

Public Works (1897) Department.

G.O., No. 935. R

DATED

8th Nov: 1897

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10/11/97

[Despatch Abstract.]

Bombay - Madras route for the
Carriage of the Bombay Mail

Govt of India letter forwarding copy
of letter from the Director General of Post
offices reporting finally on the pro-
posal to adopt the — instead of
that via Calcutta, recorded.

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10/11/97

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Government (1897) of Madras.
PUBLIC WORKS.

Spare copies

G.O., No. 935 R., 8th November 1897.

NOVEMBER.

Government of India letter forwarding copy of letter from the Director-General of Post Offices reporting finally on the proposal to adopt the — instead of that *via* Calcutta, recorded.

*enhancement of the rate of speed of the steamers after five years, but this is a matter which does not very materially affect the proposed substitution of the Madras for the Calcutta route for the overland mails, both inward and outward, though there can be no doubt that the acceleration of the steamer passage would add materially to the benefits to be derived from the acceleration of the railway journey.

The Chamber now learns that the Madras Railway Company is prepared to run a weekly special express train between Raichūr and Madras at such a rate of speed as will accomplish the journey between Madras and Bombay in 24 hours—or 10 hours 20 minutes under the time now so occupied—provided the Great Indian Peninsula Railway Company will assist in the practical accomplishment of this service by running a special express train at a similar rate of speed from Bombay to Raichūr. If this can be arranged, then the Chamber believes there would be little difficulty in arranging for the departure from Bombay of what may be styled the "limited mail" at such hour as would bring the mails into Madras during daylight, so that they could be transferred at once from the train to the steamer, which would leave the Madras Harbour the same night. This, however, would necessitate an arrangement being made with the British India Steam Navigation Company to keep their steamers in readiness to start as soon as the mails are on Board—an arrangement which would no doubt commend itself to that company. If this were done and the speed of the steamers accelerated, the overland mails might be delivered in Rangoon a whole day earlier than is now the case, to the manifest advantage of those resident in Burma.

In the case of the outward overland mails also the Chamber believes that the Madras Railway is prepared to make arrangements to start the "limited mail" on the arrival of the mail steamer from Rangoon.

It is believed that the Postal Department is disposed to favour these proposals; the Rangoon Chamber has already urged that the change should be effected, and has lately confirmed its previously expressed opinion; the members of this Chamber are strongly in favour of it; the Madras Press warmly supports it, and the Chamber believes the Press of Rangoon does so also. There is thus a practical unanimity of opinion regarding the desirability, in the interests principally of Burma, but to no small extent in the interests of Madras, of the substitution of the Madras for the Calcutta route for the transmission of the inward and outward overland mails. The interests of the mercantile community are in this matter identical with those of the public, for what benefits the one benefits the other.

I have the honour, therefore, in conclusion, to express the hope that the Madras Government will give this matter its cordial approval, and will address the Government of India in support of the above proposals.

From the Deputy Secretary to the Government of India, Finance and Commerce Department, to the Joint Secretary to the Government of Madras, Public Works Department, Railway Branch, dated Calcutta, 19th February 1897, No. 843 S.R.

I am directed to acknowledge the receipt of your letter, No. 559 R., dated the 26th June 1896, to the address of the Public Works Department proposing that the Bombay-Madras route should be adopted for the carriage of the Burma mails in place of that *via* Calcutta.

2. The proposals contained in your letter are, I am to say, receiving the careful consideration of the Government of India; though as at present advised the Governor-General in Council is doubtful as to the advisability of making any change in the route. A conference is about to be held at Nagpur under the direction of the Director-General of the Post Office of India to discuss certain proposals which have been put forward for the acceleration of the existing daily mail service between Calcutta and Bombay, for the establishment of a second daily service between the two towns by the Bengal-Nagpur Railway and for the reduction of the time occupied in the transit of the weekly English Mail from Bombay to Calcutta. The question of the route to be adopted for the carriage of the Burma mails is closely connected with the matters which will engage the attention of the conference, and final orders on the proposals of the Government of Madras will therefore be deferred until the recommendations made by the conference have been received and considered by the Government of India.

From the Secretary to the Government of India, Finance and Commerce Department, to the Officiating Joint Secretary to the Government of Madras, Public Works Department, Railway Branch, dated Simla, 16th October 1897, No. 4619/S.R.

In continuation of the letter from this Department, No. 843-S.R., dated the 19th February 1897, I am directed to forward a copy of a letter from the Director-General of the Post Offices of India, No. 185-C., dated the 11th September 1897, reporting finally on the proposal to adopt the Bombay-Madras route for the carriage of the Burma mails instead of that *via* Calcutta.

2. As will be seen from the report, the Calcutta route, according to present arrangements, offers distinct advantages over the Madras route, so far as the transit to Burma of the incoming foreign mails is concerned; while even if a special train were employed weekly to carry the mails from Bombay to Madras it would be impossible for the post office to rely upon securing a steamer service in connection with the special train without incurring a substantial increase of expense. Moreover, even if the expense of the special train and of the necessary sea-transit arrangements were faced, the advantages of the Madras route would, as the Director-General points out, be more apparent than real. For the outgoing foreign mails from Burma the Calcutta route has, in the opinion of the Government of India, unquestionably the advantage; and it is desirable that the same route should be followed for the carriage of the Burma mails in both directions.

3. In these circumstances His Excellency the Governor-General in Council agrees in the conclusion arrived at by the Director-General of the Post Office that it is not desirable to alter the existing arrangements for carriage of the mails.

Ordered that a copy be forwarded to the Government of Burma, with reference to the letter from that Government, No. 3/6 P6., dated the 1st June 1897, and to the Director-General of the Post Office of India, with reference to his letter, No. 185-C., dated the 11th September 1897.

ENCLOSURE.

From the Director-General of the Post Office of India, to the Secretary to the Government of India, Finance and Commerce Department, dated Simla, 11th September 1897, No. 185-C.

[Question as to the carriage of the import foreign mails for Burma *via* Madras, instead of *via* Calcutta.]

I have now the honour to submit my final report on the proposal made by the Government of Madras in their letter, No. 559 R., dated the 26th June 1896, that the import foreign mails for Burma should travel *via* Madras, instead of *via* Calcutta, as is at present the case.

2. This report has been delayed owing to the necessity for collecting statistics as to the actual transit of these mails *via* Calcutta since the weekly special train from Bombay to Calcutta has been regularly employed with effect from the 1st April last. The conditions of the navigation of the Hooghly are such that merely hypothetical figures would have had no value. The calculations for the Madras route have necessarily had to be based on arbitrary data, but, with the Madras harbour open at all times, the figures may fairly be taken as sufficiently accurate for the purposes of comparison. The difficulties, such as they are, of a tidal river in approaching Rangoon are the same by either route.

3. The present arrangements for the transit of mails by the Calcutta route admit of the foreign mails for Burma leaving Bombay 5 hours after the mail steamer is signalled, and travelling to Calcutta by special train in 40 hours and 10 minutes. There they are loaded at once on the Rangoon mail steamer, at Calcutta itself or at Diamond Harbour as the state of the tide permits, a special train being used between Sealdah and Diamond Harbour whenever necessary. There are three direct steamers of the British India Steam Navigation Company sailing each week from Calcutta to Rangoon, all of which can be used for the conveyance of mails under the contract with that company. If the Burma mails reach Calcutta on Sunday or Monday, they are despatched onwards by the fast steamer which is under contract to accomplish the journey at the rate of 12 knots an hour; if they reach Calcutta on Tuesday or Wednesday, they are carried to Rangoon by a * steamer which is not bound by contract to any particular rate

* These arrangements have been modified during the present month, and the 12 knot and 10 knot contract steamers are now employed at the beginning of each week, the non-contract steamer leaving Calcutta on Friday.

of speed; this service has been used six times within the last five months; and if they reach Calcutta on Saturday they can be sent by a third steamer, with a contract speed of 10 knots an hour, which ordinarily leaves on Friday.

4. The proposal of the Madras Government apparently assumes that the foreign mails for Burma would be forwarded to Madras by a special train every week, and it is claimed that there are occasions on which steamers have to go outside the Madras harbour, owing to heavy weather, and communication with the shore is cut off. These occasions, however, are stated to be exceptional and may, perhaps, be left out of consideration, and an interval of 1½ hours between the arrival of the mail train and the departure of the steamer may be accepted as a working arrangement for the purposes of the present comparison. There is, however, only one direct mail steamer each week from Madras to Rangoon with a contract speed of 11 knots, which the Post office can require to be raised to 12 knots if the foreign mails travel by that route. The proposal, then, of the Madras Government also involves the assumption that it could be arranged that this steamer should start at any time on any day when the import foreign mails happen to arrive in Madras. This, however, could not be done except within certain definite limits, as the contract reserves to Government the power of detaining a mail steamer for 24 hours only, and so far as I am aware there is no probability of the British India Steam Navigation Company putting on an additional direct steamer from Madras to Rangoon for the sake of their own trade. There is, therefore, the preliminary difficulty that, in the case of these mails arriving at Bombay exceptionally early or late, there would be no steamer at Madras to convey them to Rangoon, while even to meet the ordinary variations in the times of the arrival of the mail steamer at Bombay, which range over three days, it would probably be necessary to pay an additional subsidy to that Company.

