M.R.O. 1—82 400—22-11-30

MADRAS RECORD OFFICE.

Government of Madras.

Marine DEPARTMENT.

G.O. No. 340 Press ~~Mis.~~

Dated 29th August 1857

Not to be folded or roughly handled

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No. 2919

From.

J. J. Franklin Esqre

Secretary Marine Board

To

E. Maltby Esqre

Acting Chief Secretary to Government

Fort Saint George

Sir, 24 [illegible] 1857

I have the honor by desire of the Marine Board to submit the accompaiying correspondence relative to complaints preferred against Mr. Eglan, the Government Head Pilot at Paumben. The first complaint was from Mookyadeen Pitchee and others apparently pilots and Coolies residing at Paumben, dated the 8th May. The second was received from the Merchants and ship owners of Negapatam under date the 25th June last, and the third was forwarded by the Acting Collector of Madura on the 7th instant.

From Mookyadeen Pitchee and several others residing at Paumben dated 8th May 1857.

From the Marine Board to Capt. Gib dated 22d May 1857 No. 1922.

2 On receiving the communication marked A, which is a translation of the original in Tamil, they addressed Captain Gib on the subject (B) requesting him to institute inquiries into the matter, and report to them the result. Some time elapsed before a reply was received but on the 23d ultimo the report from that officer

marked C came to hand. With this Captain Gib forwards a letter from Mr Eglan, written with the view of defending himself from the charges brought against him; but it appears to the Board that his own admissions are quite sufficient to shew that he is unworthy to hold his appointment. In the 3d para he dmits that he receives remuneration from the hipping. In the 4th para he likewise admits that he receives whatever the pilots and people oluntarily offer him as a perquisite.

From Captn Gib dated 18th July 1857 No 217

It is clear therefore that Mr Eglan has been in the habit of levying contributions, not only from the tindals of native Craft assing through the channels but from his own ubordinates, and the Board cannot but recommend that he be removed from his ituation.

4 Mr Eglan's letter is very lengthy, nd he forwards papers with it which the Board do not think it necessary to trouble he Government with, as they are not relevant the question under consideration, nor do hey in any way tend to his exculpation.

The second Complaint was ceived from a number of native Merchants d ship owners of Negapatam whose Vessels continually passing through the Paumben annels. This marked D was sent to the Collector

From the Merchants and Ship Owners of Negapatam dated 25th June 1857

Collector of Tanjore with the view of ascertaining whether the persons signing it were what they represented themselves to be. This officer acquaints the Board that they are so, and that on being summoned and called upon for their depositions, they repeat their complaints.

6 The third communication E is from the Acting Collector of Madura regarding the charge made on the tindal of a doney for pilotage on a greater draught of water than, it is alleged, was correct. The demand was resisted and the doney finally sailed without paying at all.

From The Acting Collector of Madura dated 7th August 1857 No 804.

7 It is not made clear whether the draught of water was correctly charged for or not, but as the demand was for 10 feet while Mr Eglan in his letter to Captain Gib of the 26th June (the last in these voluminous papers) states that Captain Gib's boat tindal measured it at 7½, and he himself refused to remeasure the Vessel, the Board have no doubt, coupling it with the other circumstances that have come to light, that the tindal had good grounds for resisting the payment.

8 The Board regret to be obliged to trouble Government with such a mass of correspondence on a question which is settled in the 3d and 4th paras of Mr Eglan's first letter, but they wished to give him the benefit of submitting

the whole of his defence for consideration -

9 The Government will remember that the Board were constrained once before to remove Mr Eglan from the same appointment in consequence of misbehaviour. Having shewn contrition for his conduct they subsequently on the 12th March 1856, in letter No 719, recommended his reappointment which the Government were pleased to comply with -

Vide Board's letter
of 30th June 1851
No 1045 -

10 Should the Government concur with the Board in considering Mr Eglan to be no longer worthy of being retained as Government head pilot at Paumben, they propose to advertise for applications for the appointment. -

Madras
Marine Board Office
24th August 1857

I have the honor to be
Sir
Your most Obedient Servant

Secretary -

Subt to Cons. 1st Septr

Marine 1857 Department

Mr Eglan to [illegible] d/ 24 Decr
No. 32 of 1857
P. 5 @ 10

From
The Secretary Marine Board
To
The Acting Chief Secretary
to Government
Fort Saint George

Dated 24th } August 1857
Recd. 24 }

S.E. No. 340

No. 319.

No. 2919

5 Enclosures

Submits the accompanying correspondence relative to complaints preferred against Mr Eglan the Government Head Pilot at Paumben and states that should the Government concur with the Board in considering Mr Eglan to be no longer worthy of being retained as Government Head Pilot at Paumben the Board propose to advertise for applications for the appointment.

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25 Augt
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A.

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To

The Secretary to the Marine Board

Honored Sir

We the undersigned Mockydeen pitchee Abdul Cauder Ebrakee. Soocoolanee and several others residing at Paumben humbly beg most respectfully to inform your honor that we have no other mode of earning an subsistence than by piloting the Vessels passing through the Paumben Channel, and ever since the channel was taken under the Control of Government it was ruled that a fee of 4 annas should be recovered from the owners of the Vessels and paid to us as Cooly pilots.

2 Mr. Eglan the Head Pilot, who was formerly dismissed from the service but again restored, receives from the Dhonies passing and repassing with or without goods at the rate of 1 Rupee, and for small Dhonies half Rupee, and for boats 1/2 Rupee per trip. He appropriates the whole of this to himself, besides the fee of 4 annas which we used to receive for our labour. He receives also 4 annas for every ten Coolies employed and gives such amount to our Maday, son of Woodoomun Pillay, a pilot, for distribution among us; but contrary to our will he gives to each of us 3 annas 2 annas and 1 anna according to the quality of each Individual: the surplus money he takes

himself. If we remonstrate he gives some reasons for disapproval, and also should Complaint be made to the Head pilot, Mr. Eglan, he checks us as his man does.

3d

There were some Warps and anchors in store belonging to Government for hire, but instead of doing so Mr. Eglan and Woodoman Pillay have purchased some Warps from a wreck which took place at Dana Cody Curray, and are letting the same on hire for their own benefit.

