

(1) பக்கங்களின் எண்ணிக்கை

(2) புதுக்கித் திருப்பிய நாள்

(3) ஆதாரக் குறிப்பவர் சுருக்கொய்யம்

தமிழ்நாடு ஆவணக் காப்பகம்.

தமிழ்நாடு அரசு

தமிழ்நாடு

அரசாணை எண். 142/Pub/1859	அச்சகம்
மு. கோப்புத் தாள் எண். 714	பலவகை
நாள் : 30/04/1859	199

(11)

மேல்க்கவோ தண்டபடி கையாளவோ கூடாது.

பாதுகாப்பு பிரிவு-1
 செப்பனிடும்பவர் பெயர் 20. செ. செ. செ.
 செப்பனிடும்பவர்களுக்குக் கொள்ளப்பட்ட நாள் 08/02/08
 செ. செ. செ. 1208
 சரிபார்க்கும் முதல் மு.நி.பா.எ. கையொப்பம்
 சரிபார்க்கும் 2-ம் மு.நி.பா.எ. கையொப்பம்
 ஆராய்ச்சி உதவியாளர் கையொப்பம்

1888 December 20. Arrived in the Madras Port
 Master Mervin: Captain Mervin, S.M.

From Southampton	24. Sep.	From St. Helena	14. Nov.
" Gibraltar	1. Oct.	" Cape Town	19. "
" St. Vincent	13. "	" Mauritius	4. Dec.
" Accension	26. "	" Madras	20. "

Amended Copy.

Master Attendant's Office.
 Madras 1st February 1859.

From, Captain J. F. McNeill
 Assistant Master Attendant.
 To, The Post Master General.
 Madras.

Sir,
 I noted the following observations a long time ago but one circumstance or other has prevented me from submitting them to you before, in any thing like a connected shape.

2. I am fully aware that you have given much attention to the system of landing Mails from the P. and 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 paid to great essentials necessary to facilitate communication between Steamers and the shore, and which will form the basis of all subsequent observations. I have been

been sometimes called upon to explain to the Right Honorable the Governor the cause of the long delay in the arrival of the Shipping Report at His Lordship's residence which although bearing my signature I was under the circumstances unable to expedite on account of the Steamers lying at such an extreme distance together with the wind and current being so strong, that the Boatmen could hardly make head way against their combined force. On one occasion the Private Secretary pointed out that it occupied Five hours on the 16th Feb^y 1860 to convey the Report at the same time, it is known that a portion of the public had to wait a much longer time for their letters or nearly double that period!!!

4. If in the following remarks I can point out how 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 carrying out the proposed arrangements, to say nothing of the relief which would be thereby afforded to all persons anxious to obtain possession of private letters and miscellaneous news from Europe.

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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 Indus Steamers) where they could not be run down by sailing vessels and the passage to them kept clear it would be a great improvement. Commanders of Mail Steamers would as a matter of course come to them when they know their utility and would themselves partake proportionably of the benefit by the facilitation of intercourse with each other when lying close together; which cannot be obtained when situated at opposite ends of the Roadstead as they frequently are, where often in consequence of other Steamers occupying the central ground at the same time a difficulty is experienced in identifying the Mail Steamer. Steamers have not the same excuse for not anchoring so near the shore as sailing vessels except in bad weather. The former being always under command could invariably come within

within a mile from the Beach (6 or 7 fathoms) whereas they sometimes anchor outside the Shipping altogether a distance of nearly two miles, in addition to which the distance being so far to windward (as aforesaid) necessarily increases the labor and time required to pull alongside. This is the first (and greatest) cause of delay.

6. In the next place, it is highly necessary that some more efficient person than an old pensioned Sergeant (who assures me that no attention is paid to him) 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. Other boats being permitted to be made fast to the Steamer before the Mail Boat reaches is the second cause of delay. A Police Officer with full powers is evidently indispensably necessary for this particular service.