5. The distance from Bombay to Rangoon *via* Calcutta and *via* Madras, respectively, is shown below:—

	Calcutta.	Madras.
By land	1,400	794
By sea	787	1,020
Total	2,187	1,814

The total distance is, therefore, materially shorter by the Madras route than by the Calcutta route, and had the entire distance been by land only or by sea only, there could be no doubt that the advantage would rest with the Madras route. But it is to be remembered that the mails travel by land about three times as fast as they travel by sea, so that the 506 miles by land in favour of the Madras route would be more than counterbalanced by the 233 miles by sea in favour of the Calcutta route, were the conditions of sailing from Calcutta and Madras the same. In point of fact, these conditions are very dissimilar, and this is the reason why it has been necessary to ascertain the actual times occupied in the transit of the mails for Burma when sent by the Calcutta route under existing arrangements, so that the conclusions to be arrived at may be based, at any rate so far as the Calcutta route is concerned, on ascertained facts.

6. These figures have now been recorded for twenty-one mails, and I append to this letter a statement giving the following information:—

- (1) the date and hour of signalling of each mail steamer at Bombay since the 1st April last;
- (2) the actual day and hour of arrival at Rangoon of the mails brought by that steamer by the Calcutta route;
- (3) the day and hour at which these mails might have been expected to arrive at Rangoon, had they travelled to Madras under the arrangements at present in force, and been forwarded thence by a 12-knot steamer starting 1½ hours after the arrival of the mail train;
- (4) the day and hour at which these mails might have been expected to arrive at Rangoon, had they travelled to Madras by a special train starting 5 hours after the mail steamer was signalled and occupying 24 hours on the journey, the conditions of onward transmission being the same as in (3).

7. The result of the comparison is shortly as follows. According to existing arrangements, that is, without the use of a weekly special train from Bombay to Madras, but on the assumption made in clause 3 of the preceding paragraph, there was only one occasion on which it would have been an advantage to send the mails by the Madras route. On this occasion the mail steamer was signalled at Bombay at the very unusual hour of 9 p.m. on Sunday and the special train arrived in Calcutta on Tuesday, necessitating the despatch of the mails for Burma by a non-contract steamer. On fourteen occasions the loss of time from the use of the Madras route would

have amounted to 9 hours of daylight or more. For practical purposes the loss of time would be much greater than is shown by a mere comparison of the figures, as the steamer, starting from Madras, according to the hypothesis, 1½ hours after the arrival of the ordinary mail train, would always reach Rangoon about 8 p.m., so that the mails could not be delivered until the next morning.

With the use of a special train each week from Bombay to Madras, the delivery of the import foreign mails at Rangoon would have been materially earlier on seven* occasions. (On

	Hours.
* Mail of April 17th	5
" May 1st	4
" " 7th	5
" " 23rd	6
" June 13th	25
" July 11th	9
" " 25th	10

four of these occasions the mail steamers (those which arrived at Bombay on May 23rd, June 13th and July 11th and 25th) were late, and the mails for Burma occupied a longer time than usual in transit, owing to the use of the non-contract steamer from Calcutta. Under the arrangements just introduced a quicker transit by sea is secured for the mails on such occasions, and it is right that it should be pointed out that these are the very occasions on which there would be difficulty about forwarding the mails from Madras, owing to there being only one direct steamer in the week for Rangoon. On the three other occasions referred to (the cases of the mails of April 17th and May 1st and 7th), the advantage in each case would have been about 5 hours, and on two of these occasions the mail steamers concerned (those of April 17th and May 1st) were signalled at Bombay after 5 p.m., which is very unusual. The mail steamer is usually signalled before 9 a.m., and whenever this is the case, the hypothetical route *via* Madras with a special train from Bombay, would bring the mails to Rangoon (a) before daylight, that is to say, earlier than is required for postal purposes, so that the gain which may be shown over the Calcutta route would be of no practical use.

8. The case has then to be considered with reference to the transit of the export foreign mails from Burma to India. To deal with the fair weather transit, first, the adoption of the Madras route would involve the loss of half a day to Rangoon, and a whole day to the rest of Burma, now that it has been decided that a special train should be used each week to convey the export foreign mails from Allahabad to Bombay. With a Saturday 2 p.m. departure of the homeward mail steamer from Bombay, the mails from Rangoon would leave Madras at 8-45 on Thursday night. This would necessitate the steamer being timed to arrive at Madras not later than 4 p.m., and to leave Rangoon at about 3 a.m. on Monday. This would entail the closing of the mails at Rangoon on Sunday night, and mails from Burma above Rangoon arriving in Rangoon on Monday morning would miss the steamer. The Calcutta route, on the other hand, allows of a departure from Rangoon at 2 p.m. on Monday, in accordance with arrangements which have just been introduced. This disparity could not be removed except by the regular employment of a weekly special train from Madras to Bombay for which there could be no justification apart from the Burma mails, and even if the necessary expense were incurred, the Madras route would offer no real advantages over the Calcutta route.

As to the transit during the south-west monsoon the advantage is entirely on the side of the Calcutta route. The British India Steam Navigation Company have informed me that the passage from Rangoon to Madras at this time of the year would require an extra time allowance of 1½ days, whereas no extra time is required for the passage from Rangoon to Calcutta. It is not contended, of course, that this additional time is essential for every voyage during the south-west monsoon, but it would be required on the occasions when the weather, which may reasonably be expected at that time of the year, is met, and would have to be allowed. The matter was first under discussion in 1893, and I have again referred to the Managing Agents of the Company who now confirm the necessity of this allowance being made.

9. The position, therefore, may be summed up as follows. So far as the transit of the import foreign mails to Burma is concerned, the Calcutta route, according to present arrangements, offers distinct advantages over the Madras route. Even if a special train were regularly employed each week to carry the import foreign mails from Bombay to Madras at a material increase of cost to Government, the Madras route could only be utilized for the regular conveyance of the foreign mails for Burma by supplementing the special train service by a direct steamer service which could always be relied upon in the varying circumstances for which we have to provide. In my letter to Government, No. 14939, dated the 28th February 1893, I dealt at some length with the considerations which must govern mail contracts for sea services between different parts of India, and the main principle laid down, which received the approval of Government, was that the course of the post must follow the course of trade. The power to use any steamer service that might be established by the British India Steam Navigation Company during the currency of the contract with that Company has been specially reserved to Government, and the requirements of their trade have led them to establish a third steamer in the week between Calcutta and Rangoon, which can be, and is, used for the conveyance of mails.

(a) The mail steamers cannot always go up the Irrawaddy at night time, but in this matter the conditions on either side are equal.

Between Madras and Rangoon, however, the Company's trade has justified the use of only one direct steamer in the week, and the Post office could not secure a trustworthy sea service, in a substantial increase in expense. Even if the expense of the special train and of the necessary arrangements for the sea transit were faced, the advantages of the Madras route, in the practical conditions with which we have to deal, would be more apparent than real, as I have already shown. The interests, therefore, of the mails for Burma cannot rightly be relied upon as a reason for incurring this expense. As regards the use of the Madras route for the export foreign mails from Burma, it is beyond question that this would be a disadvantage, and it is obviously desirable that the same mail route should be followed in both directions.

The Burma Government and the mercantile community of Rangoon, who have been fully consulted, do not desire the adoption of the Madras route. The Deputy Postmaster-General, Burma, has been in further communication with the Rangoon Chamber of Commerce on this subject, and in a reply from that body to his address, dated the 17th August 1897, the view already expressed by the Chamber is adhered to. I am of opinion, therefore, after a careful consideration of all the circumstances, that no case has been made out for altering the arrangements in force.

10. It should be added that the yearly cost of a special train for carrying the import foreign mails from Bombay to Madras each week, if employed under the same conditions as the weekly special train from Bombay to Calcutta, would be Rs. 51,610. The additional expense involved in securing a direct steamer service to Rangoon that could always be relied upon to run in connection with the special train cannot be stated, as the matter would have to be settled by negotiation with the British India Steam Navigation Company. If a special train were used each week in the return direction from Madras to Bombay, a further charge of Rs. 51,610 would have to be incurred.

