M.R.O. 1—82 400—29-11-30

MADRAS RECORD OFFICE.

Government of Madras.

Marine DEPARTMENT.

G.O. No. 129 Press ~~Mis.~~

Dated 31st March 1857.

Not to be folded or roughly handled

5. Is there any reason other than the mere expensive structure of an accommodation boat, why Passengers should pay more than freight?	Yes, because an Accommodation boat is in comparison seldom employed and is more expensively equipped than a Cargo boat.

2. I have replied to the foregoing questions after repeated enquiries, and the result is from practical experience, but as regards the difference between an Accommodation boat and a Common or Cargo boat, it should be observed that an Accommodation boat is expressly fitted with benches or Seats with an Awning and Curtains, is in general better manned, and each of her Crew is provided with two suits of Clothes. A requisition for this class of boats, except when Mail Steamers are in the Roadstead, is very seldom, and occasionally they are, by removing the benches, converted into Cargo boats.

3. The average Monthly expence of keeping each class of boats in repair, is taken from the Contingent Charges of Serving the planks afresh, but when the Surf is beyond ts ordinary height boats are liable to considerable damage and with much swell longside Ships or Steamers they are so strained s to require much repair while there are frequent occurrences of such heavy damages

are

as to compel the Owners to rebuild their boats, it is therefore impossible to calculate a correct average of the expenses which may be incurred. Whilst making this report four Masulah boats have been wholly disabled in the Surf and must be rebuilt, and three boats have been swamped and much strained

4. The Roadstead and the Beach of Madras as well as the boats are diametrically opposed in character to the River Hooghly and the Harbour of Bombay — here there is but one class of boats, having always to contend with a Surf more or less in force, whereas at Calcutta and Bombay there are a great diversity of Cargo and Passenger boats seldom opposed by impediments of any kind, and where Passengers may go off in a Dingey (a sort of Jolly boat) or provide themselves with a superior class of boat.

5. Taking into consideration that Cargo can be shipped off at 12 Annas per ton and by employing the same boat which takes off, Cargo may be landed at $\overset{\text{Annas}}{6}$ — $\overset{\text{Pice}}{3}$ per ton, I do not think the present charge is exorbitant, and when it is considered that a high Surf may suspend all boat operations for days together and that those boats are liable to such accidents as may throw the Crew out of employ for

some time and cause much expence as they must always be maintained by their employers. I am of opinion that it would not be sound policy to reduce the rate of Common boat hire, but I think as accommodation boats can so readily be made available for the shipment of freight and that there is in general such a demand for boats that both classes are seldom without the means of active employment, there would be no harm in reducing the hire of an Accommodation boat.

6. In the event of framing a New Act for the management of boats it would, in my opinion, be expedient to empower Magistrates to visit the Boatmen with more summary punishment, and lessen the penalties which, in some cases, press too heavily on the Boat Owners who are frequently made to bear the sins of the people under their employ, over which they cannot have a direct or commanding control, but this is a question which will be duly considered if any system of legislative amendment should hereafter be enacted.

7. I would beg respectfully to remind Government that the estimate of expences for

the

the establishment of a Marine Police Force, which I ventured to submit in my letter of the 7th of June para 15, embraced the Original outlay amounting to Rupees 902, and a monthly expenditure amounting to Rs 783.— Those calculations were based upon conjecture, bu if the wear and tear of Police boats, and the interest of money to be expended in the formation of a sufficient force, are taken into consideration, the whole establishment according to the plan I have suggested, will involve an expenditure considerably beyond Rs 783, which however must depend upon what may hereafter be determined upon.

8. I am thoroughly convinced tha the establishment of a Marine Police forc is essentially wanting, and if the plan suggested by the late Chief Magistrate, with which I am at present unacquaint can be adopted. I have no doubt it will be efficient in every way, because his experience and sterling ability eminently qualified him for planning and carrying out whatever can tend to provide for the exigencies of the public service, an the maintenance of good order and security. And, in his absence, I am well persuaded that such a system must,

unde

under his recommendation, be so devised as would be forcible in all its operations, and feasible in its execution.

I have the honor to be
Sir,
Your most Obedt Servt

Master Attendants Office
Madras 8th September 1856

Chris Biden
Master Attendant.

No. 29 July/56 No. 6 @ 9
Mar Ld. to Eng'd. 4 August
No. 14 of 1857 Para 28.

93/103-159

21

C 12 Sep
R 16 "
C 23 Lewy
R 27 "
C 28 [illegible] 1857

Marine 1856 Depart't

From the Master Attendant.

SEC No 129

Dated 8th

Recd 9-9-56

No. 274

Submits replies to queries as to the cost &c. of a Passenger and a Cargo Boat — also, observations regarding the proposed Marine Police force.

[illegible]

To lie over pending the receipt of from the communication from the Chamber of Commerce & the Govt. of Bengal & Bombay.

[illegible]

There might be some reference [illegible]

[illegible]

W H

No. 380 of 1856.

Judicial Department,

To,

H. L. Anderson, Esquire,

Secretary to Government;

Sir.

In acknowledging the receipt of your letter, No. 3144, dated the 11th Instant, I have the honor to return the original letter from Mr. Chief Secretary Pycroft, and to state, in answer to the enquiry contained therein, that the boats, of the Bombay Water Police, are manned by the fixed Establishment, the Cost of which has, already, been furnished. No extra crews are employed for that purpose.

Bombay
Police Office
19th September 1856

I have the honor to be &c.
(Signed) W. Crawford
Senior Magistrate of Police

(True Copy)

H. L. Anderson
Secy. to Govt.

Ragoonath

Marine Pr to Cons. 14 Aug
No. 14 of 1857 Recd 28

Marine 1856 Departmt

From Secretary to the
Govt. of Bombay No. 330

Dated 22d Septr
Recd 1st Octobr 1856.

1 Enclo

No. 372

S.C. No. 129.

Forwards copy of a letter from the Senior Police Magistrate of Bombay, supplying information requested respecting the Crews employed to man the Bombay Police Boats.

22

7

Mr Hamilton Craig Esq Chairman

Chamber of Commerce
Madras 14th March 1857

To
The Chief Secretary to Government
Fort Saint George

Sir dated 14 March 1857

1 I have the honor by desire of the Chamber of Commerce, with reference to my Predecessor's letter of 30th July 1856, to request you will be so good as to inform them what steps have been taken for the establishment of a Marine Police at this Port, the want of which has been so long and urgently felt, to put a stop to the plundering that is daily practised by the Madras Boatmen and others whilst landing or shipping Goods.

2 The Chamber are unwilling to believe that the Government of India have determined to allow this evil to continue, rather than incur the risk of a comparatively trifling outlay for its prevention, although the absence of all allusion to the subject in the debates of the Legislative Council, causes them to fear that the measure, if not abandoned, is still undecided, and that the trade of the Port will consequently be subjected to a continuance of these depredations for a still

further and indefinite period; I am desired therefore to solicit, should such be the case, the Right Honorable the Governor in Council to bring the matter again to the notice of the Government of India, and to support the request of the Mercantile community with His Lordship's testimony as to its reasonableness and urgency.

I have the honor to be
Sir
Your most obedient Servant
Wm Hamilton Crake
Chairman

Marine Lr to Engd 4th Augt
No 14 of 1857 Para 28

95/B-159

Marine 1857 Deptt

Rd No 12 From the Chairman of the
Chamber of Commerce

D/14
R/25 March 1857

No 110

Requests information as to what steps have been taken for the establishment of a Marine Police at this Port, and under circumstances stated solicits the matter being again brought to the notice of the Govt of India. with the testimony of Govt as to its reasonableness and urgency-

23
23

---

9 1

Madras Novr 3rd 1856

To

Captain C. Biden

Master Attendant

dated ~~Madras~~ 3rd November 1856.

Sir

In reply to your letter under date october 29th 1856. We beg to inform you that with regard to the Efficiency of the Masulah boats we Cannot at present suggest any improvement in their Construction. as from our own and from past experience. it has been proved that boats built on other principles. have not been able to Contend. with the surf on the Madras beach so well as those now in use.

