

1. Number of pages.
2. Date of repair.
3. Initials of Reference.

M.R.O. 1-39,000-16-10-22.

MADRAS RECORD OFFICE.

Government of Madras.

Public DEPARTMENT.

G.O. No. <i>521</i>	Press Mis.
Dated <i>27-4-</i>	<i>1868</i> 19

Not to be folded or roughly handled

Read again letter from the Protector of Emigrants, dated 21st December 1867, and recorded in the Proceedings of Government of the 22nd January 1868, No. 75.

Read also the following papers :—

No. 175. From the Collector of Tanjore, to the Chief Secretary to Government, Fort Saint George ; dated Combaconum, 26th February 1868, No. 164.

With reference to paragraph 1 of the Order of Government, dated 22nd January 1868, No. 75, requesting me to furnish information as to the practice in respect of shipping laborers from this district to British Burmah, I have the honor to forward, herewith, copy of a report from the Acting Head Assistant Collector of Tanjore, who is at present in charge of the Sub-Collector's office and of the Sea Custom Department, which gives the information asked for.

2. I have also the honor to add, that I am not aware of any circumstances which seem to require the provision by Government of additional checks for the protection of emigrating coolies, and that I quite agree with the Protector of Emigrants in thinking that the Madras cooly is well able to take care of his own interests. As long as the rules regarding space and tonnage are properly attended to I would not interfere any further, but leave the coolies to fight out their own battles with the Maistries.

From the Acting Head Assistant Collector of Tanjore, to the Collector of Tanjore ; dated Negapatam, 20th February 1868, No. 30.

With reference to your foot-note, No. 17, dated 30th of January, appended to Proceedings of the Madras Government, Judicial Department, 22nd January, I have the honor to forward the following report :—

The two points upon which Government would seem to require information are—1st, how far the present system of importing coolies approaches to kidnapping, and to what extent duress is chargeable on those who get them to sign Promissory Notes on board ; and, secondly, whether additional checks for the protection of emigrating coolies should be provided by Government. As I desired my report to be final and exhaustive I prepared a set of queries, based upon the Proceedings now under notice, and submitted them to the Master Attendant of Negapatam and the Conservator of Tranquebar, the only two ports in this district, I believe, from which free emigrants are shipped to the Eastern Settlements.

I proceed to give the queries with their answers, and add my conclusions thereupon.

1st.—Is there any kind of contract between free coolies emigrating to the Eastern Settlements and any other persons whatever, either here or at port of debarkation, *previous* to embarking ?

No contract whatever is entered into before embarkation, but the coolies are informed of the amount they will have to pay on landing for passage and provisions. It appears that the coolies make verbal promise to the Maistries to serve on the other side, but service contracts seem to be made *after* landing before the Houses of Agency there for certain fixed period of service.

2ndly.—Are the coolies in any way collected together by Maistries ; if so, who employs the Maistries, and do the Maistries sail with them and with what object ?

Maistries do collect coolies ; they are employed by nobody, but act on their own authority and at their own risk ; such Maistries are called “Vaguppugarars” or “Talamaikarars ;” these men enter into an engagement with ship-

owners to pay them so much per head at a fixed rate; any payment is made by the Maistries at the port of debarkation. The Maistries receive a certain sum in advance from the ship-owners for provisioning expenses, and sail with their coolies for the purpose of receiving any amount that the passengers may owe for passage, and also to attend to the wants of the coolies during the voyage; these Maistries have assistants or agents who go into the country to collect emigrants, receiving a fee of Rupees 2 per head on delivery of the coolies to their principal at the port of embarkation.

The Tranquebar Conservator states that the Maistries deliver their coolies to the Houses of Agency on the other side for remuneration, the particulars of which cannot be here ascertained; and although not employed by those houses, come to be well known to them by thus repeatedly bringing emigrants.

3rdly.—How do the coolies arrange with the ship-owners about passage money and provisioning?

4thly.—What do you know as to the practice of the coolies executing bonds during the voyage?

5thly.—Is any advance made to the coolies by the ship-owners for their families in India; if so, on what security?