Hour of signalling at Bontuey.		Calcutta route.				Madras route.				Remarks.	
Arrival at Howrah.		Arrival at Rangoon.		Arrival at Madras if mails were despatched by a 12-knot steamer, starting 1½ hours after the arrival of the train.		Arrival at Madras if mails were despatched by special train from Bombay.		Arrival at Rangoon if mails were despatched by a 12-knot steamer, starting 1½ hours after the arrival of the special train.			
Date.	Hour.*	Date.	Hour.*	Date.	Hour.*	Date.	Hour.*	Date.	Hour.		Date.
April 4th ..	6-10	April 6th ..	3-25	April 9th ..	8-20*	April 6th ..	6-45	April 9th ..	20-15	April 9th ..	Day light
" 10th† ..	17-5	" 19th ..	18-6	" 22nd ..	17-30	" 19th ..	6-45	" 22nd ..	20-15	" 22nd ..	12-30
" 17th ..	4-55	" 26th ..	6-28	" 29th ..	Day light	" 26th ..	6-45	" 29th ..	20-15	" 29th ..	Day light
May 1st ..	18-6	May 3rd ..	17-25	May 6th ..	17-30	May 3rd ..	6-45	May 6th ..	20-15	May 6th ..	13-30
" 7th ..	6-5	" 15th ..	2-55	" 18th ..	11-20	" 15th ..	6-45	" 18th ..	20-15	" 18th ..	Day light
" 15th ..	4-45	" 23rd ..	4-15	" 26th ..	Day light	" 23rd ..	6-45	" 26th ..	20-15	" 26th ..	"
" 23rd ..	6-0	" 31st ..	4-15	" 3rd ..	12-33	" 31st ..	6-45	" 3rd ..	20-15	" 3rd ..	"
June 1st ..	7-25	June 3rd ..	6-12	June 6th ..	Day light	June 3rd ..	6-45	June 6th ..	20-15	June 3rd ..	12-30
" 8th ..	4-10	June 10th ..	4-14	June 13th ..	17-40	June 10th ..	6-45	June 13th ..	20-15	June 10th ..	9-10
" 15th ..	21-0	June 17th ..	19-23	June 20th ..	"	June 17th ..	6-45	June 20th ..	20-15	June 17th ..	2-45
" 22nd ..	10-45	June 24th ..	6-42	June 27th ..	Day light	June 24th ..	6-45	June 27th ..	20-15	June 24th ..	15-45
July 1st ..	8-15	July 3rd ..	6-42	July 6th ..	7-20*	July 3rd ..	6-45	July 6th ..	20-15	July 3rd ..	13-15
" 8th ..	8-15	July 10th ..	6-25	July 13th ..	16-5	July 10th ..	6-45	July 13th ..	20-15	July 10th ..	18-15
" 15th ..	7-50	July 17th ..	3-35	July 20th ..	16-0	July 17th ..	6-45	July 20th ..	20-15	July 17th ..	12-30
" 22nd ..	5-30	July 24th ..	8-37	July 27th ..	16-0	July 24th ..	6-45	July 27th ..	20-15	July 24th ..	10-30
" 29th ..	6-10	Aug. 1st ..	8-46	Aug. 4th ..	Day light	Aug. 1st ..	6-45	Aug. 4th ..	20-15	Aug. 4th ..	11-10
Aug. 7th ..	6-15	" 14th ..	7-28	" 17th ..	9-5	" 14th ..	6-45	" 17th ..	20-15	" 14th ..	11-16
" 21st ..	10-0	" 28th ..	4-57	" 31st ..	"	" 28th ..	6-45	" 31st ..	20-15	" 28th ..	16-0
" 27th ..	6-20	" 29th ..	6-15	Sept. 1st ..	"	" 29th ..	6-45	Sept. 1st ..	20-15	Sept. 1st ..	11-20

* These hours are actuals.

† Omitted, as the mail of the 10th suffered upward of 7 hours detention owing to an accident at Nawadhi.

* Special train was used, as allowed under present arrangements, as far as Sholapur, to connect with the ordinary mail train.

* These hours are actuals.

† Omitted, as the mail of the 10th suffered upward of 7 hours' detention owing to an accident at Nawadib.

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No. 935 R., 8TH NOVEMBER 1897.

ORDER—No. 935 R., dated 8th November 1897.

Recorded.

(True Extract.)

(Signed) F. J. E. SPRING,
Offg. Joint Secy. to Govt.,
Railway Branch.

To the Consulting Engineer for Railways.
„ Public Department.
„ Chairman, Chamber of Commerce, Madras.
„ Postmaster-General, Madras.
„ Agent and Manager, Madras Railway.

The Chamber of Commerce,

MADRAS, 24th April, 1896.

FROM

THE HON'BLE MR. G. L. CHAMBERS,
CHAIRMAN, CHAMBER OF COMMERCE,
MADRAS.

TO

THE CHIEF SECRETARY TO GOVERNMENT,
MADRAS.

SIR,

In replying to the Resolution of the Government of India, Finance and Commerce Department, No. 1247, S.P., dated the 25th March, 1893, regarding the new Mail contracts to be entered into in the following year with the B. I. S. N. Company, the Rangoon Chamber of Commerce, while expressing approval of a regular direct weekly service between Rangoon and Madras, and *vice versa*, suggested for the consideration of the Government of India the advisability of employing this route for the carriage of the Overland Mails in place of that *via* Calcutta. The Chamber was of opinion that a considerable saving in time would be effected thereby, and it suggested as a further means to this end an increase in the rate of speed of the steamers to 13 knots, instead of to 12 knots, as was proposed, and subsequently sanctioned.

This suggestion of the Rangoon Chamber has not, so far as this Chamber is aware, engaged the attention of the Government of India during the last three years, but in view of the great desirability of its adoption, both in the interests of this City and of the inhabitants of Burma, and of the assistance which, the Chamber understands, the Madras Railway Company is prepared to render the scheme by accelerating its service of Mail trains, this Chamber begs to reopen the subject in the confident hope that the Madras Government will accord its support to the proposal, and recommend it to the Government of India for early sanction.

A short time ago the Madras Railway Company issued placards showing the advantages, both in time and money, which the route *via* Madras would have over that *via* Calcutta. For instance, the former route includes a railway journey of 794 miles, occupying 34 hours 20 minutes, and a sea passage of 1020 miles occupying roughly 91 hours, or a total distance of 1,814 miles, covered in 125 hours 20 minutes, at a cost of Rs. 139-11 and Rs. 69-14 for first and second class respectively. On the other hand, the Calcutta route includes a rail journey of 1400 miles, occupying 55 hours 15 minutes and a sea passage of 787 miles, occupying roughly 72 hours, or a total of 2,187 miles, covered in 127 hours 15 minutes, at a cost of Rs. 187 and Rs. 93-8 for first and

second class respectively. The advantages derived by the route *via* Madras are thus a saving in distance of 373 miles, in time of close upon 2 hours, and in money of Rs. 47-5 and Rs. 23-10 respectively for first and second class.

The time of departure from Bombay of the Madras Mail train is now 9-30 p. m., while on occasions when the Overland Mails arrive too late to be forwarded by the ordinary Mail train a special train is run from Bombay up to such an hour as will enable it to overtake the ordinary train before its arrival at Raichore. This is certainly a great convenience to the mercantile community of this Presidency, and especially that of this City, for it gives them an extra day in which to answer Home letters, and on occasions when the Mail steamer does not arrive until it would, under ordinary circumstances, be impossible to deliver the Mails in Madras on or before the date of the departure from Madras of the outward Mails, it affords them an opportunity of replying the same week to the most urgent communications. This convenience, which was secured by the Director-General of the Post Office in India, is one which the mercantile community highly appreciate, and the Chamber ventures to hope that means will be found to introduce the still greater improvement in the matter of the conveyance of the inward and outward Overland Mails between Bombay and Madras indicated below.

In his letter No. 14,939, dated the 28th February, 1893, the Director-General of the Post Office of India remarked:—"The close relations now subsisting between the Madras Presidency and Burma render the establishment of a direct Mail service between Madras and Rangoon necessary, and the amount of correspondence to be carried is already important, though materially less than the amount exchanged between Calcutta and Rangoon." After contrasting the number of inland articles, of all descriptions, passing between Madras and Rangoon, and Calcutta and Rangoon, and *vice versa*, he proceeded to say:—

"I further propose that if a new contract be entered into for a term of ten years, it should be stipulated that the rate of speed for the service that carries the Overland Mails between India and Burma should be the subject of reconsideration after five years. The existing contract with the Peninsular and Oriental Steam Navigation Company will expire at the beginning of 1898, and in any future contract for the conveyance of Mails between Brindisi and Bombay a quicker transit will, no doubt, be provided, the present contract rate of speed being about 12½ knots. It does not follow that the rate of speed that can properly be claimed on an ocean line can also be introduced in the Bay of Bengal; but I think it advisable, in the postal interests of Burma, that power at any rate should be reserved, under a new contract, to re-open, if necessary, the question of the rate of speed after it is known what the future rate of speed is to be between Brindisi and Bombay."

The direct weekly steamer service between Madras and Rangoon was in due course inaugurated, but the Chamber is not aware if any stipulation was imposed in the new contract with the B. I. S. N. Company in regard to the reconsideration of the question of the enhancement of the rate of speed of the steamers after five years, but this is a matter which does not very materially affect the proposed substitution of the Madras for the Calcutta route for the Overland Mails, both inward and outward, though there can be no doubt that the acceleration of the steamer passage would add materially to the benefits to be derived from the acceleration of the railway journey.