2ndly The method adopted of repairing boats is we believe in all Cases the same viz. the whole of the sewing is cut adrift once a year. and resewed new Planks being substituted when required. the sewing is also repaired regularly once a week (on Sundays) and should a boat prove leaky from accident or other Cause during the interval she is ingeneral immediately repaired as it is always to the interest of the boat owner to keep the sewing. Constantly in good order otherwise the boat is more liable to go to pieces. and incur much heavier expense. We would also remind you that there is a monthly survey held on the boats, by the assistant Master Attendant and those that are not in an efficient state, are prohibited from plying until such repairs he may order are effected.

3rdly. With reference to the letter from the Deputy Superintendent of Police, appended to yours under reply, we do not consider the number of boats broken or swamped between the months of August and October as stated in that Memorandum, to be beyond the usual accidents in this season. at the same time we beg to state that there has been a greater number of accidents within the last three years, occasioned by the Groins having formed a bank nearly parallel to the beach about where the 2nd surf breaks on which a loaded boat grounds at ebb tide and is frequently brought broadside on to the sea when she fills and becomes water logged and invariably opens out somewhere even if she has been newly built up. Again when a boat is launched either empty or loaded near the weather side of one of the groin when there is a strong current coming she is frequently drifted down upon them and we believe it to be a well known fact- that as soon as the crew finds

they

they cannot clear the groin they jump overboard to save themselves and the boat generally goes to pieces Again there is what is termed a shore surf which occurs at half flood and ebb tides during which time if a loaded boat comes on shore she bumps violently on the beach and the sewing not unfrequently gives way these we conceive to be accidents against which no provision can be made-

4thly. With reference to any suggestions we could offer for the improvement of the boat system we would beg to recommend-

1st. that a respectable person who perfectly understands the beach work and the boatmen be appointed as Supervisor or Superintendent of boats whose duties should be to attend to the registering of the crew to enquire into all cases of neglect and non-attendance, also the reason for boats being laid up when required for service, he should report the cases to his immediate Superior who should be empowered to inflict small fines or other punishments summarily, or if he considers necessary should send the case to the Police the supervisor being the prosecutor, We suggest this method of proceeding as we are now generally obliged on taking a Case to the Police to take our whole establishment off the beach and then have the Case dismissed for want of evidence thereby neglecting all our business for the greater part of the day and making the men worse than before) he should also endeavour with the assistance of the Boat owner to keep the crew as much as possible in their respective boats, in fact to render all possible assistance to keep the boats effectively manned and ready for service also to prevent thefts and see that strangers are not imposed upon by the Boatmen_

2ndly That the Tindals and Coxwains be separately licensed and held responsible for the regular attendance of their respective Crew that one of them should constantly be afloat with the boat that they should report immediately the death or absconding of their Crews to the owner and supervisor_ that they should not be allowed to keep the boat up on the north side of the groin north of the Railway except when used for express purposes such as landing timber stress of weather &c. and then only on immediate report being made to the owner and supervisor

3rd That the maximum rate of a boat

load.

load be altered to 3 Tons the Computation of tonnage to be the same as the present schedule as from past experience it has been proved boats are capable of conveying that quantity at nearly all seasons of the year excepting during a high surf or strong current and from the great increase in trade of the Port it has been lately almost impossible to get through shipments with the expedition required the scale of charges being altered as per margin.

× 1 Ton and under " 1/8
exceeding 1 and under " 2-2/"
Do. 2 Do. 3-3/"
during high surf &c. Double fare.

4th That the boatmen be located in one place houses being built for them and placed under the supervision of the Police this we would beg to urge strongly as the best prevention of theft or desertion as their present huts in Roya-pooram and Cassimode extend a distance of about 2 miles and are almost if not altogether inaccessible to the police and we are of opinion the boatmen are quite able to earn sufficient to pay a small rent.

5th In conclusion we would beg to draw your attention to the present boat act as we consider there is ample room for revision and some of the clauses bear unjustly on the boat owner heavy fines being levied on them for acts which they have no power to prevent and would suggest.

1st That in Clause No. 2 a specified time be made as to the length of time a license stands good and that a separate paper be kept for registering the crews headed with an agreement stating the time they are to serve and that no man be allowed to enter on another register until his former agreement has expired.

Clause No 7. That the fine on the owner be not inflicted unless it is proved he is a party to the overloading Clause No 10 be extended to the Bank.

13 " Schedule B. be altered.

16 The fine not inflicted on the owner unless he is proved to be in fault

17 – be modified.

We believe the alterations herein mentioned together with what your own long experience may suggest will have the desired effect and much improve the present boat System.

And have the honor to be &c

(Signed) H. Burton.
(") Chas Ferreira
(") Cyrus Grant
(") P. Ramanjooloo
(") W. Boyton
(") V. Rungasawmy Moody.
(") [illegible]
(") [illegible]
(") [illegible]
(") [illegible]

(True Copy)

A Thomson
Acting Secretary Marine Board.

Copd by N Soobaroy
Exd

95/B-159

Marine Lr. to Engd. 4th Augt.
No. 14 of 1857 Para 28

20

3

From
H. Buxton and other
Boatowners
Madras
To
The Master Attendant

Respecting construction
of Boats.

M 1856 d
In W 361

Master Attendant's Office
Madras 31st October 1856.

13

From
Captain C. Biden
Master Attendant

To
H. Thomson Esqre
Acting Secretary to the Marine Board.

From
The Deputy Superintendent
of Police
To
The Superintendent
of Police
dated 13th October 1856.

Sir,

With reference to the Minutes of Consultation dated the 23d instant, its accompanying correspondence as per margin, and your letter of the 24th instant desiring me to state for the information of Government, what means are employed to ensure the Masulah boats being in an effective condition.

2. I have the honor to acquaint you that it is, and has been the invariable practice to summon, by a given signal from my flag staff (with which Boat Owners and all Boatmen are well acquainted) all the Owners of boats with their respective Crews to a General inspection within the first week of every month before 8 A.M.; on which occasion each Boat is hauled up and heeled over on the Beach first on one side, and then on the other and thoroughly examined. Each Boat is attended by its registered Crew, who are, with oars in hand, mustered and the boats are minutely inspected

by the Assistant Master Attendant, the Boat Overseer, the Catamaran Maistry, the Carpenter, and the most experienced persons belonging to the boat and my department.

3. It is then ascertained whether the Crews are all present, the boat is staunch as regards the soundness of her planking, the sewing, the dunnage, and total equipment is correct. At this monthly inspection all such Boats as are not thoroughly effective are Officially recorded as unseaworthy, and are suspended from employment until they are completely repaired and are perfectly seaworthy and the report is forwarded to me. The respective number of Boats so defective are notified to the Jemadar and Watching Peons on the Beach for the purpose of preventing them plying

4. And during this remarkable fine weather, I have especially directed that all Boats, now under repair, shall be frequently looked after and care taken that they are undergoing repair in an effective manner.

5. Adverting to the statement forwarded to the Superintendent of Police by his Deputy I much regret to say that it is mainly correct as according to the record in my Office there were 16 Boats more or less disabled within the period therein specified - In accordance with long established rules embracing every

subject

subject connected with all the duties of my Office the most prompt assistance was rendered; and I am happy to say no other serious accident occurred; two of these rules are as follows.

"When the surf is high every care must "be taken to guard against Accident, and assistance must be promptly afforded to Boats "which may be upset in the surf."

"Beyond the care which is taken at the "monthly inspection of Boats the Overseer is to "keep a watchful eye over them and report if "they are not properly manned and sufficiently "dunnaged, and he is also to guard against leaky "or unseaworthy Boats being taken on hire "either for passengers or Cargo."

6. There was no want of Care in the seaworthiness of the Boats during the period referred to, as it is a fact that Boat No 30 was, just before that time, completely rebuilt and as staunch as a Masulah Boat can be constructed and yet on the 18th of August when laden she encountered a heavy surf was swamped filled and disabled; and again on the 30th September that very same Boat after a thorough repair met with a similar accident and was again disabled, nearly all the accidents happened to Boats laden either with Iron, Sugar, or Salt which is a great hindrance to their buoyancy.

