

*Proceedings of the Madras Government, Marine Department,
from 4th to 10th May 1859.*

Read the following papers:—

No. 11. From F. A. REID, Quarter Master General of the Army; to the Secretary to Government, Military Department, dated 9th April 1859, No. 167.

1. In forwarding the annexed copy of a letter from Messrs. Begbie and Co., Rangoon, offering to establish a line of Steamers between this and Burmah,
Dated 11th March 1859. I am directed by the Commander-in-Chief to say, that he considers it most desirous that this should be done, for it is but too evident, that regular communication by packet Steamers is little likely to be ever carried out, effectually, without entering into some agreement of the kind.

2. General Bell Commanding Pegu Division, strongly recommends the scheme, and says, that the Establishment of a regular bi-monthly line would be hailed as a boon by the whole Force, more especially as affording means for the timely removal of the sick men.

3. Messrs. Begbie and Co., are the Rangoon Agents for the Calcutta and Burmah Steam Navigation Company, and have consequently experience in managing a line such as this they propose.

From Messrs. BEGBIE, and Co.; to Captain C. O'CONNELL, Assistant Quarter Master General dated Rangoon, 11th March 1859.

Understanding, that a line of Steamers between this and Madras would be desired, especially as affording a regular mode of conveyance for Invalids hence, we have the honor to propose establishing such communication provided Government give the entire freight, passage, &c., without which, there is not sufficient traffic to enable us to do so, also the use of the patent slip (when completed) about once in six weeks, as otherwise the Steamers would require to visit Calcutta for repairs, &c., and a site for Coal sheds, as is promised to the Calcutta Steam Company.

We propose to lay on two Steamers of 200 at 250 Horse Power 1,300 at 1,500 Tons one to start from Madras a day or two after arrival of each Europe Mail there, and to return in time to catch outgoing Mail; or in other words, to run regularly twice a month, for which service, a monthly subsidy to be received, similar to that now paid to the Calcutta Steamers, *viz.*, Rupees 5,000 per mensem.

The passage money for Deck passengers to be Rupees 25 per head, and Cabin passages similar to Calcutta and Burmah Steam Navigation Company's rates. Freight 35 Rupees per Ton from, and 25 Rupees to Madras, with an allowance of Rupees 1,250 per diem for extra time, when the Steamers are required to proceed North or South of Madras to land Troops. If sufficient Moorings were maintained we could land the Troops and Stores upon the Commissariat Wharf here.

The contract to be for seven years; but in the event of any irregularity from contract time, arising out of accidents over which we have no control, no penalty to be incurred.

If required, we would take in the *Andamans* and *Moulmein*, and would immediately lay on a third Steamer, if sufficient employment offered. The two Steamers at present proposed, would be ample for the reliefs as we would charter Vessels to be towed across, when unable to accommodate sufficient on board Steamers.

The Steamers could be brought to Madras within six months from the date of our receiving a favorable answer to our proposition; and begging the favor of a speedy reply, we have &c.

Referred for the early report of the Superintendent of Marine.

FORT SAINT GEORGE, }
4th April 1859. }

(Signed) T. PYCROFT,
Chief Secretary.

No. 12. Read the following letter from J. J. FRANKLIN, Esq., Superintendent of Marine; to the Chief Secretary to Government, Fort Saint George, dated 13th April 1859, No. 1558.

I have the honor to acknowledge receipt of the order of Government of the 12th Instant, forwarding for report a proposition from Messrs. Begbie and Co., of Rangoon to establish a bi-monthly line of Steamers between that Port and Madras, provided the Government grant them as subsidy of 5,000 Rupees a month, and give them their entire freight and passenger traffic.

