

(1) Number of pages 20(2) Date of repair 25-5-38(3) Initials of the Referencer CF

MADRAS RECORD OFFICE.

Government of Madras.

Police cases
DEPARTMENT.
En-1076/57

G.O. No. <i>1400</i>	Press Mis.
<i>146/147</i> Dated <i>9-6-1857</i>	

Not to be folded or roughly handled

*Proceedings of the Madras Government, Public Works Department,
from 1st to 10th June 1859.*

No. 146. Read the following letter from J. J. FRANKLIN, Esq., Superintendent of Marine; to D. F. CARMICHAEL, Esq., Private Secretary, to the Honorable the Governor dated 19th May 1859, No. 1991.

I have the honor to acknowledge receipt of the letter from Messrs. Walker and Clement, 2nd and 3rd class Engineers, to the Right Honorable the Governor, complaining that during their passage from England in the "Tartar" they had been deceived and taken in by the Commander, and to inform you that their case has been investigated at my office this morning.

2. Their complaints are:—

1st. That although their cabins were erected in the cuddy and approved by the Surveyor on behalf of the Council of India, they were subsequently removed to the lower deck.

2nd. That their provisions were bad and insufficient.

3rd. That they had no room to move out of their small cabins, and had no iness berth; and

4th. That they had no servant allowed to attend on them for some time: this last complaint having been put forward during the investigation.

3. The first point to be ascertained was the nature of the engagement. On this, no written testimony could be adduced on either side. It seems that the Engineers were told at the India House to go to the Ship's Agents to arrange about a second class passage, for which £40 was to be paid by Government and 30 guineas by themselves for their wives. They are under the impression that they were entitled to cabin passage, but considering the rates this, of course could never have been intended. The Commander explained that as the vessel was not then tendered for troops, it was his intention to berth them in the cuddy to save the expense of building cabins below; but as they were second class passengers they were only to receive second class fare.

4. Subsequently the vessel was engaged for troops when fresh arrangements had to be made. Two cabins were erected in the steerage for Messrs. Walker and Clement, leaving still one of the Engineers, Mr. Boyle, in the cuddy, who was afterwards removed at the request of Captain Locke, the Inspecting Officer of the India House. Captain Anderson, who came out in charge of the troops on board the "Tartar," has stated that on visiting the ship prior to leaving Gravesend, this Officer expressed much dissatisfaction at the Commander for retaining Mr. Boyle in the cuddy, and desired him (Captain Anderson) to insist on his vacating as soon as the consumption of provisions and water left room on the between decks for a cabin to be there erected for him. It is quite clear therefore that the Engineers had the quarters it was intended they should occupy.

5. The question of provisions is more difficult to decide upon, but I think that, considering the Engineers were steerage passengers, their fare was sufficiently liberal. By their own shewing they had better living than the troops, although they declare they had worse. Of bread, they had but 3½ lbs a week, while the soldier received 5½ lbs, but this was made up by giving them 3½ lbs of flour, to the others 1½ lb 11 oz besides ½ lb of oatmeal. A soldier receives 7 ounces of preserved potatoes, they had 1½ lb per week. Their salt meat was much less than the troop ration, but then it was well compensated by a larger allowance of preserved meat and bacon. Then again they had a bottle of beer a day, while the troops have but a pint. I am of opinion therefore that their general fare was as good as might be expected. On the 30th April a reduction took place; but this was when they had been upwards of 140 days on the voyage, and it appears that the Commander did what he could to make amends for the short issue of some articles by giving others. Bacon being all consumed, 4 lbs of salt meat were issued in lieu; and when no more beer remained, wine was supplied at the rate of a pint of wine, for a bottle of beer. No blame can be attached to the Commander on this account. By laying in 140 days stock he did what was required of him by his troop Charter party; and as they appear to have been supplied in full up to the 30th April, it is clear that the full quantities were on board the ship when she left England.

attend on them for some time: no

complaint

Proceedings of the Madras Government, Public Works Department,
from 1st to 10th June 1859.

6. On the 3rd point of complaint little need be said. Had a clear engagement been entered into in England entitling the Engineers to a mess berth, there would have been grounds on which to charge the Commander with an infraction of the agreement; but as it is there is but their words against his and Mr. Boyle's, who is satisfied that he obtained all that he bargained for. I may here say that Mr. Boyle, who appears to be a decent, respectable and well behaved man, has no complaint whatever to urge regarding his treatment on board.

