M.R.O. 1—39,000—16-10-29.

# MADRAS RECORD OFFICE.

## Government of Madras.

Judicial DEPARTMENT.

G.O. No. 1615 Press ~~Mis.~~

36-37

Dated 12 — 12 — ~~19~~ 1936

***Not to be folded or roughly handled***

16

## *Fort St. George, Judicial Consultation, 15th December* 1857.

No. 36. Read the following Extract Minutes Consultation in the Military Department, dated 1st December 1857, No. 4298.

Referring copy of a correspondence relative to the disasters which occurred to the Steamer "England," on her late voyage from Madras to Masulipatam, in consequence of bad weather, in view that information may be obtained from the Magistrate of Masulipatam as to whether any persons belonging to H. M.'s 12th Lancers were implicated in the robbery stated to have occurred on board that vessel.

Vide Military Consultation, 1st December 1857, Nos. 169 to 174.

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No. 37. ORDER THEREON, No. 1615 ; dated 12th December 1857.

Ordered to be communicated to the Magistrate of Masulipatam, who will report whether any thing has transpired in any enquiries he may have made in regard to the robbery stated to have occurred on board the *England*, implicating men of H. M.'s 12th Lancers. If such has been the case, he will forward copies of his proceedings.

(Signed) T. PYCROFT,
*Chief Secretary.*

Sxd. F. Cartledge.

No. 4298.

*Extract from the Minutes of Consultation, 1st December 1857.*

*Read letter, from the Secretary Marine Board, dated 20th November 1857, No. 4043; to the Secretary to Government, Military Department.*

The Marine Board in their letter marginally noted re-
10*th November* 1857, *No.* 3875. ported to Government the circumstance of the Steam transport "*England*" having encountered a severe hurricane between Madras and Masulipatam, and of a quantity of Government Stores and private baggage having been sacrificed to lighten the ship.

They despatched an express to Masulipatam ordering a survey to be held on the vessel, and directed that if the Committee pronounced her unfit to proceed on with details, she should remain there until the arrival of the "*Robert Lowe*" which had been meanwhile engaged for the purpose of having her passengers and cargo transferred to her.

3. They subsequently learned that the "*England*" left Masulipatam on the 7th in company with the "*Caledonia*" Steamer, which vessel was directed to keep company with her, and again they have heard from Vizagapatam that the two Steamers put into that Port and after some delay continued their voyage to Calcutta; but up to the present time they have received no official communication of any kind from the Commander of the "*England*" regarding the disasters that befel his vessel, or the condition she was in on proceeding on her voyage.

4. They have learned from private sources that considerable mismanagement occurred during this unfortunate trip, and that the Cyclone might have been avoided had ordinary prudence been adopted. The laws, by which Cyclones are governed are, or should be well known by all Commanders and Officers of Ships; and the Board are inclined to believe that had proper precautions been taken the "*England*" might have avoided the hurricane if not entirely, at least in part. They would solicit therefore that Government would be pleased to request that an inquiry be instituted at Calcutta into the circumstances attending the loss of property which has been sustained. Lieutenants Hellard and Carey of the Indian Navy, who were on board at the time, will be able to afford clear evidence as to the conduct of the Commander, and if it prove that he recklessly risked the lives and property entrusted to his charge, they hope that such steps may be taken as will ensure his not having the power of doing so again.

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*From the Quarter Master General of the Army, 18th November 1857, No. 515; to the Secretary to Government, Military Department.*

I have the honor by order of His Excellency the Commander-inChief, to forward for the information of Government, copy of a letter from the Officer Commanding Masulipatam, together with the Proceedings of a Committee of survey, held by his order, on board the Steam transport "*England,*" and copy of a letter from Colonel Osborne, who went in her from Madras.

Sir P. Grant, desires me to state, that there seems to have been much faulty stowing away of cargo; a duty appertaining to the Marine Department, and also, that a sufficient supply of provisions does not appear, to have been shipped: there having been only 2 days' supply for those going to Masulipatam.

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*From the Officer Commanding Masulipatam, 10th November 1857, No. 340; to the Quarter Master General of the Army, Fort Saint George.*

I have the honor to forward Original Proceedings of a Committee of Survey, held by my order on board the Steamer transport "*England,*" to report on the condition of that vessel, I enclose also a copy of a letter to my address from Lieutenant Colonel W. Osborne of the 31st Regiment M. L. I.

