

MADRAS RECORD OFFICE.

Government of Madras.

Marine DEPARTMENT.

G.O. No. 27

Press
Mis.

Dated

26-1-1859

Not to be folded or roughly handled

6/11/59

10

Fort Saint George, Marine Consultation, 1st February 1859.

No. 1. From J. J. FRANKLIN, Esq., Superintendent of Marine; to the Chief Secretary to Government, Fort Saint George, dated 3rd January 1859, No. 8.

SIR,

No. 717, 29th November 1858

„ 740, 14th December „

I have the honor to submit the accompanying two letters from the Master Attendant on the subject of the difficulties experienced in managing the Madras Boatmen, owing to his being deprived of all power of control over them; and suggesting, as a means of correcting this state of things, that he should be placed in charge of the Marine Police.

2. Mr. Dalrymple, I think, very forcibly points to the primary cause of the evil. Before 1842, the Master Attendant who was, and still is, the principal Executive Authority on the beach, had full power over the Boatmen, a power which they gladly acknowledged, and from which they were very loath to free themselves, as may be gathered from their striking work and refusing to float their Boats under the new Act. He apportioned the Boats to applicants and selected those for employment, having the power to enforce his orders by being, not only in charge of the Marine Police, but by holding at the same time the post of Beach Magistrate and deciding cases summarily in his own Office. The union of such powers has very properly been abandoned, but it does not follow, I submit, that the Master Attendant, who is looked upon by all parties, Government Departments as well as Mercantile Firms and private individuals, as the functionary to redress grievances and afford assistance on the Beach, should be entirely deprived of the means of enforcing from the Boatmen obedience to the law. I am, and always was, of opinion that the absence of this power in the Master Attendant has been the main cause of the difficulties which of late years beset all classes of the community in their relations with the Boatmen, and I firmly believe that by strengthening his hands, and thereby enabling him to exercise more direct control over a body of men proverbially turbulent and unruly, many of the existing abuses will be corrected.

3. The great want is the immediate supervision of some one high in authority to keep the Boatmen to their duties. The Act as now in force, No. IV of 1842, and in its proposed amended state, imposes a penalty on Boatmen for being absent from their Boats without sufficient cause; but this provision becomes a dead letter from there being no one to see that it is fully carried out. It likewise imposes fines for demanding hire in excess of that laid down, which for a similar reason is inoperative. The merchants through their Dubashes, when unable to engage Boats at the regulated hire, pay more: passengers do the same: and this has been so long the practice that the Boatmen have come to consider that they have a prescriptive right to charge whatever they can get, which is of course only regulated by the demand: and to such extent has this proceeded that unless these increased demands are complied with the Boatmen refuse to work; there being no one to enforce obedience, neither the Merchants or others caring to waste time in proceeding against them in a Magistrates' Court, and the Boat-owners declining to do so as they would thereby lose the labor of the men they have so much difficulty in keeping to their engagements.

*Extract from letter from Sir W. W. Burton, Puisne Judge, to Government, 17th July 1854.

The older Regulations provided that the shipping Masulak Boats for any purpose should be under the Master Attendant's control: that provision has perhaps unfortunately been altogether repealed and the employment of Boats is left quite at large between the Public and the Boatmen without superintendence.

Nevertheless the evil is great and may become greater from the wanton habit, especially in Steamers, of throwing valuable Cargo into any Boat which goes alongside for it; it is plain that such may never in consequence find its way to the Consignee at all; and it is worthy of grave consideration whether the present latitude afforded to persons employed in Boats ought not to be under the control and surveillance of some Public functionary; and, if so, whether the Master Attendant is not the proper person to exercise it, as was provided by the old Marine Police Regulations.

To me it would seem that the Marine Police Office on the Beach and the local Jurisdiction given in such matters to the Master Attendant repealed by the Act abovementioned, was a system better adapted than the present for repressing the depredations and irregularities of the Boatmen.