The Chamber now learns that the Madras Railway Company is prepared to run a weekly special express train between Raichore and Madras at such a rate of

speed as will accomplish the journey between Madras and Bombay in 24 hours—or 10 hours 20 minutes under the time now so occupied—provided the Great Indian Peninsula Railway Company will assist in the practical accomplishment of this service by running a special express train at a similar rate of speed from Bombay to Raichore. If this can be arranged, then the Chamber believes there would be little difficulty in arranging for the departure from Bombay of what may be styled the "limited Mail" at such hour as would bring the Mails into Madras during daylight, so that they could be transferred at once from the train to the steamer, which would leave the Madras Harbour the same night. This, however, would necessitate an arrangement being made with the B. I. S. N. Company to keep their steamers in readiness to start as soon as the Mails are on board, an arrangement which would no doubt commend itself to that Company. If this were done and the speed of the steamers accelerated, the Overland Mails might be delivered in Rangoon a whole day earlier than is now the case, to the manifest advantage of those resident in Burma.

In the case of the outward Overland Mails also the Chamber believes that the Madras Railway is prepared to make arrangements to start the "limited Mail" on the arrival of the Mail steamer from Rangoon.

It is believed that the Postal Department is disposed to favour these proposals; the Rangoon Chamber has already urged that the change should be effected, and has lately confirmed its previously expressed opinion; the members of this Chamber are strongly in favour of it; the Madras Press warmly supports it, and the Chamber believes the Press of Rangoon does so also. There is thus a practical unanimity of opinion regarding the desirability, in the interests principally of Burma, but to no small extent in the interests of Madras, of the substitution of the Madras for the Calcutta route for the transmission of the inward and outward Overland Mails. The interests of the mercantile community are in this matter identical with those of the public, for what benefits the one benefits the other.

I have the honour, therefore, in conclusion, to express the hope that the Madras Government will give this matter its cordial approval, and will address the Government of India in support of the above proposals.

I have the honour to be,

Sir,

Your most Obedient Servant,

(Signed) G. L. CHAMBERS,

Chairman.



GOVERNMENT HOUSE,

31st May 1896.

My dear Hodson.

His Excellency wishes to know what, if anything, has been done regarding the development of the scheme for taking the Burma English mails through Madras.

Yours sincerely
H. A. Stuart

Jan 1st 1896

My dear West

I am just off to
Ceylon for a fortnight. and
I am just time to send
this on to you & ask you to
let me know how the matter
stands.

Please address your letter
to Fowler, and inform him
of the fact that I am going
and to let him know the date when
I get it.

I have told Stanley that I
am just off my trip. On 9.10
1896 in the morning.

Do you think it would be
any good to write to Bombay

Memorandum.

The proposal to convey the Burmah Mails
via Madras and Bombay is at present under
correspondence between the Chambers of Commerce
of Madras and Rangoon, and if we can secure
united action from these Bodies and the Co-
operation of the British India Steam Navigation
Company, we shall have overcome the chief
difficulties. The Madras Chamber has already
addressed the Madras Government on the 21st April
1896 with a view to obtain the support of the
Government of India to the proposal, and the
result of this application is eagerly awaited.

2. Meanwhile it would appear that influence
at Calcutta is being brought to bear on the Rangoon
Chamber to persuade it that the existing route
is the better one, and is capable of improvement
in the same direction as that proposed for the
route via Madras. It is pointed out that the

time

5
be

15

a.

a quicker route, this Company is unable to take further action and submit the proposal in any more advanced or definite form. I venture to hope therefore that the Government may be moved to sanction the arrangement in the Postal Department, by which the overland mails may be conveyed to and from Burmah via Madras, as this appears to be the first important step to be taken.

The Great Indian Peninsula Railway authorities have not yet been addressed on the subject.

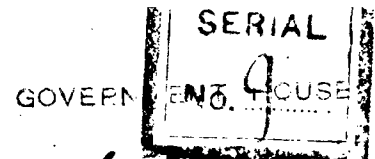
Henry Clerk
4-6-96



SERIAL
No. 8

which we should do all we can to favour the Madras route
from Rangoon. I shall like to June 8th 1896.
on the letter from the Madras Chamber of Commerce to
Dr. Sir, the Madras fort, dated 24th Feb. 1896.
A.B. 10.6.96

I attach a memorandum
from the Agent-Madras R^d giving
the information required by this
Enclurey.
It is possible, though it has not been
alluded to in the correspondence, that
the Director Gen. of Port Office may
be influenced in favor of the Calcutta
route & a hope that the much
talked of linking up of Calcutta
& Kanauka may come about in
the near future. There are remaining now



10th June 1896.

Dear Mr. Fowler,

I return the papers about the Burma mail route. You will see that H.E. wants the letter addressed to this Govt. by the Madras Chamber of Commerce; i.e. he wants the letter and the order passed on it. If it was not disposed of in

your Dept. will you kindly
obtain it from the Dept.
which dealt with it?

Yours sincerely
H. Albrecht

F. D. Fowler Esq.
Ag. Joint Secy. to Govt.

Adm
I enclose you 10 copies of the
book of the
At Home of the U.S. Office

GOVERNMENT OF MADRAS
Public Works Department,
RAILWAY BRANCH
MADRAS.

June 10th 1896.

Dear Mr Stuart,

The letter from the
Chamber of Commerce
Madras which I now
enclosed arrived an
hour or two after I
despatched my D.O. of 8th.
It has not yet been dealt
with in this Department.

Yours sincerely

H. G. Stuart
President to H. G.

J. W. Fisher

As far as I am aware, no action has been taken on
this letter from the Chamber of Commerce, dated
24th April 1896, - until the 6th June, when
an interim reference was made. Why this
apparent delay?

This proposed service would be of distinct advantage
to this Presidency. (1) because it would improve
its mail and passenger communication with
Burma, (2) because it would facilitate
military administration, Burma and
Alodras being in the same military command
and (3) because it would improve the
mail and passenger service between Alodras
and Bombay and Europe. I think the
Govt. of India should be asked to consider
favorably this proposal. They should be
asked to press the B. T. Company to ^{improve} accelerate
the service between Rangoon and Alodras,
and to bring their influence to bear on the
G. T. P. to induce them to provide an
express railway service in unison with that
offered by the Alodras Railway.
I should like the Draft letter

500-11-5-94.

Form No. 20.

SERIAL
No. 11

TELEGRAM ^{URGENT}
~~ORDINARY~~
DEFERRED

FROM

E.R.

To A.M.

12/27/96 Your Memorandum Madras Burma
mails. What is least time you could
do your portion of journey at S.I.P.
would agree to accelerate

FF 12/6

Desd 12/6/96

Code
Class.

9

INDIAN TELEGRAPHS.

Monthly
Number. 833

To
(Person)

Lubi Carin

From
(Signature)

Rayapuram

Time

10/2

Day

15

Hour

16

Minute

50

Official
Instructions

Read at

To
(Person)

Consulting Engr
for Ryo

From
(Person)

A. G. and Manager
M. R.

SERIAL
No. 101

32 Word Form.

Your 27 @ Madras Barmat
Trails Ten hours is least
time we could do our
portion of journey after
vacuum brakes is fitted

2/1

1111111111 16 6-93

Thajiltham
for Telegram Number

SERIAL
No. 14

TELEGRAM ~~URGENT~~
~~ORDINARY~~
DEFERRED

FROM

E. R.

TO

adms.

PARTMENT,

NCH.

A. M.

35/c Please reply ^{early} my wire
27 C twelfth instant about
Speed of madras trains if G.I.P.
accelerate -

gls 17/6

17/6 95

[Handwritten signature]

228

Handwritten signature

Code
Class.

P

INDIAN TELEGRAPHS.

Monthly
Number.

To
(Office)

Ootacamund

From
(Office)

Paya Pura

Secs.

Day.

Hour.

Minute.

Official
Instructions.

26/2

18

13

20

SERIAL

No. *15*

To
(Person)

*Consulty. Engr for
Rys.*

From
(Person)

*Agent and
Manager.*

32 Word Form.

*Your 35 to reply telegraphed
fifteenth after consulting depart-
ments ten hours last time*

Recd. from

LN.

Sent to

LN.

At

Hrs.

Mts. by

At

Hrs.

Mts. by

Telegraph Master.

O. G. P. - No. 123 T-25 2 25-10.00,000.

OOTACAMUND 13-8-96

By Agent and Manager.

228

replied 1/2/96

D.

No.

5937

Madras Railway Company

AGENT & MANAGER'S OFFICE

RAYAPURAM TERMINUS,

Madras, 18th June 1896.

1,000-5394

SERIAL

Company

No.

No.

Government of Madras.

BLIC WORKS DEPARTMENT,
RAILWAY BRANCH.

To

*The Offg. Consulting Engineer
for Railways,
Ootacamund.*

DEAR SIR,

I beg to confirm my telegram of to-day's date, as

quoted below:—

*"Your 35 C. Reply telegraphed
fifteenth, after Consulting Depart-
ments. Ten hours least time."*

Yours faithfully,

Genl. Clerk

Agent and Manager.

228

SERIAL	No.
No. 17	

No.

Government of Madras.

PUBLIC WORKS DEPARTMENT,
RAILWAY BRANCH.