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2. The necessity of a regular periodical communication between Burmah and Madras has long been acknowledged, and it is only from the want of the Steamers that a line has not been established before this by Government Vessels. One is now to be commenced, and the
- Para. 3. "Coromandel" will leave two days after the arrival of the first P. and O., Steamer from Suez in May, but as stated in my letter of the 8th Ultimo, No. 995, I much doubt if it can be long continued.
3. In that letter I suggested that an offer should be made to Messrs. Mackinnon Mackenzie and Co., to take over the Government line on somewhat similar terms to those under which they have contracted to keep up the Calcutta Rangoon and Moulmein line, and I think that until it is known what course they are about to adopt in respect thereto, it would be premature to enter into any negotiations with Messrs. Begbie and Co.
4. Moreover in any arrangements for a communication with Burmah I would strongly advise the Northern Ports be included. The convenience of the Public would be thereby much promoted, the line would be more remunerative, and the passage in the boisterous weather of either monsoon would be more certain and less liable to accident.
5. Then as regards the offer of Messrs. Begbie and Co., there is a condition which could not be agreed to. They ask that the Government freight and passage should be entirely made over to them. This would not only be inconvenient and expensive, but I doubt if they could carry all the Government would have to send, I am informed that of troops alone, not including details going or sick returning, there will be at least 20,000 men to and from Burmah during the next season; and as for the sake of a fine weather passage the reliefs are effected, as far as practicable from January to April inclusive, it is manifest that the bi-monthly Steamers would be unequal to the task.
6. I am therefore of opinion that the condition imposed on Government by Messrs. Mackinnon Mackenzie and Co., in their contract is all that should be admitted here: which is, that the Government shall not receive private passengers or freight in their vessels; and that the private Steamers on the Burmah line should only be availed of for Government purposes as occasion might require.
7. Touching the proposal of Messrs. Begbie and Co., to take in the Andamans and Moulmein. I consider that there is no necessity for extending the Madras line to either of those places. The necessity for communicating with the first is very limited, and the Bengal line connects the latter with Rangoon twice a month.
8. The Government will gather from the foregoing paragraphs that I would recommend postponing any negotiations with Messrs. Begbie and Co., until the result of the overtures made to Messrs. Mackinnon Mackenzie and Co., are known, and that if those are not well received a similar proposal should be made to the Rangoon Firm.
9. I may mention in conclusion that I had several interviews with the Madras Agent of Messrs. Mackinnon Mackenzie and Co., who proceeds to Calcutta in the "Governor Higginson" and that I am under the impression that the Firm will be inclined to enter into engagements with us.

No. 13.

ORDER THEREON, 5th May 1859, No. 174.

Resolved accordingly that Messrs. Begbie, and Co., be informed, in reference to their letter to the Assistant Quarter Master General, Rangoon, under date 11th March last—on the Establishment of a line of Steamers between Madras and Rangoon—that this Government has recently addressed the Government of India on the subject of entering into a contract with Messrs. Mackinnon Mackenzie, and Co., for a similar purpose, and that pending the reply of the Supreme Government, they cannot entertain Messrs. Begbie, and Co.'s proposal. Their letter of the 11th March last, will, however, be forwarded for the consideration of the Supreme Government.

(Signed) T. PYCROFT,
Chief Secretary.

*Proceedings of the Madras Government, Marine Department,
from 4th to 10th May 1859.*

No. 14. To THE SECRETARY TO THE GOVERNMENT OF INDIA, dated Fort Saint George, 5th May 1859, No. 175.

SIR,

I am directed by the Honorable the Governor in Council to forward for the consideration of the Government of India copy of a letter dated 11th March last, addressed by Messrs. Begbie and Co., the Agents at Rangoon of the Calcutta and Burmah Steam Navigation Company, to the As-

Assistant Quarter Master General. Messrs. Begbie and Co., have been informed that this Government had recently addressed the Government of India on the subject of entering into a Contract with Messrs. Mackinnon Mackenzie

Under date the 1st April 1859, No. 118.

Proceedings of the Instant No.

and Co., for a purpose similar to that proposed by them, and that their letter also would be forwarded for the consideration of the Supreme Government.

2. In their letter referred to, Messrs. Begbie and Co., propose, on a Contract for seven years and for a subsidy of Rupees 5,000 a month, to establish a bi-monthly communication between Rangoon and Madras by means of two Steamers of 1,300 @ 1,500 Tons and 200 @ 250 Horse Power, on condition of Government securing to them the entire freight, passage, &c., required by them, between the two Ports. They undertake also to include the Andamans and Moulmein, and also to ply a third Steamer, if called on. When unable to accommodate a sufficient number on the Steamers, they will Charter Vessels to be towed across. They propose charging for deck passages Rupees 25 per head, and for Cabin passages the same rates obtaining with the Calcutta and Burmah Steam Navigation Company—freight at Rupees 35 from, and Rupees 25 to Madras—and an allowance of Rupees 1,250 per diem for extra time, when proceeding North or South of Madras to land Troops. They desire also certain privileges at Rangoon—such as the use of the patent slip, a site for Coal Sheds, Moorings to land Troops and Stores on the Commissariat Wharf, &c., &c.