6. Again, the late Marine Board in their letter to Government of the 4th December 1858, No. 3037, strongly advised that greater supervision should be exercised over the boatmen, and to a further communication of the 6th June 1857, No. 2225, they recommended the appointment of a Supervisor, on 150 Rupees, (One hundred and fifty,) a month, with two peons at 7 Rupees (seven) each, whose duty it should be to examine the boats and keep the crews to their duty. They at the same time indicated the present Boat Overseer, Verasawmy Naik, as the fittest person for the appointment from his thorough knowledge of the habits and customs of the men with whom he would have to deal, and of the evils that require to be overcome.

7. Then, in the letter from the Boat Owners forwarded with the first communication quoted in the last paragraph, and which was signed by the owners of 77 boats, they strongly advocated a similar measure. Their views were thus expressed.

" * * * We would beg to recommend, 1st, that a respectable person who perfectly understands the beach work and the boatmen be appointed a Supervisor or Superintendent of boats, whose duties should be to attend to the Registry of the crew, to inquire 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 one 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 a day, and making the men worse than before. He should also endeavour, with the assistance of the boat owners, to keep the crews 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 on by the boatmen.

8. It seems therefore clear that the absence of supervision is one main cause, I hold the opinion that it has all along been the principal cause, of the unsatisfactory state of the boat system; but to give full effect to the Supervisor's efforts he should have substantial assistance from the Master Attendant, his immediate superior, who can at present afford but little unless he usurps authority which does not of right belong to him.

4. The late Puisne Judge, Sir W. W. Burton, when submitting a presentment from the Grand Jury, in his letter of the 17th July 1854,* setting forth the increasing difficulties that were experienced in managing the Boatmen, expressed himself in favor of the former system, which placed the Marine Police under the control of the Master Attendant; and this opinion coming as it did from one of the Judges of the Supreme Court, who are carefully jealous of the liberties of the Subject, merits attentive consideration. The robberies were then more frequent than they had been under the old system,—a fact which Mr. Edward Elliot at the conclusion of the 2nd para: of his letter to Government of the 16th October of the same year, No. 54, corroborated,—and Sir William considered that it would be advisable to re-invest the Master Attendant with the power of which he had been deprived.

5. The Grand Jury also in the 8th para: of that Presentment recommended that power should be given to a single Magistrate, the Master Attendant or his Deputy, to dispose summarily of cases of simple theft, and inflict as punishment short imprisonment, corporal chastisement, and removal from the Registry, of Boatmen guilty of such excesses.

9. In the 2nd para: of this letter, I have stated that the Government Departments, as well as private individuals, look to the Master Attendant for assistance and redress in all matters connected with the boats. I am aware that, in the Extract Minutes of Consultation of the 11th April 1843, No. 119, Government discountenanced this. They stated it to be henceforth their intention that all Departments should engage their own boats. But what has been the practice? It was found utterly impossible for them to conduct the embarkation and disembarkation of Troops, or the shipment and discharge of Stores, under such an arrangement; and the Master Attendant is and has always been the supplier of boats for the Government Service as, I think, he ought to be. Indents are made on him for the number required, and the bills for hire are passed in my Department; but coming into the market with no more lawful power than a private individual, and being unable to authorize a higher rate than that laid down by the Act, the difficulties in obtaining the requisite number of boats are extreme; and in fact it constantly occurs that while many boats are idle from the crews temporarily absconding, daily complaints are made from all Departments shipping or landing that their requisitions are not complied with, and Transports and other Government Vessels are almost invariably detained from this cause.

10. The new Beach Police, it may be said, was not intended to meet this evil. True: it was established for the protection of cargo from plunder, but it is my opinion that if its management were entrusted to the Master Attendant, he would be so able to exercise the power that would be thereby acquired as to coerce the boatmen in the performance of that duty which they undertake, when they enter on their engagements, but which they systematically neglect from there being no one with sufficient authority over them.