2. The representations contained in Colonel Osborne's letter, the reports from other quarters of the state of the "*England,*" after having suffered as severely as she did in the late Gale, added to consideration for the number of Details &c. on board, were my reasons for ordering the said survey, which I believe was in no way a cause of detention of the "*England*" in these roads. She proceeded on her voyage in Company with the "*Caledonia*" on the morning of the 7th November, having arrived here on the 3rd of the same month.

*From the Officer Commanding 31st Regiment Light Infantry, 4th November 1857; to the Officer Commanding Masulipatam.*

I have the honor to report the arrival of the "*England*" with details from Madras. The "*England*" left the Madras roads on Thursday evening much over loaded, with upwards of 100 tons by measurement of stores and baggage on her deck; on her departure the Barometer indicated an approaching gale, which set in on Friday morning: on Saturday it was considered necessary to lighten the vessel, and the Tents, Cots &c. on deck, were thrown over board, and with some exceptions during Saturday night, the Baggage of the Officers on deck was washed over, or plundered and thrown over board, on Sunday I was called into consultation, when the Captain of the vessel stated he had sprung his fore-mast, that his top mast was unsafe, and that from a leak he had 9 feet of water in the hold, and every sail having been blown to atoms, he had no means of saving the vessel, if he made Masulipatam, and it began to blow. The Leak has been bailed all day by the Crew of the "*Dalhousie*," and at 12 o'clock there were 7 feet 6 inches of water. The Provision of the men on board is short, only 2 days' rations having been shipped for those for Masulipatam, and 10 days for those proceeding to Calcutta, the Troops embarked at Madras on Wednesday.

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Referred to the Marine Board for report.

*20th November* 1857.

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*From the Secretary Marine Board, 24th November* 1857, *No.* 4094; *to the Secretary to Government Military Department, Fort Saint George.*

I have the honor by desire of the Marine Board to acknowledge receipt of the order of Government marginally noted, transmitting for their report the proceedings of a Committee of Inquiry which had been instituted by the Brigadier Commanding at Masulipatam, for the purpose of determining whether the Steamer "*England*" was in a fit condition to proceed on her voyage. This was the first official intimation the Board had received of the particulars of what had befallen the "*England*" during the Cyclone; and when their letter of the 20th instant No. 4043, was submitted to Government, and in fact until these papers reached them, they were not aware that any report on the subject had been received.

*Dated 20th November* 1857, *on a letter from the Quarter Master General of the* 18*th idem.*

2. It is stated in those papers that the vessel was much over-laden with Government Stores and Baggage, upwards of a hundred tons of which were placed on her upper deck. There is no doubt that she was over-laden, and this was the main cause of the loss which followed, rather than the faulty stowage of the cargo as might be inferred from the Quarter Master General's letter. It is certainly the duty of the Marine Department to attend as far as in their power to the due stowage of a transport; but when too much cargo is shipped, the best stowage in the world will not dispose of it where it ought only to be; namely, below the upper deck.

3. Immediately on the arrival of the "*England*" the Board inquired of the Commander what space he had for Government Stores, as there was a large quantity—Tents, Bedding, transport carts &c.—requiring conveyance to Masulipatam and Calcutta, where they were much needed. The reply was that space could be given for 200 tons. Tents measuring 103 tons and bedding measuring 108 tons were therefore ordered to be shipped, and it was of course the duty of the Commander to see that they were stowed away. This was all that this department ordered to be taken on board with the exception of a few bales of valises for Calcutta and some ammunition for Masulipatam, which last was placed in the ship's Magazine. A large quantity of other stores awaited transmission, but the Board refused all further orders for shipment until it was ascertained what space might be available after the above named Stores had been received.

4. Application was likewise received for passage for 5 horses, but for similar reasons the Board declined to ship more than 4, the number which the Commander stated he had room for.

For Masulipatam.

| | | | |
|---|---|---|---|
| Ensign | Flint | 1st | N. I. |
| „ | Taylor. | 9 h | „ |
| Lieutenant | Hearn | 26th | „ |
| Ensign | Cloete. | 31st | „ |
| „ | Sewell. | 40th | „ |
| 4 Assistant Apothecaries. | | | |
| 1 wife. | | | |
| 2 Second Dressers. | | | |
| 1 Assistant Telegraph Department. | | | |
| 8 Corporals. | | | |
| 8 others. | | | |
| 1 horse permitted to embark. | | | |
| Colonel Osborne 31st and daughter. | | | |
| Colonel Cuppage 23rd and horse. | | | |
| Lieutenant Handyside 9th N. I. | | | |
| Lieutenant Hill—Engineers. | | | |
| Lieutenant Chamber, Do. | | | |
| 1 European private. | | | |

For Vizagapatam.

