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MADRAS RECORD OFFICE.

Government of Madras.

*Proceedings of the Madras Government, Marine Department,
10th February 1862.*

No. 13. Read the following letter from Captain J. G. REDDIE, Officiating Secretary to the Government of India; to J. D. SIM, Esq., Secretary to the Government of Madras, dated Fort William, 15th January 1862, No. 27.

Marine Department.

I am directed by the Governor General in Council to transmit the accompanying copy of a proposal submitted by Messrs. Mackinnon, Mackenzie and Company of Calcutta, for running lines of Steamers to the various ports of India, under fixed subsidies from Government, and to solicit an expression of the opinion of the Government of Madras in regard to the scheme.

2. I am desired to request that the same may be reported upon in the Postal and other Departments concerned, and to enquire whether the adoption of the Line No. I would enable the Government of Madras to dispense with the existing contract provisionally made by them for a service between Madras and Rangoon. It is considered that the traffic between the two ports might be carried on without serious inconvenience *viâ* Calcutta, by the proposed Lines III and IV, which the Government of India are disposed at once to adopt. The large subsidy of Rupees 4,500, and guarantee for freight and passage (whether shipped or not,) of Rupees 7,500 per voyage, at present paid, would thus be saved.

3. Great commercial advantages may be expected to result from connecting the Cotton Ports of Cocanada, Sedashegur and other important coast stations with Calcutta, Madras and Bombay by the proposed line of steam communication, and I am desired to draw attention to the increased facilities that will be thus afforded for the ready transport of Troops, and to enquire whether in the event of the adoption of this line a considerable reduction in the number of Troops, say a half Battalion of Native Infantry may not be made in the reserve force at Madras, the maintenance of which costs considerably more.

4. I am desired to request an early reply to this letter.

From Messrs. MACKINNON, MACKENZIE and Co., Agents Calcutta and Burmah S. N. Company, "Limited;" to JOHN G. REDDIE, Esq., Officiating Controller of Marine Affairs, dated Calcutta, 6th January 1862.

We have the honor to submit to you for the consideration of His Excellency the Governor General in Council, the following scheme of increased Postal communication, whereby the various Ports of British India will be directly connected, and which we would be prepared to carry out on the conditions hereunto annexed, viz.:

1. A line of Steamers once a month between Calcutta and Bombay, *viâ* the Paumben Channel (or round by the south of Ceylon, should the Paumben Channel be found impracticable) and calling both going and returning, at Bimlipatam, Vizagapatam, Cocanada, Madras, Negapatam, Tuticorin, Cochin, Beypore, Cannanore, Mangalore, Sedashegur, but during the South-west monsoon only at such of these Ports as may be practicable, calling also at Pondicherry and Colombo at the option of the Company. The distance each way is about 2,050 miles by Paumben, or 2,400 miles by Ceylon. This service to be performed by Steamers of not less than 600 tons, *a.m.*, for a monthly subsidy of seven thousand five hundred Rupees if by Paumben, or a proportionate rate if by Ceylon.

2. Kurrachee to Bushire once a month, calling at Bander Abbas, and another intermediate Port in connection with the arrival and departure of the Steamers on the mail line between Bombay and Kurrachee just conceded to us by the Bombay Government; vessels of between 600 and 700 tons would be placed on this line, and the service performed for ten thousand Rupees per month. Or at the option of Government we would undertake a monthly Mail service between Kurrachee and the Persian Gulf, calling at the Ports of Muscat, Bander Abbas, Bushire and Bussora, as also at another safe Port on the Meekoum Coast, if required, for a monthly subsidy of fifteen thousand Rupees.

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3. Calcutta to Rangoon direct once a month (leaving about the 21st of each month, and carrying the Home Mails arriving *via* Bombay) and thence to Kaligank, Tavoy, Mergui, Penang, Malacca and Singapore. Moulmein to be brought into connection with Rangoon by a small Steamer leaving about 12 hours after arrival of the Steamer from Calcutta.

This service to be performed by Steamers of not less than 600 tons *o.m.*, for a subsidy of seven thousand five hundred Rupees per month.

4. By a branch Steamer from Rangoon to Port Blair in connection with the Steamer from Calcutta to Rangoon direct, and leaving Rangoon within 48 hours of its arrival, once a month, and returning from Port Blair direct to Rangoon for a monthly subsidy of two thousand five hundred Rupees, the Government giving to this Steamer the whole of its traffic at fixed rates of freight and passage.

5. Calcutta to Chittagong (weather permitting) and Akyab, on the 2nd and 17th of each month, and thence to Rangoon and Moulmein, calling en route as required at Kyook Phoo, and Sandoway; it being optional with the Company hereafter to connect Chittagong with all the other Ports by running a small Steamer thither from Akyab, instead of by the larger Steamer calling there on going and returning as now proposed.