June 1896

The following is forwarded to the Hon:

the Chief Secretary to Govt. with reference to his memorandum No 1137 dated 6th June '96 on letter from ~~Chairman~~ the Chairman, Chamber of Commerce Madras of 24th April 1896 regarding the Bombay Boma rail route.

J.H. 19/6

for R

Extract from a
note by S.R. the Governor
of 11.6.96.

As far as I can see

no

No action has been taken
on this letter from the
Chamber of Commerce
dated 24 April 1896,
until the 6th June, when
an ad interim reference
was made. Why this
apparent delay?

x x x

Res 220/922/100/96

(R). Form No. 9.
300-16-4-95.

SERIAL
No.

PUBLIC WORKS SECRETARIAT,
RAILWAY BRANCH.

No 5400

Station Botacand date June 1896.

OFFICE NOTE.

From R.

To The Hon: the Chief Secy Govt.

The letter from the
Chairman, Chamber of
Commerce, Madras, 27th
April 1896, regarding the
Bombay-Burma Mail
route, referred to me
under your endorsement.
Sent No: 1137 of 6th June
1896, for favor of remarks,
has, by order of His Excellency
the Governor, been dis-
posed of in this Department.
Will you kindly therefore
transmit the original letter
from the Chamber and sign
further

Further correspondence
on the subject to this
office. -

24/6/26

No 5100-925-1000

H.E. the Governor
~~Mr. Mr. Mr.~~
~~Mr. Mr. Mr.~~

20. 559 R
25/6/97

22. 697

935. R
8/11/97

Carriage of Mails via for Rangoon via Madras

The Madras Chamber of Com-
merce points out the advan-
tages of the Madras route
over the Calcutta in distance,
time, and money. It states
that the proposal has the support
of the Chamber of Commerce of
Madras & Rangoon, of the Postal
Dept, and of the Press.

2. This is not now correct, since
the Rangoon C.M.C. have since
come back on their previous & ex-
pressed opinion.
3. The Chamber also proposes an
acceleration of speed both of
steamers and trains.
4. As regards the latter it will
be seen from the telegram from
Agent Madras R.C. that that
Co. are prepared to do their
portion of the journey in ten
hours, if the S.I.P. will accelerate
in the same proportion.
5. In order to find out the least
time that the S.I.P. portion could
do their portion of the journey the
attached sketch time-table has
been prepared. It is here assumed
that engine runs of 50 miles
without watering can be done &
that ~~no~~ halts ^{at M.R.} shall be ^{not longer than}
than five minutes. On this basis
the station to station speed on the
Madras R.C. works out to 37.87 miles

6. Taking this running speed as the max^m for the S.I.P. and reducing it for up grades known to be steep, and for short runs, and applying the speeds as taken from the time-table for the short portion, the total time occupied comes to 23 hrs 48 minutes ~~and a little less than the time supported by the C.P.R.~~ assuming that a re-fuel^{ing} car is attached also halts made for meals, or 24 hrs 43 minutes with halts for meals. The mails could then leave Bombay at 18 hours and arrive Madras at 17.40 as proposed by the C.P.R.

7. To effect this revolution several difficulties have to be overcome

(1) At present 40 minutes is lost at Raichur when the train is broken up and passengers and parcels transferred to Madras R.

carriages. Though running of mail trains has been urged in the last two ~~unpublished~~ half-yearly reports of the Govt. Inspectors, Feb 1895 and Feb 1896 (see extracts) but nothing has been settled as yet.

(2) ^{Some of} the M.R. engines are fitted with the vacuum brake but the carriages are not: a programme has however been agreed to of which 50 carriages are to be fitted each year and indeed has gone to England for the necessary fittings for 50 carriages, so that by the

(3) time the new time-table comes into force the M.R. would probably be able to run their proportion of through carriages.

(3) A refreshment car though not absolutely essential to the success

* this is run with special tank engines & could not be substituted

of the scheme would make an appreciable difference in the running speed as nearly an hour would thereby be saved. The M.R. would, it is believed, be willing to bear their share of its cost, though the S.I.P. would have the best of the bargain: their share of the journey being 443 miles against Madras 351 miles. There would be difficulties to settle to about the ^{profits from} supply of refreshments but doubtless that could be arranged between the two railways.

(4) At present the S.I.P. have the greatest difficulty in running to time with their present ~~through~~ speed of 23.16 miles an hour ~~and the Govt. Complaints~~ have been received from the postmaster General (vide correspondence attached) and the Govt. Bombay has been addressed. The delay has been caused partly by the washaway of the Secunder bridge near Sholapur last autumn and from the slow speed necessitated by the temporary nature of the bridge and division, but from the fact that complaints have also been made of rising connection at Marumad it seems probable that the R. administration is in fact.

(5) It is difficult to see what advantage the S.I.P. would gain by the change. By the present arrangement they have a lead of 616 miles to Jubbulpur against 443 to Raichur and their through speed of that route is only 26.12 miles an hour. They could

✱

Bombay - Madras Route present timing			
	miles	time	speed
Bombay	0	21.30	
Raichur	443	16.35	
S.I.P.	443	19.05	23.16
Halt at Raichur		0.40	
Raichur	0	17.15	
Madras	351	7.50	
M.R.	351	14.35	23.84
Through journey	794	34.20	23.13

✱

Bombay - Calcutta Route present timing			
	miles	time	speed
Bombay	0	22.30	
Jubbulpur	616	0.05	
S.I.P.	616	25.35	26.12
Halt at Jubbulpur		0.35	
Jubbulpur	0	0.40	
Korakut	792	5.45	
S.I.P.	792	29.05	27.23
Through journey	1408	55.15	25.48

still have to run the full length mail for passengers and mails to Calcutta and the North: and this is not fair in the ~~interest of~~ ^{interest of} ~~passenger~~ ^{passenger}.

The ~~passenger~~ ^{passenger} would go by Madras etc. less ^{miles} ^{cost} and the ~~mail~~ ^{mail} would be the Post Office subsidy. Which (unless ~~more~~ ^{more} increased) would not go far towards paying the increased cost of the Madras ~~mail~~ ^{mail}. Besides this it is pretty certain that as soon as the accelerated Madras service is established, the public will insist upon equal acceleration of the Calcutta mail.

8. It may be mentioned incidentally that the fastest Indian train at present is the Howrah Kalka mail from Howrah to Allahabad via E.I.R. This train is timed to do 584 miles in 17½ hours or ^{at} a through speed of 32.23 miles per hour. Or duty stoppages its station to station speed is 35.30 miles per hour. This over a level road. From this to a running speed of near 38 miles an hour over a run of near 800 miles means such a new departure in Indian railway travelling.

9. From the remarks above it will be seen that it will probably be difficult for the Govt. of India to induce the G.I.P. (always slow to move) to perform their share of the bargain.

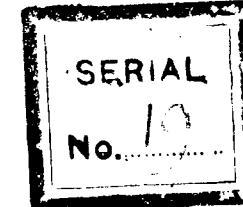
10. It is suggested therefore that our first aim should be to get the new route adopted in anticipation of acceleration and if we cannot get acceleration as well so much the better.

A draft is put up for approval

	Station	Mileage	Speed	Time in running	Time in stoppages with refreshment carriage	Additional time, no refreshment carriage	
				Hours	Hrs. Min.	Hrs. Min.	
0	Bombay	3	20	0.16			Short run
3	Byculla	30¼	37.87	0.80	0.05		
13¼	Kalyan W.	29¾	35.	0.88	0.05	Dinner 0.20	Up grade.
62	Karjat W.	13¼	15	1.17	0.05		
13¼	Reversing Stn.	4¼	15		0.02		Ghat (special tank engine)
77½	Lanauti W.	35¾	35	1.02	0.05	Early tea 0.10	Up grade
115¼	Kirkee	3¾	20	0.11	0.02		Short run
119	Poona W.	47¼			0.05		
166¼	Dhond W.	45½			0.05		
212¼	Jejur W.	21¼			0.05		
234	Barsi Road	49			0.05		
288	Sholapur	9	37.87	8.54	0.05	Breakfast 0.15	
292	Hotgi Junction	44½			0.05		
336½	Gangapur W.	39½			0.05		
376	Wadi Junction	51			0.05		
427	Krishna W.	15½			0.05		
442½	Raichur	43			0.05	Tea 0.10	
48	Adoni	32			0.05		
75	Guntakal J.	18			0.05		
93	Gooty	47			0.05		
140	Kondapuram W.	49			0.05		
189	Cuddapah	24	37.87	9.15	0.05	45 Min.	
213	Nandalur	28½			0.05		
241½	Koduru	25			0.05		
266½	Renigunta J.	41½			0.05		
308	Arakonam J.	42½			0.05		
350½	Madras						
				21.82	1.59	0.55	

	Hrs. Min.
Running	21-49
Stopping	1-59
Total with Refreshment carriage	23-48
Add for Refreshment stoppages	0-55
Total without carriage	24-43

B. Form No. 12.



No. 559. R

Government of Madras.

PUBLIC WORKS DEPARTMENT,
RAILWAY BRANCH.

To

THE SECY. TO THE GOVT. OF INDIA,

P. W. DEPARTMENT.

Simla
Post, the 26th June 1896.