5 Electric Telegraph Signallers.

For Calcutta.

| | | | |
|---|---|---|---|
| Assistant Surgeon Wilson<br>2nd Lieutenant Stevens<br>„ Cuppage. | Madras Fusiliers. | | |
| Ensign | Barry | 27th | N. I. |
| „ | Aitcheson. | 13th | „ |
| „ | Barber | 15th | „ |
| „ | Wright | 44th | „ |
| „ | Stevenson | 44th | „ |
| Conductor Flannery. | | | |
| 41 Natives<br>Mr. Mcquire<br>„ Anderson | Bengal Yeomanry Cavalry. | | |
| 2 Horses of General Mansfield | | | |

5. In the meantime the parties named in the margin were embarked by the Quarter Master General's department and had some authority restricted the baggage each was to carry to a moderate quantity, the Board believe that there would not have been the confusion, disappointment and eventual loss that subsequently occurred. Each party, however, was eager to take on Board as much as he could, and the result was that out of 212 tons of tents and bedding, only about 80 tons could be received; and much of that had to remain on the upper deck. The Government will perceive that if the Captain's statement of his having room in the hold for 200 tons can be relied on, the quantity of baggage permitted to be shipped must have been enormous. Colonel Osborne states that more than 100 tons were on deck, so that with 200 tons below, there must have been 300 tons of cargo, of which 80 only belonged to Government. The calculations may be somewhat erroneous, but allowing a wide margin for error in this respect, it is manifest that the baggage, over which the Marine Department has no control, and not the Government Stores, formed the great bulk of the lading from Madras.

6. So satisfied were the Board on this point that they felt constrained to address the Quarter Master General on the subject the day after the "*England's*" departure.

7. Besides the parties embarked by the Quarter Master General, Mrs. Read, wife of the Collector and Government Agent in Vizagapatam, and Mr. McNeill one of the "*Coromandel's*" engineers, who had been in hospital, proceeded by the "*England*" under orders issued by the Marine Board.

8. The Board in the 2nd para. of their letter of the 10th instant, No. 3875, reported that there was no executive Officer in the Marine Department during the week within which the "*England*" was dispatched, and the Government may inquire why, as Mr. McKennie was sick, other arrangements were not made for the performance of his duties. The Master Attendant, although too unwell to attend Office, was still in charge, and no intimation of the Assistant's illness having been received, it was supposed, as little or no personal communication takes place between that Officer and the Board, that he was attending to his duties, and it was only on enquiring for him, with reference to the condition the "*England*" was seen to be in when getting under weigh, that it was found he was absent.

9. The Board trust that the foregoing explanation will render it apparent that the blame of over-loading the "*England*" did not rest with the Marine Department. They have nothing whatever to do with the baggage shipped by Officers embarked under the authority of the Quarter Master General's Office. No doubt better stowage would have been made if the Assistant Master Attendant had been at his post, but he would have had no power to restrict any such individuals in the quantity of baggage they should take. This is a duty which devolves on the Quarter Master General's Office, and can only be exercised on shore before the baggage is shipped.

10. I am likewise directed to notice an error which Colonel Osborne has fallen into when stating that the Barometer at the time of the "*England's*" departure indicated an approaching gale. The memorandum in the margin, which is extracted from the register furnished by the Honorable Company's Astronomer for the use of the shipping, shews that the mercury had been for some days gradually rising, and although it was still very low for the season there was nothing in it to create apprehension that a Cyclone was about to take place.

| *Register of Barometer at* 8 *A. M.* | |
|---|---|
| *October 26th* | 29,834 |
| „ 27*th* | ,917 |
| „ 28*th* | ,945 |
| „ 29*th* | ,959 "*England*" *sailed.* |
| „ 30*th* | ,966 |

11. With regard to the insufficiency of the food, I am to state that two days provisions were put on board for the passengers to Masulipatam, and ten days for those to Calcutta; the voyage for the first named port being calculated at 30 hours and to the latter at 8 days. Under ordinary circumstances therefore the quantity shipped would have been ample for all contingen-

cies, and the Board believe that such was the case, for they ascertained from the Commander that he had a plentiful supply on board from which to feed the details in case the Government stock failed.