6thly.—Is it the custom to detain the coolies on board at the port of debarkation until some employer there pays their passage money and releases them?

They do not so arrange, but the coolies look only to the Maistries who receive advances from the ship-owners and pay sums to the coolies for provisions. The ship-owners look entirely to the Maistries for the payment of passage money and their advances.

They do so as a habit; these bonds are executed in favor of the Maistries only and not to the ship-owners; they are executed for the payment of their passage money, sometimes also before embarkation. In the bonds it is stated that the amount due to the Maistries for passage, advances for provisions, &c., will be paid on the other side after the coolies are engaged by employers. The bonds are executed during the voyage chiefly for want of time previous to the ships leaving the port, as the ship has to clear out as soon as her papers are signed by the Master Attendant. No kind of duress seems to be exercised. It would appear that it is added in these bonds that, in default of payment, they tender their property in India as security for the amount. The Maistries sign similar bonds in favor of the ship-owners.

No advances whatever are so made, but the Maistries only advance a few Rupees to purchase cloth or some trifling articles of food actually required for the voyage.

At the ports of Singapore and Penang the emigrants are detained on board for three days unless released; the ship-owners or "Tindal" land them, if not they are released at the

expense of the Maistries; thus the Master Attendant reports. The Tranquebar Conservator states generally that the coolies are detained on the other side together with their effects, until the Maistries settle with the ship-owners.

Answered unanimously negative.

7thly.—Are the coolies ever brought back to the port of embarkation in India on the ground that no one bid for them, and so paid their passage? Has such a thing ever happened?

8thly.—To what extent is the taking of a cargo or free coolies a speculation on the part of ship-owners?

To no extent beyond the charge made for their passage, which varies from 10 to 15 Rupees a head for males, and Rupees 20 for female passengers. The Maistries gain largely by it, as they charge passengers at the port of debarkation 10 dollars for a male, and 20 for a female, which sum includes all charges for passage and provisions. However, it should be mentioned here that coolies are a profitable cargo to ship-owners, as they chiefly occupy the upper deck, the lower deck being filled with their usual goods.

(True Extract).

(Signed) G. L. MORRIS,
Collector.

No. 176. From the Magistrate of Madura, to the Chief Secretary to Government, Fort Saint George; dated Ramnad, 30th March 1868, No. 99.

Adverting to the Proceedings of Government, in the Public Department, dated 22nd January 1868, No. 75, I have the honor to report that laborers are shipped to British Burmah from the ports of Keelakaray and Paumben.

2. The Acting Head Assistant Magistrate in magisterial charge of the sea ports of the district reports that the practice alluded to by the Recorder of Moulmein prevails to some extent. Either the coolies enter directly into an agreement with ship-owners as to the passage money, or they receive an advance from Kangaries or Commission Agents, and borrow money from their employers or from others when they land at Burmah to pay it off. In either case every laborer is hampered with debt when he arrives at Burmah, but this seems unavoidable.

3. No case of duress on the voyage to Burmah from this district has come to notice.

4. I concur with the Protector of Emigrants in thinking that no further rules are necessary for the protection of this passenger traffic.

No. 177. From the Collector of South Arcot, to the Chief Secretary to Government, Fort Saint George; dated Cuddalore, 6th February 1868, No. 15.

In reply to G. O., dated 22nd ultimo, No. 75, I have the honor to state that the last shipment of Native passengers for British Burmah took place from the port of Cuddalore so far back as the year 1859.

2. From inquiries made on the subject it would appear that cases have occurred, though very rarely, where indigent laborers leaving India for the purpose

*Proceedings of the Madras Government, Public Department,
27th April 1868.*

of settling in Burmah or the Straits, and who have not the means to pay for their passage and messing on board, have executed before embarkation a bond on stamp paper, promising to meet both these claims on arriving at their destination through means of any employers who may come forward to engage their services.

3. I agree with the Protector of Emigrants that, except by declaring bonds executed at sea to be null and void, any legislative interference is uncalled for in the matter.

No. 178. From the Magistrate of the Kistna District, to the Chief Secretary to Government, Fort Saint George; dated Repalli, 25th February 1868, No. 96.