7. And here I would call attention to

the causes which have a tendency to an increase of accidents in the surf; The Board are well aware that the Trade at the Presidency is vastly increased, and that at all times there is an unusual number of Shipping in the Roadstead, whilst the number of Boats is almost stationary and this deficiency is owing to a want of Boatmen, consequently the Boats that are available are so incessantly employed, in landing dead weight, and heavy machinery together with the Shipment of Sugar, Salt, Coal, and Water with other Cargo, that their wear and tear is more than two-fold to what it used to be; Much of this wear and tear has arisen since the Commencement of the Railway, but the main cause of the disasters referred to is owing to a long continuance of ground swell and a high and irregular surf during the period those accidents occurred, some of which I myself witnessed, and at the time of their most frequent occurrence I published a report as a warning to Merchants and other people to be upon their guard whenever the surf flag was hoisted. Fortunately no more serious accident occurred, as a vigilant watch was always kept along the Beach. The incessant wear and tear of Boats necessarily adds to their being so frequently under repair, and is a great cause of that deficiency of Boats so much complained of; but the unruly conduct of Boatmen and the frequency of their desertion in time of need is an aggravating cause.

8

8 The maintenance of an efficient system in the Boat department is of such vital importance to the welfare of the Public and private interests of this Presidency, that it has upon all occasions occupied my most anxious consideration; but it is not without great difficulty and much attention that all I have to contend with can be overcome, and I consider it my duty to call the attention of the Board to the following very material points.

9 There is an impediment to the safety of Boat operations, which is to me a source of much anxiety, it arises from a ridge of sand having recently formed in a line with the outer surf just beyond the terminus of the two longest groynes, and parallel with the beach. This ridge, having over it only 4 feet at times, is not however a permanent impediment, but from the shifting of sands it is at times washed away, it has been fatally experienced by several boats when suddenly checked and filled by the surf. Mr James Hall Surveyor of Shipping has also brought this Bank or ridge to my notice, and he is of opinion that it is caused by Groynes being extended too far.

10 And I venture to say that in other respects the two Groynes, one abreast the Custom House and the other below a temporary jetty abreast the Marine Godown are in my opinion carried out too far, as

I

I have myself witnessed a well manned Boat shove off close under the lee of the Northernmost Groyne, and when contending against a strong Current she could not weather the Southern Groyne, and to escape being driven upon it her Crew leaped overboard. The wind was fresh from the Northward at the time and a strong Current was setting to the Southward; Much of the beach had then been washed away, and the space a boat had to pull between the Groynes had considerably increased.

11. I have delayed this reply to the Board's letter and the Minutes of Consultation referred to, until I could by a personal inspection report on the present state of the Masulah Boats at this Critical season, and make further enquiries into the whole of the Boat system, and accordingly early on the Morning of the 29th I myself Superintended a monthly inspection of the Boats available for Actual service; But consequent on many Boats undergoing the Annual course of repair, as is customary at this Season, the number of Boats and their respective Crews were comparatively very small, I then saw the method of repairing Boats as they were heeled over from one side to the other and turned keel up, and found the quality of the plank, the twine used for sewing, and the whole operation good; and I am perfectly satisfied that

the

the process was well and substantially performed. Each Boats' Crew were present in their Boat, and with Oars in hand, all including dunnage, displayed a thorough state of efficiency.

12. It should be remarked that the inspection of Boats is a temporary inconvenience to the Mercantile Community, as during the time it is held which is the most active part of the day for Boat operations, and when much work is done all Boats are unemployed; but at all times when there is any reason to suspect any Boat or Boats require repair an enquiry is immediately made, and such Boat or Boats are suspended from Service until inspected and made effective.

13. In the course of the day and in the presence of Col: Balfour, as a Member of the Board, I sent for a number of the Boat Owners and requested they would state their candid opinion on all points connected with the management of Boats, the Control of Boatmen and the impediments which may, according to their experience, exist to the well working of their boats, together with the cause of those accidents which have lately occurred, they unanimously gave as their opinion that notwithstanding the great increase of trade and the Continual demand for Boats that there is

a

a great deficiency in the number of boatmen required, and that a number of Boats are laid up because Crews cannot be obtained; that they have engaged Boatmen from Coromandel and Pulicat to the Northward, and from Sadras and Cuddalore to the Southward, and have paid them in advance, yet when the weather became rough, the Current strong, and Surf high, those men absconded and have never been recoverable, and that there is certainly a want of men, they complained of a sad fraudulent habit amongst Boatmen, who obtain money under false pretences from a Boat Owner, and when called upon to have their names registered in his Service it is ascertained that they have pledged their Services to another from whom they have, in like manner, obtained money in advance, and this I know to be a practice; they attribute the disasters which have occurred to a high prevalent Surf at the time, to the formation of a new bank or ridge, to an abrupt Beach - and in a few Cases which they have witnessed, to the Groynes, but they all declare that the Boats which were disabled were, when laden, in a sound state.

14. The Boat-Owners gave so much useful information that we requested they would hold a Meeting and report to

the

the Master Attendant all that they considered defective in the Boat system, and every point requiring reform and amendment that they could suggest. In accordance with this request, to which they cheerfully assented, I forthwith forwarded them a written address and will hereafter send their reply to the Board.

15. I may here observe, that many doubts seem to prevail about the sufficiency of suitable plank for the repair of Masulah Boats, and the use of strong twine, but I have ascertained that there is quite enough plank of a good quality in the Market, and that a strong description of good twine can be had, and I will do all in my power to make sure that such shall be used on all occasions when required.

16. Enclosed is a correct Statement of the disasters which did occur, and each case, as it happened, was promptly enquired into by the Boat Overseer and reported to me, and I am bound to say that he is, as I always found him, ever on the alert.

17. In conclusion I must say that after a servitude of nearly fifty four Years I sensibly feel the infirmities of old age, and am not so active as I used to be, but so long as I enjoy the blessings of

health I hope any physical disability will be overcome by an anxious, and arduous supervision of all the details of duty belonging to my department.

I have the honor to be
Sir,
Your most Obedient Servant.

Master Attendants' Office
Madras 31st October 1856

Chris Biden
Master Attendant.

Memorandum of Boats damaged with their respective dates.

No.	Boat No.	Date.	Remarks.
1.	30.	18th Augt. 1856.	On returning with 2 Butts of Arrack, the Boat filled with Water: before the Butts were rolled out, Another Surf came on and the Boat filled with Water, and the Butts stove the sides of the Boat & damaged it. It was repaired and launched & ready for service on the 4th " of September.
2.	58.	4th Septr. " – "	When going off with Sugar met with a high Surf, filled the Boat with water and swamped.
3.	163.	" — " — "	When shoving off with a Cargo of Empty Casks, a Surf broke over and filled the Boat with Water; the Casks rolled from Side to Side & damaged the 3rd plank. –
4.	166.	" — " — "	When going off with a Cargo of Sugar, met with a high Surf at the Sand Bank filled the Boat with Water and broke her to pieces.
5.	149.	12th " — " –	When going off with a Cargo of Sugar, met with a heavy Surf at the Sand Bank filled the Boat with Water & damaged it.
6.	71.	13th " — " –	When loaded with Arrack and shoving off, the Boat filled with Water and damaged.
7.	28.	15th " — " –	Empty Boat was returning from the Ship "Blue Jacket" met with Surf, filled it with Water and the Sewing of the Stem gave way.
8.	31.	20th " — "	When coming ashore with a cargo of Iron, touched the Ground and all the Iron fetched way on the fore part of the Boat and damaged the Sewing:

Marine [illegible] Progs. 14th Augt.
No. 14 of 1858 / [illegible] 28

No. 2745 F 1858

To

The [illegible]

dated 31 October 1858

[illegible]

No. 799. 30th August 1856.

From, The Magistrate of the 24 Pergunnahs,

To, The Secretary to the Govt. of Bengal,

Judicial Department,

Fort William,

dated 30 Augt 1856 No. 799

Sir,

I have the honor to acknowledge the receipt of your letter No. 2636 dated 14th Instant with enclosure, directing me to furnish the information required by the Govt. of Fort St. George, so far as relates to the River Police from Calcutta to the Saugor Roads.