4th

It was the Custom for the pilots to measure the Veſsels themselves, but Mr. Eglan and his writer now go on board to measure. If the draft is 8½ feet he should calculate it at 9 feet and recover the fees for Government, but he charges only for 8 feet, leaving ½ feet to the benefit of the owners of the veſsels; and by thus favoring them he receives 1 or 2 Rs. for himself. We think these facts will be quite proved to your satisfaction provided your honor take some measures to discover them, and so long as these Officers remain in their posts we cannot get our Coolies regularly. We therefore request you will be good enough to order these Officers to be removed, or not to interfere in any way with our earnings. We also beg that we should be permitted to maintain ourself as usual by the earnings derived from piloting the Veſsels paſsing thro' the Channel. We have also made Complaint

Complaint to Mr. Eglan through our pilot respecting the evils done to us: he replied that this system of Cooly employment will be entirely abolished.

We have no doubt that this Complaint can be proved by the Tindal and others paſsing through the channel, if an enquiry be made by your honor.

We beg to remain &c.

(Signed) Mookydeen pitchee

8th May 1857

(") Abdul Cawder

(") Soocoolanee

(") Ebrahee and Seenal

Enclosure No. 1. A

In a Letter from the Secretary Marine Board dated 24th August 1857 No. 2919.

From

Mootoopodan Pilotee and several others residing at Paumben

to

The Secretary Marine Board

Report that Mr Eglan and his subordinate in the Pilot Establishment at Paumben make some em-bezzlements in the Coolies derived by Pilot.

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(82)

B.

No. 1922

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From

J J Franklin Esquire
Secretary to the Marine Board

To

Captain C. Gib
Superintending Operations
Paumben

M 22 May 1857

Sir

I have the honor by desire of the Marine Board to inform you that a representation has been made to them to the effect that Mr Eglan, the head pilot at Paumben, exacts certain unauthorized fees for his own particular benefit from the tindals of Vessels passing through the Channels, and from other persons employed as pilots in taking Vessels through

2 The petition which the Board have received is, like all of a similar nature, long and rambling; but the following are the principal points therein.

1st That he levies one Rupee on every large Dhony and half a Rupee on every small Dhony passing through the channels.

2d That he levies one Rupee and a half on each trip made by a boat.

3d That he appropriates to himself

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a fee of four annas on each Veſsel, which it is stated used to be levied by the pilots, although on what grounds it was demanded by either party does not appear.

4th

That he charges four annas for every ten Coolies supplied to Veſsels, and disburses in payment of the labor performed leſs, retaining the balance himself; and that one Madar son of Woodooman Pillay, a pilot, is concerned with him in this misappropriation

5th

That he has purchased warps which he loans on hire to Veſsels requiring them

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These representations are made by Mookydeen Pitchay, Abdool Cader, and several others who appear to be pilots, but whether licensed or not does not appear. The Board request you will do them the favor to inquire into the matters setforth, and report the result at your early convenience.

Madras
Marine Board office
22d May 1857

I have &c.
(Signed) John I. Franklin
Secretary

(True Copy)

Jno Franklin

Secretary.

P.Bl:

Enclosure No. 2. B

In a letter from the Secy
Marine Board dated 24th
Augt. 1857 No. 2919.

From
The Secretary Marine Board
To
Captain C. Geil
Commdr

Requests to inquire
into the matters set forth
within and to communicate
the result to the Board at
his earliest convenience.

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C. No. 219.

To
J. J. Franklin Esquire
Secretary Marine Board
Madras.

Sir,

In reply to your letter No. 1922 of 22d May last I have the honor to state that as soon after its receipt as under the circumstances it was possible for me to do, I directed the complainants to attend at my quarters for the purpose of investigating the truth or otherwise of the charges preferred against Mr. Eglan –

On the 8th of June last therefore complainants having assembled and Mr. Eglan being present also, I at once proceeded to inquire into the different charges in the order set forth in your letter already quoted –

After a very tedious and noisy inquiry Mr. Eglan is in my opinion guilty of the charges preferred against him in a more or less degree: indeed Mr. Eglan admitted he received money but that it was given voluntarily and not insisted on by him: and the reason of his receiving these monies was, as he states, for working beyond Office hours and on holidays, and the immense expense he is put to on account of the number of paſsengers demanding his hospitality.

There is a very strong and decided feeling entertained against Mr Eglan by the majority of the Pilots, Coolies and others whose duty brings them in contact with him; this was not the case when he held the situation before and indeed when it was known that he was likely to be reappointed the fact gave general satisfaction, this total change then of feeling towards him must arise from some cause or other.

Mr Eglan declares that the sums received by him are given voluntarily; how comes it then that complaints have been made to me by Tindals to the effect that if a fee was not paid the paſs could not be given. Mr Eglan to this accusation in point of fact thus replies, that if Tindals want their Veſsels cleared after a certain hour, in complying with their wishes he considers himself entitled to extra remuneration, and the Tindals rather than have their Veſsels detained for another day (or in short until the Office is open again) which would be the case were the usual fee not forthcoming prefer paying the money.

Mr Eglan states that he believes my predeceſsor was allowed a certain sum monthly

monthly a "table money" this to the best of my belief is an error, no such allowance ever having been granted either to the late Lieutenant Robertson or myself.

Mr Eglan also states in his letter that the Pilots son Madar was appointed at the desire and with the unanimous consent of the coolies themselves, the coolies on the other hand declare that they objected to him, and that he was forced upon them by Mr Eglan.

In the last para of Mr Eglan's letter it is stated that in consequence of the Collections being made at the Custom House which is out of the way instead of at the Pilot's Office, the Pilots on one or two occasions have demanded the usual Rupee for the use of their Canoes which since the 9th ultimo Mr Eglan had directed should not be asked for. Mr Eglan holds his Office at his Bungalow near the Basin at the south end of the Reef Channel, whereas the Pilot Office proper is within 50 yards of the Custom House itself but were it as represented, I certainly would not and could not recommend that the Collections for Pilotage &ca or any other Collections of money whatever should be made at the Pilot Office instead of at the Sea Custom House, which I consider the only proper place for money payments to be made.

Together with Mr. Eglan's letter to my address I beg to forward other documents sent to me at the same time, and although they do not appear to me to be of much value for various reasons as regards the charges preferred against Mr. Eglan, yet as he considers them so I have forwarded them -

Paumben
18th July 1857.-
Compd [illegible]

I have the honor &c
(Signed) Colin Gib Captn
Supt. Operations

True Copy

Secretary -

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vessels which may also be availed of in cases of vessels being placed in distress - Had this system been introduced in time many disagreeablenesses that existed until now might have been avoided and property and lives that have been sacrificed through the dilatory conduct of the people in opposition to all Government juriesprudence, greatly preserved - instance the wrecks marginally noted I endeavoured in vain so far back as 27th April 1846 to establish it by addressing by letter the Collector of Madura on the subject, but failed through the machinations of the few people who would have been the loosers, by the change and who I have reasons to suspect are the participators and instigators of the complaints prefered against me now witnessed by a large number of the poor labourers who they have lead, robed, and unjustly injured.