With reference to G. O., No. 75, dated 22nd ultimo, I have the honor to state that the practice observed at this port in respect of shipping laborers is, that laborers going to British Burmah hence enter either into a written agreement with the ship-owners or agents, or get their friends here to stand security for the payment of the passage money, which is Rupees 10 to those who pay before-hand, and Rupees 12 to those who are to pay on disembarkation, including victuals during their voyage across.

2. Those who stand security pay the ship-owners or agents here, and those who bind themselves to pay at Burmah pay on disembarkation through their friends or new employers.

3. The sums unpaid are recovered by legal means by Ship Agents or Syrangs, to whom the stamped bonds executed here before embarkation are endorsed over.

4. Nothing has come to my knowledge to corroborate the impression that bonds are extorted on boardship from coolies who embark without pre-payment of passage money, but I have of course no certain means of ascertaining whether the practice exists or not.

5. Such bonds as suggested by the Protector of Emigrants might be declared void, but I see no reason to interfere in any other way.

No. 179. From the Magistrate of the Kistna District, to the Chief Secretary to Government, Fort Saint George; dated Nizampatam, 10th March 1868, No. 126.

In continuation of my letter, No. 96, dated 25th ultimo, I have the honor to forward, herewith, copy of a letter from Captain Maiden, No. 24, dated 6th current, furnishing further information as to the practice in respect of shipping laborers to British Burmah.

2. Captain Maiden was absent on leave when the above letter was written. I consulted him on his return as an officer of long experience on this coast, and I consider his views worthy of attention.

From Captain J. W. MAIDEN, Master Attendant, Masulipatam, to the Collector of the Kistna District; dated Masulipatam, 6th March 1868, No. 24.

In returning the enclosures received [with your letter, No. 105, of the 21st of February, I have the honor to inform you there are annually from three to four Native crafts who take laborers from this to Rangoon and Moulmein on the terms stated in Mr. Cresswell's letter, and it will be found in most cases that people, who emigrate to the Burmah provinces from Masulipatam, do so at the request of some relative or friend who have benefited his own condition in this way. In most cases the party so advised is assisted by the party sending for him, either by a remittance to

*Proceedings of the Madras Government, Public Department,
27th April 1868.*

pay his own passage or a promise to pay the whole or a part on arrival in Burmah. All who understand the character of this class of people, who generally embark as laborers to the east side of the Bay, will not be surprized that in many cases promises by friends to pay passage money should be evaded, when the time arrives to do so; but I fear it is more frequently the case the passenger, with cash in his possession sufficient to pay his passage, endeavours to evade doing so when he arrived on the plea of not having money. Cases of this kind have come to my knowledge, and it is my opinion that these matters are so perfectly understood by the parties concerned, *i. e.*, the Syrangs of Native vessels and their passengers, that both parties as a rule are well able to protect themselves. If my statement be correct suits in Court being frequent is not to be wondered at, but it appears to me a matter of traffic of this nature in which any abuses that may exist will remedy itself. The provision of the Passenger Act being strictly enforced is all that appears necessary, and as the number of passengers a vessel is permitted to carry is stated on document, without which it is impossible a vessel can enter at the Custom House, I do not think a case of "duress" could exist unknown to the authorities.

2. I beg to state as my opinion that charge for passage to the class of people above alluded to is very reasonable, and as the payment on arrival is a matter of convenience to the passenger it is, I think, reasonable the owner or his Syrang should hold some document to enable him to enforce payment of a just claim, and an order of Government, declaring null and void all bonds or notes signed at sea by Native passengers bound to Burmah, would in reality be an order for payment of passage money before embarkation. This I respectfully submit might prove very detrimental by preventing many deserving persons unable to pay their passage from proceeding to a country in which there is a wide field for industrious enterprising Natives.

No. 180. From the Magistrate of the Godavery District, to the Chief Secretary to Government, Fort Saint George; dated Cocanada, 22nd February 1868, No. 47.

I have the honor, in reply to the Order of Government, under date the 22nd January 1868, to inform you that the matter mooted therein came under my notice once before.