11. For the foregoing reasons I would respectfully recommend that the Beach Police should be placed under the immediate orders of the Master Attendant, without interfering with the

Madras Port Fund Account.
Receipts from 1st May to 30th October, Rs. 29,512-2-9
Expenditure Do. Do. ,, 10,701-11-3

general control exercised by the Commissioner of Police, and that Verasawmy Naik be appointed Supervisor of Boats at a salary of Rupees (150) One hundred and fifty a month, with two peons at

Rupees (7) Seven a month to assist him. The additional expense might fairly be borne by the Port Fund, which is expressly set aside for the benefit of the Port, and which realizes far more than the expenditure.

From H. D. E. DALRYMPLE, Esq., Master Attendant; to J. J. FRANKLIN, Esq., Superintendent of Marine, dated 29th November 1858, No. 717.

SIR,

I have the honor to bring to your notice, for the information of the Right Honorable the Governor in Council, the great inconvenience to which the Mercantile Community are subjected in the process of shipping and landing Cargo in the Port of Madras; and, in pointing out the causes of this obstruction of trade, I beg to offer suggestions on remedial measures which, if carried into effect by this Government, will remove the checks and hindrances on the free intercourse with shipping, and will tend to increase the commerce and prosperity of the Madras Territories.

2. You must be aware that up to the 23rd of July 1842, all the Boat and Catamaran men of the Port of Madras were under the control of the Master Attendant, that he was held responsible not only by Government, but by the Community at large, for the efficiency and good behaviour of the Boatmen, and that he was the Executive Officer on the Beach, having full power to supply Boats at any hour of the day or night, either on public service, or to individuals.

Fort Saint George, Marine Consultation, 1st February 1859.

3. On the 23rd of July 1842, contrary to the opinion of all the Marine Authorities, an Act was passed entitled "For the better management of Boats and Catamarans in the Madras Roads," but I regret to state that these desirable results, as specified, have never yet been realized, and that the Mercantile body and the Public have been disappointed.

Act No. IV of 1842.

"Section XIII. And it is hereby enacted, that if any Owner of a Boat and Catamaran so licensed, or any person deputed by him, shall demand a rate of hire beyond that which is sanctioned by Schedule B under the several circumstances and restrictions therein provided for, he shall on conviction before a Justice of the Peace forfeit the sum of 10 Rupees, together with the amount of such hire."

Section XIV. And it is hereby enacted, that any Owner of a Boat or Catamaran so licensed, and kept or employed for the purpose of being let out commonly on hire, or any person deputed by him, refusing to let on hire such Boat or Catamaran, for public or private use, and within the hours and in the terms specified in the Schedule B to this Act, without assigning such cause for his refusal as shall be deemed satisfactory or reasonable to the Justice of the Peace trying such offence, will, on conviction before a Justice of the Peace, be liable to the penalty of 20 Rupees, and for a second refusal to a fine of 100 Rupees, and to the forfeiture of his license."

5. In a case of this sort the Captain is obliged to go the Town Police Court, and there wait till Summonses are issued. If he then obtains a Summons, the case cannot come in for trial till next day, when he has to attend again and wait perhaps for hours before it is called up. When the case comes on in its turn, not one of the defendants are present, and second Summonses or Warrants are ordered to be issued. The unfortunate Captain after thus wasting his valuable time has possibly to go and settle his accounts, get his Port Clearance and sail for England or elsewhere, lamenting the inefficiency of the Police and the impossibility of obtaining redress in Madras.

6. I beg to observe that this is not an overcharged picture. I have on various occasions as Master Attendant taken Boats' Crews into custody and made them forthwith refund the money they had extorted,—but though I have from a desire to do justice acted thus, I doubt much the legality of this mode of proceeding.

7. Another great cause of the obstruction of trade is the common practice among the Boatmen of absenting themselves from their duties *en masse*, taking advantage of a shower of rain or some other trifling excuse for leaving their boats un-manned, thus acting in contravention of Section XV of the said Act. The Merchants, Captains of Ships and others bring their complaints to the Master Attendant, but he has no recognized authority, has no Police under his orders, and is obliged to refer them to the Superintendent of Police or the Magistrates. A whole day is consequently lost in trying to obtain the interposition of authority. Next day it is the pleasure of the Boatmen to return to their duty, and then it is not the interest of the complaining parties to prosecute, for they would lose time and money and the services of the Boatmen which is exactly what is wanted.