3. The Quarter Master General in submitting, in his letter of the 9th Ultimo, Messrs. Begbie and Co.'s communication, has stated that the Commander-in-Chief considers it most desirable that a line should be maintained, and it was but too evident that regular communication by packet Steamers is but little likely to be ever carried out effectually without entering into some agreement of the kind. General Bell, Commanding the Pegu Division, strongly recommends the scheme, and urges that the Establishment of a regular bi-monthly line would be hailed as a boon by the whole Force, more especially as affording the means for the timely removal of the sick.

4. The Superintendent of Marine, who has been called on to report on Messrs. Begbie and Co.'s proposition, strongly advises that, in any arrangements for a communication with Burmah, the Northern Ports should be included. The convenience of the Public would be thereby much promoted—the line would be more remunerative—and the passage in the boisterous weather of either Monsoon would be more certain and less liable to accident. In regard to Messrs. Begbie and Co.'s demand that all Government freight and passage should be made over to them, he considers the arrangement would be inconvenient and expensive, and doubts whether they could carry all the Government would have to send. Exclusive of details going or sick returning, it is calculated that at least 20,000 men will proceed to and from Burmah during the next season. As for the sake of a fine weather passage, the reliefs are effected, as far as practicable from January to April inclusive, it is manifest that the bi-monthly Steamers would be unequal to the task.

The Superintendent of Marine is, therefore, of opinion that the condition in this respect should be the same as that which would be imposed or Messrs. Mackinnon Mackenzie and Co., viz.

Letter to Government of India of 1st April 1859,
No. 118 para. 5.

that Government shall not receive private passengers or Cargo on their Vessels, and shall make use of the Contract Steamers as occasion may require. He considers it unnecessary to extend the line to the Andamans or Moulmein—the communications with the former place being very limited, and the Bengal line connecting the latter place with Rangoon twice a month.

(Signed) T. PYCROFT,
Chief Secretary.

Exd. A. P. W. Begbie.

From
The General
of the Army

To
The Secretary to the
Military Department

Dated 9th April
Recd 11

No 134.

No 104

Forwards Copy of Letter
from Messrs Messier & Co.
Rangoon - on the subject
of a line of Steamers
being established be-
tween this and Rangoon -
with His Excellency's op-
inion thereon.
With an

From the General
in the Army
It appears from
the report of the
General that
the line of steamers
is now being
established between
this and Rangoon

11 @ 14

Read the following letter:
 From the Quarter Master General of the Army — 9 April 1859 No 17/1

Resolved accordingly that Messrs Begbie & Co be informed, in reference to their letter to the Assistant Quarter Master General, Rangoon, under date 11th March last — on the establishment of a line of Steamers between Madras & Rangoon — that this Government has recently addressed the Government of India on the subject of entering into a contract with Messrs Mackinnon Mackenzie & Co for a similar purpose, & that pending the reply of the Supreme Government, they cannot entertain Messrs Begbie & Co's proposal. Their letter of the 11th March last will, however, be forwarded for the consideration of the Supreme Govt.

For the General,
 5th May 1859.

[Signature]

Messrs Begbie & Co - Rangoon.
 The Lr. Mr. Genl. - for information. } Disptd 7th

Colonel A. H. Halliday

Adjutant General

of the Army

Blue Copy

Genl Division

Headquarters

Major J. A. H. Halliday

Blue Copy

Adjutant

Sept. 17/5

Marine Department.

N^o: 17/5

The Secretary to the Govt. of India.