2. The Native ship-owners [of Coringa, who send their vessels annually to Moulmein and Rangoon for timber, horses, and sometimes paddy, take as passengers coolies intending to go over to those places. On this subject I addressed the Protector of Emigrants in December last. If the coolies are unable to pay in cash their fare, bonds are taken from them by the ship-owners for the same, the sum being enhanced by 25 per cent. The bond-holders trust to chance for recovery of the money. It does not appear that there are any other engagements between them. I do not see any necessity to make the pre-payment of passage money compulsory, or to impose any other conditions either on the passengers or ship-owners.

No. 181. From the Acting Magistrate of Vizagapatam, to the Chief Secretary to Government, Fort Saint George; dated Vizagapatam, 31st March 1868, No. 179.

I have the honor to acknowledge the receipt of the Proceedings of the Madras Government, dated 22nd January last, No. 75, calling for information as to the practice in respect of shipping laborers from this district to British Burmah.

2. During the last three years some 1400 Natives have left this port for British Burmah in Native vessels. Before leaving the Master Attendant, who is the Shipping Master besides, examines into the accommodation, provisions, &c., and gives the necessary license, as required by law.

Proceedings of the Madras Government, Public Department.
27th April 1868.

3. There can have been no deficiency in these respects, for we have had no complaints from any quarter on the subject.
4. The rate of passage money is usually 8 Rupees, if paid in advance; if at the port of debarkation, Rupees 10. For the latter amount a bond is taken here, and from what I can learn from ship-owners, the money is paid shortly after arrival at the port of destination.
5. By Act XXV. of 1859, extended to this Presidency by Madras Act II. of 1862, the principal Custom House Officer is authorized to inspect the vessel, &c., in order to prevent any imposition of the kind now brought to notice. I would propose that the Marine or Customs authorities in British Burmah be required to have the passengers brought before them upon landing, so that any undue advantage taken of them on boardship might there and then be found out, and if possible set to rights.
6. Or it would perhaps be as well to order that all such bonds be endorsed here by the Shipping Master as to the amount and terms of payment, the same being entered in the passengers' list, which the Master of the ship takes with him, as to who have paid and who have not, &c.
7. Besides the foregoing, I have no suggestions to offer.

No. 182.

ORDER THEREON, 27th April 1868, No. 521.

Resolved that the following letter be addressed to the Government of India:—
 (Here enter, 27th April 1868, No. 522).

(True Extract).

Chief Secretary.

PUBLIC DEPARTMENT.

No. 522.

FROM THE HONORABLE R. S. ELLIS, C. B.,
Chief Secretary to the Government of Fort Saint George,
 TO THE SECRETARY TO THE GOVERNMENT OF INDIA,
 HOME DEPARTMENT.

SIR,

I am directed to acknowledge the receipt of letter, No. 3863A, dated 24th August last, from the Under Secretary to the Government of India, Home Department, relative to the importation of coolies from Madras to British Burmah, and in reply I am to submit copy of the Proceedings of this Government noted in the margin.

Proceedings, 22nd January 1868, Nos. 92 to 94.
 „ 27th April „ „ 175—182.

2. It will be seen that inquiry has been made on this subject from the Protector of Emigrants and from the Magistrates of the coast districts of Tanjore, Madura, South Arcot, Kistna, Godavery, and Vizagapatam. The result of the inquiries made from these Magistrates is to confirm the description of this coolie passenger traffic, given by the Protector of Emigrants in his letter, dated 21st December 1867, and the Governor in Council considers that there is no reasonable ground for supposing that the offence of “ duress ” is committed by those who manage the passenger traffic, or by the Captains of the vessels carrying the coolies. There is no evidence that contracts for labor are made with the coolies by the Maistries who collect passengers for the shipping on the coast, and therefore no offence, such as would be punishable under Act V. of 1866 (Madras), is committed.

3. The Governor in Council concurs with the Protector of Emigrants in thinking that as a class the Madras coolies are able to resist imposition, and that so long as the rules prescribed by law, in respect of space and tonnage, are observed it is not desirable to interfere with the facilities afforded to the Natives of this Presidency of proceeding to British Burmah where they are able to obtain much higher wages than in their own country.