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*From the Adjutant General of the Army, 24th November* 1857, *No.* 1454; *to the Secretary to Government, Military Department.*

In forwarding for submission to the Right Honorable the Governor in Council the accompanying Copy of Letter from Colonel Osborne 31st Regiment L. I. detailing the circumstances which took place on board the Steamer "*England*" on her recent voyage to Masulipatam which have resulted in such heavy loss of valuable public and private property, I am instructed to solicit the particular attention of Government to the annexed Extract from Colonel Osborne's report and to observe that His Excellency believes it to be the part of the Marine Board authorities to see to the proper stowage of freight and baggage, a duty which seems to have been grossly neglected on the occasion in question.

I am further directed to request that Extract from the Proceedings taken before the Magistrate at Masulipatam may be forwarded to this Office should any persons belonging to H. M.'s 12th Lancers be implicated in the robbery stated to have occurred on board the vessel.

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*EXTRACT.*

There are two points I wish to bring to the notice of His Excellency—the first is my opinion as regards the capability of stowage drawn from inspection and measurement, I have no hesitation in affirming there was ample room to stow every thing away which was permitted to remain on deck. There were two vacant spaces between decks both 8 feet high, the one 36 by 28 feet, the other 56 by 32 feet, this was occupied exclusively by the Women and Children of the 12th Lancers, with the exception of those who had berths, the Children were numerous and nearly all very young. "It will be found on computation the principal portion of the baggage might have been stowed away in this compartment without inconvenience to the occupant, Captain Western's report to the Marine Board was to the effect that he had room for 200 tons, the Official papers shew 130 tons only were shipped leaving 70 tons for passengers baggage much more than was required.'

(A True Extract.)

(Signed) W. G. WOODS, Lieutenant Colonel,
*Adjutant General of the Army.*

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*From Brevet Colonel G. W. Osborne, 31st Light Infantry, Vizagapatam, 13th November* 1857; *to the Adjutant General of the Army.*

I have the honor to report for the information of His Excellency the Commander-in-Chief the safe arrival at Vizagapatam of the transport "*England*."

I consider it my duty to transmit a detailed narrative of circumstances which took place on board, Government having sustained considerable loss.

On Wednesday the 28th of October I went on board, Captain Western the Commander informed me the Ship could not sail before Thursday Evening, and requested me to send my Baggage and Horse at six the next Morning the crew being then employed in taking on board Stores, and the Vessel in the greatest confusion, the Marine Board having also fixed that hour for the embarkation of the Horses, I did so, and followed about noon, I found my Horse had been sent on shore again, there being no room, and the whole of my Baggage somewhere underneath a pile, which extended the entire length of the Quarter Deck on both sides considerably higher than the Bulwarks, the Poop was also covered. As Stores, freight, specie &c., continued to arrive, and no attempt being made to stow any portion of it, I spoke seriously to Captain Western, his language was coarse and rude and of the most blasphemous character. He however went on shore to speak to Captain Franklyn of the Marine Board and I went also, and stated the Ship was in a disgraceful state, Captain Western asserted he had not an inch of stowage room, this was denied by Captain Franklyn who referred to Official documents in proof, I could do nothing more and returned on board, soon after the Vessel got under steam, and stood off waiting for the Captain, he arrived about four o'clock, and we steered for Masulipatam, during the night the wind increased, and on Friday the Barometer indicated foul weather, and during the day it set in, towards night it was evident we were within the circle of a Cyclone, and as it set in from the North West Captain Western was urged by those on board conversant with the Law of Storms to steer South, that being the course which would soonest carry the Vessel out of its influence, Captain Western refused giving his reasons. First that he disbelieved in the theory of Storms altogether, and secondly that he wished to go North—about Noon on Saturday the violence of the tempest still increasing he became alarmed, and in consultation with the Commander and Lieutenant of the "*Dalhousie*," Officers of the Indian Navy proposed to lighten the Vessel by throwing over board all the Tents on deck, I urged the necessity of saving them if possible, pointing out that whatever inconvenience might arise from preserving them, either to passengers or crew it would be of short duration, whereas the inconvenience arising from their destruction would be incalculable and to the comparatively permanent discomfort, of the British Soldiers daily arriving in Bengal. Arguments were unavailing, Captain Western was obstinately determined from the first to make no effort to save them. At this crisis it became indispensably necessary to secure as far as possible the comfort and safety of the unfortunate natives, there were upwards of two hundred on board including women and children without shelter, and without food, cooking was out of the question, even if they had been furnished with a galley and cooking utensils, which they were not, two days provisions had been put on board for those proceeding to Masulipatam and for ten days for those to Calcutta, I succeeded with some difficulty in obtaining from the hold, all the Avel and Sugar put on board about 500 lb of the former, and 40 lb of the latter, it was about two days Rations, there was no more, and it was all they had for six days. On my return to the Quarter deck I found the tents and cots had been thrown over board, and an endeavour made to secure the private baggage, by passing lashings round it, unfortunately for me this had been done during my absence, and thus lost all chance of securing even one of my boxes, as they gradually came to light from under the pile, which will account for the utter loss of all my property and of that belonging to my daughter, in value exceeding 15.000 Rupees.