These communications we would be prepared to undertake for a monthly subsidy of seven thousand five hundred Rupees.

Lines Nos. 3, 4 and 5, to be opened as soon before 1st August as practicable.

6. We should expect in the event of our tender for these various lines, or a portion of them, being accepted, that Government would, as in existing contracts, give the Steamers of the Company all their freight and passengers, when none of the Government Steamers are available, at the current rates of the Company, or at fixed rates as per lists submitted herewith; and also provide ground suitable for Coal Depôts, where it is in the power of Government to grant such.

7. It is understood that sufficient time be allowed to the Company for the construction and equipment of the remaining number of Steamers necessary to enable them to carry out the lines to Bombay and the Persian Gulf, say about 9 months.

Rates of Freight and Passage by Steamer from Calcutta to Rangoon and Straits, and in connection therewith from Rangoon to Port Blair.

Calcutta to	Cabin passage.	Deck passage.	Freight.	Bullocks.	Sheep.	Convicts.	
	RS.	RS.	RS.				
Rangoon.	120	22-8	40				Rangoon to Kattigank 125 miles.
Kattigank.	150	30	50				Kattigank to Tavoy 160 "
Tavoy.	180	34	60				Tavoy to Mergui 120 "
Mergui.	200	38	60				Mergui to Penang 530 "
Junk Ceylon.							Penang to Malacca 265 "
Penang.	290	50	70				Malacca to Singapore 135 "
							1,335
Malacca.	340	56	80				Calcutta to Rangoon direct 800 miles.
Singapore.	360	60	80				2,135 "
		2nd class Machinery with Officers.					
Port Blair to Rangoon (through rate)...	200	100	65	60	10	50*	* With a guard, and 75 without guard.
Rangoon and Moulmein to Port Blair. ...	80	40	30	25	5	30	Do. 45 do.

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Rates of Freight and Passage from Calcutta to Chittagong, Akyab and Kyook Phoo.

Calcutta to	Cabin passage.	Deck passage.	Freight.	Specie.	
	RS.	RS.	RS.	percent.	
Chittagong	90	15	30	3	Calcutta to Pilot Station. ... 135
Akyab.	90	15	30	3	Pilot to Chittagong... .. 240
Kyook Phoo.	100	20	35	3	Chittagong to Akyab... .. 160
Sandoway	120	22-8	40	3	Akyab to Kyook Phoo..... 55
Chittagong to Akyab...	45	7-8	15	1	Kyook Phoo to Sandoway... 85
					Sandoway to Rangoon... .. 360
					1,035
Calcutta to Rangoon...	120	22-8	40	3	Rangoon to Moulmein... .. 130
Moulmein... ..	140	25	45	3	1,165

Rates of Freight and Passage for Steamers on the Bombay and Persian Gulf Line.

Bombay to	Cabin passage.	Deck with out diet.	Freight.	Specie.	Miles.	
	RS.	RS.	RS.	percent.	RS.	
Kurrachee.	120	15	20	1	500	Horses 50.
Kurrachee to						
	RS.	RS.	RS.	percent.		Intermediate rates of Freight:
Muscat.	120	25	20	1	480	Under 100 miles 10 per ton.
Bander Abbas.	180	37-8	35	1	260	100 to 200 miles 15 "
Busheer... ..	280	55	50	1	400	200 to 300 miles 20 "
Bussora.	340	70	65	1	200	300 to 400 miles 25 "

Rates for Freight and Passage proposed to be charged on Steamers of C. and B. S. N. Company, sailing between Calcutta and intermediate Ports having the terminus at Bombay.

From Calcutta.	First class.	Deck.	Freight to Ton.	Specie.	
	RS.	RS.	RS.	percent.	
480 To Bimlipatam...	100	16	30	1	Intermediate distances.
16 Vizagapatam.	100	16-8	30	1	First class 4 Annas per mile.
80 Cocanada.	110	20	35	1	Second " 2 " " "
260 Madras.	130	25	40	1	Deck 9 pie " " without diet.
78 Pondicherry.	145	30	45	1	
74 Negapatam.	150	30	45	1	
203 Tuticorin.	175	35	55	1	
Colombo.	210	40	60	1	
222 Cochin.	220	40	60	1	
85 Beypore.	235	42	62	1	
50 Cannanore.	245	45	64	1	
72 Mangalore.	260	48	66	1	
140 Sedasheghur.	280	53	70	1	
258 Bombay.	340	60	70	1	

2018

NOTE.—The rates for Cabin or first class passage as above are exclusive of wine or liquors.