SIR,

I am directed to forward
a letter from the Madras Chamber
of Commerce advocating the
adoption of the Bombay-Madras
route for the carriage of the
Burmah mails in place of
that via Calcutta.

2. I am to say that in the opinion
of H.E. the Governor the route change
proposed would be of great ad-
vantage to the Madras Presidency,
and this for several reasons; -

(1) It would improve (if the pro-
posed acceleration which will be
done later was carried out)
greatly improve its mail & passenger
connection with Burmah.

(2) Burmah and Madras being
in the same military command
the military administration of the
two provinces would be greatly fa-
cilitated.

(3) It would improve the mail
and passenger service between

*to get the best value out of
inspection of acceleration and if it
can get the acceleration as well so much
the better*

1 lb. weight.

24 15/6

Madras Bombay and Europe.

3. The Chamber of Commerce co. itself remarks that the proposed Bombay-Madras route, as it stands, has the prior claim, because it is shorter both in time and distance, and cheaper. It is believed however that the Rangoon Chamber which at first supported the proposed change has now altered their views.

4. As regards the proposed acceleration of the train service I am to say that the Madras R. has agreed to run this portion of the journey in ten hours on the understanding the S.I.P.R. will accelerate in the same proportion. If that R. ad. ministration could induce to do so, the journey ^{from Bombay to Madras} could then be accomplished in the 24 hours and the mails could be put on board at Madras in daylight.

5. It has been suggested that when the present contract with the B.I.S.N.C. expires that the rate of speed should be increased to 13 knots. If this proposal be adopted and the Madras route chosen, the voyage will from Madras to Rangoon will take 68 hours, and the total time from Bombay to Madras (with the acceleration proposed in para 4) will be 93 hours, there will thus be a gain of 34 hours over the present Bombay-Calcutta route as now timed.

6. H.E. the Governor requests that the Govt. of India will take these proposals into their consideration

* this allows one hour for getting mails aboard from the station to the steamer

and trusts that they may be fit to bring its influence to bear on the B.I.S.N.C. and the S.I.P.R. administration, and to induce them to accelerate their respective services in the manner proposed.

7. Should it be found impossible to accomplish this, I am to say that H.E. the Governor considers that the Madras route even with its present timing should still be adopted.

19/6

27/5

Documents accompanying:—
Letter from the Chamber of Commerce
dated 24.4.96. referred to

SERIAL
No. 20

P. W. Curran 6216
[G. 18]

Govt. of Madras.

P. L. C. 6216

Regd. 10. 7. 96

To

The Public Works Dept.
(Railway Branch)

Regd. 1077/96.

Proceedings, dated 4th July 1896.
R No. 742.

Subject.
Requesting the Postmaster General
to forward direct to the P. W. D.
By Branch with his reply the
originals of the letter from the
Chairman, Chamber of Commerce,
Madras of 24th April 1896 re
the Bombay - Burmah Rail road.

R 6512 of 8th July 97
R

Bf No 559 R of 26.6.96
Bombay - Burmah
Mail Route

22/6
R 23/6
29/6
22/6

Public Works Act.

PROCEEDINGS OF THE LOCAL COUNCIL.

THE FOLLOWING REPORTS:

THE PUBLIC WORKS COMMITTEE REPORT
ON THE PROGRESS OF THE PUBLIC WORKS
DURING THE YEAR 1896, AND
ON THE FINANCIAL STATEMENT OF THE
PUBLIC WORKS DEPARTMENT FOR THE YEAR 1896.
AND ON THE PROGRESS OF THE PUBLIC WORKS
DURING THE YEAR 1896, AND
ON THE FINANCIAL STATEMENT OF THE
PUBLIC WORKS DEPARTMENT FOR THE YEAR 1896.

Q. No. 742 dated 4th July 1896.

THE REPORT OF THE PUBLIC WORKS COMMITTEE
ON THE PROGRESS OF THE PUBLIC WORKS
DURING THE YEAR 1896, AND
ON THE FINANCIAL STATEMENT OF THE
PUBLIC WORKS DEPARTMENT FOR THE YEAR 1896.
AND ON THE PROGRESS OF THE PUBLIC WORKS
DURING THE YEAR 1896, AND
ON THE FINANCIAL STATEMENT OF THE
PUBLIC WORKS DEPARTMENT FOR THE YEAR 1896.

W. D. Shillips

July 5 & 8 1896

Recorded

C.
R

Mm
3/7

SERIAL
No. 21

Public Dept.

Ed. No. 1398.

Transferred to the
Public Works Department,
Railway Branch, with
reference to G.O. R No. 742,
Public 2, 4 July 1896.

From

The Postmaster General,
MADRAS.

No. 10557

W. H. Phillips
Ag. Asst. Secretary

25/3
13-7-96

Dated 9 July 1896.
Received 11-7-96
Regd 13-7-96

Octacommend
15 July 1896

No. of Enclosures

No. 872 D 2/18-7-96

Await further

SUBJECT.

Re. adoption of the
Madras route for the
transmission of the
foreign mails to and
from Burma.

reply.

C
R
R

Transf

Post Office Department.

From

H. FARRER, Esq.,
POSTMASTER GENERAL, MADRAS.

To

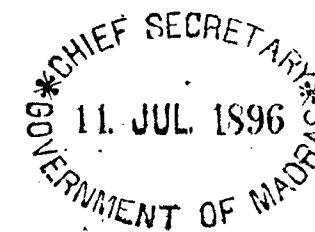
THE Chief SECRETARY
TO THE GOVERNMENT OF MADRAS,

Public &c. DEPARTMENT.

No. M.L.I. No. 1 dated Madras, the 9th July, 1896.

SIR,

10557



With reference to your endorsement No. 1137, dated 6th June /96 forwarding for my remarks a letter of the 24th April last from the Chairman of the Chamber of Commerce, Madras, urging the adoption of the Madras route for the transmission of the foreign mails to and from Burmah, I have the honor to state for the information of Government that, as I found on dealing with the matter that considerations were involved on which I could not deliver an opinion without consulting the Director General of the Post Office, I have forwarded the letter itself to him with an expression of my views and a request that he will favour me with his for communication to Government.

I have the honor to be

Sir,

Your most obedient servant,

H. Farrer

Public Works (1897) Department.

No. 23

CURRENT No. 2008

Order

- (1) His Excy: the Governor.
- (2) Hon: Mr H. W. Bliss C.S.
- (3) Hon: Mr. J. Grose C.S.

From The Govt. of India
P.W. Department

No. 843 Sh.

Dated 19.2.97

Received 23.2.97

Enclosures "

Spare copies "

no. 91699 March/97

copy to Postal Dept. for
information JH 9/3/97

Despatched on 9/3/97

SUBJECT.

Re: the proposals of
the Madras Govt. for
adopting the Bombay
Madras route for the
carriage of the Burma
mails in place of
that via Calcutta

Calcutta, the 19th February 1897.

To
The Secretary to the Government of Madras,
Public Works Department.

26/7/96
Sir,
I am directed to acknowledge the receipt of your letter, No. 559 R, dated the 26th June 1896, to the address of the Public Works Department, ^{proposing} that the Bombay - Madras route should be adopted for the carriage of the Burma mails in place of that via Calcutta.

2. The proposals contained in your letter are, I am to say, receiving the careful consideration of the Government of India; though as at present advised the Governor General in Council is doubtful as to the advisability of making any change in the route. A Conference is about to be held at Nagpur under the direction of the Director General of the Post Office of India to discuss certain proposals which have been put forward for the acceleration of the existing daily mail service between Calcutta and Bombay, for the establishment of a second daily service between the two towns by the Bengal Nagpur

Nagpur Railway and for the reduction of the time occupied in the transit of the weekly English Mail from Bombay to Calcutta. The question of the route to be adopted for the carriage of the Burma mails is closely connected with the matters which will engage the attention of the Conference, and final orders on the proposals of the Government of Madras will therefore be deferred until the recommendations made by the Conference have been received and considered by the Government of India.

I have the honour to be,
Sir,
Your most obedient servant,

R M Dune.

Deputy Secy: to the Govt. of India.

10.29

CURRENT No. 10598

1, H. S. The Governor
 11 The Hon Lieut. H. Blair K.C. 13
 21 " " Mr. Jones C. 13.

From *The Govt. of India*

No. 4619 S.R.

Dated 16th October 1897

Received } 23 — — —
Registered }

Enclosures 2

Spare copies

I think that it would be permissible
to show this to the Agent Sweden B.C.
Jas. Jones tells me that he has been
advising his Board to go in for the or four
fast steamers of this am. & to run a
direct line to Bremen. He says that they
can do no business with the B.S.N.C.
A proposal of the P.M.C.'s letter would
I think be useful to him & might
lead to business.

I see no objection
Mr. Wren' seeing
this

. SUBJECT.

Inwarding copy of a letter from
the Director General of Post Offices
reporting finally on the proposal
to adopt the Bombay - Madras
route for the carriage of the
Burma Mails instead of
that via Calcutta.

BACK PAPERS.

G.O.	No.	Department.	Date.

FURTHER PAPERS.