4. I beg to call your attention especially to Sections 13 and 14 of this Act. These render the Boatmen liable to punishment for extortion or for refusing to go afloat, but from the great difficulty in proving any case of the sort, and the great loss of time in endeavouring to do so, the aggrieved parties are generally averse to prosecute and the culprits escape. To my certain knowledge Captains of Ships have been obliged on many occasions to pay double and quadruple the regulated rate of hire to enable them to get on board their Ships even in fine weather.

Fort Saint George, Marine Consultation, 1st February 1859.

8. To shew the advisability of a sole controlling power on the Beach instead of that being divided among various Subordinates, I beg to relate an occurrence which took place a short time ago within 200 yards of my Office, the New Act being in full force. When engaged in my Office a Ship Dubash requested an immediate audience and reported that 5 Captains of Ships had engaged a boat for the sum of 7½ Rupees to take them to their several Ships, that they had been for nearly half an hour seated in the boat which had been moved to the water's edge by the Crew, who then demanded 2 Rupees in addition to the sum for which they had themselves offered the boat for hire. I immediately sent for the Police Jemadar and ordered the whole boat's Crew into custody. After this the Captains (five in number) came to me to lodge their complaints and corroborated the Statement of the Dubash. Strange to say the offenders proved to be the Crew of one of the Police Boats unders the orders of the Commissioner of Police. These men remained in custody till the following afternoon when the Commissioner of Police, who is obliged to reside at a distance of three miles, and has already numerous onerous duties to engage his attention, was enable to come down to the Beach to enquire into the case and punish by fine the offenders. This sample of the working of the present system requires no comment, but shows, I think, that a Marine Police cannot be an efficient and well ordered body unless under the eye of an experienced Officer on the spot.

9. I now beg to suggest certain changes which if carried into effect will, I firmly believe, tend to remedy the existing evils of the present system so universally complained of by all concerned.

10. I propose that full powers be given to the Master Attendant to order out boats for any service, and that on the refusal of any boatmen to go to work when so ordered immediate punishment may be awarded by a Magistrate. That the Master Attendant be appointed Superintendent of the Marine Police, but not to sit on the Bench as a Magistrate. If these powers be conferred on the Master Attendant, I am of opinion that when the Boatmen are aware of it, much less punishment will be necessary than under the present Act, and that all business connected with the Shipping will go on much more smoothly and regularly than it has done for the last sixteen years.

11. The trade of this Port has increased to a great degree of late years, and the business of the loading and unloading traders is more difficult now than ever, the reason is this, that we have un-asked emancipated the Boatmen before they were fit to be made free Agents. It is worthy of remark that our neighbours the French, who are Republicans in principle, have never emancipated their Boatmen at Pondicherry from proper control, that the Boatmen there who are under the authority of the "Capitaine du Port," are orderly, well behaved, and contented, and that complaints from the Captains of Vessels are rare, here these complaints are incessant, and the Master Attendant, who is considered responsible by the complaining parties, has in fact no power to give any satisfaction.

12. All that I now ask for in my responsible Office is to have restored to me a proper power of control over the Boatmen of this Port, and I consider that, from my long experience as a Magistrate and Superintendent of Police, the work of remodelling and superintending the watching, controlling and detective Departments on the Beach may safely be confided to me.

13. I request that you will do me the favor to lay this letter before Government with any remarks you may think fit to make, which, from your long experience in the Marine Department will, I have no doubt, carry great weight along with them.

From H. D. E. DALRYMPLE, Esq., Master Attendant; to J. J. FRANKLIN, Esq., Superintendent of Marine, dated 14th December 1858, No. 740.