Rates for freight and passage proposed to be charged on Steamers of C. & B. S. N. Co. sailing between Calcutta and intermediate ports having the terminus at Bombay. —

From Calcutta	First Class	Deck	Height to 7m	Specie	Intermediate Distances.	
480 to Bimilibatum	Rs. 100	Rs. 16	Rs. 30	1/2%	First Class	4 Annas p. mile
16 Vizagapatnam	100	18/8	30	"	Second	2 " "
80 Cocanada	110	20	35	"	Deck	19 pie
260 Madras	130	25	40	"	"	" without Deck
48 Pondicherry	145	30	45	5/8%		
10/4 Negapatnam	150	30	45	"		
203 Tuticorin	175	35	50	3/4%		
Colonado	210	40	60	1%		
222 Cutchin	220	40	60	"		
85 Bupore	235	42	62	"		
50 Cannanore	245	45	64	"		
42 Mangalore	260	48	66	"		
140 Sedacheque	280	53	70	"		
258 Bombay	340	60	70	"		
2018						

Note The rates for Cabin or First Class passage as above are exclusive of wine or liquors. —

Notes of Freight & Passage from Calcutta to Chittagong Ahypat & Ryook Phoo

Calcutta to	Cabin	Deck	Passage	Freight	Specie
Chittagong	90/-	10/-	30/-	3/8/-	
Ahypat	90/-	10/-	30/-	3/8/-	
Ryook Phoo	100/-	20/-	30/-	5/8/-	
Chandawary	120/-	20/-	40/-	5/8/-	
Chittagong to					
Ahypat	40/-	7/8	15/-	1/4/-	
Calcutta to					
Rangoon	120/-	22/8	40/-	5/8/-	
Moulmein	140/-	20/-	40/-	5/8/-	

Calcutta to Pilot Station	135
Pilot to Chittagong	240
Chittagong to Ahypat	160
Ahypat to Ryook Phoo	55
Ryook Phoo to Chandawary	85
Chandawary to Rangoon	360
	1035
Rangoon to Moulmein	130
	1165

Notes of Freight and Passage for Steamers on the Bombay & Persian Gulf Line

Bombay to	Cabin	Deck	Passage	Freight	Specie	Miles
Mumbarce	110/-	10/-	20/-	1/2/-		300
Mumbarce to						
Chandawary	120/-	20/-	20/-	3/4/-		400
Mumbarce to	150/-	20/-	20/-	1/-		260
Mumbarce	280/-	20/-	20/-	1/2/-		400
Mumbarce	340/-	20/-	20/-	1/4/-		200

Where 50/-

Intermediate Rates of Freight	
Miles 100 Miles	107 1/2/-
100 to 200 Miles	15/-
200 to 300 Miles	20/-
300 to 400 Miles	25/-

Notes of Freight & Passage from Calcutta to Chittagong Ahypat & Ryook Shoo

Calcutta to	Cabin	Deck	Passage	Freight	Specie
Chittagong	90/-	13/-	30/-	3/8/-	
Ahypat	90/-	13/-	30/-	3/8/-	
Ryook Shoo	100/-	20/-	30/-	5/8/-	
Chandernag	120/-	22/8	40/-	5/8/-	
Chittagong to					
Ahypat	40/-	7/8	15/-	1/4/-	
Calcutta to					
Rangoon	120/-	22/8	40/-	5/8/-	
Madras	140/-	25/-	40/-	5/8/-	

Calcutta to Pilot Station	135
Pilot to Chittagong	240
Chittagong to Ahypat	160
Ahypat to Ryook Shoo	55
Ryook Shoo to Chandernag	85
Chandernag to Rangoon	380
Rangoon to Madras	130
	<u>1165</u>

Notes of Freight and Passage for Steamers on the Bombay & Persian Gulf Line

Bombay to	Cabin	Deck	Passage	Freight	Specie	Miles
Madras	120/-	15/-	20/-	1/2/-		500
Madras to						
Chandernag	120/-	20/-	20/-	3/4/-		450
Chandernag to						
Chandernag	150/-	24/8	30/-	1/-		240
Chandernag	280/-	30/-	30/-	1/2/-		400
Madras	340/-	40/-	65/-	1 3/4/-		200

Steamer's Notes of Freight	
Under 100 Miles	10/- & 1/2
100 to 200 Miles	15/-
200 to 300 Miles	20/-
300 to 400 Miles	25/-

Calcutta, 6th January 1862.

John G. Reddie Esq^r

Off^r Controller of Marine Affairs.

Sir,

We have the honor to submit to you for the consideration of His Excellency the Governor & General in Council the following scheme of increased postal communication, whereby the various ports of British India will be directly connected, & which we would be prepared to carry out on the conditions hereunto annexed viz^t.