Schr. "Bentick" Captain Hall - run ashore by accident and through want of assistance of labourers sold for 200 Rs., subsequently got of by the natives and still in existence.

Brig "Tendapany Veeraletchmy" cargo saved by me, in face of oppositions and robbery - but vessel permitted to go to wreck within a small distance opposite the Custom House

Brig "Providence" wrecked and cargo most part robbed -

Bark "Radeed Rahamany" wrecked and 6 lives lost most part of cargo and wreck robbed.

Schr. Felicite after being 2 days on a lee shore with all sails split by chance seen by me and boarded in my little boat in ventering against an heavy sea and strong winds and saved.-

3 To proceed to reply to the complaints the first charge is "That I levy one Rupee on every large Dhoney and a half a Rupee on every small Dhoney passing through the channels". I respectfully beg to say that such is not the case but should the shipping

make me a present at times in consideration of extra labour they exact from me, off all office hours and holy days, I receive such remuneration as they choose to give me

4 With regard to charges second and Fourth "That I levy one Rupee and a half Rupee on each trip made by a Cannoe (wrongly stated as Boat) That I charge four annas for every ten coolies supplied to Vessels and disburse in payment of the labour performed less, retaining the balance myself and that one Madhar son of Aodmapullay a Pilot is concerned with me in this misappropriation" I have to state in explanation that soon after my assuming charge of my duties last year, that I made an attempt to put a stop to the former charge made by the Pilots on the shipping for putting them on board and secondly to prevent the coolies to crowd on board as it is their practice to do at all times, particularly when their services were less required, and I was detered from doing so partly from the inefficiency of my office Establishment and appliances to control the large number of Pilots and people over whom as Government Head Pilot

it

No. 14

From Mr. R. F. Eglan
Government Head Pilot
Paumben

To Captain C. Gib
Superintending Operations
Paumben

Sir,

I have the honor to acknowledge the receipt of your Memo: dated the 9th ultimo together with its accompanyment "Extract of a letter from the Secretary of the Marine Board" setting forth charges prefered against me by certain individuals inhabitants of Paumben, desiring a reply in writing to them separately and Concisely.

2 I should have complied earlier with your desire had not the daily routine of business both afloat and on shore prevented me - My attentions to my duties have been particularly great both before and after the time your investigation into the matters of the above complaint took place on the 8th ultimo: caused by the untoward and disorderly conduct combinedly of the

Pilots and people engaged usually afloat who, having notice of the instructions of the Marine Board to you to investigate the Complaint some days previous to its accuracy have endeavoured to disqualify me from exercising any control over them and if possible to disgrace me in your opinion and in that of the unusually large number of shipping in Port all anxious to pass through the passage but prevented and irritated by the Pilots and peoples disobedience to instructions and by keeping back the Coolies and otherwise wasting of time which should have been availed of afloat by not going off to the ships when ordered to do so - since the departure of the above shipping - I have been busily engaged in seeing the Cannoes and Coolies largely employed by them paid; at the same time in introducing a system of managing the Cannoes and Coolies engaged afloat by vessels daily passing the Channels either ways in availing themselves of the fair weather that had set in to do so - a system that promises to answer better than any expectations in securing and regulating the manual labour required afloat to expedite the passage of

vessels

it is expected that I should exercise an authority and mostly owing to the inclination always exhibited by the Tindals of greater portion of the vessels that frequent the passage to side with the Pilots and the complainants who exercise a great influence on the shipping, in many cases the Tindals themselves deriving a profit by joining them, as the Tindals could with impunity over charge the owners of such vessels which I am aware is done by even the use of my name falsely - which assertion I am in a position to maintain by my office books in comparing them to the disbursement lists of the owners of vessels if they be produced for any time I have been here, under such circumstances I did not think it any harm to accept whatever the Pilots and people voluntarily offered me as a perquisite that they said they allowed the late Government Head Pilot Mr. Parizet; previous to him. I cannot remember of accepting any remuneration in any shape, neither would I do so now - were my circumstances any ways affluent, and to meet with the demands constantly made on such hospitality as I am enabled to afford by the greater number of the passengers by Vessels, and visitors, a list of whose names I beg to enclose for the time I have been here, to entertain whom I believe the late Captain Robertson was allowed a certain amount by Government independent of his other emoluments - Independent of all these circumstances of personal distress I should not have accepted of any percusits if I was aware that I deprived the Complainants or others of their rightful earnings; which is not the case and as it is I have only availed myself of the inclination of the Shipping to pay and arbitrated them more than what their labour was worth by merely maintaining a usual custom among themselves and at their concurring suggestions, and certainly much greater amounts than their labour was at any time worth and much more than they ever allowed me - notwithstanding which had the Complainants in any manner given me the least intimation of their being the sufferers through favouring me - I should have as readily and willingly as I had done before you

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at the investigation stopped from receiving any thing of them, however small the amount - they neither done this or acquainted you of the same which they had ample opportunities always to do to have an immediate redress. Therefore I trust I will not be considered unjust should I pointedly attribute the Complaints to the malice of such as I have disappointed in their hopes of making me a tool in their hands by the bribe they thought they were giving me to silence me from using my control, this supposition will be made evident to you from the expressed and energetic desire of the spokesman on your investigation who in expressing their doubt of my authority (Vide Para 1st and 2d of letter No. 1122 dated Madras Marine Board Office 14th July 1851 from J. J. Franklin Esqre Secretary, to my late predecessor Mr. Parizet) over them with regard to their labour "required that Masters or Tindals" "of Vessels should apply to them indivi-" "-dually for their labour and leave it to" "their option to make such arrangements" "as they pleased with regard to the number of "men to go on board and if not acceded to, they to "be at liberty to withhold their labour" the latter they have been in the habit of doing hitherto to people not submitting to their practices particularly to them and to all such strangers as not frequenters of this passage whether Europeans or Natives- certificates No. 1 & 2 which I beg to annex, I expect will be sufficiently illustrative of what I stated of the system hither to practiced by the complainants, at the same time point out where the faults lie - that is to say not with the bulk of the Complainants, for certificate No. 2. is from them, but the few who would be leaders and who I have every just cause to say are privately supported by the Pilots.