G.O.	No.	Department.	Date.

Post Office.

No. 185-C.

FROM

A. U. FANSHAWE, ESQ., C.S.I.,
Director General of the Post Office of India,

TO

THE SECRETARY TO THE GOVERNMENT OF INDIA,
FINANCE AND COMMERCE DEPARTMENT.

Simla, the 11th September 1897.

Question as to the carriage of the import Foreign Mails for Burma *via* Madras, instead of *via* Calcutta.

SIR,

I have now the honour to submit my final report on the proposal made by the Government of Madras in their letter No. 559-R., dated the 26th June 1896, that the import foreign mails for Burma should travel *via* Madras, instead of *via* Calcutta, as is at present the case.

2. This report has been delayed owing to the necessity for collecting statistics as to the actual transit of these mails *via* Calcutta since the weekly special train from Bombay to Calcutta has been regularly employed with effect from the 1st April last. The conditions of the navigation of the Hooghly are such that merely hypothetical figures would have had no value. The calculations for the Madras route have necessarily had to be based on arbitrary data, but, with the Madras harbour open at all times, the figures may fairly be taken as sufficiently accurate for the purposes of comparison. The difficulties, such as they are, of a tidal river in approaching Rangoon are the same by either route.

3. The present arrangements for the transit of mails by the Calcutta route admit of the foreign mails for Burma leaving Bombay 5 hours after the mail steamer is signalled, and travelling to Calcutta by special train in 40 hours and 10 minutes. There they are loaded at once on the Rangoon mail steamer, at Calcutta itself or at Diamond Harbour as the state of the tide permits, a special train being used between Sealdah and Diamond Harbour whenever necessary. There are three direct steamers of the British India Steam Navigation Company sailing each week from Calcutta to Rangoon all of which can be used for the conveyance of mails under the contract with that Company. If the Burma mails reach Calcutta on Sunday or Monday, they are despatched onwards by the fast steamer which is under contract to accomplish the journey at the rate of 12 knots an hour: if they reach Calcutta on Tuesday or Wednesday, they are carried to Rangoon by a* steamer which is not bound by contract to any particular rate of speed: this service has been used six times within the last five months: and if they reach Calcutta on Saturday they can be sent by a 3rd steamer, with a contract speed of 10 knots an hour, which ordinarily leaves on Friday.

4. The proposal of the Madras Government apparently assumes that the foreign mails for Burma would be forwarded to Madras by a special train every week, and it is claimed that the mail steamer can leave the Madras harbour 1½ hours after the arrival of the special train. There are occasions on which steamers

* These arrangements have been modified during the present month, and the 12 knot and 10 knot contract steamers are now employed at the beginning of each week, the non-contract steamer leaving Calcutta on Friday.

have to go outside the Madras harbour, owing to heavy weather, and communication with the shore is cut off. These occasions, however, are stated to be exceptional and may perhaps be left out of consideration, and an interval of 1½ hours between the arrival of the mail train and the departure of the steamer may be accepted as a working arrangement for the purposes of the present comparison. There is, however, only one direct mail steamer each week from Madras to Rangoon with a contract speed of 11 knots, which the Post Office can require to be raised to 12 knots if the foreign mails travel by that route. The proposal, then, of the Madras Government also involves the assumption that it could be arranged that this steamer should start at any time on any day when the import foreign mails happen to arrive in Madras. This, however, could not be done except within certain definite limits, as the contract reserves to Government the power of detaining a mail steamer for 24 hours only, and so far as I am aware there is no probability of the British India Steam Navigation Company putting on an additional direct steamer from Madras to Rangoon for the sake of their own trade. There is, therefore, the preliminary difficulty that, in the case of these mails arriving at Bombay exceptionally early or late, there would be no steamer at Madras to convey them to Rangoon, while even to meet the ordinary variations in the times of the arrival of the mail steamer at Bombay, which range over three days, it would probably be necessary to pay an additional subsidy to that Company.

5. The distance from Bombay to Rangoon *via* Calcutta and *via* Madras respectively is shown below:—

	Calcutta.	Madras.
By land...	1,400	794
By sea ...	787	1,020
Total	2,187	1,814

The total distance is, therefore, materially shorter by the Madras route than by the Calcutta route, and had the entire distance been by land only or by sea only, there could be no doubt that the advantage would rest with the Madras route. But it is to be remembered that the mails travel by land about three times as fast as they travel by sea, so that the 606 miles by land in favour of the Madras route would be more than counterbalanced by the 233 miles by sea in favour of the Calcutta route, were the conditions of sailing from Calcutta and Madras the same. In point of fact, these conditions are very dissimilar, and this is the reason why it has been necessary to ascertain the actual times occupied in the transit of the mails for Burma when sent by the Calcutta route under existing arrangements, so that the conclusions to be arrived at may be based, at any rate so far as the Calcutta route is concerned, on ascertained facts.

6. These figures have now been recorded for twenty-one mails and I append to this letter a statement giving the following information:—

- (1) the date and hour of signalling of each mail steamer at Bombay since the 1st April last;
- (2) the *actual* day and hour of arrival at Rangoon of the mails brought by that steamer by the Calcutta route;
- (3) the day and hour at which these mails might have been expected to arrive at Rangoon, had they travelled to Madras under the arrangements at present in force, and been forwarded thence by a 12 knot steamer starting 1½ hours after the arrival of the mail train;
- (4) the day and hour at which these mails might have been expected to arrive at Rangoon, had they travelled to Madras by a special train starting 5 hours after the mail steamer was signalled and occupying 24 hours on the journey, the conditions of onward transmission being the same as in (3).

7. The result of the comparison is shortly as follows. According to existing arrangements, that is without the use of a weekly special train from Bombay to Madras, but on the assumption made in clause 3 of the preceding paragraph, there

was only one occasion on which it would have been an advantage to send the mails by the Madras route. On this occasion the mail steamer was signalled at Bombay at the very unusual hour of 9 P.M. on Sunday and the special train arrived in Calcutta on Tuesday, necessitating the despatch of the mails for Burma by a non-contract steamer. On fourteen occasions the loss of time from the use of the Madras route would have amounted to nine hours of daylight or more. For practical purposes the loss of time would be much greater than is shown by a mere comparison of the figures, as the steamer, starting from Madras, according to the hypothesis, 1½ hours after the arrival of the ordinary mail train, would always reach Rangoon about 8 P.M., so that the mails could not be delivered until the next morning.

With the use of a special train each week from Bombay to Madras, the delivery of the import foreign mails at Rangoon would have been materially earlier on seven* occasions. On four of these occasions the mail steamers (those which arrived at Bombay on May 23rd, June 13th and July 11th, and 25th) were late, and the mails for Burma occupied a longer time than usual

• Mail of April 17th	... 5 hours.
" May 1st	... 4 "
" " 7th	... 5 "
" " 23rd	... 6 "
" June 13th	... 25 "
" July 11th	... 9 "
" July 25th	... 10 "

transit, owing to the use of the non-contract steamer from Calcutta. Under the arrangements just introduced a quicker transit by sea is secured for the mails on such occasions, and it is right that it should be pointed out that these are the very occasions on which there would be difficulty about forwarding the mails from Madras, owing to there being only one direct steamer in the week for Rangoon. On the three other occasions referred to, (the cases of the mails of April 17th and May 1st and 7th), the advantage in each case would have been about five hours, and on two of these occasions the mail steamers concerned (those of April 17th and May 1st) were signalled at Bombay after 5 P.M., which is very unusual. The mail steamer is usually signalled before 9 A.M., and whenever this is the case, the hypothetical route *via* Madras with a special train from Bombay, would bring the mails to Rangoon* before daylight, that is to say, earlier than is required for postal purposes, so that the gain which may be shown over the Calcutta route would be of no practical use.

8. The case has then to be considered with reference to the transit of the export foreign mails from Burma to India. To deal with the fair weather transit first, the adoption of the Madras route would involve the loss of half a day to Rangoon, and a whole day to the rest of Burma, now that it has been decided that a special train should be used each week to convey the export foreign mails from Allahabad to Bombay. With a Saturday 2 p.m. departure of the home-ward mail steamer from Bombay, the mails from Rangoon would leave Madras at 8-45 on Thursday night. This would necessitate the steamer being timed to arrive at Madras not later than 4 p.m., and to leave Rangoon at about 3 a.m. on Monday. This would entail the closing of the mails at Rangoon on Sunday night, and mails from Burma above Rangoon arriving in Rangoon on Monday morning would miss the steamer. The Calcutta route, on the other hand, allows of a departure from Rangoon at 2 P.M. on Monday, in accordance with arrangements which have just been introduced. This disparity could not be removed except by the regular employment of a weekly special train from Madras to Bombay for which there could be no justification apart from the Burma Mails, and even if the necessary expense were incurred, the Madras route would offer no real advantages over the Calcutta route.