A line of steamers once a month between Calcutta and Bombay via the Pamban Channel (as named by the south of Ceylon, & not the Pamban Channel as found impracticable) and calling both going and returning at Benilipatam, Negapatam, Coonada, Madras, Negapatam, Tuticorin, Cochin, Beypore, Cannanore, Mangalore, Sedashy. & during the south west monsoon only, at such of these ports as may be practicable, calling also at Pondicherry and Colombo at the option of the Company. The distance each way is about 2050 miles by Pamban, or 2100 miles by Ceylon. This service to be performed by steamers of not less than 600 Tons em. for a monthly subsidy of Seven thousand five hundred rupees if by Pamban, or a proportionate rate if by Ceylon.

Kurrachee to Beohire once a month, calling at Bander Abbas, and another intermediate port in connection with the arrival and departure of the steamers on the mail line between Bombay and Kurrachee just conceded to us by the Bombay

Notes of Weight and Passage by Steamer from Calcutta to Rangoon & Orissa and in connection therewith from Rangoon to Port Blair

Calcutta to

Calcutta to Rangoon & Orissa

Rangoon	1120 ¹	22 ¹ / ₈	140 ¹ / ₂
Madras	150 ¹ / ₂	50 ¹ / ₂	50 ¹ / ₂
Madras	180 ¹ / ₂	34 ¹ / ₂	60 ¹ / ₂
Madras	200 ¹ / ₂	30 ¹ / ₂	60 ¹ / ₂
Madras	220 ¹ / ₂	50 ¹ / ₂	140 ¹ / ₂
Madras	340 ¹ / ₂	50 ¹ / ₂	80 ¹ / ₂
Madras	360 ¹ / ₂	60 ¹ / ₂	80 ¹ / ₂

Rangoon to Madras	190 ¹ / ₂ miles
Madras to Calcutta	180
Calcutta to Madras	120
Madras to Rangoon	530
Rangoon to Calcutta	265
Calcutta to Rangoon direct	1305

800 miles

Port Blair to Rangoon (through rats)

200¹/₂ 100¹/₂ 60¹/₂ 60¹/₂ 15¹/₂ 50¹/₂ *

* with a Guard 90¹/₂ without Guard.

Rangoon and Madras to Port Blair

80¹/₂ 40¹/₂ 30¹/₂ 20¹/₂ 31 30¹/₂

Or

40¹/₂

Or

Government; Vessels of between 600 and 700 tons would be placed on this line, and the service performed for Ten Thousand rupees per month. Or at the option of Government we would undertake a monthly mail service between Sumatra and the Persian Gulf, calling at the Ports of ~~Surabaya~~, Muscat, Bander Abbas, & Bushire and Bussera, as also at another safe port on the Mekrum Coast, if required, for a monthly subsidy of Fifteen Thousand rupees.

3. Calcutta to Rangoon direct once a month (leaving about the 21st of each month, and carrying the Home Mail arriving via Bombay) and thence to Kaligank, Tawoy, Mergui, Penang, Malacca and Singapore, Moulmein to be brought into connection with Rangoon by a small steamer leaving about 2 hours after arrival of the steamer from Calcutta.

This service to be performed by steamers of not less than 600 tons or, for a subsidy of Seven Thousand five hundred rupees per month.

4. By a branch steamer from Rangoon to Port Blair in connection with the steamer from Calcutta to Rangoon direct, and leaving Rangoon within 48 hours of its arrival, once a month, and returning from Port Blair direct to Rangoon for a monthly subsidy of Two Thousand five hundred rupees, the Government giving to this steamer the whole of its traffic at fixed rates of freight and passage.

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These communications we would be prepared to undertake for a monthly subsidy of Seven Thousand five hundred rupees.

Lines Nos. 3, 4, & 5. to be opened as soon before 1st Aug^t as practicable.

6. We should expect in the event of our tender for these various lines, or a portion of them, being accepted, that Government would, as in existing Contracts, give the steamer of the Company all their freight and passengers, when none of the Government Steamers are available, at the current rates of the Company, or at fixed rates as per lists submitted herewith; and also provide ground suitable for Coal depots, where it is in the power of Government to grant such.

7. It is understood that sufficient time be allowed to the Company for the construction & equipment of the remaining remainder of a steamer necessary to enable them to carry out the lines to Bombay and the Persian Gulf say about 9 months.

We have the honor to be

Sir

Your most obedient Servants

Leijeb, Mackinnon & Matheson
Agents Calcutta & Burmah S. N. Company
Limited

Council
Society
Jr

N^o 30 - of 10th February 1862.

Referred to the Suptdt.
of Marine & to the Post
Master General.

JP

18 Copies
1860

The Suptdt. of Marine. }
" Post Master, Genl. } des^d 10th

Mar 1862
N^o 32

