Deck passage include Table with Wine and other Liquors.

Passengers embarking at Madras for Moulmein will not be entitled to live on Board during a Vessel's detention at Rangoon, but should they prefer to do so, the Commanders have authority to charge the following rates, to commence six hours after the Anchor has been let go.

from

Fort Saint George, Marine Consultation, 12th October 1858.

CABIN TABLE.

For each Gentleman...	Rupees 8 per diem.
" Lady	" 6 "
" Child above 7 and under 16 years old	" 4 "
" above 2 and under 7 years old	" 2 "
" under 2 years old.....	no charge.

WARRANT OFFICERS TABLE.

For each Adult...	Rupees 3 per diem.
" Child above 7 and under 16 years old...	" 2 "
" " 2 and under 7 years old	" 1 "
" " under 2 years.....	no charge.

Deck Passengers will be fed on Board if required at the following rates.

Europeans 12 Annas per day.

Native 6 do. do.

Scheme for a Steam communication between Madras, Rangoon and Moulmein.

Ships' Name.	Leaves Madras.	Arrives at Rangoon.	Leaves Rangoon for Moulmein.	Leaves Moulmein.	Arrives at Madras.
"Coromandel,"	12th Dec. 1858	18th Dec. 1858	24th Dec. 1858	27th Dec. 1858	3rd Jan. 1859
"Dalhousie,"	28th "	3rd Jan. 1859	9th Jan. 1859	12th Jan. 1859	19th "
"Australian,"	12th Jan. 1859	18th "	24th "	27th "	3rd Feby.
"Coromandel,"	28th "	2nd Feby.	8th Feby.	11th Feby.	18th "
"Dalhousie,"	12th Feby.	17th "	23rd "	26th "	5th March
"Australian,"	28th "	5th March	11th March	14th March	21st "
"Coromandel,"	12th March	17th "	23rd "	26th "	2nd April
"Dalhousie,"	28th "	2nd April	8th April	11th April	18th "
"Australian,"	12th April	17th "	23rd "	26th "	3rd May
"Coromandel,"	28th "	3rd May	9th May	12th May	20th "
"Dalhousie,"	12th May	17th "	23rd "	26th "	4th June
"Australian,"	28th "	17th June	23rd June	26th June	5th July
"Coromandel,"	12th June	17th July	23rd July	26th July	4th Aug.
"Dalhousie,"	28th "	17th August	23rd August	26th August	4th Sept.
"Australian,"	12th July	17th Sept.	23rd Sept.	26th Sept.	5th October
"Coromandel,"	28th "	3rd Oct.	9th October	12th October	20th "
"Dalhousie,"	12th August	17th "	23rd "	26th "	3rd Novr.
"Australian,"	28th "	3rd Novr.	9th Novr.	12th Novr.	19th "
"Coromandel,"	12th Sept.	18th "	24th "	27th "	4th Decr.
"Dalhousie,"	28th "	4th Decr.	10th Decr.	13th Decr.	20th "

No. 24.

ORDER THEREON, No. 413; dated 12th October 1858.

This report and its enclosures will be forwarded to the Government of India, with the following letter.

2. Enquiry will be made in the Military Department, whether there is any objection to the suggestion offered in the latter part of para : 2.

(Signed) T. PYCROFT,
Chief Secretary.

Fort Saint George, Marine Consultation, 12th October 1858.

No. 25. To the Secretary to the Government of India, Home Department, dated Fort Saint George, the 12th October 1858, No. 414.

SIR,

Copies of your Despatch, dated 17th August last, No. 1245, and its enclosures, having been furnished to the Superintendent of Marine at this Presidency, that Officer has submitted a very full report, copy of which accompanies, and I am directed, in accordance with the request of the Supreme Government, to communicate "the views of the Governor in Council on the outline and "general details of a Plan for carrying out the proposed scheme of Steam communication between Madras and Burmah," a communication the expediency of which has been so long and so earnestly urged by this Government.

2. The Governor in Council agrees with the Superintendent that the scheme should take effect from the 12th December next. Neither the "Coromandel" nor the "Dalhousie" will be available before that date, nor could the subsidiary arrangements be completed earlier.