2. The said Police is formed into two Divisions; the Northern & Southern.

The Northern Division includes the Police employed between Tolly Nullah and Hoogly Point, a distance of about 36 miles. The strength and monthly cost of the Police of this Division is noted on the margin.

A European Inspector	150 " "	
3 Native Burkzes at 6/ each	18 " "	
1 Manjee	8 " "	
10 Boatmen @ 6/ " each	60 " "	236 " "
The European Inspector of this Divn has under him four boats carrying each a Native Jemadar or Inspector and all manned & paid alike, as follows.		
1 Native Inspector	15 " "	
2 Burkzes at 6/ each	12 " "	
1 Manjee	8 " "	
8 Boatmen at 6/ " each	48 " "	83 " "
Add for three similar boats		249 " "
Total cost of Northern Division		568 " "

12 + 3 + 12 = 48
15
62

3

Marine Dept to Engd 4th Augt
No 14 of 1857 / Para 28

No 2745 of 1856
Fm
The Master Attendant
Dated 31 October 1856
Recd " "

To

[illegible]

Explaining the cause of the number of Mussula Boats having been broken up while plying to & from the Ships in the Roads there & the means employed to continue the Boats being in an Effective Condition

M 1856
Jn No 361

20

No 799. 30th August 1856.

From, The Magistrate of the 24 Pergunnahs,
To, The Secretary to the Govt of Bengal,
Judicial Department,
Fort William.

dated 30 Augt 1856 No 799

Sir,

I have the honor to acknowledge the receipt of your letter No 2636 dated 14th Instant with enclosure, directing me to furnish the information required by the Govt of Fort St George, so far as relates to the River Police from Calcutta to the Saugor Roads.

2. The said Police is formed into two Divisions; the Northern & Southern. The Northern Division includes the Police employed between Tolly Nullah and Hooghly Point, a distance of about 36 miles. The strength and monthly cost of the Police of this Division is noted on the ×margin.

×A European Inspector	150. " "	
3 Native Burkzes at 6/ each	18. " "	
1 Manjee	8. " "	
10 Boatmen @ 6/ " each	60. " "	236 " "

The European Inspector of this Divn has under him four boats carrying each a Native Jemadar or Inspector and all manned & paid alike, as follows.

1 Native Inspector	15. " "	
2 Burkzes at 6/ each	12. " "	
1 Manjee	8. " "	
8 Boatmen at 6/ " each	48. " "	83 " "
Add for three similar boats		249 " "
Total cost of Northern Division		568 " "

12 × 3 + 12 = 48
15
12

3

3. The Southern Division extends from Hooghly Point to Saugor Roads a distance of about 52 miles - The men of this Division are better paid than those of the other; the work being more severe, and the exposure and risk greater - The strength and monthly cost of the Police of the Southern Division is noted in the margin.*

*A European Inspector		200-"-"
1 Tindal		10-"-"
13 Lascars at 7 each		91-"-"
		301-"-"
The European Inspector of this Division has under him four boats carrying each a Native Jemadar or Inspector & all manned & paid alike, as follows.		
1 Native Inspector	20-"-"	
1 Tindal at 10 p.	10-"-"	
10 Lascars at 7 p. each	70-"-"	100-"-"
Add for three similar boats		300-"-"
Total Cost of Southern Divn.		701-"-"

4. All the boats for this Police were made in the Government Dock Yard. I am unable to state what they cost. When repairs are required, they are again sent to the Dock Yard at Kidderpore.

5. The constitution and duties performed by this Police will appear from the rules for its guidance, copy of which I have the honor to enclose.

6. The expense is defrayed entirely by Govt., no charge being made in consequence on the mercantile community.

7. It was considered unadvisable to

to

to provide accommodation on shore for the men of the River Police, who are expected to make their boats their home.

I have &c.

Sd/ W. Fergusson

Magistrate

Rules for the guidance of the River Police

1. A Police Force of the strength noted in the margin shall be organised for the protection of trade, and the security of life and property on that portion of the River Hooghly which lies below Calcutta.

Vide Letter of the 8th February 1854.

2. This force shall be borne on the pay Abstract of the 24 Pergunnahs, and shall be subject to the control and orders of the Magistrate of that District.

3. The jurisdiction of the Police employed in this force shall extend over the whole of the River Hooghly, from the mouth of Tolly's Nullah to Saugor Roads, and all offences committed on the river within these limits shall be cognizable by the Magistrate of the 24 Pergunnah with the exception of offences com-

-mitted

committed on board of Sea-going vessels, which, by Act XIII of 1852, are cognizable by the Chief Magistrate of Calcutta.

4th The River Police thus constituted shall also have a concurrent jurisdiction in the Thannahs on either bank of the River, and may enquire into offences committed on either shore with their view or brought to their notice under circumstances which render it inexpedient to await the arrival of the Thannah Police.

5th In such cases the River Police shall forward the parties whom they find it necessary to arrest together with a report of the case, to the Magistrate of the district in which the offence occurred.

6th The River Police shall be formed into two divisions to be termed respectively the Southern and Northern divisions. The first division shall include the Police employed between Tolly's Nullah and Hooghly Point, the second that stationed between Hooghly Point and Sagor Roads.

7th The Inspectors shall be termed res-

spectively

respectively Inspectors of the Northern and Southern division of River Police, in the 24 Pergunnahs:- They shall be sworn in as Constables and shall be vested with the powers of Police Darogahs throughout the whole length of the River included within the two divisions.

8th In dealing with the Natives of the country they shall be guided by Regn. XX of 1817 and the other Regulations contained in the Darogah's Manual with a copy of which work they shall be furnished.

9th For their guidance as Constables in cases in which the accused are European British subjects, they shall be provided by the Magistrate with a Manual of their powers and duties, similar to that issued to the other Constables of the 24 Pergunnahs.

10th The Jemadars in Command of the different boats shall also be sworn in as Constables & shall have the powers of Jemadars of outposts, as defined in Clauses 2 and 3 Section 6, Regulation XX of 1817. They shall act under the Control of the Inspectors and shall afford them aid in the apprehension of criminals, the prevention of crime and the preservation of the peace not only on the river but in its vicinity.

11th The duties of the Burkundazes and Khulasies shall be the same as those of the ordinary Thannah Burkundazes.

12th The Officers and men of the River Police, including the boats crews, shall wear such uniform as the Magistrate, with the concurrence of the Commissioner may direct.

13th Each boat shall carry a Company's flag, and its number shall be conspicuously painted on both bows.

14th The boats of the River Police shall traverse the entire length of their beats once in the 24 hours if not detained by any special duty and such arrangements shall be made as to time and place as shall enable the two boats of each beat to meet the boats of the corresponding bank in the next upper beat at least once every 36 hours, with the view to the transmission of Reports and the Patrol Certificate alluded to in the next Rule.

15th

15th Each Jemadar of the lowest or Southernmost beat will, within every 36 hours, make over to the Jemadar of the corresponding bank in the next beat a printed form certifying the date and hour at which it was made over, and these Certificates shall be passed on thus from beat to beat, each Jemadar successively certifying the hour at which he received and transferred it until it reaches the Matyunge Police Station when it will be sent on with whatever Reports may also have been transmitted to the Magistrate.

16th The Inspectors and Jemadars shall make it their business to ascertain as far as possible the character of the boatmen who ordinarily ply within their beat, and of the villagers on the banks of the River, noting particularly what boats and what people are in the habit of moving on the river at night and stopping any boats they may find plying after midnight, overhauling the same, if there be room for suspicion.

17th They may also stop and examine any boats in which they observe persons of known bad character congregated, or the proceedings of which are such as to excite suspicion. They shall keep a close watch on the shore at night as they pass along to observe if dacoits or thieves are on the move, and shall use their best exertions to capture them.

18th. They shall keep an eye upon the proceedings of the Salt Ships and boats when passing up the River and do their best to prevent smuggling or embezzlement.