I have the honor to be,
 Sir,

Your most obedient Servant,

FORT SAINT GEORGE,
 27th April 1868.

Chief Secretary.

No 96

Kistna District
Magistrates Circuit Court in Session
Pepalli July 25th Feb. 1868.

From,

G. Thornhill Esquire
Magistrate of Kistna District

To,
The Honorable R. J. Ellis C.B.
Chief Secretary to Government.

Sir,
Kank Sant George

With reference to G.O. No. 75 dated 22^d Ultimo I have the honor to state that the practice observed at this port in respect of shipping laborers is, that laborers going to British Burmah hence enter either into a written agreement with the ship owners or agents or get their friends here to stand security for the payment of the passage money which is Rs 10 to those who pay before hand and Rs 12 to those who are to pay on disembarkation, including victuals during their voyage across.

Those who stand security pay the ship owners or agents here, and those who bind themselves to pay at Burmah pay on disembarkation thro their friends or new employers.

The sums unpaid are recovered by legal means by ship agents or sygangs to whom the stamped bonds executed here before embarkation are endorsed over.

Nothing has come to my knowledge to corroborate the impression that bonds are extorted on board ships from coolies who embark without prepayment of passage money but I have of course no certain means of ascertaining whether the practice exists or not.

Such

Home 1868 Dept

[]

From Government of
Fort St. George.

To

The Government of India.

No. 522.

Enclosures

Dated 27th April.

R. }

spare copies

D. No. Progs. {
L. No. No.

SUBJECT.

Submitting certain Proceedings of the Madras Government in reply to a letter from the Government of India, relative to the importation of coolies from Madras to British Burmah.

Such bonds as suggested by the Protector of
Emigrants might be declared void but see no reason
to ~~in any other way~~ in any other way.

I have the honor to be

Sir

Your Most Obedient Servant.

Thornhill
Magistrate

19

Vizagapatam, 31st March 1868.

From

From J. H. Master Esquire,
Acting Magistrate.

To,

The Honorable R. S. Ellis, Jr.
Chief Secretary to Governor
Fort Saint George.

Sir,

I have the honor to acknowledge the receipt of the Proceedings of the Madras Government, dated 22nd January last, B^o. 75, calling for information as to the practice in respect of shipping laborers from this District to Persian Birmah.

2. During the last three years some 140 natives have left this port for British Bir-
mah, in native vessels. Before leaving, the
Master Attendant, who is the shipping Master
besides, examines into the accommodation, pro-
visions, &c., and gives the necessary License, as
required by Law.

3. There can have been no deficiency
these respects, for we have had no complaints
from any quarter on the subject.

4. The rate of passage money is usually eight rupees, if paid in advance; if at the port of debar kâtion, Rs. 10. For the latter amount a bond is taken here, and from what I can learn from ship owners, the money is paid shortly after arrival.

Precis of the papers relating to the im-
portation of Coolies from Madras into Moulmein.

Vide Pro. of Eni
of 22nd January
1868. No 75.

The Recorder
of Moulmein brought to the
notice of the Chief Commissioner
under date the 18th Feb'y/69
that nearly eight-tenths
of the litigation was between
Natives of India. He thought
that the reason of this ex-
cessive litigation was to be
found in the peculiar
position of the dependants
of this class, consisting
mainly of "Coolies imported
from Madras, the plaintiffs
being usually Chetties of
the same country. The
dependants the Recorder
observed, "land here in a
"very destitute state, and
"commence their career en-
"feet to the claims of rogues
and Chetties, who have
"paid their fare on their
"arrival and taken re-
"promissory note for their
"amount, which amount

has,

1868.
Chief Commissioner

Mr

The AG. Magistrate

1868 No 52
The Chief Secretary
to Government
Fort St George

Dated 31st March 1868
Secy - J. A. Smith

No 652

No 1999

Referring to the proceedings
of Govt, dated 22nd January
last, says, calling for in-
formation as to the practice
in respect of Chetties, &c.
brought from the District
to British Burma and
suggesting certain provisions
for the protection of Europeans

"has, I learn, to be worked
"out by the new arrival
"at almost distress wages."