SIR,

I had the honor to address you on the 29th Ultimo, with the view of pointing out to you, for the information of Government, the defective working of the Police Acts, now in force on the Madras Beach, and the general dissatisfaction which pervades the different Sections of the community principally concerned.

Fort Saint George, Marine Consultation, 1st February 1859.

2. I now beg to bring to your notice two or three incidents which have occurred since I addressed you, which, I think, will corroborate my testimony against the present system and that the rule of centralization which obtains in the Police Department is futile and absurd.

3. On the 1st Instant, the Crew of Boat No. 130 when in landing Government Stores infringed the rules by calling alongside a Ship on their return, to bring some Mechanics on shore. On the 8th Instant, the Crew of the Boat were brought up by Summons before a Magistrate at the Town Police Court and sentenced to receive from 10 to 15 lashes each. I beg to call your attention to this fact, that this Boat's Crew had never left working their boat during the intervening six days, and, with the exception of one man, had never been in custody up to the time they were punished. Surely this is a parody on the system of Police centralization. If the powers of Superintendent of Marine Police had been vested in the Master Attendant, this Boat's Crew would to a certainty have been in custody, and punishment inflicted, within 24 hours from the time the offence had been committed.

4. An instance of obstruction and discouragement to the Boats' Crews employed on Public Service occurred on the 7th Instant. Through the activity and energy of the Boat Overseer a sufficient number of boats were procured and employed in landing Troops and their baggage from the Ship "Barham," under the orders of the Quarter Master General and the Master Attendant. Strange to say three of the Boat's Crews employed on this Service were taken into custody by the Police for bringing the Regimental Ammunition on shore along with the baggage without having Police Peons in the Boats. As they were employed on Public Service, and acting under orders, I of course interfered and demanded their release. They were consequently allowed to go at large on bail till late next day, when the Commissioner of Police (whose Office is nearly three miles distant) decided on the case being dropped. This interference prevented the Boatmen from resuming their work for the greater part of two days, when they found they were not to be proceeded against at the Town Police Court. In this instance, if the Master Attendant had been Superintendent of Police, this Public wrong would never have been committed.

5. I will give another instance of the inefficiency of the Marine Police as at present constituted. A few days ago, I gave notice that the Crew of a Police Catamaran instead of moving about among the Shipping according to orders every day spent some hours on board a Ship in the Roads without permission either from the Captain of the Ship or from the Commissioner of Police. This, I submit, shows that there must be something radically wrong, in the constitution of a Marine Police, when the Master Attendant knows more of that which is going on, than the Officer in charge of the Force.

No. 2. ORDER THEREON, No. 27; dated 26th January 1859.

Resolved that the above letter and its enclosures be referred to the Commission of Police and to the Magistrates of the first or Town District for any observations that they may have to offer on it.

(Signed) T. PYCROFT,
Chief Secretary.

Exd. J. A. Wilson.

penalty on boatmen for being absent from their boats without sufficient cause, but this provision becomes a dead letter from there being no one to see that it is fully carried out. It likewise imposes fines for demanding hire in excess of that laid down, which for a similar reason is inoperative. The merchants through their dubashes, when unable to engage boats at the regulated hire, pay more; passengers do the same, and this has been so long the practice that the boatmen have come to consider that they have a prescriptive right to charge whatever they can get, which is of course only regulated by the demand; and to such extent has this proceeded that unless these increased demands are complied with the boatmen refuse to work, there being no one to enforce obedience, neither the merchants or others caring to waste time in proceeding against them in a Magistrate's Court, and the boatowners declining to do so, as they would thereby lose the labor of the men they have so much difficulty in keeping to their engagements.

The late Puisne Judge, Sir W. W. Burton, when submitting a

presentment

Presentment from the Grand Jury, in his letter of the 14th July 1854, setting forth the increasing difficulties that were experienced in managing the boatmen, expressed himself in favor of the former system which placed the Marine Police under the control of the Master Attendant; and this opinion coming as it did from one of the Judges of the Supreme Court, who are carefully jealous of the liberties of the subject, merits attentive consideration. The robberies were then more frequent than they had been under the old system — a fact which Mr. Edw. Elliot at the conclusion of the 2nd para of his letter to Government of the 16th October of the same year, N^o 54, corroborated — and Sir William considered that it would be advisable to reinvest the Master Attendant with the power of which he had been deprived.