7. The last part of the complaint is that no attendance was afforded. This to a certain extent appears to have been the case at the outset of the voyage in consequence of their servant's illness. The Commander could not say exactly how long it was after the illness of the first that another was appointed. Some delay evidently took place, but on the 28th February a soldier was engaged, with the sanction of Captain Anderson, and no complaint on that score existed afterwards.

8. I have now gone through the whole of the complaints and in concluding beg to state as my opinion that they are frivolous and groundless.

No. 147.

ORDER THEREON, 9th June 1859, No. 1400.

Ordered that the following endorsement be made on the petition of Messrs. G. Walker and G. Clements two of the Engineers who accompanied the Steam Tugs on board the "Tartar" and that the same be communicated to the Petitioners through the Chief Engineer.

"The Petitioners are informed that their complaints against the Commander of the Ship "Tartar" have been fully investigated by the Superintendent of Marine, and are considered by him to be without foundation."

(Signed) J. D. BOURDILLON,
Secretary to Government.

No. 1991

From J. J. Franklin Esq^r
Superintendent of Marine
To D. F. Carmichael Esq^r
Private Secretary

Sir,
I have the honor to acknowledge receipt of the letter from Messrs. Walker and Clement, 2nd and 3rd class Engineers, to the Right Honorable the Governor, complaining that during their passage from England in the "Tartar" they had been deceived and taken in by the Commander, and to inform you that their case has been investigated at my office this morning.

2 Their complaints are

1st that although their cabins were erected in the Cuddy and approved by the Surveyor on behalf of the Council of India, they were subsequently removed to the lower deck.

2nd that their provisions were bad and insufficient

3rd that they had no room to move out of their small cabins, and had no mess berth, and

4th that they had no servant allowed to attend on them for some time: this last complaint

complaint having been put forward during the investigation.

3 The first point to be ascertained was the nature of the engagement. On this, no written testimony could be adduced on either side. It seems that the engineers were told at the India House to go to the ship's agents to arrange about a second class passage, for which £40 was to be paid by Government and 30 guineas by themselves for their wives. They are under the impression that they were entitled to cabin passage, in considering the rates this, of course could never have been intended. The Commander explained that as the vessel was not then tendered for troops, it was his intention to berth them in the Cuddy to save the expense of building cabins below, but as they were second class passengers they were only to receive second class fare.

4 Subsequently the vessel was engaged for troops when fresh arrangements had to be made. Two cabins were erected in the storage for rifle, Hatter and blunderbuss, leaving still one of the engineers, Mr Boyle, in the Cuddy, who was afterwards removed at the request of Captain Clarke, the Inspecting Officer of the India House. Captain Anderson

Anderson, who came out in charge of the troops on board the "Farrar", has stated that on visiting the ship prior to leaving Gravesend, this officer expressed much dissatisfaction at the Commander for retaining Mr Boyle in the Cuddy, and desired him (Captain Anderson) to insist on his vacating as soon as the consumption of provisions and water left room on the between decks for a cabin to be there erected for him. It is quite clear therefore that the Engineers had the quarters it was intended they should occupy.

5 The question of provisions is more difficult to decide upon, but I think that, considering the engineers were storage passengers, their fare was sufficiently liberal. By their own showing they had better living than the troops, although they declare they had worse. Of bread, they had but 3½ lbs a week while the soldier received 5 lbs, but this was made up by giving them 3 lbs of flour to the others 1 lb 11 oz, besides ½ lb of oatmeal. A soldier receives 9 ounces of preserved potatoes they had 1 lb per week. Their salt meat was much less than the troop ration, but then it was well compensated by a large