2 The Recorder
pointed out that the system
of importing Coolies in
reality approached kid-
napping. "The coolies," he
added, "who are deplora-
bly ignorant, are ship-
ped without any means
whatever by Commissioners
Agents, and, while on their
way are induced to sign
the promissory notes for
their passage money."

"The question of duress
has been raised as a
defence, but never proved,"
and he suggested that
the payment of passage
money in cash should be
made compulsory, or
that the notes or bonds
signed at sea be de-
clared void.

In forwarding
the foregoing, the Governor
General

Letter dated 24.
August/67. No.
3863. A.

* Letter dated 21st.
Decr/67. No 70. A.

General in Council
remarked "that, though
the offence 'duress' is never
proved, yet it may
exist," and requested
that the matter may
be inquired into, and
a report submitted for
the information of the
Government of India.

* The Protector
of Emigrants to whom these
papers were referred,
replied stating that no
contracts with coolies
for work in Burmah
or Moultmein were made
in India; - that in
Tanjore, the ship owners
employed men to find
their passengers, whom
they visited during
the voyage across; that
if the passenger did not
pay his money before
embarking, he was bound
to do so on landing, which
in every case no doubt, his
Employer

Employer did for him.
The Acting Sub-Collector
of Lajore learnt how-
ever on inquiry, that
the passengers did
not appear to consider
themselves bound for
any sum beyond the
passage money, cost of
provisions, and any ad-
vances they might have
received in cash.

5. In Vizaga-
patam, the Protector stated
that the cost of passage
was Rs 8 to those who paid
on embarkation; and
Rs 10 to those who paid
on landing, for which
an agreement on stamp-
ed paper was executed,
and endorsed by the
ship owner to the Syang
of the vessel, who col-
lected the money shortly
after arrival at the port
of destination.

The Protector
remarked

remarked that no doubt
"some frauds may occasio-
nally be attempted". He
considered that the Madras
Cooly was generally able
to take care of his own
interest, and he believed
that it was to this readi-
ness to resist imposition
as to be attributed the
amount of litigation
noticed by the Recorder
of Madras. In respect
to the Recorder's suggestion
that the prepayment
of passage money should
be made compulsory,
or that the bonds entered
into at sea should be
declared void, the Pro-
tector considered that
there seemed no objec-
tion to the last proposition,
but that the first would
scarcely be fair to the
Cooly who, without means,
wished to better his condition
by

by going to Burma.
7. The Govern-
ment resolved to refer
these papers to the Tanjore,
Madura, South Arcot,
Kistna, Godavery and
Vizagapatam Districts
and they were requested
to state whether circum-
stances within their of-
ficial knowledge seem-
ed to require the pro-
vision by Government
of additional checks
for the protection of
emigrating Coolies.

8. In compliance
with this requisition the
Magistrates in question
report as follows—
Tanjore: Is not aware of
any circumstances which
require additional
checks for the protection
of emigrating Coolies,
and agrees with the Pro-
tector of Emigrants in
thinking

Order No. 75.
22nd January
1868.

Letter of 26. February
1868. No. 164.

* 20. February 68.
L. 30.

thinking that the Madras
Cooly is well able to take
care of his own interests.
That as long as the rules
regarding space and
tonnage are attended
to, no further interference
is necessary.

9. The Magis-
trate forwards copy
of a report from his
Acting Head Assistant,
which contains seven
questions, with answers
and conclusions thereon.
From these it appears that
no contract is entered
into with the Coolies prior
to embarkation, but that
they are informed of
the amount which they
will have to pay on land-
ing, for passage, and
provisions. Service
Contracts seems to be
made after landing,
before the houses of Agency
Magistrates collect Coolies

on their own authority
and risk. They enter
into an engagement
with ship owners to pay
them so much per head
at a fixed rate, at the
port of debarkation.