As to licensed Pilot Aodmapullay's son Madhar being concerned with me in the alledged imputations it is as falsely represented as the other charges - For at the time they wished it, alluded to before the complainants with one common consent approved him of being nominated as a saroff together with Canderpullay former licensed Pilot No. 1 now retired from active duty through infirmity of age to collect their hires from the different Tindals at the time of clearing their Vessels outwards at my Office which is done to suit the convenience of the labourers as that of the shipping for doing which and to change the Rupees and distributing the same agreeable to their own Customs (rather a doubtful one as you may have observed) Madhar and Canderpullay were allowed an anna each for every vessel that had to be warped through the passage whether Madhar or Canderpullay had appropriated any of the hires so collected or not is not known to me if they had done so the people had ample opportunities given them either to make me acquainted with the matter or complain of the same to you which has not been at any time done.

With reference to charge third "That I appropriate to myself a fee of four annas on each Vessel "that" "used to be collected by the Pilots" I beg to state that I am not aware of any such fee being levied by the Pilots at any time neither do I levy any myself on any pretence whatever but that I receive a contribution willingly and voluntarily made by the shipping for a charitable purpose as set forth among other matters refering to the complaint in the annexed certificate No. 1 signed by most of the Tindals of Vessels, frequenters of the passage, some of whom however have excused themselves from affixing their signatures to it by saying that they wanted the permission of their owners to do so a mere subterfuge to hinder me from making their malpractices conjointly with the Pilots and others known, and from their disinclination to submit to Government regulations and my directions while in head Pilot charge of their Vessels – To substantiate their unnatural disposition I am told that they have taken two of the complainants of the most worst character to Negapatam and other places to hesitate the owners of vessels to address the Board their machinations however can but meet with little success.

Charge Fifth "that I have purchased warps which I loan on hire to Vessels requiring them" is calculated as the other false charges to impute "imposition and fraud as constantly practiced by me as you was necessitated to express in your Memo: of the 5th

5th Instant requesting my attendance to investigate the complaint I beg however to state that it is true I purchased some warps of the property belonging to the late unfortunate wreck reported by letter dated 28th May 1856. No. 7 and jointly with two others who are licensed Pilots that do also trade and for that purpose but as I had no money the Pilots paid for me and hold the property to this day and hire them out to the shipping when required but under a general rule after the Government warps are all engaged – we have only three Government warps serviceable of which circumstance I have reported by letter dated 26th July 1856 – this letter as several others of different dates and of importance are still unacknowledged

In addition to the Passengers List and the certificates Nos. 1 and 2 the latter adjoined with the English spelled names of the people whose signature and marks it bears as registered at this office I beg to annex copy of my letter before alluded to as addressed to the late J. Blackburn Esqr. Collector of Madura and two other copies of correspondence marginally noted with regard to the same subject also

To J. Blackburn Esqr.
&ca. &c. &c. dated
11th May 1846 –
To Mr. H.P. Ebell
Head Pilot dated
12th May 1846 –

also the Forms or outline of the previous and present system I have succeeded in introducing to the satisfaction of most of the labourers and the shipping, just commenced to avail themselves of it, for the information and favorable consideration and approval of the Marine Board - humbly trusting that the perquisits voluntarily allowed me by the people hitherto would be accorded to me by Government in future in consideration of the extra labour it entails on me to supply the shipping with labour and boats in addition to my duties as Superintendent of Boats for which I draw no pay.

Rule 12. "of the Rules for controlling the Pilots and Pilotage at the Port of Paumben dated Fort Saint George December 6th 1848 rules" In the event of extra man being required to warp a Vessel through the Channel they shall be supplied by the Pilots for the time being in charge of such Vessel, and the hire for each man shall be (3) three annas a trip if the duty be performed in one tide; but if such duty be not completed in that period the hire of each man shall be (4) four annas for eight hours work".

The

The hire of the coolies has been since changed by a subsidiary Rule signed by the Collector of Madura R. D. Parker Esqre to distances with considerable advantage to the Coolies, as they are invariably enabled in fair weather to warp two Vessels successively from sun rise by 1 or 2 P.M. and earn Annas six each man, and it is equally advantageous in other respects and time to both them and the shipping if there be no impediments thrown in their way by the Pilots and other men who take the lead of the Coolies while afloat and curtail their hires to enrich themselves and the reason of their crowding Vessels with useless little boys, the blind, the lame and infirm with pretences of charity and fellow feelings but actually to rob the hard labourer of his just hire - The Pilots by their own conduct in these matters have forfeited all confidence of the labourers and the consequence is he cannot supply the men when required on emergency I find it necessary therefore to interfere as I have done to enable me to carry out the instructions contained in the letter of the Marine Board to the late Mr. Parizet before alluded to and dated 14th July 1851 No. 1122.

In conclusion I am under every necessity to ask your forbearance for the length of this letter which my anxiety to make you and the Marine Board acquainted with every minor detail of the transactions of this department alone could have induced me to write besides the charges adduced against me are of such serious nature effecting my reputation as an upright and honest man claims my every exertion to repulse even though the accusations is headed by a mere boy son of one of the most disorderly licensed Pilot in this Department at least I fancy the Mookyden Pitchay with his fathers name unattached to avoid detection in your extract are the one and the individual from the conspicuous part he had taken in lead of the rabble assembled at the investigation together with his father and others who were the spokesman on the occasion, but a complaint so numerously signed as I am informed the one prefered against me was must always carry its weight

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in quarters were the individuals are either unknown or recognisable and perhaps be the means of causing my utter ruin Having however without any exaggeration stated all the particulars of the transactions, I wait dependent on your impartial representations for the favorable consideration of the Marine Board and the Government of my representations, and humbly beg that any discrepancy in my conduct the want of Judgment might have lead me into would be overlooked and set to right.

With your permission I beg to add that observing how the Pilots were favouring the Tindals of Vessels for their mutual advantage and benefit and defrauding the Government and the owners of Vessels by giving imperfect draughts of the Vessels under their charge I commenced from 1st April last to measure the draught of each Vessel myself by causing them to anchor opposite my Office at the Bassin as the most eligible place to do so, both in regard to the safety of the Ships and as a speedier mode of performing this service, taking care always as much as it laid in my power to accelerate the same - notwithstanding which as must be expected I met with every oppositions from all sides to deter me from my object not succeeding in which and acting under the fear of being compelled to refund the revenues lost by Government for such length of time caused the Licensed Pilots to instigate the complaints preferred against me though none of their names appears in the extract you sent me of the letter from the Marine Board the time however is a favorable one to instigate the owners of such Vessels to take up the false charges against me and I fear it has been fully availed of from the Pilots being the appointed agents to their Vessels here - The Pilots are in the habit also to advance monies to such Tindals as are in want of it for disbursements at Paumben to such as have misappropriated the same received from the owners consequently under obligation to the Pilots - independent to the above and as another cause for this complaints in which all are concerned I may mention that I am endeavouring slowly

but

but effectually as Superintendent of Boats to get the people to conform to the long neglected port Regulations with regard to Boats with a view of preventing the underhand landing of goods and to secure the services of Boats.

