(1) பக்கங்களின் எண்ணிக்கை _____

(2) புதுக்கித் திருப்பிய நாள் _____

(3) ஆதாரங் குறிப்பவர் சுருக்கொப்பம் _____

தமிழ்நாடு ஆவணக் காப்பகம்.

தமிழ்நாடு அரசு

Public _____ தாள்

அரசாணை எண். 1688	அச்சகம்
மு. நோய்புத் தாள் எண். 399	பல்வகை
நாள் : 16-12-1858	199

மடிக்கவோ துண்டாடவோ கையாளவோ கூடாது.

இவை கு.நூ.1—15,000—60-90.

செப்பனிடுபவர் பெயர்
செப்பனிடுவதற்காக எடுத்துக் கொள்ளப்பட்ட நாள்
செப்பனிட்டு முடித்த நாள்
சரிபார்க்குபவர்
மு. நி. பா.
ஆராய்ச்சி உ யாளர் கையொப்பம்

To

The Post Master General
Madras

Sir,

1. I penned the following observations a long time ago but one Circumstance or other has prevented me from submitting them to you before.

2. I am fully aware that you have given much attention to the System of landing Mails from the P. & O. Company's Steamers and therefore will probably excuse my bringing to your notice what I have myself witnessed ever since the overland route has been established.

3. I have often been particularly struck at the non attention to great assistals necessary to facilitate communication between the Steamers and the shore and I have been sometimes called upon to explain to the Public why the Mails could not be landed the Cause of the long delay in the arrivals of the Post Office Despatches by Land which I could not explain but by saying that the Surf was too high. Having long Experience of the Coast and the Circumstances, unable

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to expedite, on account of the Steamers lying at such an estreme distance, together with the wind and Current being so strong that the Boatmen could hardly make way against their Combined force, on one occasion* the Private Secretary pointed out that it occupied Nine Hours to convey the Report.

4. If in the following remarks I can point out how one or two hours may be saved to the public, it may be considered sufficient ground for you to take the subject in hand with the view to carry out the proposed arrangements, to say nothing of the relief which would be thereby afforded to all persons anxious to obtain possession of letters and news from Europe—

5. First, All Mail Steamers should be instructed to anchor at one Convenient place all the year round and much nearer the Shore than they generally do. This is the greatest essential of all, and if two large red buoys were laid down inside of the Shipping (one for the Calcutta and one for the Suez Steamer) where they could not be run down by Sailing vessels, it would be a great improvement. Commanders of Steamers would as a matter of Course come to them when they knew their utility, and would themselves partake largely of the benefit by the facilitation of intercourse with each other when lying close together, which cannot be obtained when lying at opposite ends of the Roadstead as they frequently do; where, often in consequence of other Steamers being in the Roads (which are full of Shipping) at the time, a difficulty is experienced in finding them out. Steamers have not the same excuse for not anchoring so near the Shore as Sailing Vessels. The former could always come within a mile from the Beach (Bay for Mails) whereas they sometimes anchor outside the Shipping altogether a distance of nearly two miles, in addition to which the distance being so far to inward necessarily increases the labor and time required to pull alongside.

6. In the next place

* 16th Feb. 1858.

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some more efficient person than an old pensioned Sergeant (who assures me that no attention is paid to him) I should go off in the Mail Boat to every Steamer with positive orders not to allow any other Boat to come alongside until the Mail Boat has reached and left the Vessel — A Police Officer is evidently indispensably necessary for this Service.

7. The same, or some other person having equal authority should be on board the Steamer to see that the Mails are first and quickly put into the Boat after it is alongside — Here, I would beg to observe it is universally admitted that the Mail Service should have priority of Claim over the convenience or urgency of every person or service of whatever kind. Either the same or some other person able to exercise Control should be made answerable for the Boats departure from the Vessel immediately it is laden, and he should accompany it on shore. ———

8. The Tindal and Crew of the Mail Boat should

be suitably dressed to distinguish them from common Crews and to save them from flagellation, which, for the want of suitable Clothing I have seen them receive from Officers of the Steamers. ———

9. The Mail Boats Crew should be better paid than all other Crews (whose rates of hire even for ordinary trips are too low) to ensure respectability, punctuality, and efficiency by night as well as by day. — ———

10. There should be a full Complement of Coolies under a trustworthy Superintendent living on the Beach always ready to take the Mails out of the Boat the moment it reaches the shore, thereby allowing the Boatmen to attend to their commission, which is, as much as they can do properly. — ———

11. The Mail Boat should be provided with a patent lantern for night duty, so fixed as to be visible both from the shore and the Vessel, also for the Tindal purpose of showing the Steamer to her moorings, where the Mail