3. Commencing from that date, it is proposed that the Steamers shall leave this Port two days after the arrival of the bi-monthly Mail from Suez, at whatever date such arrival may occur. The contract dates are the 12th and 28th of each month, but these are generally anticipated. For four months in the year, during the prevalence of the South West Monsoon in the Bay, or from the 12th May to 12th September, it is not customary to make the reliefs; consequently for that period one Steamer a month would be found to answer all purposes.

4. Instead of proceeding to Burmah or vice versa, direct, the Steamers should be allowed to call at the Northern Ports, Masulipatam, Cocanada and Vizagapatam, and, when Government think proper, at Bimlipatam, (the disembarking point for Troops on their way to the large Military Station of Vizianagram.) The delay each way, the Superintendent submits, would not exceed three or four days; while the advantages of regular communication with those Ports would be very great, but, in order to allow of the deviation, it would be desirable to exclude Moulmein from the scheme. There would then be no reason to apprehend that the Steamer from Madras would be unable to return to the Presidency in time to prepare for her next trip, while the loss to Moulmein would not be one of much importance, there being already a bi-monthly communication between that Port and Rangoon by the Steamers of the Calcutta and Burmah Contract Line.

5. The Superintendent of Marine has proposed certain charges for freight and passengers, which appear unobjectionable. The Government of India pronounce the old rate (Rupees 30) for a deck passage high. Mr. Franklin has proposed Rupees 20 for an European, and Rupees 15 for a Native, the party in either case supplying of course his own food, or paying for the same, as an extra charge.

6. As the Vessels on the proposed line are to be available to the Public, the Government would be glad to receive the instructions of the Government of India, as to what degree of authority is to be attached to the Office of Superintendent of Marine. That Officer at present is without any power of control over Officers of the Indian Navy in Commission, who receive their orders only direct from Government, a course at present attended with some inconvenience. It seems proper that he should have some in the present case. He has further thrown out for consideration whether, the nature of the duties being taken into view, it is not desirable that commissioned Vessels employed in them shall be officered by Acting Masters, drawn from the mercantile Marine. At any rate it would be necessary to modify the standing order quoted by the Superintendent, which enacts that Officers of the Indian Navy are entitled to so much a day for providing their adult passengers with Table.

6. Some small establishment must be added, in consequence of the proposed scheme, to the Superintendent's Office, but the amount cannot be at present specified. I am directed to ask in conclusion that the proper Official may be desired to supply the Superintendent of Marine with information, "regarding the routine formerly adopted by the Boat Office at Calcutta, when the "Government line of Steamers between that and the Eastern Ports was in operation."

from

Fort Saint George, Marine Consultation, 12th October 1858.

7. The Superintendent has observed that it would still be necessary to have a fourth Steamer to convey Troops to and from the Straits Settlements and the Malabar Coast, but this, it is remarked, has been foreseen and is to be provided for in the manner shown in para: 7 of your letter.

(Signed) T. PYCROFT,
Chief Secretary.

Exd, W. Komareck.

N^o 3830

From

J. J. Franklin Esq^r
Superintendent of Marine

To

J. Pycroft Esq^r
Chief Secretary to Government
Fort Saint George

Sir,

1 I have the honor to acknowledge receipt of Extract Minutes Consultation of the 13th instant, N^o 361, forwarding correspondence from the Government of India on the subject of a bi-monthly communication between Madras, Rangoon and Moulmein, and to state that with three vessels there can be no difficulty in carrying out the proposed arrangements.

2

It will, however, be occasionally necessary to have a fourth steamer to convey troops to and from the Straits Settlements and the Malabar Coast, and it will likewise be advisable that power shall be given to order the Steamers of the proposed line to touch at any of the Northern ports to embark or disembark troops when occasion requires. In the course of the present season the 31st have to be conveyed from

Well - they
promise you
see
Para 7 of
Mr Beadon's
letter.