The

Extract from letter from Sir W. H. Burton
Puisne Judge to Government 17th July 1854

The older regulations provided that the supplying Masalah boats for any purpose should be under the Master Attendant's control; that provision has perhaps unfortunately been altogether repealed and the employment of boats is left quite at large between the public and the boatmen without superintendence.

x x x x x x x

Nevertheless the evil is great and may become greater from the wanton habit, especially in steamers, of throwing valuable cargo into any boat which goes alongside, for it is plain that such may never in consequence find its way to the consignee at all; and it is worthy of grave consideration whether the present latitude afforded to persons employed in boats ought not to be under the control and surveillance of some public functionary; and if so, whether the Master Attendant is not the proper person to exercise it as was provided by the old Marine Police Regulations.

To me it would seem that the Marine Police Office on the beach and the local jurisdiction given in such matters to the Master Attendant repealed by the Act above mentioned, was a system

system better adapted than the present for repressing the depredations and irregularities of the boatmen.

There is a
suspension now
with new provisions
from 1850

5 The Grand Jury also in the 8th para of that Presentment recommended that power should be given to a single Magistrate, the Master Attendant or his

deputy, to dispose summarily of cases of simple theft, and inflict as punishment short imprisonment, corporal chastisement, and removal from the registry of boatmen guilty of such excesses.

Again, the late Marine Board in their letter to Government of the 4th December 1856, N^o 3034 strongly advised that greater supervision should be exercised over the boatmen, and in a further communication of the 6th June 1857 N^o 2235 they recommended the appointment of a supervisor on 150 Rupees, one hundred & fifty, a month, with two peons at 7 Rupees seven each, whose duty it should be to examine the boats and keep the crews to their duty. They at the same time indicated the present boat overseer, Terasawmy Nair, as the fittest person for the appointment from his thorough knowledge of the habits and customs of the men with whom he would have to deal, and of the evils that require to be overcome.

Then

7 Then in the letter from the boatowners
forwarded with the first communication quoted
in the last paragraph, and which was
signed by the owners of 44 boats, they strongly
advocated a similar measure. Their
views were thus expressed

"x x x 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 registry of the crew,
"to inquire into all cases of neglect and
"nonattendance, 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 one 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 a day, and
"making the men worse than before. He
"should

From Sup^t of Marine 3 Jan^y 1857.

This must I presume under any
circumstances go to the Commis-
sioner of Police for his observations.
The opinion of the Town Officer might also be
sought. It is not easy to see what
can be done. If the Master Attendance
had full power over these boats men &
could punish them summarily & turn
mainly for misconduct, it would
probably be a very good thing. But
such a state of affairs is not accor-
-ding to the spirit of the present ap-
-pointment. It would occur to me that
the Master Attendance could be
invested with power over the boat-
men. Indian Police men less than

made a Deputy Commissioner
of Police, and for this the sanction
of the Supreme Court would be
necessary (I might not be given)
under S. IV. Art. XIII. 1856.

Still there might be a
difficulty in the arrangement - but would
the new Deputy and the Commissioner
be put into together?

Moreover it would still be
necessary to bring the boat back
up before a Beach Town Mag.
for punishment - and there
would still be delay and
detention at the Magistrate's Office -
altho' not to the same extent as now.

A change in relation of the
Madras Boat Act IV of 1842 has been

for some time with the 10th District &
the present in connection is not
likely soon to get out of his hands -
G.P.

19-1-59

I had like to know what the
Commissioner of Police has to say before
giving an opinion on the proposed
scheme.

If there is an able Inspector
of Police. I cannot understand the
delays & irregularities which
have occurred.

The Chamber of Commerce in this
last mention is now about to

but do not suggest any remedy of this
nature.