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Post Boat should be in readiness to help to make her fast—
This plan would save the trouble of Mooring and anchoring twice—A distinguishing Flag would answer for the day time—

12. Perhaps, it is not my province to go further, still I trust that I shall not be thought presumptuous, as I have Commenced, if I offer an opinion that instead of taking the Mails into the Post Office at its present site, (say a distance of a Mile) from where they are now landed through narrow Streets, sharp turnings of Corners, and Coming into Constant Collision with Coaches going to office, Private Vehicles and Pedestrians, it would be better that there should be a Branch Steam Post Office in the Branch Close to where the Mail Boat arrives where they could be opened at once and distributed without the foregoing interruption and delay.—

I could point out many advantages all tending to promote dispatch which would be attended by the Post Office having the Mail Boat under its own management—

If this recommendation should be adopted the Boat should be double manned and Post Office equipped and at all hours kept ready for Steaming—in short I am perfectly convinced that the Mail Boat service would work more satisfactorily under the direct Control of the Post Master General himself than under the present Contract System. I have no doubt that in the long run, it would not be much cheaper. At all events, I consider that Celerity is of more Consequence than economy at this juncture, for however preferable the Contract System may be generally at this time is no particular object, the same opinion Cannot be entertained with regard to the Landing of Mails where dispatch is universally admitted to be every thing.—

14. It must not be forgotten that occasionally both outward and Homeward

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Mails arrive about the same
time or within the last few
hours during which the Steamers
from Calcutta are allowed
to remain in the P. Roads —
Of such a Crisis, double
anxiety is felt not only
to receive Correspondence
but to reply to it by return
Mail — Minutes at such a
time are as valuable as hours
at any other — The following
Case may serve to elucidate
my meaning — The Calcutta
Steamer Remains in the P. Roads
Twenty four hours, Suppose
the Suez Steamer anchors at
the twentieth hour, say it
will take four hours from
the moment the English
Steamer comes into the
time the public receive their
letters, no body on board
is left to reply — Part of the
new plan would save two
hours (one by the arrangement
afloat, one by the arrangement
on shore) people about Madras
would at least be able to
acknowledge their Correspon-
dence —

15. Altho this paper
professes to treat exclusively

upon the most expeditious
mode for landing Mails
still there are other matters
which interest both the
public and the Government
in the Steamers touching up
a suitable berth — It is of
great importance to the
[redacted] of Passengers
both old and young, Troops,
Treasure, as well as to the
transmission of Important
News — Nor must Commerce
and Trade be overlooked,
since these floating Castles
carry Merchandize of every
description for every body from
the highest to the lowest, who
are all anxious to receive the
various packages Consigned
to them as early as possible —

16. I do not pretend
to guess, nor would it be
proper for me to state if
I did know, who are the proper
parties to lay claim to making
for the P. & O. Company's Steamers,
but, I am very anxious not
to be misunderstood in any
of the above Remarks which
do not mean to reflect
upon any person. Certainly
not upon the Commanders

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of the P. & O. Company's Steamers who, with their agent on Shore are always ready to meet the convenience of the public as much as lies in their power. and would no doubt, be happy to do so further if the way should be pointed out; That I have endeavoured to make Clear and the Commencement of which, is simply to moor Buoys for the P. & O. Steamers in the Madras Roadstead.

17. In Conclusion should any steps be taken for placing mooring Buoys, it must not be overlooked that a Pier is in Contemplation of erection, the position of which, ought first to be determined so as to prevent Collision of the two objects.———

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Asst. Attendants' Office.
Madras 13th December 1858.

From,
The Assistant Master Attendant
Madras.

To,
The Chief Secretary to Government
Fort St. George.

Sir,

I have the honor to submit for the perusal of the Right Honorable the Governor in Council the amended Copy of a letter which I took the liberty of addressing to the Post Master General some time ago.

Being constantly on the Beach I have had many opportunities of observing how the Mail Service works, and feel that I should have been guilty of a dereliction of duty both to Government and the Public if I had not made the same known to the proper party concerned, which I believed was the Post Master General himself.

I have the honor to be
Sir
Your Most Obedt Servant.
J. M. Kennie
Asst. Master Attendant

2/1888

Rec'd 16 Dec 1858.

P

Admy. 1858. Sept.th

From the Assistant Master
Attendant. Madras.

2/13
Q/16 Dec/58.

At 10/1858.
Minute

Submits for the perusal of
Govt an Index Copy of a
letter addressed to the Post
Master General suggesting
certain improvements in
the system of landing
Mails from the P.O. Pcs
Steamers.

W H
Lodge Clerk
BP

C 19 Dec.
R 3 Jany/59