Since writing the above I received the annexed Tamil complaint of three Tindals of vessels from whom the hire of Pilot Cannoes to put them on board have been exacted by the Pilots clandestinely after the Tindals have cleared my office and I doubt not there are several others who have been forced to pay the same after the 9th ultimo from which time I have warned the Pilots not to make the demand, it shows how difficult it is to prevent such proceedings under the existing state of circumstances, and it proceeds from the collection for Pilotage being made at the Custom House which is out of the way instead of the collections being made at this office by a responsible saroff who could give security of a 1000 Rupees and be paid 7 or 8 Rupees per month in place of such extensive establishment as the one of the

Custom House at Paumben to collect the same. - The custom House revenues itself being insufficient to maintain it at the same time causing great loss of time to the shipping and endangering them at times. -

I have the honor to be &c^a^

Paumben Pilot Office }
13th July 1857 }

(Signed) R. F. Wm Eglan
Head Govt Pilot

(True Copy)

Wm Hankin

Secretary Marine Board

I have much pleasure at the request of Mr R. Eglan Head Pilot of this Port to certify that I have found him at all times of my arrival at this Port active and willing to render me every assistance with regard to his duties; but owing to some combination existing between the Pilots and coolies of this place there is great difficulty in his carrying out his plans. On my last voyage I had great difficulty in procuring coolies to warp me through the channel under the plea of blowing weather which I knew to be incorrect.

Paumben Passage }
29th June 1857 }

(Signed) E. H. Daviot
Master "Sarah Armitage"

No. 1

At the request of Mr. R F Eglan Government Head Pilot we the undersigned Masters and Tindals of Veſsels using this Paſsage do hereby Certify that we have at all times of our paſsing the paſsage have experienced the greatest difficulty in getting Coolies to warp out veſsels through the paſsage, owing to a combination that apparently exists among the Pilots Coolies and others engaged afloat by us.

That in all cases we are compelled to receive more coolies on board than it will be thought sufficient in the opinion of any seafaring man for the work to be performed; By the Coolies forcibly boarding our veſsels with a pretence of sharing the hire allotted to the neceſsary men but should they be permitted to make their own demands, to extort extra hire irrespective of the little boys, the lame, the blind and all other useleſs men they bring on board to create a crowd and disorder. notwithstanding all which we have at the representative solicitations of the Government Head Pilot paid them liberally for larger number of coolies than actually entitled to remuneration fearing also their revenge at other times should we pay leſs which they are well able to practice on us from our entire dependance on their aſsistance to get through the paſsage as have been experienced by us at different times. While coming with a fair wind to induce the Pilots to board our veſsels in time to take us through without Anchoring we have invariably and for years paid one Rupee for every European rigged Veſsel and half Rupee for every Dhoney each time we paſsed the Channel also at the solicitation of Government Head Pilot besides presents in money and in kind made to them-

We also Certify that at the suggestion of Mr Eglan to build a Chutrum or rest house in the vicinity of the Baſsin for our convenience and for the use of Travellers in general that we have contributed the sum of 4 Annas for each European Rigged Veſsel and 2 annas for each Dhoney, each time we paſsed the Channel commencing from some time before Mr Eglan left the Island after his previous stay on it and continue to do so to complete the Charity which is in progreſs of being completed.

In conclusion we the undersigned do hereby jointly bear witneſs to Mr Eglan the Head Government Pilots upright and impartial conduct towards us at all times

and

and on all occasions we are under the neceſsity to resort to him either officially or otherwise whose return to his former situation is a great satisfaction to us.

/Signed/ [illegible]
Part Owner of Brig Susan Josephus
" [illegible]
of Brig Hydroose-
Tindal of Meenatchy Soondarum
& of Neelayadatchy

Tindal Arelappen of Brig Amed Hydroos declines signing this document after owning the above matters saying he must have the Owners permiſsion to do so. besides states that he depends on the Paumben people to aſsist him at future times.

/Signed/ [illegible]
of Dhoney Mahaletchmy of
Cuddalore
/Signed/ [illegible]
Tindal of Dhoney Letchmy
Padagoo
" [illegible]
of Schooner Emanuel
" [illegible]
Schooner P M Joseph Hamea
" [illegible]
of Brig Meenatchee
Soondarum General
Oliveland of Myapolim
" [illegible]
of Dhoney Cundasawmy
Pakealetchmy
" [illegible]
Brig Amed-

(Signed)- Tindal of Brig Mohideen Cawderbux
do — of Brig Amud
do — of Jaffarahtullah
do — of Brig - Hassany
Do — of Barque Neeladatchy
Do — of Brig Maiden Bux
Do — of Brig. Cawder Maidenbux
do — of Brig Audeeletchmy
do — of Schooner Duncaletchgny
Do — of Brig Meenatchy Soondarum
Do — of Barque Patamanaba Pakealetchmy
do — of Brig - Rubie
Do — of Dhoney Letchmy Padagoo
Do of Schooner Pakealetchmy
Do of Sketch Emerald
Do - of Dhoney Maiden Samdany
Do of Barque Stree Runganayukee
Do of Schooner Saint Anna Maria
Do. of Schooner Amoordaletchmy
Do of Brig Hydroose
Do. of Brig Vadaletchmy
Do of Brig Letchmy
do. of Dhoney Amaaletchmy
Do of Brig Royal Victoria
Do. of Brig Audy Veerasoondary Ramaletchmy
Do of Brig Meenatchy Soondarum
Do. of Barque Cawder Bux
Do of Brig Ameedo
Do of Brig - Amaletchmy Poorney

Signed/ Tindal of Brig Salava Rigina
Do: of Brig Fatet Judab
Tindal of Brig Meerahubux
Tindal of Dhoney Veerhletchmy
Tindal of Dhoney Maiden Meerambux
Tindal of Brig Meenatchy Soondarum
Tindal of Brig. Maideen Cawderbux
Tindal of Barque Saunderually
Tindal of — do — Cawderbux
Tindal of Brig Ameed
Tindal of — do — Agamedbux
Tindal of — do — Thendapauny Audyletchmy
Tindal of — do — Fathoogool Kair
Tindal of Schooner Meerah Maiden Samdany
Tindal of Dhoney Maiden Sagool Cameed
Tindal of — do — Ameed Padoogool Cariem
Tindal of — do — Mamedally Padagoo
Tindal of Brig. Mahomed Samdany
Tindal of Letchmy declines to sign without his owners permission.
Tindal of Brig. Ameedbux
Tindal of Brig. Mohomadia
Tindal of Brig Attaletchmy
Tindal of Brig Father Rahimoney
Tindal of Dhoney. Fathool Kair
Tindal of Schooner Audiveeraletchmy
Tindal of Brig Mohomedbux