19th. When called upon to do so by officers in Command of vessels they shall afford their aid in the preservation of the peace on board of such vessels, and shall arrest and make over to the Calcutta Police any person against whom a written charge of felony may be preferred.

20th. They shall look sharply after the Dinghee-wallahs in attendance on the ships, and exert themselves to prevent & detect any pilfering on their part.

21st. In the event of a ship taking the ground or being wrecked they shall afford her every assistance in their power and shall immediately despatch information to the Police Stations in the vicinity and to the nearest Telegraph Station.

22nd. In cases of wreck they shall take every precaution to prevent plunder of the property which may float or be cast ashore. They shall select a convenient spot on the bank whereon to store such property, shall exert themselves in securing it and shall call upon the Gomastahs, Mundals and Chowkeedars of the villages along the bank to do the same.

23rd. With regard to the removal of unclaimed property recovered from wrecks or found on the river or its banks, they shall obey such orders as they may receive from the Magistrate of the 24 Pergunnahs who shall have the same sold by Public Auction either at Watgunge or the Bankshall as may be found convenient. Due notice, however, of all such property shall be given to the Authorities at the Bankshall, and all claimed property shall be made over to those authorities with a view to its disposal under the Rules of the "Wreck and Anchor Concern"

24th. The Inspectors shall be constantly on the move in their respective divisions, and shall keep a strict eye on the proceedings of their subordinates, taking particular care that no oppression or extortion is practised, and that the duty of the Police is performed with temper and forbearance.

25th. The Inspectors and Jemadars shall keep a diary of their proceedings in which they shall enter their daily movements (specifying hours at which they arrived at & departed from any village or post where they have stopped) and all occurrences of the slightest importance. The Jemadar shall forward their diaries to the Inspector who will submit them weekly along with his own for the Magistrate's inspection and for record in his office.

26th. Reports and prisoners may either be forwarded through the village and Thannah Police or passed up the river from boat to boat as may in each case be most convenient.

27th. Contingent bills may be submitted monthly by the Inspectors for oil & Stationery and any articles which may be emergently required for the use of the boats.

8th. Promotion to all vacancies in either division shall be given as much as possible

in the force.

(Copy)
Sd/ R. Fergusson
Magistrate

(True Copies)

Secretary to the Govt. of Bengal

Compd. M.

No. 2768.

26

From,

The Secretary to the
Government of Bengal

To,

The Chief Secretary to the
Government of Fort St. George
Dated Fort William, the 5th Septr 1856,
No. 2768.

Judicial

Sir,

No. 799.

In continuation of my letter No. 2732 of the 1st Instant, I am directed to forward a copy of a report from the Magistrate of the 24 Pergunnahs dated the 30th Ultimo relating to the River Police entertained between Calcutta and the Saugor Roads, which is under the control and orders of that Officer.

I have the honor to be,
Sir,
Your Most Obedt Servant,

W Grey

Secretary to the Govt of Bengal

Exd. M.G.

[illegible] the Judl Dept
No. 11 Procgs Dated 29

25 - 9 - 61

Mar: 2356

M.C. 29 July/56 No 6 @ 10

Marine Letter to Eng. 4th Aug. No. 14 of 1857 Para 28

Marine 1856 Dep.

From

The Secy to the Govt of Bengal

2768

S.E. No 129

Dated 5 }
Recd 29 } Sept 1856

No. 285

Enclo: 1

Forwards in reference to his letter of the 1st Inst. certain information relating to the River Police maintained between Calcutta and the Saugor Roads.

C 23 Lay
R 27 "
C 25 Inward
R 27 "

(No. 850)

26th August 1856.

From

The Offg. Chief Magistrate
of Calcutta

To

The Secretary to the
Government of Bengal
Judicial Department
Fort William

Sir,

I have the honor to acknowledge the receipt of your letter No. of the 14th instant, with its enclosure from the Government of Fort St. George requesting information regarding the Calcutta River Police and in reply to annex a Memorandum which I think contains all that is required by the Madras Government.

I have &c.
Sd. S. Wauchope
Offg. Chief Magistrate

Memo: The River Police of Calcutta and the Establishment attached thereto is as follows.–

1 Inspector	150	
Personal Allowance	50	200
1 – Do.		125
1 – Do.		100
1 Native Serjeant		25
1 – Do.		16
1 – Do.		12
10 Chupprassees	@ 6/	60
8 Maunjees	" 6/	48
4 – Do.	" 5/8	22
56 Dandees	" 4/8	252
36 – Do.	" 4/	144
Oil for Boats	" /8	6
3 Bholeahs		
1 Sea going Bholeah		
9 Pansways		

River Conservancy.

6 Boats		
6 Moorda Ferashes	@ 5/	30
6 Maunjees	" 5/	30
12 Dandees	" 3/8	42
Total Co.'s Rupees		1112

This

This latter establishment is employed to sink carcases as they float past the Town.

The River Police is locally and as a Force divided into three Stations or Divisions, in every Division a Hulk is moored on board of which an Inspector resides as also a Native Officer.

Every Inspector has a Bholeah manned by 1 Maunjee 1 Chupprassee and 8 Boatmen in which he proceeds on rounds traversing the River among the shipping and other craft for two hours during the day and four hours by night the hour of going and returning being appointed by the Superior officer in charge of the River Police.

There is a Sea going Bholeah attached to the Department into which a crew from the above Boats can be drafted when the presence of the Police is required towards the estuary of the Hooghly for the purpose of taking into custody a mutinous crew from on board ship, or for other Police duty beyond the Port on board of Sea going Vessels on board of which the authority of the Police of Calcutta extends as far as the mouth of the River.

Under the command of every River Inspector are three Panceways manned by 1 Chuprassee 1 Manjee and 8 Boatmen in one or other of these boats as daily directed by the Officer in charge and at fixed hours the Native Officer of the Division goes rounds of four hours by day and four hours by night.

The Inspector receives all criminal charges on board the Hulk, and enquiries into them as in ordinary Police cases ashore referring however to a Magistrate all parties complaining of breaches of discipline committed by seamen in contravention of the Mercantile Marine Act.

The River Police under orders of the Chief Magistrate keeps clear from unauthorized obstruction the Ghats set

apart

apart for special purposes Vizt. Bathing, Ferry Ghats &c.

It is also responsible for the proper working of the River Conservancy to keep the surface of the River clear of carcases.

With the shipping as shipping only the Police have no concern, each Vessel to it, representing a dwelling as on shore and the Police extends its protection to life and property in the same way on the River as on shore.

The community, Mercantile or otherwise, do not contribute directly towards the support of the River Police of Calcutta.

Calcutta
Police Office
26th August 1856

Sd/ S. Wauchope
Offg. Chief Magistrate.

(True Copies)

Secy. to the Govt. of Bengal.

Exd W. Daniels

No. 2732.

From

The Secretary to the
Government of Bengal.

To

The Chief Secretary to the
Government of Fort St. George.

Dated Fort William, 1st Sept. 1866.

Judicial.

Sir,

I am directed by the Lieutt. Governor to acknowledge the receipt of your letter No. 213 of the 24th July last and in reply to forward herewith, a copy of a communication No. 850 of the 26th Instant, from the Officiating Chief Magistrate of Calcutta and of its enclosure, containing information regarding the River Police of this Town.—

I have the honor to be,
Sir,
Your most obedt. Servant

Secy. to the Govt. of Bengal

E. W. Dawes

Resume Ch. Sec. Dept. No. 4th Aug.
No. 11th Sept/ 57 / Pro: 28

Pro: 28/66

Go 129 Mar 8 31.3.1857

Mar. 1856 Dep.

From
The Secy to Govt
Bengal - 2782

S.E. No. 129

Dated 1st 9 56
Recd 15 9

No. 281
Encl. 1

Furnish the information called for regarding the Calcutta River Police.