During Saturday the Storm increased in violence, the roaring of the wind was like the incessant noise of Artillery, the Steam had been discontinued as useless, the boats were washed away with one exception, the sails were blown to atoms, six out of seven Horses were killed or drowned, and several unfortunate private followers lost, the Lee cabins were knee deep in water, a sheet of blue water completely covered the Lee Gunwale and the Vessel lay with nothing but a Tarpaulin secured to the mizen rigging. The Storm reached its height on Sunday morning about 4 o'clock at which time little chance appeared of saving the Vessel. The lashings round the baggage gave way during the night, and a large amount of private property was washed overboard, the loss has fallen heavily on young Officers en-route to join some of whom have lost everything.

Providentially we had passed the crisis—Captain Western subsequently addressed me as Senior Officer on the state of the Vessel requesting my advice, I suggested the propriety of calling together those on board more cognizant of nautical affairs than myself, adding that I would willingly be present and do all in my power, accordingly the Chief Officer of the Ship, the Engineer Captain Hellard and Lieutenant Carey of the Indian Navy, the Captain and myself assembled. The Captain stated to us that the foremast was sprung, the main topmast weak and not to be trusted, all his sails but one or two in the hold gone, that he had none on board to replace the fore and aftsails, all his boats gone but one, and that damaged, that he was short of provisions and water, with between 7 and 9 feet of water in the after compartment, the Vessel having sprung a leak, and the question was, under those circumstances to what point it would be desirable to steer, when the wind and sea should have abated, and gone down sufficiently to enable the Vessel to be worked, our position was not known—Madras and Masulipatam were both mentioned, the Captain objected, stating it was impossible for him, in his crippled state to get off a Leeshore if it came on to blow, and that his Steam would be useless against a strong headwind, it was settled we should remain stationary until the Storm subsided, and if the wind remained at South East the quarter from which it was then blowing, we should steer for Calcutta.

When the Storm had somewhat subsided two or three new sails were bent and we steered North, there was every appearence of getting into the gale again and the course was changed, after six hours it was again changed and the Captain determined to run for Coringa, we made the Coast below False Point and as the sea had gone down considerably, our destination was again changed for Masulipatam where we arrived on the 4th having narrowly escaped Shipwreck on Point Divi in the middle of the day, I am unable to furnish a Log statement, there being neither Log Line or Log slate or Log kept on board. Immediately on anchoring I waited on Brigadier Cameron who ordered a Committee to assemble on board the Vessel, the Proceedings ere this will have reached His Excellency. I understand Captain Western was ordered not to anchor at Vizianagram* there was no necessity for it, he however treated the order with ridicule and anchored and remained 24 hours

* *Vizagapatam.*

thus putting Government to an expense of nearly 2000 Rupees, to enable him to transact his own private business, he having a large quantity of private freight and specie on board for Vizagapatam and Calcutta, the specie was upwards of eleven Lacs.