/Signed/ Jindal of Brig Mohomed Samdany
Jindal of Dhoney Condasawmy Poodoo Padwo
Jindal of Brig Hydross
Jindal of Brig Mohamedbux
Jindal of Brig Hameed Hydroose
Jindal of Barque Hommeed Satteeme
Jindal of Brig Maria
Jindal of Brig Dealer
Jindal of Dhoney Cawderbux
Jindal of Brig Fattagool Hydroose
Jindal of Brig Hydroose
Jindal of Brig Supermaniasawmy
Jindal of Brig Hydroose
Jindal of Brig Amoordaletchmy
Jindal of Dhoney Abdul Carrieen
Jindal of Brig Syed Ebroybux
Jindal of Schooner G A Rochee
Jindal of Dhoney Padagool Cawder
Jindal of Brig Harriet
Jindal of Dhoney Durmavarting
Jindal of Brig Mahamed Samdany
Jindal of Schooner Rahimony
Jindal of Dhoney Padagool Carreen
Jindal of Schooner Royal Family
Jindal of Brig Cawder Mopeen Bux
Jindal of Schooner Athaletchmy
Jindal of Brig Providence
Jindal of Schooner Abdul Rahimony
Jindal of Schooner Felicete

No. 2.

We the undersigned Boatmen and labourers usually earning our livelihood a float by being employed by Vessels frequenting this passage and Port do hereby protest our disinclination neither to engage our labour under the Customary system of the place or to be remunerated under its provisions being thereby deprived of our rightful earnings through our ignorances of Government Regulations. The nature of which being explained to us by the Government Head Pilot Mr. Eglan and having for the past fortnight placed ourselves under his control and guidence we find our labour satisfactorily exacted and sufficiently remunerated. and we have every confidence to trust the same Considerations will always be mooted to us by our generous Government and its officials on the spot under whose immediate Superintendance it may be our lot to serve and agreable to Government regulations.

[illegible] கீழ் கையெழுத்து [illegible]
[illegible] வர்களாகிய தோணி [illegible]
[illegible]
கடலின் மேல் [illegible] வர்களாகிய [illegible]
[illegible]
[illegible]
[illegible]

[illegible]

/Signed/ [illegible]
[illegible]
and others-
182 in all.

True Copy

D.

To J. J. Franklin Esquire
Secretary to the Marine Board,
Madras.

The humble Memorial of the undersigned Merchants ship Owners of Negapatam.

Most respectfully Sheweth,

That it is with extreme regret and reluctance that they have to make known to the Board the malpractices that of late exist at Paumben

1st Our vessels are constantly passing up and down the channel from hence to Ceylon and the duty of the Pilots were always to warp them thro: without any delay and provide the necessary Coolies for that purpose at the following rates tonnage nine pice per ton, and the new Coolies each one Anna six pice per ton independent of the Cooly hire for loading and unloading their said vessels to get up and down the channel but of late the Circar Servants unnecessarily delay them which was not the case in former occasions.

2d. Mr. Eglan the Head Pilot assumed his duties some eighteen Months ago, but for the last three or four Months the said Head Pilot forces every vessel to anchor opposite his house and instead of proceeding on Board immediately he does so at his own convenience, and then very irregularly excuses the number of feet each veſsel draws, if he has his private fee of one Rupee paid him he makes the draught of water leſs but if the Tindals object to it he puts down more than the actual draught of water.

3 The said Mr. Eglon will not proceed on Board any veſsel anchoring after four O'Clock unleſs he receives a sum of two Rupees on Sundays likewise he charges two Rupees and unleſs paid immediately no notice is taken of the veſsels

4 Whenever your Memorialists Tindals ask him for a receipt of his private charges to shew their owners he turns round and abuses them and delays. for a day or two after which he writes a third of an acquittance in English without explaining its pur-port to such Tindals as are ignorant of the English language and preſs them to sign the same which they are obliged to do to prevent further delay.

5 In former years the number of veſsels sailing from hence through the Paumben channel were from ten to twelve. They now number from seventy to eighty yearly the freights are consequently very much reduced and your Petitioners are consequently unable to meet the extra fees levied on them.

Enclosure No. 3 C

In a letter from the Secretary Marine Board dated 24th August 1857 No. 2919.

From

Captain C. Gib
Paumben

To The Secy Marine Board

Report on the complaints preferred against Mr. Eglam by Cooly Pilots at Paumben

No. 157 D.
Re No. 319.

6th Independent of the foregoing charges the said Mr Eglam levies a further sum of eight annas for some charitable fund, what that is your Petitioner are unable to say.

Your Petitioners therefore Pray that a full and proper investigation might be made into the cause of their complaint and that the Board will without any delay administer to them that justice and satisfaction which their cause merits

For which act of charity and justice your humble memorialists as in duty bound.

Shall ever pray.

Negapatam }
25th June 1857 }

and 4 others in all 34

(True Copy)

Secretary.

Enclosure No. 4 D

In a letter from the Secretary
Marine Board dated 24th
August 1857 No. 2919

From
The Merchants and Ship Owners
Negapatam

To
The Secretary Marine Board

Complaints of extortions
practised by the Govt. Head
Pilot on vessels passing thro'
the Paumben Channel.

R/57. 9.
A. No. 319.

E

No. 804

From

R. I. Sullivan Esquire
Acting Collector of
Madura

To

J. J. Franklin Esquire
Secretary to the Marine Board
Madras

Dated 1st Aug 1859

Sir

I have the honor to inform the Board that in an Urzee dated 25th June last, the Sea Custom Manager at Paumben reported to me that the Tindal of a Vessel Mohomed Alli belonging to Coonjeemarakar and Cadermeera sa Marakar bound from Coolasagrapatam to Madras and which came through the Paumben Channel on the 24th Idem, objected to pay pilotage on the plea that the draught of the Vessel had been charged 2 feet in excess of what had been the measurement at Keelakurray Vizt 8 feet, and that he afterwards proceeded to Madras without paying the duty and receiving the Port clearance from the Manager, on that officer persisting that the pilotage should be paid according to the measurement of the Pilots of the channel.