10. The Maistries
receive advances from
ship owners for provision
expenses, and sail with
their coolies. The Maistries
employ Agents who
go into the Country and
collect Coolies, receiving
a fee of Rs 2 per head.

The Coolies execute bonds
in favor of Maistries
only, which specify the
amount due for passage,
provisions &c. The bonds
are executed during
the voyage chiefly for
want of time previous
to the ship's leaving the
Port, and it would
appear that a clause
is added that in default
of

of payment their property
in India will be held
as security for the amount.
The Maistries execute
similar bonds with ship
owners. No duress of any
kind seems to be exercised
at the Ports of Singapore
and Penang, the Coolies
are detained for three
days unless released.
Ship owners charge from
10 to 15 Rupees a head
for males, and Rs 20 for
females. The Maistries
gain largely by it, as
they charge the Coolies
at the port of debarkation
10 Dollars for a male;
20 for a female, includ-
ing all charges.
Madras.

Letter of 20 March/68
No. 99.

11. In this District
the practice alluded to
the Recorder of Moulmein
prevails to some extent.
Either ^{the Coolies} enter directly into
an agreement with
ship

shipowners regarding
passage money, or re-
ceive an advance from
the Commission Agents,
and borrow money from
their employers, or from
others on landing at
Burmah. No case of
"duress" on the voyage
has come to notice.

The Magistrate concurs
with the Protector of
Emigrants in thinking
that no further rules are
necessary for the pro-
tection of this Cooly traffic.

South Arcot.

12. Cases have
occurred in this District,
though very rarely, when
indigent labourers have
executed a bond before
embarkation on stamped
paper for payment, of
passage money and
messing on board, through
means of their employers.
The Magistrate agrees
with

Letter of 25. February
1868. h. 96.

Letter of 6. February
1868. h. 15.

with the Protector of Emi-
grants, that, except by
declaiming Bonds be-
executed at sea to be
null and void, any
legislative interference
is uncalled for in the
matter.

Ristna

13. The practice
prevailing in the Ristna
District is for labourers
emigrating to Burmah
to enter either into a
written agreement
with the ship owner, or
with the Agents, or get
their friends to stand
security for the payment
of the passage money
viz. Rs 10 to those
who pay before hand,
Rs 12 to those who are to
pay on disembarkation.
Those who bind them-
selves to pay at Burmah
pay on disembarkation
through

through their friends or employers. The sums unpaid are recovered by ship agents or Syngas to whom the bonds executed are endorsed over.

Nothing is known as to bonds being extorted on board ship ^{from coolies} who embark without prepayment of passage money. Such bonds as suggested by the Protector of Emigrants might be declared void, but there is no reason to interfere in any other way.

14. The Master Attendant at Masulipatam states that people who emigrate do so at the request of some relative or friend. He writes that "all who understand the character of this class of people who generally embark

Letter to Col Mr G
6. March / 68. Ho.
24 -

"as labourers xx will not be surprised that in many cases promises by friends to pay passage money should be evaded xx, but I fear it is more frequently the case ^{that} the passenger with cash in his possession xx endeavours to evade payment xx on the plea of not having money". The Master Attendant is of opinion that these matters ^{are} perfectly understood by the parties concerned. ~~He~~ does not think that a case of duress could exist unknown to the authorities. As the charge for passage is very reasonable, & as the payment on arrival is a matter of convenience to the passenger, it is deemed by the Master Attendant reasonable that the owner ^{or his agent} should hold

hold some document to enable him to enforce payment of a just claim. An order of Government declaring null & void all bonds or notes signed at sea would in reality be an order for, passage money before embarkation, which might prove very detrimental in preventing many deserving persons unable to pay their passage from proceeding to a country where there is a wide field for industrious enterprise.

Godavery.

15. Native Ship owners who send their ~~vessels~~ annually to Moulemein & Rangoon for timber to take Coolies as passengers. If the Coolies are unable to pay their

Letter of 22nd February
1868. No. 47.

their passage, bonds are taken from them by the ship owners, the sum being enhanced by 25 per cent. The ship owners trust to chance for recovery of the money. The Magistrate does not see any necessity to make the pre-payment of passage money compulsory, or to impose any other conditions either on the Coolies or the ship owners.