As to the transit during the south-west monsoon the advantage is entirely on the side of the Calcutta route. The British India Steam Navigation Company have informed me that the passage from Rangoon to Madras at this time of the year would require an extra time allowance of 1½ days, whereas no extra time is required for the passage from Rangoon to Calcutta. It is not contended, of course, that this additional time is essential for every voyage during the south-west monsoon, but it would be required on the occasions when the weather, which may reasonably be expected at that time of the year, is met, and would have to be allowed. The matter was first under discussion in 1893, and I have again referred to the Managing Agents of the Company who now confirm the necessity of this allowance being made.

9. The position, therefore, may be summed up as follows. So far as the transit of the import foreign mails to Burma is concerned, the Calcutta route, according

* The mail steamers cannot always go up the Irrawaddy at night time, but in this matter the conditions on either side are equal.

to present arrangements, offers distinct advantages over the Madras route. Even if a special train were regularly employed each week to carry the import foreign mails from Bombay to Madras at a material increase of cost to Government, the Madras route could only be utilised for the regular conveyance of the foreign mails for Burma by supplementing the special train service by a direct steamer service which could always be relied upon in the varying circumstances for which we have to provide. In my letter to Government, No. 14939, dated the 28th February 1893, I dealt at some length with the considerations which must govern mail contracts for sea services between different parts of India, and the main principle laid down, which received the approval of Government, was that the course of the post must follow the course of trade. The power to use any steamer service that might be established by the British India Steam Navigation Company during the currency of the contract with that Company has been specially reserved to Government, and the requirements of their trade have led them to establish a third steamer in the week between Calcutta and Rangoon, which can be, and is, used for the conveyance of mails. Between Madras and Rangoon, however, the Company's trade has justified the use of only one direct steamer in the week, and the Post Office could not secure a trustworthy sea service, in connection with the special train, without going outside the principle referred to and incurring a substantial increase in expense. Even if the expense of the special train and of the necessary arrangements for the sea-transit were faced, the advantages of the Madras route, in the practical conditions with which we have to deal, would be more apparent than real, as I have already shown. The interests, therefore of the mails for Burma cannot rightly be relied upon as a reason for incurring this expense. As regards the use of the Madras route for the export foreign mails from Burma, it is beyond question that this would be a disadvantage, and it is obviously desirable that the same mail route should be followed in both directions.

The Burma Government and the mercantile community of Rangoon, who have been fully consulted, do not desire the adoption of the Madras route. The Deputy Post Master General, Burma, has been in further communication with the Rangoon Chamber of Commerce on this subject, and in a reply from that body to his address, dated the 17th August 1897, the view already expressed by the Chamber is adhered to. I am of opinion, therefore, after a careful consideration of all the circumstances, that no case has been made out for altering the arrangements in force.

10. It should be added that the yearly cost of a special train for carrying the import foreign mails from Bombay to Madras each week, if employed under the same conditions as the weekly special train from Bombay to Calcutta, would be Rs. 51,610. The additional expense involved in securing a direct steamer service to Rangoon that could always be relied upon to run in connection with the special train cannot be stated, as the matter would have to be settled by negotiation with the British India Steam Navigation Company. If a special train were used each week in the return direction from Madras to Bombay a further charge of Rs. 51,610 would have to be incurred.

I have the honour to be,
SIR,
Your most obedient Servant,
A. U. FANSHAWE,
Director General.

CALCUTTA ROUTE.				MADRAS ROUTE.				REMARKS.
Arrival at Howrah.		Arrival at Rangoon.		Arrival at Madras if mails were sent by the ordinary mail train according to timing in force from 1st July.		Arrival at Rangoon if mails were despatched by a 12 knot steamer, starting 1 1/2 hours after the arrival of the train.		
Date.	Hour.*	Date.	Hour.*	Date.	Hour.*	Date.	Hour.	
April 4th ..	5-10	April 9th ..	8-20*	April 6th ..	5-45	April 9th ..	20-15	
" 10th ..	"	" 22nd ..	17-30	" 19th ..	"	" 22nd ..	"	
" 17th ..	17-5	" 29th ..	Day light	" 26th ..	"	" 29th ..	"	
" 24th ..	4-55	" 5th ..	17-30	" 3rd ..	"	" 6th ..	"	
May 1st ..	18-5	" 12th ..	11-20	" 9th ..	"	" 12th ..	"	
" 7th ..	5-5	" 20th ..	Day light	" 17th ..	"	" 20th ..	"	
" 15th ..	4-45	" 28th ..	12-33	" 25th ..	"	" 28th ..	"	
" 23rd ..	6-0	" 31st ..	Day light	" 31st ..	"	" 3rd ..	"	
" 29th ..	7-25	June 6th ..	"	June 6th ..	"	June 5th ..	"	
June 4th ..	4-10	" 19th ..	17-40	" 15th ..	"	" 15th ..	"	
" 13th ..	21-0	" 24th ..	Day light	" 21st ..	"	" 20th ..	"	
" 19th ..	10-45	" 28th ..	"	" 28th ..	"	" 27th ..	"	
" 26th ..	8-15	July 1st ..	"	" 5th ..	"	July 4th ..	"	
July 3rd ..	8-15	" 8th ..	7-20*	" 13th ..	"	" 12th ..	"	
" 11th ..	7-50	" 16th ..	15-5	" 19th ..	"	" 18th ..	"	
" 17th ..	5-30	" 22nd ..	7-40*	" 27th ..	"	" 26th ..	"	
" 25th ..	5-0	" 30th ..	16-0	August 1st ..	"	" 31st ..	"	
" 30th ..	6-10	August 4th ..	Day light	" 9th ..	"	August 8th ..	"	
August 7th ..	6-15	" 12th ..	9-5*	" 16th ..	"	" 15th ..	"	
" 14th ..	10-0	" 19th ..	Day light	" 24th ..	"	" 23rd ..	"	
" 22nd ..	5-35	" 27th ..	"	" 29th ..	"	" 28th ..	"	
" 27th ..	6-20	Sept. 1st ..	"	" 29th ..	"	" 28th ..	"	

Arrival at Madras if mails were despatched by special train from Bombay.

Arrival at Rangoon if mails were despatched by a 12 knot steamer, starting 1 1/2 hours after the arrival of the special train.

* These hours are actuals.

† Omitted, as the mail of the 10th suffered upwards of 7 hours detention owing to an accident at Nawadhi.

‡ Special train was used, as allowed under present arrangements, as far as Sholapur, to connect with the ordinary mail train.

(True copy)

W. H. H. H. H.

Registrar

Finance & Com. Dept.

* These hours are actuals.

† Omitted, as the mail of the 10th suffered upwards of 7 hours detention owing to an accident at Nawadhi.

‡ Special train was used, as allowed under present arrangements, as far as Sholapur, to connect with the ordinary mail train.

(True copy)

W. H. B. S. S.

Registrar
F. C. & Co. Ltd.

P. 463-22.
Government of India,
Finance and Commerce Department.
Cable, the 16th October 1897.

3/

The Secretary to the Government of Madras,
Public Works Department.

Sir,

In continuation of the Cable from this Department
P. 443-22, dated the 10th February 1897, I am directed to
forward a copy of a letter from the Director General of
the Post Office of India, D. 1897 dated the 10th Sept. 1897,
reporting finally on the proposal to adopt the
Bombay-Madras route for the carriage of the
Burma mails instead of that via Calcutta.
2. As will be seen from the report, the Calcutta
route, according to present arrangements, offers distinct
advantages over the Madras route, so far as to the
to Burma of the incoming foreign mails is concerned,
while even if a special train were employed weekly

P. 463-22
10558/97

to carry out the policy of the Government in the
impossible for the Post Office to do a better thing
340. and in the execution of the special business
out in carrying a substantial increase of revenue. However
even if the revenue is not sufficient to meet the
extraordinary requirements of the Government of the
India and India, as the Director General points out, he
will not be able to do so. In the carrying of the mails from
Bombay to Calcutta by sea, in the opinion of the Govern-
ment of India, is not a profitable business, and it is desirable
that the same route should be followed for the carrying of the
India mails to Calcutta.

3. In the circumstances the Council of the Government
in Council express the conclusion arrived at by the Director
General of the Post Office that it is not advisable to alter
the existing arrangements for carrying of the mails.

I have the honor to be
Sir
Your most obedient servant.

W. M. L. Lay
Secy. to the Govt. of India.

Enclosed herewith is a copy of the Government of India's
order to the Government of India, P. 3675 dated 1st June
1897, and to the Director General of the Post Office at India, with
reference to his letter P. 3550, dated 1st June 1897.

No 935 dated 8/11/97.
P. W. DEPARTMENT.
By: Branch

PROCEEDINGS OF THE MADRAS GOVERNMENT.

Again
Read the following

Progs: of the Madras }
Govt: P. W. Deptt. } N.E. No 559 R of 26 June 96
Read also

Letter from the Govt. of }
India Finance Com: Coorg } - - - - 843 S.R of 19 Feby. 1897

Letter from do - - - - 1619 S.R of 16 Oct 97

Recorded.

F/M
R
7/11/97

To

- The Comptroller for P.W.
 - Public Deptt.
 - Chairman, Chamber of Commerce Madras.
 - Postmaster General Madras.
 - Agent Madras R.
- 2/12/97

Director of P.W. Deptt.
Madras