There are two points I wish to bring to the notice of His Excellency, the first is, my opinion as regards the capability of stowage drawn from inspection and measurement—I have no hesitation in affirming there was ample room to stow every thing away which was permitted to remain on deck. There were two vacant spaces between decks, both 8 feet high, the one 36 × 28 feet the other 56 × 32 feet, this was occupied exclusively by the women and children of the 12th Lancers with the exception of those who had berths, the children were numerous and nearly all very young, it will be found on computation the principal portion of the baggage might have been stowed away in this compartment without any inconvenience to the occupants—Captain Western's report to the Marine Board was to the effect that he had room for 200 Tons, the Official papers shew 130 Tons only were shipped leaving 70 Tons for Passengers' baggage, much more than was required.

The other point, I bring to His Excellency's notice with much regret, it was discovered the private baggage of Officers had been extensively broken open and plundered during the gale. The subject was first reported by Assistant Surgeon Bidie who in the middle of the day returning from between decks from attending a patient observed some Soldiers of the 12th Lancers and Sailors congregated round an open Box, it proved to be one of mine containing Dresses ribbons lace &c. and the contents had been carefully soldered in tin, the lid was broken to pieces the tin top ripped off and the contents entirely removed, another large leather portmanteau of mine was found with the bottom cut out, my Saddlery had been similarly treated, the saddle only was found saturated with salt water and spoiled. Boxes belonging to other Officers had been similarly destroyed. The Captain charged three men of the 12th Lancers with the robbery, but there was no proof and nothing was found in their baggage. The women and children of the Lancers were on landing, marched three miles from the Fort to a large private dwelling in the Pettah and the next morning a quantity of Linen bearing my daughter's name was discovered thrown into the hedge which was round the house, and I reported the circumstance to the Civil Authorities in whose hands I left the matter, being unable to make a formal deposition on oath, I simply reported the fact which I fear will be insufficient for a Justice of Peace to act on, and identification of any property would be absolutely necessary.

I have to apologize for not having sent this earlier, but since my arrival I have been very unwell, and unable to attend to business.

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It appears to the Governor in Council that though great blame unquestionably attaches to the Master of the "*England*," the responsibility for the state of the vessel at the time of her leaving Madras rests mainly with the Officers of Government.

2. Had timely arrangements been made in the Master Attendant's Office, in communication with the Marine Board, for the appointment of a competent Officer to overlook the proper stowage of the Stores &c. and had the state of the vessel been duly noticed by the Quarter Master General's Department, the vessel would not have been allowed to put to sea and the losses sustained in consequence of the want of these precautions would probably have been avoided.

3. The Government of India will, however, be addressed upon the subject, in order that such notice may be taken of the Conduct of the Master of the "*England*," as they may consider advisable.

4. Reference will be made to the Judicial Department for information on the subject of para. 2 of the Adjutant General's letter.

*To the Secy. to Govt. of India, Mily. Dept.* | Here enter 1st December 1857, No. 4299.

(True Extract and Copies.)

*Secretary to Government.*

To the Marine Board
,, Quarter Master General.
,, Adjutant General.
,, Judicial Department. With 3 Spare Copies. Recd 9th "

Exd. R. Spears.

Judicial Department

№ 1615

Extract from the Minutes of Consultation

Dated 12th December 1857

Read the following Ext.

Miss: Cons: Military Dept.

(Here enter 1st Dec 1857 № 4298

Ordered to be communica

to the Magistrate of Masulipat

who will report whether an

thing has transpired in any

enquiries he may have ma

in regard to the robbery sta

to have occurred on board th

England, implicating

of H.Ms. 12th Lancers. If such

has been the case he will

forward copies of his proceedi

Copy to Magistrate of Masulipatam with an Enclosure } Desp. 10th

" Military Dept. ———

Judicial Dept. 12/12/57

Extract Minutes of Consult.

Letter to the Military

Department — № 4298.

Dispatch

12 December 1857.

SD № 1615

No 2052.

Forwarding copy of a Letter

from Lieutenant Colonel

Hamilton Commanding the

Queens Royal Regiment, on the

subject of Robberies committed

on board the Transport Ship

Queen of the East recently arrived

from England, implicating

Privates of that Regiment,

and requesting that the

Magistrate of Masulipatam

may be directed to make the

necessary Enquiries, and to

report whether any thing

has transpired in the course

of such Enquiries to affect

the character of the Soldiers

implicated in the robbery referred

to, and whether any Charges

have been preferred against them.

Entered in List 23/12/57.-

Judicial 1857 Department

No. 1615

*Extract Mins. Cons.*

Dated 12th December 1857.

Fds Bk. of 55.

36+37

Madras:—Printed at the Government Press.