It cannot be denied
that the boatmen are
in a disorganized &
expecting humor. The
puff has refused to let private vendors
merchants & others are complaining.
The Union I know not but probably
Rep. Franklin & Del. people are right.

For trade may not apply to
these who are bound to attend
to the public convenience.
Accordingly we find that summary &
often arbitrary rules are applied in the Greek
countries to secure regularity & subordination
in the conduct of passenger & traffic carriers - such
as cab-men, hackney coach drivers, boatmen
I shall be prepared to support any amendment
for obtaining so desirable an end here.

It would be an advantage to place the M. P.

under the Marine Attaché, in which case
the force is distinct from the Marine Police, &
no connection need necessarily exist between them -
to place them there under separate officers and
create no confusion - to do this I think would be
impossible to make the Marine Attaché
a Deputy for the Marine Police -
In a letter written lately, in the West, London paper,
4th Sept. by one of the referees to the British head
of the opinion that the rate fixed as boat
hire for landing cargo was too low - this would
be seen to -

I think it would be a good arrangement, to
appoint a special agent - it would
be his duty to be before the chairman of all
boatmen who offered against the provisions
of the contract - as found as available.

Will
I suppose to place the M-P under
the old A word requires an act -
a short one would do it - & be
satisfactory but I can imagine the
grounds likely to be raised by the
Legislative Council -

Wm. Dist. id. for any obscuring
that Ray may have to offer on

To the Hon. Secy, &
 26 January 1859
 Com: of Police } Dep: 29th
 Mas: of Civil of Town District }

it
To the George, &
2d January 1859
Com. of Vice

219 Jany / Ky.
1894 "

Com 22.0 Aug 1/84 54.5 28
 " 12" Dec 1 " " 3 26.
 " 3 1/4 March 1/57 36.18 24
 " 14" July " " 11-12
 " 11" April 1843 37.19 22.

Maria 1859 He test
 from 33 Court St
 The Superintendent of Prison
 Charles
 To the Chief Secretary
 to the Govt
 Boston
 Dates 3 January 1859
 Recd No 8 No 3
 I have the accompanying
 2 letters from the Board of Prisoners
 for women dated December
 that the Board have agreed
 the place under no immediate
 order without interfering
 with the general administration
 by the Board in prison of the
 that the Board may have
 in a private prison of 2
 boats on a large spot of
 a wharf with 2 beams
 30 yards to a point being

Madras Port Fund Account

Receipts from 1st May to 30th October - Refus 29572 - 2-9

Expenditure 90 - 10/01 - 11-3

5
the power that would be thereby acquired as to co-erce the boatmen in the performance of that duty which they undertake when they enter on their engagements, but which they systematically neglect from there being no one with sufficient authority over them.

" For the foregoing reasons I would respectfully recommend that the beach police should be placed under the immediate orders of the Master Attendant, without interfering with the general control exercised by the Commissioner of Police, and that Veerasawmy Naik be appointed supervisor of boats at a salary of Rupees (150) One Hundred and Fifty a month, with two peons at Rupees 7/7 seven a month to assist him. The additional expenses might fairly be borne by the Port Fund which is expressly set aside for the benefit of the port and which realizes far more than the expenditure.

Madras
Marine Supt. Office
3rd January 1859
I have the honor to be
Sir
Your Most Obedient Servant

Wm. Macdonald

Superintendent of Marine

No 1 100
Enclosed in the letter to the
Chief Secretary to Govt
N^o 8 3rd Jan 1859.

From
The Master Attendant
Madras
To
The Superintendent of Marine
Madras

Dated 29th Nov 1858
Recd. 30th

N^o 4/17

Brings to notice for the information of Government the great inconvenience to which the mercantile community are subjected to the process of shipping & landing cargo in the port of Madras & offers suggestions on remedial measures which if carried into effect will remove the checks & hindrances on the free intercourse with shipping & will intend to increase the commerce & prosperity of the Madras territories.

M/59/D.
in N^o 3.