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Will. J. C. Lachnick Esq.  
from the Author

REMARKS OF THE PRESS  
ON  
INDIAN RAILWAYS.  
BY AN OLD INDIAN POSTMASTER.

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"ALLEN'S INDIAN MAIL," August  
13th, 1846.

"In regard to the great line to connect the seat of government with the extreme north-west, the author's opinions are peculiar."

The "INDIAN NEWS," February  
22nd, 1848.

"The best testimony of the soundness of the 'Old Postmaster's' views is, that, in the settlement of Indian Railways, as far as it has recently taken place, not a few of his opinions have been followed by those in authority."

"THE TIMES," 19th November,  
1851.

"The line (in Bengal) seems to have been adopted, which was originally recommended by Mr. W. P. Andrew."

The "MORNING CHRONICLE,"  
November 20th, 1851.

"By recent accounts from India, we observe that the Howrah terminus, indicated by Mr. Andrew to save bridging the Hooghly, had been adopted."

The "OBSERVER," November 23rd,  
1851. *Indian Railways.*

"It is not a little remarkable, on reviewing the past and present position of Indian railways, to perceive that the views of a private individual have prevailed against, and finally overthrown, the plans of the Indian Railway Commission."

"The Government and people of India are therefore indebted to the 'Old Indian Postmaster,' who has thus saved them from prosecuting a design which would have led to disastrous and humiliating results."

"THE ECONOMIST," December 13th,  
1851.

"We see with some satisfaction, that the views propounded as to forming railways in India, by Mr. W. P. Andrew, under the cognomen of an 'Old Indian Postmaster,' and which were long ago recommended in our journal, find favour in India, and are likely to be adopted."

The "BRITANNIA," December 13th,  
1851.

"It is announced, we see, by the 'Friend of India,' received by the last mail, 'That the Court of Directors had decided for the adoption of the line proposed by Major Kennedy from the collieries to Rajmahal, and thence up the valley of the Ganges,' which is exactly the scheme originally propounded and advocated by the 'Old Indian Postmaster,' (Mr. W. P. Andrew) in 1846, some two or three years before Major Kennedy went to India, and to whom exclusively the merit is due of having pointed out the erroneous views of the East Indian Railway Company, and adopted by the India Government Railway Commission. Had the authorities acted upon Mr. Andrew's views, a large and useless expenditure of time and money would have been saved; and it is admitted on all hands that this gentleman 'has saved railway enterprise in India from a great and lamentable failure.'"

The "MORNING HERALD," Sep-  
tember 14th, 1852.

"Mr. Andrew is well known as the author of a valuable work published some years since by Mr. Pelham Richardson, under the *som de guerre* of an 'Old Indian Postmaster,' by which public and official notice was mainly, if not first, directed to the great subject of railway communications in India."

THE  
SCINDE RAILWAY

AND ITS RELATIONS TO  
THE EUPHRATES VALLEY,

AND  
OTHER ROUTES TO INDIA,

With Illustrative Maps, Statistical Tables, &c.

FROM OFFICIAL SOURCES.

BY

W. P. ANDREW, ESQ.,

CHAIRMAN OF THE SCINDE RAILWAY COMPANY,

*Author of "Indian Railways and their Probable Results, by  
An Old Indian Postmaster," "Railways in Bengal,"  
"Is India to have Railways?" &c.*

"Heretofore, and until very recently, every recruit that joined his corps from England—every invalid that was sent back shattered to his home, was obliged to travel the long, slow, weary track to Calcutta, however distant the station at which he was placed. Within the last two years, the establishment of steam communication regularly on the Indus has enabled the Government greatly to lessen this evil. This dispatch of recruits by Bombay to Kurrachee for that large portion of the Bengal army that is stationed to the westward of the Jumna, and the conveyance of the invalids of the same portion of the army from Ferozepore to the sea, have been a vast improvement."—*Minute by the Governor-General of India, 1853.*

"Indeed these two essentials, viz., the Railroad and the Steamers, may be said with truth to be the crying wants of the Punjab in the Department of Public Works.

"These provided, the commerce and produce of these territories will be turned to their due course, viz., the Indus and its feeders and to their natural outlet, viz., the Port of Kurrachee.

"For the Railroad, the face of the Doab offers an unusual equality of surface.

"If carried out, they (the railway and steamers) would effect more for the development of the resources of these territories than any other work, or number of works that could be devised."—*The Chief Commissioner of the Punjab to the Government of India, 1855.*

LONDON:

WM. H. ALLEN & CO., 7, LEADENHALL STREET.

1856.

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“The sea stages of the present route to India, exclusive of the trip across the Channel, are two; one from Marseilles or Trieste to Alexandria; and the other from Suez to (Kurrachee) Bombay, or Calcutta. These stages constitute by far the longest part of the journey, being 5075 miles, performed by steamers; from which an average speed of some ten miles an hour is all that can be expected. The longer again of these two stages is that from Suez to Hindostan, as it includes a circuit round two sides of the triangular territory of Arabia. The first object, therefore, is to get rid of the detour by Aden; and this is to be done by carrying the passengers to the mouths of the Orontes, instead of the mouths of the Nile, and forwarding them across the Turkish territory to Bussorah, at the head of the Persian Gulf. The railroad required for this purpose would run along the Euphrates Valley, and its length would not exceed 900 miles; whereas, its completion would reduce the distance from London to Calcutta by more than *one-half*,—by twenty days in fact out of thirty-nine!”—*The Times*.

“There is scarcely one important article of tropical production which is consumed in this country, either as the raw material of our manufactures, or as articles of daily use, for the production of which India is not as well or better adapted than any other country; while its dense and industrious population would seem to offer an illimitable demand for our manufactures. Nor are there opposed to these national and flattering elements of commerce any fiscal restrictions to counteract their beneficial results.”—*The Economist*.

“It is to India that the chief enterprise of British commerce and civilisation should be directed by an intelligent legislature.”—*Blackwood's Magazine*.

**EQUIVALENTS IN INDIAN AND ENGLISH CURRENCY.**

12 Pie	= 1 Anna	= 1¼d.
16 Annas	= 1 Rupee	= 2s.
100,000 Rupees	= 1 Lac	= £10,000.
100 Lacs	= 1 Crore	= £1,000,000.

**EQUIVALENTS IN INDIAN AND ENGLISH WEIGHTS.**

80 Tolas	= 1 Seer	= 2 lbs.
40 Seers	= 1 Maund	= 80 lbs.
28 Maunds	= 2240 lbs.	= 1 ton.

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