2 I then called upon Mr. Eglan the

Head Pilot to explain to me the cause of his having allowed the Vessel to go through the channel prior to the payment of the due in opposition to the Pilotage Rules, published under date the 6th December 1848. The reasons adduced in his letter of the 20th ultimo in support of his having done so and of his refusal to remeasure the draught of the Vessel which the Tindal complained has been improperly made by his Writer, do not appear to me to be satisfactory.

3 Copy of Mr. Eglan's letter is herewith forwarded for the perusal of the Board.

I have the honor to be
Sir
your Most Obedient Servant
(Signed) R. J. Sullivan
Acting Collector

Madura
7th August 1857

(True Copy)

Secretary

No. 17

From
Mr. R. F. Eglan
Head Government Pilot
Paumben

To
R. J. Sullivan Esquire
Acting Collector of
Madura

Dated 20th Aug 1857

Sir

I have the honor to acknowledge the due receipt of your Memo: of the 3rd Instant and beg to state that I should have replied to it earlier had not an unusual press of business with the shipping besides Correspondences of an urgent nature prevented me. In availing myself of the first cessation of the above duties I beg to offer in explanation to your desire

First. That owing to the impracticability that exists at all times to strictly enforce the Rule refered to in your Memo; namely Rule 11 of the Rules for controlling the Pilots and Pilotage at the Port of Paumben dated Fort Saint George December 6th 1848 the Rule has never been strictly attended to, and though the port clearance of the Dhony in reference has been secured and handed over to the Custom House with the neceſsary information attested on the back of the Port clearance under my signature for the Collection of Pilotage to be made by the Sea Custom Manager and the Tindal taken to the Custom House to make the payment the Pilotage has not been Collected the only dereliction of the Rule therefore exists in the Pilot not having Collected the actual amount of Pilotage personally "prior to the Dhony being taken through the Channels" To do which the Pilots must of neceſsity anchor the Veſsels they may board at all times prior to their taking them through the paſsage for the purpose of ascertaining their draught correctly to collect the amount of Pilotage thereon a proceeding that will endanger the safety of Veſsels during the strength of North East monsoons at the North Roadstead as the Veſsel will then have to first anchor on a lee shore and the operation of getting them under sail again if they happen to have no sufficient offing will drive them in to unneceſsary danger so much with reference to their safety. Besides which the time that is required for boarding anchoring and getting under weigh would be a serious loſs to the Veſsels by the falling of the tide and other causes too natural but causing a serious hinderance to the safe free and speedy use of the paſsage. I can adduce equal good reasons for the delays. Veſsels may be compelled to suffer during the other seasons of the year in

approaching

approaching either entrance of the paſsage to sail through it if made to pay the Pilotage prior to the veſsel being taken through the Channel. In consequence of the above causes and acting under the particular desire of the Marine Board to expedite the paſsage of all veſsels through the Channels whenever practicable to do so and to secure the collection of the just dues of the Port at the same time the collection of the Pilotage dues has been entirely left to the Custom House Officials though it is the cause of much loſs of time to the shipping after they have paſsed the paſsage. The Port clearances of Veſsels therefore have been always securely delivered at the Custom House by the Pilots in person accompanied by the Commanders of Veſsels excepting on a few occasions when I am enabled to leave the office to board Veſsels in person and when after ascertaining the draught of each Veſsel I received the amount of Pilotage myself and delivered the same at the Custom House furnishing at the same time the information neceſsary of the names of the Veſsels the Commanders tonnage draught &c. &c. most of the instances I did so was with Veſsels having European Commanders or Paſsengers who after the Veſsels having been Piloted through the Channels found it hard to lose so many hours as it is neceſsary to get to the Custom House by water and land for the mere sake of paying the Pilotage fees simply.

the Custom House from its situation being placed out of the way of most part of the shipping. A responsible saroff to the amount to be Collected if added to this office the Collection of Pilotage or any other Marine charges could be effectually made and the loss of time occasioned to the shipping now be saved to them.

Secondly. The reason why the Tindal of the Dhony Mamdally under reference did not pay the Pilotage is owing to a fear the Tindal expressed of this owner questioning him why he had paid more than the customary amount as fixedly collected for her formerly and he did not appear to have any other material objection at the time he got me to attest the draught ascertained by the Pilot and the writer of his Dhony while in the vicinity of this office on his Port Clearance but after going from this office to the Custom House he seems to have started the objections he complains of instigated perhaps by the advice of Licensed Pilot No. 2 who it appears is the Agent here for the Dhony. It is true the Tindal wanted me to remeasure the Dhony to which however I would not consent owing to reasons explained to Captain Gib Copies of correspondence on the subject I beg to enclose for your perusal. In addition to which I have to state that prior to my arrival the

draught

draught of Veſsels have never been correctly ascertained from no proper measuring Rod or instrument being in existence or use observing which and the uniform draughts given by Pilots whether the Veſsels have Cargo with Ballast or not and whether the Veſsels were loaded with light goods or dead weights which must naturally make great difference in draughts of Veſsels I commenced to measure them personally since 1st April last by a proper measured instrument and the result is an increase in the draught of Veſsels generally.

I have &c.

(Signed) R. F. Eglan
Head Government Pilot

Paumben
Pilot office
20th July 1857

Memorandum

The undersigned forwards the accompanying original Urzee just received for Mr. Eglan's information and reply.

The writer of it states that his Dhony for years past had been charged at a draught of water say of about 7½ feet and that on this occasion she is put down as drawing 10 feet.

(Signed) Colin Gib Captain
Superintending Operations

Paumben
25th June 1857

(A True Copy)
(Signed) R. F. Eglan
Head Government Pilot

மதுரா ஜில்லா பாம்பன் ஜாயண்டு மெஜிஸ்திரேட்டு

மகா-ள-ள-ஸ்ரீ [illegible] அவர்கள் சமுகத்துக்கு

திருநெல்வேலி ஜில்லாவை சேர்ந்த பட்டணத்திலிருந்தும் [illegible] மரைக்காயிருடைய. [illegible] தோணி படவு தண்டல் [illegible] செய்து [illegible] கொண்டவின் [illegible].

அந்த படவு சென்னபட்டணம் வந்து [illegible] பொறுப்படனே ஒடிவந்தும்போது பாம்பன் [illegible] அடியும் வைத்திருந்தார் [illegible] அடியும் [illegible] போட்டு [illegible] செலுத்தி வந்திருந்தான்.

ஆனதால போது சென்னபட்டணத்துக்கு [illegible] வந்திருந்ததில் பேட் பயிலாட்டுதுரை அந்த படவை அளக்க வந்ததில் [illegible] அடி [illegible] அந்த பேட் பயிலாட்டு [illegible] அடி [illegible] போட்டு [illegible].