Vizagapatam

Letter of 31st March
1868. No. 179.

16. During the last three years about 1400 Coolies left Vizagapatam for Burmah in Native vessels. The rate of passage money is usually 8 Rs. if paid in advance, if at the port of destination Rs. 9.0. For the latter amount a bond is taken at

at Vizagapatnam and
the money is paid shortly
after arrival at the port
of destination.

17 The Magistrate
adds as follows—

"By Act 25 of 1859, extended
to this Presidency by Madras
Act II of 1862, the Prin-
cipal Custom House
Officers is authorized to
inspect the vessel &
in order to prevent any
imposition of the kind
now brought to notice, &
would propose that the
Marine or Custom Au-
thorities in British Borneo
be required to have the
passengers brought
before them upon land-
ing, so that any undue
advantage taken of them
on board ship might
then & then be found
out, and if possible
set to rights."

or

"Or it would
perhaps be as well to
order that all such
Bonds be endorsed
here by the Shipping
master, as to the amount
and terms of payment,
the same being entered
in the passenger's list,
which the master of
the ship takes with
him, as to who have paid
& who have not."

W.A.

dist. 4/5.

27 April 1868. No 521
Resolved that the
following letter be
addressed to the
Govt of India.

M.L.G.

Order thereof April 1868

Read again letter from the Govt of Singapore
dated 21 Dec 67 & recorded in the Govt of India
of the 22nd Jan 68 No 75.
Read also letter from the
Magistrate of Tanjore - Madras - Street
Kutna (2) - C. D. - & Kragm.

Wm
A
Per: 22 Jan 1868 No 75 72 & 94
27 April - - - 175 @ 182

No 522
To the Secretary to the
Govt of India.
Home Dept

I am directed to acknowledge
the receipt of letter No 386.
A. d / 24th August last
from the Under Secy to
the Govt of India Home
Dept. & relative to the
importation of coolies
from Madras to British
Burmah, and in reply
I am to submit copy
of the Proceedings of this
Govt ^{noted in the margin} ~~under this date~~
It will be seen that
enquiry has been made
in this subject from
the Portents of Emigrants
and from the Collectors
Magistrates of the Coast
districts of Tanjore, Madras

South coast, Kistna
Godavery and Vijaya-
patnam.

The result of the enquiries
made from the Magistrate,
is to confirm the description
of this ^{coast} passenger traffic,
given by the Protector
of Emigrants in his
letter d/ 21st Decemr.
1867, and the Governor
in Council considers
that there is no reasonable
ground for supposing
that the offence of
"dowry" is committed
by those who manage
the passenger traffic -
or by the captains of the
vessels carrying the coolies.

There is no evidence that
~~he~~ ~~no one~~ ~~does~~ ~~any~~ ~~contracts~~
for labor ~~except~~ ^{an exception} ~~to~~ ~~be~~ ~~made~~ ~~with~~
~~into~~ ~~the~~ ~~coolies~~ ~~and~~
~~by~~ ~~the~~ ~~Magistrates~~ who collect
passengers for the
shipping on the coast,
and therefore no offence
such as would be
punishable under Act
No. of 1866 (Madras)
is committed.

~~Under these circumstances~~
The Governor in Council
concurs with the Protector
of Emigrants in thinking
that as a class the Madras
coolies are all to be
regarded as free and that
so long as the rules provided
by law, in respect of
space and tonnage
are observed, no offence

it is not desirable
 to interfere with the
 facilities afforded
 to the natives of this
 Presidency, who may
 be desirous of proceeding
 to British Burmah
 where they are able
 to obtain much higher
 wages than in their
 own country.

M.E.

Fort St George.
 27 April 1868

Copied to the Protector of Emigrants
 with the 27 April 1868. 175-102

Vide despatch

Public 1868 Department

14.5.72

The copy to the Govt
 of India

27 April 1868
 The 1221

Substituting a
 proceeding of the
 Govt, as supply
 is better from the Govt
 of India, relating to
 the importation of
 opium from the
 Govt of India
 to British Burmah