

## MADRAS RECORD OFFICE.

Government of Madras.

*Marine* DEPARTMENT.

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| G.O. No. | 87-88 | Press<br>Mis. |
| Dated    | 2. 3. | 1860          |

Not to be folded or roughly handled

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*Proceedings of the Madras Government, Marine Department,  
for the month of March 1860.*

Read the following papers:—

No. 5. From Captain W. F. MARRIOTT, Acting Secretary to Government, Bombay, to the Secretary to Government, Fort Saint George, dated Bombay Castle, 7th February 1860, No. 131.

I am directed by the Right Honorable the Governor in Council to transmit to you the accompanying copies of a letter from the Commander-in-Chief of the Indian Navy, dated the 14th of January, No. 49, and of its accompaniments.

Were the question simply of whether Mr. Dunlop's rank was such as would entitle him, if a Government passenger, to accommodation at the Commander's table, His Lordship in Council would have left it for the decision of the Madras Government. But the view taken by the Superintendent of Marine at Madras is entirely independent of Mr. Dunlop's rank. His statement of the case is that Mr. Dunlop paying his passage money is at liberty to engage whichever description of passage he pleased.

In Commodore Wellesley's observations on the general question, as in the 3rd and following paragraphs of his letter, His Lordship in Council fully concurs. He has on previous occasions represented to the Government of India, the objections to employing ordinarily the vessels of the Indian Navy as trading ships for passengers and merchandize, and will now submit copy of this letter and its accompaniments to the Supreme Government.

From Commodore G. G. WELLESLEY, Commander-in-Chief of the Indian Navy, to His Excellency the Right Honorable JOHN LORD ELPHINSTONE, G. C. B. and G. C. H., Governor and President in Council, dated Bombay, 14th January 1860, No. 49.

I do myself the honor to forward, for the consideration of your Lordship in Council, a letter to my address from Commander Twynam, Commanding Her Majesty's Steamer "Prince Arthur" I. N. with enclosures, on the subject of the Superintendent of Marine at Madras having given a passage ticket to a person ranking as a Conductor, or Warrant Officer, in which it was distinctly stated that he was to mess at the Commander's table.

2nd. I must acknowledge that when I had not long ago occasion to represent to your Lordship in Council the very extraordinary position in which an Officer of the Indian Navy in Command of a vessel, carrying Her Majesty's Pendant would be placed in being subjected to the directions of the Superintendent of Marine, I should have felt it difficult to believe that any one occupying such a position as this Officer, in regard to a Commander of the Indian Navy, would have taken so early an opportunity of insulting not only Commander Twynam (for after perusing this correspondence, it is evident that that is of little importance in his eyes) but every Gentleman who was a passenger in this vessel.

3rd. It appears to be the opinion of Mr. Franklin that if a passenger has money in his pocket sufficient to pay 1st class fare, he can order him to be suitably lodged and fed at the Commander's table. I cannot believe that such proceedings could have been contemplated when this scheme was authorized; but, if so, I entreat your Lordship in Council to consider the effect which this system is producing.

4th. If it is requisite to carry private passengers as a means of defraying the expenses of the Indian Navy Steamers employed under the Government of Madras, it would be advisable that vessels properly fitted for the purpose, and with Head Stewards and Servants, and all other necessities for conducting the messing arrangements, should be sent on board by Government, and the Officer Commanding be relieved of the painful and unpleasant duty of being a sort of Landlord of a floating Hotel.

5th. Even the Peninsular and Oriental Company does not make the Officer who is in Command of one of their vessels provide the table for the passengers. His duty is to Command and navigate the vessel, and, if it is an inappropriate duty in the Commander of a vessel belonging to a Mercantile Company, it is scarcely a fitting duty for the Commander of one of Her Majesty's vessels of the Indian Navy.

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in which a man takes his passage without being interrogated as to the social position he holds. It is sufficient that he is willing to pay a certain price for certain accommodation, and my letter to Commander Twynam which appears to have given such grave offence as conveying an insult, was simply the enunciation of a similar principle.

3. Commodore Wellesley in the 4th paragraph of his letter under review says, that if it is requisite to carry private passengers as a means of defraying the expenses of the Indian Navy Steamers employed under the Government of Madras, certain arrangements should be made to relieve the Officer Commanding from the painful and unpleasant duty of being a sort of Landlord of a floating Hotel. I doubt if the Officers would appreciate the change; but my reason for noticing this suggestion is, its leading to the inference that the Commodore was under the impression that all vessels of the Indian Navy engaged under the Madras Government are employed in the conveyance of private passengers, which is not the case. For many years it has been the earnest desire of the Madras Government to establish a regular periodical communication by Steam between Madras and Burmah where so considerable a force belonging to this Presidency has for some years been stationed. The "Coromandel" was built and the "Dalhousie" and "Prince Arthur" purchased with this view, and repeatedly the late Marine Board urged that they should not be incorporated in the Indian Navy, feeling assured that the duty for which they were required must not only be distasteful to Officers of that Service, but could be more effectually performed if the vessels were entirely under local control. Their entreaties were unattended to, and at last it was found necessary to employ some as packets on the line established in May last, and it is in these that private passage was allowed to be taken, and then only when actually on the line.

4. The correspondence appears to call for no further remarks except that it affords additional evidence of the soundness of the opinion entertained by the late Marine Board when representing the unsuitableness of vessels in Commission of the Indian Navy for the particular duties that are required by the Madras Government.

No. 7.

ORDER THEREON, 2nd March 1860, No. 87.

The Government of Bombay having in their letter recorded above intimated that they would submit to the Supreme Government copy of Commodore Wellesley's letter and its accompaniments, ordered that a copy of the explanatory letter from the Superintendent of Marine be likewise forwarded to the Government of India.

2. Government consider Mr. Franklin's explanation to be satisfactory, and concur in the remarks made by him at the conclusion of his letter.

(Signed) T. PYCROFT,  
Chief Secretary.

No. 8.

To the Secretary to the Government of India, dated Fort Saint George, 2nd March 1860, No. 88.

The Government of Bombay having in a letter, 7th February, No. 131, copy of which accompanied a letter and its accompaniments from the Commander-in-Chief of the Indian Navy on the subject of the Superintendent of Marine having given Mr. Dunlop, an Uncovenanted Engineer of the 3rd class, Public Works Department, a quarter deck passage to Rangoon on board the "Prince Arthur." I am directed to forward, for submission to the Government of India, copy of an explanatory letter, 21st February, No. 885, from the Superintendent of Marine.

2. This Government consider Mr. Franklin's explanation to be satisfactory, and concur in the remarks made by him at the conclusion of his letter.

(Signed) T. PYCROFT,  
Chief Secretary.

Exd. F. Cartledge.

*Proceedings of the Madras Govt.  
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To Mr. George  
2<sup>nd</sup> March 1860.

GP

Bombay Govt. letter  
Supd. of Marine  
letter

No 88. 10 March  
Martin 1860

No 88.

To the Secy to the Com of  
India

2/22 March 1860.

9 No 176.

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