Sir,

I am directed by the Honble the Gov^t in Council to forward for the consideration of the Govt. of India copy of a letter dated 11th ^{March} 1854 addressed by Mess^{rs}. Begbie & Co^s the Agents at Rangoon of the Calcutta & Burmah Steam Navigation Company, to the Assistant Quarter Master General. Mess^{rs}. Begbie & Co^s have been informed that this Govt. had recently addressed the Govt. of India on the subject of entering into a contract with Mess^{rs}. Mackinnon & MacKenzie & Co^s for a purpose similar to that proposed by them, & that their letter also would be forwarded for the consideration of the Supreme Government.

[Handwritten signature/initials]
[Handwritten initials]

Under date the 1st ^{11th April 1854} ~~inst.~~
 N^o: 118.

~~Enclosed for the Govt. of India~~
[Handwritten initials]

~~Enclosed for the Govt. of India~~ 2. In their letter referred to, Mess^{rs}. Begbie & Co^s propose, on a contract for seven years & for a subsidy of Rs. 5000 a month, to establish a bi-monthly communication between

between Rangoon & Madras
by means of two Steamers of
1300 @ 1500 Tons & 200 @ 250
Horse Power on condition
of Government securing
to them the entire freight,
passage, &c., required by
them, between the two
ports. They undertake also
to include the Andamans
& Moulmein, & also to ply
a third Steamer, if called
on. They propose charging
for deck passages Rs. 25 $\frac{1}{2}$
head, & for Cabin passages
the same rates obtaining
with the Calcutta Bar-
mah Steam Navigation
Company — freight at
Rs. 35 from, & Rs. 25 to Ma-
dras — & an allowance of
Rs. 1250 $\frac{1}{2}$ diem for extra
time, when proceeding North
or South of Madras to land
troops. They desire also cer-
tain privileges at Rangoon —
such as the use of the Patents
Slip, a site for Coal Sheds,
moorings to land Troops &
Stores on the Commissariat
Wharf,

* When unable to accommo-
date a sufficient number
on the Steamers, they will
Charter Vessels to be towed
across.

Ibid.

Wharf, &c. &c.

3. The Quarter Master Genl. in submitting, in his letter of the 9th ^{Ultimo} ~~Instant~~, Mep^r Begbie Esq. communication, has stated that the Comman-der-in-Chief considers it most desirable that a line should be maintained, & it was but too evident that regular communica-^{tion} by packet Steamers is but little likely to be ever carried out effectually with-^{out} entering into some agree-ment of the kind. General Bell, Commanding the Pegu Division, strongly recommends the scheme, & urges that the establishment of a regular bimonthly line would be hailed as a boon by the whole Force, more especially as afford-^{ing} the means for the time-ly removal of the Sick.

4. The Superintendent of Ma-
rine, who ^{has been} ~~was~~ called on to re-
port on Mep^r Begbie Esq.
proposition

proposition, strongly advises that, in any arrangements for a communication with Burmah, the Northern Ports should be included. The convenience of the Public would be thereby much promoted — the line would be more remunerative — & the passage in the boisterous weather of either monsoon would be more certain & less liable to accident. In regard to Messrs. Begbie & Co's demand that all Govt. freight & passage should be made over to them, he considers the arrangement would be inconvenient & expensive, & doubts whether they could carry all the Govt. would have to send. Exclusive of details going or sick returning, it is calculated that at least 20,000 men will proceed to & from Burmah during the next season. As for the sake of a fine weather passage, the reliefs are effected, as far as practicable

Letter to Govt. of India of
1st ~~April 1859~~ ^{May 1859} No. 118 - para. 5.

To G. George, Esq.
5th May 1859.

practicable from January to April inclusive, it is manifest that the bi-monthly Steamers would be unequal to the task. The Superintendent of Marine is, therefore, of opinion that the condition in this respect should be the same as that which would be imposed, on Messrs. Mackinnon & MacKenzie & Co. viz. that Govt. shall not receive private passengers or cargo on their vessels, & shall make use of the Contract Steamers as occasion ^{may} require. He considers it unnecessary to extend the line to the Andamans or Moulineir — the communications with the former place being very limited, & the Bengal line connecting the latter place with Rangoon twice a month.

J.P.
Messrs. Begbie's letter to follow — 12 Cps

Sept 6th 1859. 10 May 59
Chambers 1859. Sept 1859.

Sept 1859.

To

The Secretary to the Post

of America

Station 5th May 1859.

Sept 12th 1859.

No 269

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