4

1734-1735
 1735-1736
 1736-1737
 1737-1738
 1738-1739
 1739-1740
 1740-1741
 1741-1742
 1742-1743
 1743-1744
 1744-1745
 1745-1746
 1746-1747
 1747-1748
 1748-1749
 1749-1750
 1750-1751
 1751-1752
 1752-1753
 1753-1754
 1754-1755
 1755-1756
 1756-1757
 1757-1758
 1758-1759
 1759-1760
 1760-1761
 1761-1762
 1762-1763
 1763-1764
 1764-1765
 1765-1766
 1766-1767
 1767-1768
 1768-1769
 1769-1770
 1770-1771
 1771-1772
 1772-1773
 1773-1774
 1774-1775
 1775-1776
 1776-1777
 1777-1778
 1778-1779
 1779-1780
 1780-1781
 1781-1782
 1782-1783
 1783-1784
 1784-1785
 1785-1786
 1786-1787
 1787-1788
 1788-1789
 1789-1790
 1790-1791
 1791-1792
 1792-1793
 1793-1794
 1794-1795
 1795-1796
 1796-1797
 1797-1798
 1798-1799
 1799-1800
 1800-1801
 1801-1802
 1802-1803
 1803-1804
 1804-1805
 1805-1806
 1806-1807
 1807-1808
 1808-1809
 1809-1810
 1810-1811
 1811-1812
 1812-1813
 1813-1814
 1814-1815
 1815-1816
 1816-1817
 1817-1818
 1818-1819
 1819-1820
 1820-1821
 1821-1822
 1822-1823
 1823-1824
 1824-1825
 1825-1826
 1826-1827
 1827-1828
 1828-1829
 1829-1830
 1830-1831
 1831-1832
 1832-1833
 1833-1834
 1834-1835
 1835-1836
 1836-1837
 1837-1838
 1838-1839
 1839-1840
 1840-1841
 1841-1842
 1842-1843
 1843-1844
 1844-1845
 1845-1846
 1846-1847
 1847-1848
 1848-1849
 1849-1850
 1850-1851
 1851-1852
 1852-1853
 1853-1854
 1854-1855
 1855-1856
 1856-1857
 1857-1858
 1858-1859
 1859-1860
 1860-1861
 1861-1862
 1862-1863
 1863-1864
 1864-1865
 1865-1866
 1866-1867
 1867-1868
 1868-1869
 1869-1870
 1870-1871
 1871-1872
 1872-1873
 1873-1874
 1874-1875
 1875-1876
 1876-1877
 1877-1878
 1878-1879
 1879-1880
 1880-1881
 1881-1882
 1882-1883
 1883-1884
 1884-1885
 1885-1886
 1886-1887
 1887-1888
 1888-1889
 1889-1890
 1890-1891
 1891-1892
 1892-1893
 1893-1894
 1894-1895
 1895-1896
 1896-1897
 1897-1898
 1898-1899
 1899-1900
 1900-1901
 1901-1902
 1902-1903
 1903-1904
 1904-1905
 1905-1906
 1906-1907
 1907-1908
 1908-1909
 1909-1910
 1910-1911
 1911-1912
 1912-1913
 1913-1914
 1914-1915
 1915-1916
 1916-1917
 1917-1918
 1918-1919
 1919-1920
 1920-1921
 1921-1922
 1922-1923
 1923-1924
 1924-1925
 1925-1926
 1926-1927
 1927-1928
 1928-1929
 1929-1930
 1930-1931
 1931-1932
 1932-1933
 1933-1934
 1934-1935
 1935-1936
 1936-1937
 1937-1938
 1938-1939
 1939-1940
 1940-1941
 1941-1942
 1942-1943
 1943-1944
 1944-1945
 1945-1946
 1946-1947
 1947-1948
 1948-1949
 1949-1950
 1950-1951
 1951-1952
 1952-1953
 1953-1954
 1954-1955
 1955-1956
 1956-1957
 1957-1958
 1958-1959
 1959-1960
 1960-1961
 1961-1962
 1962-1963
 1963-1964
 1964-1965
 1965-1966
 1966-1967
 1967-1968
 1968-1969
 1969-1970
 1970-1971
 1971-1972
 1972-1973
 1973-1974
 1974-1975
 1975-1976
 1976-1977
 1977-1978
 1978-1979
 1979-1980
 1980-1981
 1981-1982
 1982-1983
 1983-1984
 1984-1985
 1985-1986
 1986-1987
 1987-1988
 1988-1989
 1989-1990
 1990-1991
 1991-1992
 1992-1993
 1993-1994
 1994-1995
 1995-1996
 1996-1997
 1997-1998
 1998-1999
 1999-2000
 2000-2001
 2001-2002
 2002-2003
 2003-2004
 2004-2005
 2005-2006
 2006-2007
 2007-2008
 2008-2009
 2009-2010
 2010-2011
 2011-2012
 2012-2013
 2013-2014
 2014-2015
 2015-2016
 2016-2017
 2017-2018
 2018-2019
 2019-2020
 2020-2021
 2021-2022
 2022-2023
 2023-2024
 2024-2025
 2025-2026
 202

Handwritten: 100-100000-100

Good deal - no paper
reference - no paper

مسند احمد

١٠٠٠

have no friends.