C. 29 July 156. 60
Marine Lr to Engd 4th Aug
No. 14 of 1857 Paras 28

18

18

C 23 Aug
R 27 "
C 23 March
R 27 "

No. 3037

Madras Marine Board Office
4th December 1856

~~From~~

H. Thomson Esqre
Acting Secretary Marine Board

To

T. Pycroft Esqre
Chief Secretary to Government
Fort Saint George

Sir

In reference to Minutes of Consultation No. 325, dated 23rd October 1856, the Marine Board desire me to lay before Government the enclosed Report from the Master Attendant affording explanation on the subject of the Musoolah Boats broken up, and on the system of inspection for seeing to the Boats being maintained in due order.

2 The Board recommend that the state of the ridge of sand alluded to in the 9th and 10th paras of Captain Biden's Report be referred for the consideration of the Chief Engineer. The Board admit that there is a ridge of Sand existing in certain states of the weather, and it would be well to notice the direction of the wind and surf at the time

the ridge appears. The Board also recommend that before adopting the opinion of the Master Attendant, that the length of the two groynes occasions the ridge; it would be well to see whether rather the insufficiency in the length of the two groynes may not be the cause. The Board feel that with great good from the erection of these groynes there must be some disadvantages, and it is the business of the Engineer Department to rectify the defects. The Board also recommend that Col: A. Cotton who first moved in these important works be allowed an opportunity of judging of the good results during his absence.

3 The Board fully admit the correctness of Captain Biden's explanation[x] as to the unusual and prolonged ground swell which during the year has prevailed, and the Government are aware that tho' Madras has escaped heavy Gales, yet the Bay of Bengal has not been exempted from bad weather; The great cause however to which accidents to Boats may be attributed is as stated by Captain Biden, the greatly increasing trade of the port, with but little increase in Boats, and this important fact is as shewn in the following Table, premising that in 1849 there were 149 Boats fully manned with Crews, and at this date only 172 Boats.—

[x] vide para 7 of Captain Biden's letter

Since

Since 1849 the foreign trade of the Port has increased as follows

		1848/49	1849/50	1850/51	1851/52	1852/53	1853/54	1854/55	1855/56
Number of Vessels including Dhonies	Inwards	463	402	511	408	375	499	558	539
	Outwards	344	347	425	362	394	483	479	641
	Total	807	749	936	770	769	982	1037	1180
Tonnage of Vessels including Dhonies	Inwards	150,441	140,530	179,463	157,161	178,490	234,501	218,241	239,094
	Outwards	127,945	125,559	169,325	145,228	181,926	225,496	190,200	253,054
	Total	278,386	266,089.	348,788.	302,389	360,416	459,997	408,441	492,148
Value of Imports	Including Treasure Rs	84,76,558	84,83,332.	102,22,945	103,26,625	121,96,753	155,15,361	161,64,640	241,49,293
" Exports	Rs	118,97,006	94,92,070	105,04,055	127,46,249	126,37,612	193,48,364	144,62,938	127,60,080
	Total Rs	203,73,564	179,75,402	207,27,000	230,58,874	248,34,365	348,64,225	306,27,578	369,09,373
Customs dues Imports		404,626	375,924	386,677	401,649	340,644	392,434	431,118.	509,862.
" Exports		89,178	104,842	122,031	120,672	195,543	178,956.	115,289	158,616.
	Total	493,804	480,766	508,708.	522,321.	536,187.	571,390.	546,407.	668,478
Port dues Collected	Rs	36,268	32,628	41,114	32,859	27,546	32,279.	30,758.	35,915.
		1849	1850	1851	1852	1853	1854	1855	1856
Number of Boats fully manned		149.	142.	152.	145.	142.	151.	163	172.

4 The above Table shows so conclusively the changes that the Board hardly need [illegible] any comments and it is a truism to state that the Boats are necessarily more frequently employed than formerly when 149 Boats existed for a tonnage of 278.000 than with 172 Boats and a tonnage of 492,000 Tons of arrivals and departures and the chances of accidents are multiplied by the number of Trips necessarily made. These chances are also further increased by reason of the scarcity of boats whereby Cargo is now landed and shipped at times when formerly a cessation of intercourse would have taken place. The Merchants being naturally anxious to avail themselves of every opening for discharging and sending off Cargo and thereby clearing Vessels often detained for want of Boats.—

5 The increase of very heavy kinds of goods exported and imported such as Salt Sugar: Iron Projectiles, Machinery must all have aided in weakening the Boats.

6 As respects the little increase of Boats the Board desire me to state that this has long attracted the attention of the Board and Members of the Mercantile Community and the absence of such Boats

is

is amongst these unaccountable facts which so frequently confound all preconceived ideas. The Boatmen appear to be regularly paid, they are stated to share in the earnings of the Boats which are known to have been profitable to the Owners and as they are too sturdy a race the Board think to allow of any portion of their earnings being withheld and altho' the Board do not think that any portion can be kept back yet inquiry thro' the Police may be instituted but in the face of the fact of each man earning from 10 to 15 Rupees per month which the Board understand to be the amount there are many Boats now useless for want of Boatmen.

7 The Master Attendant explains that every exertion has been used by the Boat Owners to draw supplies of Boatmen from Out Stations, and from the assurances of the Boat Owners, they appear in every way desirous of encouraging the Boatmen by Annual bonuses, presents at feasts, deaths &c and as there are different classes of Boat Owners, Natives, Indo-Britains and Europeans there can be no combination to keep down Boats

as any one may become a Boat Owner on agreeing to comply with the regulations.

8 There is however one conclusion which may fairly be deduced from the fact of a large trade with little increase in the Boats for landing and shipping the Goods, that the Boats must with such a large Trade have of late carried much more on each trip than the regulated load. Indeed the custom of a Boat Owner contracting to clear a vessel's Cargo must necessarily lead to this result.

9 The Board are of opinion that this practice (if existing, which may be assumed) is at variance with the Boat regulations and should either be legalized or checked. But as the Board believe that prohibitions of this nature so much opposed to great personal interest to be useless, they advise that the limit to a Boat's load be modified or abolished.

10. The safety of the Community and well being of the Trade depends in good Boats, good Crews, and some precautionary

precautionary Measure about hoisting the Surf flag so as to prevent intercourse when the state of the surf demands such interference but in the opinion of the Marine Board it should be left to the Boat Owners to make their own arrangements about Boats and loads and as this change might lead to improved Boats capable of carrying large Cargo it is advisable to consider the question of modifying the Rule about the load and instead of the present restricted rule allow of greater liberty at present all Boat Owners are tied down to one model of a Boat by reason of one fixed load of a limited extent being the regulation.

11 With this change in the mode of carrying freight the Board think that increased Supervision is indispensable, and here the Board solicit the notice of Government to the allusion which Captain Bedew makes to his increasing years; doubtless the Government must have seen that this inevitable fate of man has overtaken this valuable

Officer but with Captain Biden's vast elasticity of mind, his full and ripe experience, it will be long before Government can ever find any one even with half his years equal him in personal activity even at this date and rare to find any one Capable of bringing such vast knowledge and zeal to bear on the Public Affairs entrusted to him.

12 . These considerations must not however prevent the Marine Board from calling the attention of Government to the changes which the increasing trade of the Port require. The Master Attendant is now carrying on his duties with the same Establishment as when the Vessels and trade were far below the present extent and the Board are confident that Government will not allow a deserving Servant such as Captain Biden is universally allowed to be to fail in any part of his duties for want of means.

13 By the recent Acts of Parliament the Supervision now exercised over all Vessels and Crews have entailed vast additional duties on the Marine Department and without extra aid to any extent being granted

granted and yet Vessels have increased in number from 807 to 1180 or nearly 50 per cent. The tonnage from 278,386 to 492,148 the value of Imports and Exports have nearly doubled, the Duties collected have increased 20 per cent, bringing in an additional Revenue to Government of 169,000 Rupees per annum and the embarkations and disembarkations of Government Troops and Stores have very extensively augmented since 1849.

14 The Marine Board have strongly but unsuccessfully urged the necessity of a Marine Police and the provision of a special arrangement for looking into the Acts of the Boatmen. It is true that these men are flogged, and the Board fear very frequently, whenever crimes can be brought home to any of them, but as the punishment does not appear to have been effectual in checking depredations perhaps another system might be found more successful at all events it may be more suitable for the ideas of the times; But to work that system a separate and distinct Office must be organized and the Marine

Police System recommended by the Marine Board in their letter as per margin was intended to provide for this arrangement.