7. The same or some other person having equal authority should be on board the Steamer not to interfere with the

the duties of the Admiralty (which ¹³indeed ³would not be allowed) but for reference in case of disputes with the Boatmen whose noisy clamour prevent the Mails being first and quickly put into the Boat after it is alongside, thereby allowing the Passengers and their Passages to have priority of attention; Whenever this is the practice, it is the third cause of delay. 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 rank or kind. Either the same or some other person able to exercise control should be made answerable for the Boat's departure from the Vessel immediately it is laden, and he should accompany it on shore. The Mail Boat remaining unnecessarily alongside after the Mails are put into her is the fourth cause of delay afloat.

8. The Tindal and Crew of the Mail Boat should be suitably dressed and belted to distinguish them

them from leaving crews and on an account be permitted to leave their Boats which together for the want of a uniform Dress subjects them to flagellation which I have myself seen them receive from the Officers of Steamers.

9. The Mail Boat's crew should be on monthly pay 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 own work, which is as much as they can do properly.

11. The Mail Boat should be provided with a patent lantern painted the same color as the Buoys (red) for Night duty, so fixed as to be visible both from the shore and the

the Steamer coming in to lead her ¹⁴² to her Moorings where the Mail Boat should be in readiness to help make her fast. if Commanders prefer this course to letting go their own anchors. This plan would save the trouble of moving and anchoring twice which now and then they are compelled to do for want of definite instructions. A distinguishing Flag would answer for the day time.

12. Perhaps it is not my province to proceed 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 Native Vehicles and Pedestrians it would be better that there should be a Branch Steamer Post Office on the Beach close to where ^{the Mails land where} they could be opened at once and distributed without the foregoing interruption.

interruption and delay.

13. 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 extra equipped and at all hours kept ready for launching. 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. In offering the above suggestions that the Post Office should have its own Boat I can speak from daily experience of the advisability of the measure from the absolute necessity there exists of the Master Attendant (assuming it to be a parallel case) having his own boat always at command without which it would be impossible for him to do any thing in an emergency afloat owing to the character of the Boatman, and

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and the precarious nature of their duties which with the above exception not being monthly, they do not feel bound to punctual attendance

14. It must not be forgotten that occasionally both Outward and Homeward bound Mails arrive about the same time or within the last few hours during which the Steamers from Calcutta are allowed to remain in the Roads. At 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 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 anchors until the time the public receive their letters no balance of time is left to reply. But if the new plan would save two

two hours (namely one hour by the Steamer anchoring nearer in shore another hour by the Post Office having a Branch Office on the Beach) thereby reducing the four hours time to two hours operation, leaving the other two for opening and answering letters, people at Madras would be able to receive and acknowledge their correspondence within the four hours and thus save a Mail

15. Although this paper professes to treat exclusively upon the most expeditious mode for landing Mails, still there are other matters which interest both the Government and the public in the Steamers taking up a suitable berth. It is of great consequence to the embarkation and disembarkation of Passengers (sick, old and young) Troops Invalids and Treasure, as well as to the transmission of Important News to the Pres. Nor must commerce and Trade be overlooked since these floating Factories carry Merchandise of every description for their numerous constituents both

both at the Presidency and in the Mo. ¹⁴² ^(b) Insil 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 down Moorings for the P and Q 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 of the P and Q Company's Steamers who with their Agent on shore are always ready to meet the convenience of the public as much as lie in their power, and would no doubt be happy to do so further, if the way were pointed out. That way I have endeavored to make clear, and the commencement of which is simply to Moor Buoys for the P and Q Company's Steamers in the Madras Roadstead. The absence of them offer excuses for these Steamers lying

lying so far out, consequently subjects the public to the great evil of which it is so justly complained.

17. Should any steps be taken for placing Mooring Buoys, it must not be overlooked that a Pier is in contemplation of erection, also one or two more schemes for making a passage across the surf both safe and easy are before the public the position of which, ought first to be determined so as to prevent collision of the several objects.