3 I would, moreover, suggest that during the S.W. monsoon when the weather in the Bay is boisterous, and the wear and tear of steamers considerably increased, that only one steamer be dispatched in each month — say from 12th of May to the 12th of September. During this period it is not customary to effect reliefs, owing to the discomfort of the voyage and the risk of accidents.

Sept 13th }
Marine } Rep. 13th

Dispt 12th for 1st Steam

Marine Sept 5

No 4114

To be Secy. to the Govt. of India.

Home Sept.

Sir.

Copies of your despatches of 17th
August last No 1245 & its enclosures
L^g have been furnished to the Sup^t of
Marine at his Presidency, that office
has submitted a very full Report, copy of
which accompanies, and I am directed,
in accordance with the request of the
Sup. Govt, to communicate the views
of the G. in C. on the outline & gen-
eral details of a plan for carrying out
the proposed scheme of Steam Commu-
nication between Madras & Port.
Blair - a communication the expedi-
ency of which has been so long
so earnestly ^{urged} recommended by his Govt.

2- The G. in C. agrees with the Sup^t
that the scheme should take effect
from the 12th Decr next - Neither the
'Comander' nor the 'Salisbury' will
be available before that date, nor can
the subsidiary arrangements be com-
pleted earlier.

3- Commencing from that date, it is

W. G.

Well

R. G. The Superintendent has observed that it would still be necessary to have a fourth steamer to collect the troops from the Straits Settlements & the Malacca Coast but this it is feared would be a sea preserve and is to be provided for in the future.

Shore at para 7 of your letter J.P.

J. B. George,
12 October 1858.

Govt who is glad to receive the instructions of the Govt of India as to what degree of authority is to be attached to the office of Supt of Marine. That officer at present is without any power of control over officers of the Indian Navy in Commission. It seems proper that he should have some in the present case. He has further known but for consideration whether, the nature of the duties being taken into view, it is not desirable that commissioned vessels employed in service shall be officered by acting masters, drawn from the Mercantile Marine. At any rate it will be necessary to modify the standing order quoted by the Supt, which enacts that Officers of the Indian Navy are entitled to do much a day for providing their adult passengers with table. 6th. Some small establishment must be added, in consequence of the projected scheme, to the Supt's office, but the amount cannot be at present specified. I am directed to ask in conclusion that the proper official may be desired to supply the Supt of Marine with information regarding the routine formerly adopted by the Post Office at Calcutta, when the Govt line of steamers between that & the Eastern Ports was in operation. J.P. 29/9-58

By: Henry: 12 Oct 1838

Marine 1838. Departth

1841/4.

10

The secondary

to the book
of India

dated 12 Oct 1838.
15: 23 50/59. 1841/4

Marine 1838. 12 Oct 1838
January 1838 of 1859.

Jan 2

Revised by the Secy of
State for India. dates
12th May 1841 of 1859

25 C 25

with certain remarks of
the Govt and enquiring
from the Ministry whether
there is any objection to
the suggestion of Mr
Stewart to embark
-ing a regiment in wings
the one to arrive a fort-
-night later than the
other.

Direct that the Report
of the Superintendent of
Marine and its enclosure
relating that with 30 steamers
there can be no difficulty
in carrying out the pro-
posed monthly commu-
-nication between Madras
Bangor and Moulmein.
Yes, he forwarded to the
Govt of India with

Dr. Lewis: 12 Oct 1858

Marine 1858. De la Haye

184114.

20

The secondary

to the first
of India

Dated 12 Oct 1858.
15:27 59/59. 1858

Direct that the report
of the Superintendent of
Marine and its enclosure
relating that with 3 steamers
there can be no difficulty
in carrying out the pro-
posed monthly commu-
nication between Chadda
Mangem and Moulmein.
Yes, he forwarded to the
Govt of India with

with certain demands of
the Govt and enquiring
from the Ministry whether
there is any objection to
the suggestion of either
of them to embark
ing a regiment in wing
the one to arrive a fort-
night later than the
other.

Marine 1858. De la Haye
15:27 59/59. 1858

Jan 2

Refers to the Secy of
State for India state
12th May 1858/14 of 1859