1 - complete agreement

which converged

isn't leaders:

Transferred to be taken
see 4580 - C. K. 3 order 1
see 4580 - C. K. 3 order 1

1939 June 7

Troops.

9

Scale of Rations for one Man
per week.

Beef	2	0	1
Pork	3	0	-
Preserved Meat	-	12	-
Flour	1	10 $\frac{3}{4}$	-
Suet	-	1 $\frac{1}{2}$	-
Plum	-	4 $\frac{1}{2}$	-
Peas	-	-	1
Rice	-	8	-
Compressed Vegetables	-	1	-
Biscuit	5	-	-
Salt Butter	-	4	-
London Porter	-	-	7
Water	-	-	6
Preserved Potatoes uncook ^d	-	6	-
Sugar	1	15	-
Tea	-	2 $\frac{1}{2}$	-
Vinegar	-	-	$\frac{1}{2}$
Mustard	-	$\frac{1}{2}$	-
*Potatoes in tin of Flour & suet	1 $\frac{1}{2}$	0	-
Pickles	-	-	$\frac{1}{2}$
Pepper ground	-	$\frac{1}{4}$	-
Salt	-	2	-
Lime juice	-	3 $\frac{1}{2}$	-

* when procurable and with fresh meat.

larger allowance of preserved meat and
bacon. Then again they had a bottle of
beer a day, while the troops have but a pint.
I am of opinion therefore that their general
fare was as good as might be expected.
On the 30th April a reduction took place,
but this was when they had been upwards
of 140 days on the voyage, and it appears
that the Commander did what he could
to make amends for the short issue of
some articles by giving others. Bacon
being all consumed, bits of salt meat
were issued in lieu, and when no more
were remained, wine was supplied at the
rate of a pint of wine for a bottle of beer.
No blame can be attached to the Com-
mander on this account. By carrying in
140 days stock he did what was required
of him by his charter party, and as
they appear to have been supplied in full
up to the 30th April, it is clear that the salt
quantities were on board the ship when
he left England.

On the 3rd point of complaint little need
be said. Had a clear engagement been
entered into in England entitling the
engineers to a snug berth, there would have
been grounds on which to charge the
Commander with an infraction of the
agreement.

7
agreement; but as it is there is but their
words against his and Mr. Boyles, who is
satisfied that he obtained all that he
bargained for. I may here say that Mr.
Boyle, who appears to be a decent, respectable
and well behaved man, has no complaint
whatever to urge regarding his treatment
on board.

7 The last part of the complaint is
that no attendance was afforded. This
to a certain extent appears to have been
the case at the outset of the voyage in
consequence of their servants' illness. The
Commander could not say exactly how
long it was after the illness of the first
that another was appointed. Some delay
evidently took place, but on the 28th
February a soldier was engaged, with
the sanction of Captain Anderson, and
no complaint on that score existed after-
wards.

8. I have now gone through the whole
of the complaints and in concluding
beg to state as my opinion that they
are frivolous and groundless.

I have the honor to be

Yours most Obedient Servant

Mr. Beauclerk.

Superintendent of Marine

Madras
Marine Dept. Office
19th May 1859

Troops
Scale of Rations

13
In Her Majesty's Service

To the Right Honourable, Lord Harris
— Gc — Gc — Gc —
Governor in Council.

My Lord of Madras

We the undersigned beg to bring
also before Your Lordships, notice the way
we have been deceived and taken in, by
the authorities & the Captain of the Ship "Tartar".

When we were appointed to proceed
in the Ship "Tartar", to this Port, with the
Prisoners, We applied to Her Majesty's
Council of India, to be allowed to take
^{our Wives} ~~out~~ with us, and we were allowed to
do so, and to leave our Half Pay to the
Brokers, the three passage was Paid
and a small advance that was here
in our Wives behalf; for Cabins was
in the first Place built up in the Cuddy
and the Bed places, widened for a
married couple, and they were surveyed
by Her Majesty's Council's Surveyors, who
left the Ship, under the impression that
we were to occupy those Cabins, but when
we joined the Ship we were surprised
to find our Cabins built up between
Decks in nothing but a general Store
Room, where we have at the bulk of
the Ship thrown with a Ship's Stores.