26th May 1855
No. 1190

15 Again the Boatmen may be punished but the Boat Owners are thereby left unprotected - the flogging of a Boatman results in a weeks cessation of labour. the Boat Owner is thereby mulcted in the non employment of his Boat and the Merchants cry out from the want of Boats - and a variety of instances wherein the Boat Owners sustained loss of money and time were explained by them and instances quoted where they were without remedy, against the Boatmen, simply because the evidence was not of that strict legal character deemed necessary by a Magistrate, and yet without these remedies the community are deprived of the Security which can only be ensured from the efficiency of Boats and Crews, and to maintain that efficiency a System of discipline must be established and its enforcement confided to one individual, who of course must though under the general control and Supervision of the Marine Department be responsible for his own acts.

16 These observations the Board submit for the consideration of Government in the hope that some suggestions for improvement may be drawn therefrom, and as a good System of discipline is enforced on Railways and Special provision made for these lines of Communication, there can be no objection to a system of discipline being established for the equally dangerous lines of communication on the Madras Coast.

17 Since the above was drafted the Board have received the enclosed copy of a report signed by the Boat Owners as per margin who are Owners of 77 Boats out of 172 Boats registered, and whose interests are so much affected by the efficiency or otherwise of the Boats and Crews that their suggestions deserve to be well considered by Government.

Mr. H. Barlow	8
" C. Fonceca	11
" C. Grant	4
" W. Bylon	16
P. Ramanjooloo	13
V. Rangasawmy	10
N. Manaree	4
Moredo & Moodelly	3
Anthony appoo	5
Patiathan	3

18 In the 3rd para of the report they refer to the ridge of sand to which the Board allude in the 2nd para of this report and to the breaking of Boats on the groynes, but the Board remark that as these last wrecks have been few in number, the Board do

not think them deserving of more particular notice the other accidents are such as are peculiar to the Madras Beach whether with or without groynes.—

19 The 4th para contains most valuable practical suggestions, and to which the Marine Board give their cordial support viz: the appointment of a Special Supervisor of Boats who shall control and direct under the Marine Department in all things appertaining to the efficiency of Boats and Crews; In this recommendation the Boat Owners deserve praise for recommending the stringency of inspection which may affect their own interests altho' supporting discipline of the Crews. The Board believe that in this system of supervision the Boat Owners are deeply interested first in keeping their Boats efficient and next they would be relieved from a great grievance in being required to give constant attendance at the Police Office, the consequence of having to prosecute in all cases of complaints against their Crews, and as some Boat owners have more than a 100 men the frequency of such calls may be supposed and in many cases where the due

protection

38 7

protection of property is deeply concerned, many cases are allowed to fall thro' for want of an efficient Prosecutor.—

20 The next proposal is the responsibility of the Tindals or Coxswains of Boats for their Crews, and Boats. The Board consider that the suggestions of the Boat Owners are proper but in addition thereto the Marine Board recommend that the Tindals or Coxswains be divided into classes, all duly registered and with recognized differences in the shares from the earnings of the Boats, that they be exempted from corporal punishment except in extreme cases, that they have power to compel (by complaint to the Supervisor) the Boatowners to repair Boats efficiently and to maintain an efficient crew.—

21 The 3rd suggestion is an increase of the load for the Boat, and to be extended to 3 Tons instead of as at present 2 Tons. The Board support this recommendation believing that practically this is the load at present carried but the proper course is to fix for each Boat when examined and registered the load that it can carry with reference to its size, and condition at different times

this will have the effect of allowing of improvements in the build of Boats - and will necessarily form a part of the inspection to which the Boats are periodically subjected - the rate of hire should be altered to meet this change in the load, the state of the weather, and surf may occasion some modification in the loads to be put on board but this can be specially provided for, on a tonnage rate of freight being fixed.

22 The 4th point is the location of the Boatmen in one convenient place, and this the Board support, advising that a piece of land as a site required for Public Purposes - the place to be properly laid out and building sites assigned in divisions and Streets with a fixed number of Huts in each division so as to enable the authorities to locate additional Boatmen seeking employment and prevent the present race of men excluding new Comers should such a practice exist.

23 The 5th proposal is a revision of the Boat Act and this the Board recommend, the various interests of Madras being called on to express their opinions on the new Rules and a general Committee formed

formed

formed to consider the suggestions of all, with an Officer appointed to draw up a revised Code of Rules.

24 In closing this Report the Marine Board desire me to add that the few accidents amongst the Boats reported to Government and the little loss of life amongst the Boatmen of this Surf beaten Coast, must be viewed as highly satisfactory, at the same time it is not well to relax in any way from improvements in the System of communicating between the Ships and the shore.

I have the honor to be
Sir,
Your most obedient Servant

Thomson
Acting Secretary

Madras
Marine Board Office
4th December, 1856

40

This Govt. can do no more than refer this matter again to the Govt. of India.

The expense of the marine police cannot be guaranteed – but it will probably be very nearly met by the 3 anna fee.

At the same time it may be pointed out – that this the establishment is partly to blame the state of the town – yet that it would surely

---

43

1857.

Recei

proposed

ency

Memo.

arded

Magis.

mark

Pursu

a labour

mence, the

efficiency

in repressing

ery prov.

es in the

cil was admit.

trate – who sub.

proposal, involving an ex-
penditure of Rs 1,153 per mensem, for the maintenance of a distinct & separate body of men, to be called the 'Marine Police', and to be distributed partly ashore and partly, from daylight to dusk, afloat.

3 – This proposition was forwarded by this Govt. on the 8th Febry following for the orders of the Govt. of India, wh

1127
@ 25 annual
1227

produce also such public benefit as comes more pertinently within the duty of Govt. to promote.

Moreover it may be strongly pressed that whereas at Calcutta & Bombay where the mercantile communities are much more numerous & more wealthy than at Madras — nothing is contributed by them towards the marine police — here — the merchants have voluntarily thro' the Chamber of Commerce declared their intention, to meet the expenses

41

to a large extent — by the payment of a fee —

It is clearly desirable that Act 4 of 1842 should be revised — & the suggestion of withdrawing the limit as to the amount of cargo to be carried by the Masulah boats is worthy of adoption.

My own impression is that the tariff for cargo boats is too low. That for passengers too high —

43

1857.

Precis

proposal

Agency

Memo.

&

warded to

Magist.

grant

Pensions

a letter

ence, &c

agency

respecting

&

y prov.

the

was admit.

who sub-
-mitted a proposal, involving an expenditure of Rs 1,153 per mensem, for the maintenance of a distinct & separate body of men, to be called the 'Marine Police', and to be distributed partly ashore and partly, from daylight to dusk, afloat.

3. This proposition was forwarded by his Govt. on the 8th Febr. following for the orders of the Govt. of India, wh

127
@ 28 annual
1227

Marine Police

Papers relative to the proposed Revision of the Boat Act - Act No IV/42.

From Chamber	9/11-55	355
Ex. M. Con	27/11-55	251
From Master attend.t	7/12/55	263
Ext. M. Cons (copy)	11/2/56	48
From Chamber	24/4/56	113 3 Encls
From Supt. Police	31/5/56	152
From Master Att.t	7/6-56	161
Ex. M. Con	24/7-56	242
From Master Att.t	8/9-56	274
From Supt Police	17/10/56	314
order thereon	23/10/56	3 Encls

T.O.

---

ine Dep^t

. 31st March 1857.

ig Letters.

ment giving Precis

egarding the proposed

at the Presidency

h 1857

n the foregoing Memo:

the Govt. forwarded

e late Chief Magist.

ench of the Grand

d them by the Puisne

urt, and a letter

er of Commerce, the complaining of the utter inefficiency of the existing Police Force in repressing the organized system of robbery prevalent among the Boatmen in the Madras Roads.

August

4th Octr./52. 2. The existence of the evil was admitted by the Chief Magistrate - who submitted a proposal, involving an expenditure of Rs. 4,153 per annum, for the maintenance of a distinct & separate body of men, to be called the 'Marine Police', and to be distributed partly ashore and partly, from daylight to dusk, afloat.