18. Having taken upon myself to offer certain suggestions for the landing of Mails in fine weather, I would in conclusion beg to make a few further remarks respecting the manner in which they might be sent on shore. During foul weather when the ordinary Maculatan Boat cannot go off, which I hope will not be considered irrelevant to the subject. Although many years ago a Life Boat was constructed at Madras upon a principle supposed to be the best adapted for

for the Port and two others upon different principles were subsequently sent out by orders of the late Honorable Court of Directors upon my requisition when Acting Master Attendant, yet none of them answered the purpose for which they were intended. Considering we have had on one or two occasions (on the arrival of Steamers in the Roads) such bad weather as to prevent even the possibility of transshipping the Mails on board the Shipping in the Roads further supposing no Vessel were in the Roads at such a time, even if they could be transhipped, a question necessarily arises as to what would be the best means to resort to under the double contingency? In the absence of any other alternative than that of carrying on the Mails to Calcutta or Point de Galle (as the case might be) I would suggest for the consideration of scientific and practical men, whether the simply putting them into a suitable and well secured Patent Gutta percha Life Boat, Indian rubber Cradle, or which perhaps would be nearer

at hand an Iron Tank with the Man hole closed, in short an air tight cylinder or tube of some kind to throw overboard and anchor would not be feasible? thereby allowing the Steamer to proceed on her voyage without further detention, leaving the Mails to be picked up afterwards when the weather abated by the Shore Boats. A similar practice is resorted to in England and I believe is sometimes practiced at the Sandhead under a variety of circumstances. In selecting either of the above apparatus (and the nature of the coast having groins or stone projections should be borne in mind) it should, if at Night be illuminated, and in the event of the apparatus breaking adrift there could be no fear (it is presumed) of the same safely reaching the shore at a small angle South or North of the anchorage as the Current may prevail at the time. After the Mail Boxes are taken out, the machine which gave them cover could be returned to the Steamer on her passage back. Any plan that might be arranged

Should

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should be mutually understood by the authorities on shore and the P and O Company's Commanders afloat and in conjunction with their Agent, but being altogether independent of Signals by Flags which I have seen in some instances blown away by the violence of the gale and at other times quite indiscernible owing to the thick pouring rains of the monsoons. When the weather is at its worst, the Steamers could not it is conjectured approach the Roadstead but would of necessity carry on the Mails either one way or the other - this however it must be remembered would be an extreme case and a crisis. At all other times the Mails could not only be landed but generally much quicker than they now are, if the means which I have taken the liberty to suggest were duly carried out. Before concluding one more fact might be mentioned regarding the Steamer herself viz. that whatever time might be saved at Madras by her anchoring more conveniently would be

be again to the whole voyage and vice versa
what is thrown away is lost to it and
thereby affecting the interest of other
stations as well as Madras

19. In conclusion I would beg
to mention that such observations
upon the subject, which refer to the
Moorings for the Steamers and mode
of working on board for the despatch
of the Mails have had the full con-
currence of their several Commanders
whom I have consulted.

J. M. Keirne

MS. B.
in B. 7/14

To,
The Chief Secretary to Government
142 9
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Sir,

With reference to my former
communication upon the subject of landing
Mails quickly from the P. & O. Steamers,
which I submitted to your address, in con-
sequence of Complaint from the Private
Secretary to Lord Harris. I have now the
honor to request that I may be permitted
to forward for the perusal of Government
an amended letter sent to the Chamber
of Commerce in substitution of the Original
one. In conclusion, I would respectfully
observe that the several Commanders
of the above Steamers, whom I have re-
ferred to, unhesitatingly declare that my
suggestions, if carried out, would in
every respect be decidedly advantageous
to the interest of all parties concerned.

I have the honor to be

Sir,

Your most Obedient Servant.

Master Attendants Office

Madras 28th April 1859

J. M. Keirne

Assistant Master Attendants

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Wells. 1839. Sept.

From J. P. Williams Esq
and Union Church of
Andover.

8/20
29/30 April

10/11/39
Amuly

With reference to his
former communications.
For upon the subject of
laundry mails quietly
from the Dr. & Steamer,
forwarded for the benefit
of boat-owners & the
rest to the Chamber of
Commerce in the hope
that of the original one.

Wells 1839