

MADRAS RECORD OFFICE.

Government of Madras.

Marine DEPARTMENT.

G.O. No. 496

Press
Mis.

Dated 4. 10 1859

Not to be folded or roughly handled

18

*Proceedings of the Madras Government, Marine Department,
from 24th September to 4th October 1859.*

No. 34. Read the following letter from J. B. CROWTHER, Esq., Assistant Superintendent of Marine; to the Chief Secretary to Government, Fort Saint George, dated 19th September 1859, No. 3760.

I have the honor to acknowledge the receipt of Proceedings of the Madras Government, No. 440, dated September 8th 1859, and to express my regret at having necessitated a second reference to be made to me on the subject in question.

2. I now beg to state that the Government Packet rates, as compared with those of the P. and O Company for proportionate distances, are much lower than that Company's charges, but in the case of the private Steamer "Governor Higginson," now running between this and Calcutta *via* the intermediate Northern Ports, the reverse is rather the fact, for, though her rates of passage are about the same, those for freight are somewhat lower, being 20 Rupees per ton, to Masulipatam, Cocanada, and Vizagapatam, while the Government Packet ones, are respectively, 18, 21 and 24 Rupees per ton. On examining the scale of charges published in the Bombay Directory as those of the private Company's Steamers running between that Port and Kurrachee, I find that the Government rates in question will with them bear a favorable comparison for with the first, the charges from Bombay to Kurrachee, a distance of about 550 miles, are in the fine season, fixed at 110 Rupees for a single Cabin passage, and 20 Rupees per ton of 40 cubic feet, increased in the South West monsoon, or half the year round, to 30 Rupees per ton, in the case of freight, while from Madras to Rangoon *via* the Northern Ports, or about 1120 miles, the latter's charges are for Cabin passage Rupees 150, and 45 Rupees per ton of 50 cubic feet. The intermediate Government rates may not contrast so favorably, but I beg to submit that viewed as a whole the Packet scale of charges may be reckoned as very fair and reasonable, especially when consideration is given to the very heavy expenses attendant on such modes of communication.

No. 35. ORDER THEREON, 4th October 1859, No. 496.

The Government are not at present prepared to alter the rates of passage money and freight now charged for the Government Steamers.

(Signed) T. PYCROFT,
Chief Secretary.

~~For order~~
~~For order~~

The passage rates by the fast Steamers
do not appear high. nor do the
rates for freight seem to me much
out of the way.

The Karot brought down ten
tuns & other (probably heavy) baggage
It was my impression that such things
as these should be sent by
Steamers - They should have been
despatched by a sailing vessel

~~Those for freight are somewhat lower, being~~

those for freight are somewhat lower, being

~~all the money for the voyage~~
~~was made by the passengers~~

Yours

J.P.

I see no call for raising the
rates of passage or freight on
the Gov. Steamers to the Northern
Ports & Pega. The Sub of
Machine Shams, I think, that
they are sufficiently reasonable
24 Sept 1854.

J.P.

38
Sixty Dollars for a passage of 24
hours is surely high - ~~the price~~
I should have thought that the
Quarter deck charges are
ample for the cabin passage
& half the present charge for the
Quarter deck sufficient - is
a profit made on the above
fares - to pay as the Govt fares
are charged high - the friends
there will keep up their
pious work

Those who...

N^o 3760

From

The Assistant Superintendent of Marine

To

The Chief Secretary to Government

Port Saint George.

Sir,

I have the honor to acknowledge the receipt of Proceedings of the Madras Government N^o 1440, dated September 8th 1859, and to express my regret at having necessitated a second reference to be made to me on the subject in question.

2. I now beg to state that the Government Packet rates, as compared with those of the P. & O. Co., for proportionate distances, are much lower than that Company's charges, but in the case of the private steamer "Governor Higginson," now running between this and Calcutta via the intermediate Northern Ports, the reverse is rather the fact, for though her rates of passage are about the same, those for freight are somewhat lower, being 20 Rupees per ton, to Masulipatam, Cocanada and Vizagapatam, while the Government Packet ones, are respectively, 18, 21 and 24 Rupees per ton. On examining the scale of charges published in the Bombay Directory as those of the private company's steamers running between that Port and Karachi,

I

I find that the Government rates in question will with them bear a favorable comparison for with the first, the charges from Bombay to Kurrachee, a distance of about 530 miles, are in the fine season, fixed at 110 Rupees for a single cabin passage, and 20 Rupees per ton of 40 cubic feet, increased in the S.W. Monsoon, or half the year round, to 30 Rupees per ton, in the case of freight, while from Madras to Rangoon via the Northern Ports, or about 1120 miles, the latter's charges are, for cabin passage Rupees 150, and 15 Rupees per ton of 50 cubic feet. The intermediate Government rates may not contrast so favorably, but I beg to submit that viewed as a whole the Packet scale of charges may be reckoned as very fair and reasonable, especially when consideration is given to the very heavy expenses attendant on such modes of communication.

from Kurrachee to 80
100 in fine season
50 in S.W. Monsoon

from Madras to 150
20 per ton of 50
passage & freight

Madras. I have the honor to be
Marine Supt. Office } Sir
19th September 1859. } Your Most Obedient Servant
W. Mother
Supt. of Marine.

dist
Council
K-10-59



18

rich of no cost

John

Patd 19. Sept. 1859
Recd 2

$$\sqrt{\frac{10}{11}} = 3460$$

Wichita