3. This proposition was forwarded by this Govt. on the 8th Febr.s following for the orders of the Govt. of India, wh

From Marine Bd. 4/12/56 – 24
2 Enclos.
(with enclosures from Captn. Biden & the Boat-owners)

D. F.
30/3/57.

Marine Dept.

No. 129

Ext. – M. – Cons.

Dated 31st March 1857.

Read the following letters.

From Secy. to Govt. of Bengal dated [illegible] No. 3739
Do. Do. Do. 5 Do. 2768
To Secy. Marine Board dated 13th Dec. No. 5037.
To Master Attendant 9 Oct /56
To Secy. to Govt. of Bombay 22 Sept /56
To Chairman of the Chamber of Commerce 14 Mar /57.

Read also Memorandum giving Precis of correspondence regarding the proposed Marine Police Force at the Presidency

1. It appears from the foregoing Memo. that in August /52 the Govt. forwarded for the report of the late Chief Magistrate a presentment of the Grand Jury submitted to them by the Puisne Judge of H.M. Court, and a letter from the Chamber of Commerce, both complaining of the utter inefficiency of the existing Police Force in repressing the organized system of robbery prevalent among the Boatmen in the Madras Roads.

13th August & 14th Octr. /52.

2. The existence of the evil was admitted by the Chief Magistrate – who submitted a proposal, involving an expenditure of Rs. 1,153 per mensem, for the maintenance of a distinct & separate body of men, to be called the 'Marine Police', and to be distributed partly ashore and partly, from daylight to dusk, afloat.

3. This proposition was forwarded by this Govt. on the 8th Feby. following for the orders of the Govt. of India, wh

were at the same time informed that the Chamber of Commerce had stated the readiness of the Merchants of the Port to contribute towards the expenses of the Establishment, by paying the Peons of the Force while engaged in guarding goods in course of importation & exportation.

15th March/55 4. In reply the Govt. of India called for some further information, in particular they asked for a statement of the amount the Chamber of Commerce was willing to subscribe, & they enquired what extent of responsibility wd. be thrown upon the Govt. in the event of their accepting such contribution.

7th June/55 and 24th July. 5. No time was lost in furnishing the further information required, and in ascertaining the views of the Chamber on the reference made. Govt., the Chamber was told, wd. pledge themselves to nothing but that every means shd. be adopted to maintain the proposed Force in full discipline & efficiency

6. The reply of that Body was to the effect that there were no funds at their command to meet any portion of the expenses of the proposed Establishment; but that the Merchants

composing the Chamber fully recognised the principle that the trade of the Port shd. bear a part of the burden. The existing charge for a watching Peon was two annas a trip; this charge might be raised to three annas, without undue pressure on any class connected with the Port. This, they estimated, wd. give a monthly revenue of Rs. 1000, and they promised that the charge shd. be compulsory, & every boat employed in landing & shipping cargo, whether merchandize or baggage, whether native or European, be obliged to carry a member of the Force.

7. The Govt. of India, in view of this correspondence, observed that the application of the Chamber was tantamount to a call upon Govt. to undertake a duty which properly belongs to the Merchants themselves, and which after all Govt. can not so well perform as the parties interested in the protection of their own property. They at the same time intimated that they wd. not object to sanction the organisation of the Force, on the understanding that the Mercantile Community shd. bear the whole expenses ~~thereof~~ of it

8.

E. M. C. 15th August ~~On~~ This Resolution being communicated to the Chamber, Chairman replied that the Mercantile Community were confident that the measures proposed in his previous letter wd. yield an amount equivalent to the expenses of the Force required. It was not however in the power of the Chamber, as a mere representative Body, to guarantee the same.

8th Oct/55

9. The whole question was, upon this, again referred to the Govt. of India, who, under date 20th November/55 replied that if the Madras Govt. shd. be satisfied on further enquiry that the tax proposed will raise 1000 Rs. a month, a Draft of an Enactment authorizing such Tax shd. be forwarded to the Legislative Council.

10. Further enquiries have since been made, and although from the constitution of the Chamber of Commerce, the sum cannot be guaranteed by that Body, yet the Govt. concur with ~~[illegible]~~ Members that the estimate they give + is one within the mark, & that it will suffice to meet all ordinary demands for the purposes of a Marine Police.

+ at three annas the trip

11. The foregoing Paras will be communicated to the H. C. Solicitor, who will be requested to submit with as little delay as possible [illegible]ft of the

Enactment proposed.

12. He will at the same time be furnished with copies of the correspondence which has incidentally arisen out of the above proposal, in the matter of a revision of Act IV of 1842, the expediency of wh. has been pressed upon Govt. from all quarters. That Act, enacted for the 'better management of Boats & Catamarans in the Madras Roads' is universally stated to have failed in its object and a revision is called for by the Chamber of Commerce, the Master Attendant, the Marine Board, and lastly the Boat owners themselves. Mr. Boyson will put himself in communication with ~~any~~ all of the abovementioned authorities and with the Owners of the Boats, if necessary, and submit a Draft of such emendations & additions as may appear desirable. This work however, he will understand, is not to stand in the way of the Draft alluded to in the preceding Para, which is required immediately.

13. In forwarding the above to the Govt. of India, it will be pointed out to that authority that although the Establishment of a Marine Police Force is ne

-quired partly to secure the trade of the town, yet that it would, in the protection of life & property and the suppression of crime, at the same time produce such public benefit as comes more particularly within the duty of Govt. to provide.

From Secy to Govt. of Bengal
Sept 1st & 5th/56

In Bengal, it is observed, there exist two distinct forces, maintained respectively at a monthly cost of Rs 1,010 - and Rs 1,269 - The one is established at Calcutta itself under the superintendence of the Chief Magistrate; ~~and~~ the other has the patrol of the River to Saugor, and is worked by the Magistrate of the 24 Pergunnahs.

From Govt. Bombay
13th August/56.

In Bombay also there is a 'Water Police' for the security of life & property in the Harbour, and the monthly expenditure for ~~which~~ it is Rs 1,129 - In none of these instances is any portion of the expense borne by the Mercantile communities of Calcutta or Bombay, while the Merchants of Madras, far less numerous & less wealthy, have here through the Chamber of Commerce, collectively declared their willingness to meet what will certainly be a very large proportion, and possibly the whole,

of the expenditure, by the payment of a fee to be levied on every boat load of traffic.

Paras 1 to 12
to H.C. Solicitor -

14. It will at the same time be brought to their notice that the disbursements for the convenience of the trade of the Port (excluding such proportions as it is considered the Govt. shd bear) fall far short of the collections.

dated 13th March
/57

It appears from a recent Return of the Marine Board that on an average of three years past, the former average Rs 21,184..12..3 and the latter, Rs 38,902 - 1 - 7. exhibiting a surplus averaging upwards of Rs 17,000 -

24/3-57.

Copy to H.C. Solicitor - with the orig. Papers referred to in Para 12 (as per list attached) Despd 1st April
do Marine Board. }
do Chamber of Commerce } Despd 1st April

95/B–27

Marine L. to Engd. 4th Augt. No. 14. of 1857.
Para 28

284 – 1/2

12-11.24 II

18 a 24

Copy up to Para 13. to the Legislative Council of India d/ 3d. Feby/58
No. 63

rine 1857 Dept.

No. 129

ct Mins. of Cons.

31st March 1857.

Passing observations on the Correspondence from the several authorities regarding the organization of a Marine Police Force.–

Further Letter from the Hon: Company's Solicitors of 21st Jany/58 – No. 10
Further from the Supt. of Marine d/ 29th October 1859 – No. 513.
Further No. 196 of 1861 – d/ 25 May 1861.

C 25 mart
R 27 "

M.R.O. 1—32 400—29-11-80

MADRAS RECORD OFFICE

	13	5	marine			6.4.	1857
	11	$\frac{1}{93}$ R	A	17/36/			

Sectt. II-1—3,110 Bks—6-4-77 (G. P. Ms-I).