இப்போ [illegible] அநியாயம் [illegible] சொல்லுகிறேன். [illegible]

ஒப்பம். (முகம்மதுதம்பி)

[illegible]
பாம்பன் -

(A True Copy)

(Signed), R. F. Eglan

Head Govt. Pilot

No. 12

My dear Sir

I having been busy framing a defence to the complaints preferred against me to the Marine Board I therefore sent my writer the bearer to measure the Dhony (under reference) yesterday who will explain the transaction to you in detail, had the Tindal been dissatisfied with the measurement it was his duty ere he weighed anchor from the vicinity of my office to land and complain to me instead of which he weighed and passed to the North Roadstead and in returning with the Pilot to cleared out his Dhony though he said the draught was larger than usual he went away expressing every confidence that the draught would be correct.

He only appears to be afraid to what his owners may say with regard to the unusual and large draught paid for now a thing immaterial to Government since the measurements now taken of the draught of Vessels are correct.

I should have proceeded to the Dhony under consideration if she was near my place of business to remeasure her - as to remeasure her again after the elapse of an whole night or even after she broke ground by removing from close sight into greater distance is useless for it is quite possible to lighten any Vessel particularly under such

combination as there evidently exists among such Tindal of Veſsels and the Pilots and people on the Island in the time that intervenes, but as the Tindal seemed satisfied with what had been done by his proceedings and conduct, I did not like to waste my time in going to the leeward North Roadstead blowing as it does or to encourage such exactions of my valuable time which would always be continued to be made on me if once complied particularly as the shipping can have a much more speedier redreſs by applying while the Veſsels laid at anchor safely and conveniently in proximity to my Office.

I am
My Dear Sir
Yours faithfully
(Signed) R. F. Eglan

Paumben –
25 June 1857

(A True Copy)
(Signed) R. F. Eglan
Head Government Pilot

Mr. Eglan.

The Tindal of the Dhony I wrote to you about yesterday came this morning and I sent my Boatman along with him in my Boat telling Mymuchy my Tindal to measure the draught of the Dhony as near as poſsible and let me Know – I was going out myself but had some thing else to do

I send my boat man to explain

26-6-57.

Yours Obedient Servant
(Signed) Colin Gib

(A True Copy)
(Signed) R. F. Eglan
Head Government Pilot

My dear Sir

Mamoochee your Boat Tindal says that the Dhony measured 7½ feet about a midships and to be more certain he called it 8 feet but I will be sorry to adopt his mode of measuring the draught of any Veſsel as it is liable to considerable errors and would cause a loſs to the Pilot and Government Revenue in Pilots fees

I am
Yours Faithfully
(Signed) R. F. Eglan

Paumben –
26th June 1857

(A True Copy)
(Signed) R. F. Eglan
Head Government Pilot

Paumben Pilot office
26th July 1857

(True Copies)
(Signed) R. J. Sullivan
Acting Collector

(True Copies)

Secretary Marine Board

by the Marine Board for

Enclosure No. 5. E

In Genl to Engd d/24 Decr
No. 32 of 1857.
P. 5 @ 10.

In a letter from the Secy Marine Board dated 24th August 1857 No. 2919

From
The Acting Collector of Madura
To
The Secretary Marine Board.

States that a Complaint has been preferred by the Manager of Sea Customs at Paumben against Mr Eglan for measuring a certain vessel 2 feet in excess of the draught of the vessel.

M./57 D.
In No. 319.

No. 340

Extract from the Minutes of Consultation
Dated 29th Augst 1857

Read letter from Secty to Marine Board (d. 24 Augt/57)

- In this communication the Marine Board lay before Govt the papers connected with 3 complaints preferred against Mr Eglan, the Govt Head Pilot at Paumben. -

2 - Two of these complaints are made by persons at Paumben connected with the business of warping vessels through the passage and by some Merchants & Ship owners at Negapatam - Their tenor is that Mr Eglan has been in the habit of collecting contributions from his subordinates & levying unauthorised fees for his private emolument on vessels passing through the Strait, & putting their owners to detention & inconvenience when the money was not paid

3 - These charges were referred by the Marine Board for

examination to Captn Gib, Supt. of Operations at Paumben, & that Officer pronounces them to be proved. — In fact Mr. Eglan admits in P 3 & 4 of a letter addressed by him to Captn Gib dated 13 July that he had received presents from ~~exacting presents~~ the owners of Vessels & Pilots ~~fees~~ on certain occasions, advancing reasons for this course which cannot be admitted.

4 – It further appears from Captn Gib's report that Mr. Eglan ~~was~~ has excited an unfavorable ~~strong~~ & decided feeling against him~~self~~ on the part of the majority of the Pilots, coolies & others whose business brings them ~~who are brought~~ in contact with him — As this was not formerly the case, there must be some strong reason for it, and Govt are satisfied that one main cause of the ill will is to be found in the practice which Mr. Eglan has latterly adopted of exacting fees from his subordinates & from ~~of demanding private fees &~~ ~~putting~~ the owners of vessels putting the latter to inconvenience & detention when his demand was not complied with.

5 – Under these circumstances the Marine Board express their opinion that Mr. Eglan is no longer worthy of being retained as Head Pilot & recommend his removal from his situation. — They point out that Mr. Eglan was dismissed once before from the same appt. for misbehaviour, but on showing contrition ~~had been~~ was permitted to return to it.

6 – The Rt. H. the G in C concurs in the view taken of the case by the Board. Mr. Eglan will therefore be discharged and the Board will upon a notification invite applications for the appt. of Govt. Head Pilot at Paumben

7 – The third charge against Mr. Eglan is reported upon by the Act.

Collr. of Madura. – A greater demand was made for pilotage on the owner of a Dhonee, than he considered was justified by the size of his vessel – A dispute ensued – and as delay occurred in adjusting it, the Dhoney finally sailed away without making any payment. A Mr Eglan's conduct on this occasion was unsatisfactory to the act. Collr. of Madura A The Board consider that under the other circumstances which have come to light, the Tindal of the Dhonee had probably good ground for resisting the demand, but it is unnecessary for the Govt. to enter further into this matter. –

Replied to 29th Septr.
No. 1 of 1858.

17 — 18

To the Marine Board Dispd. 4th

F Con 28th Jany /58 No. 10 & 11

In Gl. to Engd. /24 Dec
No. 32 of 1857

P. 5 @ 10

Indy. to Com. 1 2

Marine 1 Sept. 1857 D. 45

Proceedings of the Madras Govt.
29th Aug. 1857

F. Ap. 168. 181 of 68.

25 Aug.
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