Our Provisions is been made and
not sufficient for us, and it is below a

Item	Quantity	Unit	Price	Total	Remarks
Bread	16	lb	10	1.60	
Apples	1	doz	1.00	1.00	
Oranges	1	doz	1.00	1.00	
Pears	1	doz	1.00	1.00	
Pine	1	doz	1.00	1.00	
Turner's Potatoes	2	doz	1.00	2.00	
Onions	4	lb	1.00	4.00	
Coffee	1	lb	1.00	1.00	
Algar moist	1	lb	1.00	1.00	
Butter	1	lb	1.00	1.00	
Onions	1	lb	1.00	1.00	
Pineapples	1	doz	1.00	1.00	
Pickles	1	doz	1.00	1.00	
Mustard	1	lb	1.00	1.00	
Pepper	1	lb	1.00	1.00	
Saltine	1	lb	1.00	1.00	
Limejuice	1	lb	1.00	1.00	
Reserved Procter's soap	5	lb	1.00	5.00	
Salt Pork	2	lb	1.00	2.00	
Salt Beef	2	lb	1.00	2.00	
Butter	1	lb	1.00	1.00	
Salt	1	lb	1.00	1.00	
Prison	1	lb	1.00	1.00	
Refined Sugar	1	lb	1.00	1.00	
Water, Shred and a bag	1	lb	1.00	1.00	

average scale of a Soldier or Seaman.
We are placed in a place that is constantly
filled with Soldiers, and we have not-
room to move out of our small cabins
with no ruff breath. There as nothing been
Provided for our Wives, not as much as
a Pillow, althou Thirty Guinness, was
charged for three Passage, and the
Captain, has laugh'd at us, and done
all he could, to make our place quite
uncomfortable;

We have, my Lord, a written statement of nearly every thing we have suffered since leaving England,

He complained to the Government Agent at the Cape! Who seen the Captain and master Living, Pay us up, the Provisions He had Sapoe, and provisions that was Sapoe from us, was paid and He then promised that he would set us comfortable Which as not been the case.

We hope Your Lordships will be pleased not to cause an Inquiry in to this Case - The Captain allows Mr Robert Boyle to receive any thing he requires, and to do as he likes

A. C. Allen

Yours Lordships

Worst Quibble Servant

2nd Engineer } George Walker
3rd Engineer } George Clements

3^d Engineer (George Clements—

Prodrad May 12th 1859

No 1400

Proceedings of the Madras Government
Under date the 9th ^{June} ~~May~~, 1859.

Read the following
letter from the Superintendent
of a Marine.

/Here enter 19th May 1859. N^o 991/

Ordered that the following endorsement be made on the petition of Messrs. G. Mulhies and G. Clements ^{two of the} ~~same~~ ^{Engineers who accompanied the Steam Engine} ~~the~~ ^{the} ~~Barber~~ & that the same be communicated to the Petitioners through the Chief Engineer.

The Petitioners are informed that their complaints against the Commander of the Ship Tartar have been fully investigated by the Superintendent of Marine, and are considered by him to be

1. *Merula hyemalis* (Blackbird)
 2. *King vireo*, v. *g. olivacea*
 3. *Ceryle* -
Proch. a.
 d. 12th Aug^r, 1859.
 Coll. Aug^r 8, 1859. No.

Complaint of the
Prisoners, they received
from the Captain of the
Sloop, on their passage
from England. After
that they to the practice of
the Court, and the
people, when the Captain
promised that he would
attend to their complaint
which has not been done
and that they have a number
of statements of every day
that England since leaving
England, & do not ask
anything into the Court
from General to
the highest Prisoner
of the Court.

be without foundation..

SH

in

10 Copies to the Chap. Secy. Per 10th

21st 1859
2nd 1859
2nd 1859

21st 1859

21st 1859
21st 1859
21st 1859

The Chief Engineer
communicated to the
elemental that the
engineer's masterly
agreed the commander of
the ship "clark" would
be in the

21st 1859