

MADRAS RECORD OFFICE.

Government of Madras.

Revenue DEPARTMENT.

G.O. No.	<i>929</i> <i>930</i>	Press Mis.
Dated	<i>4-8-</i>	<i>1968</i> .

Not to be folded or roughly handled

Ph
18/11/36

*Proceedings of the Madras Government, Public Department,
4th August 1868.*

Read the following papers :—

No. 16. From Colonel A. FYTCHE, Chief Commissioner of British Burmah and Agent to the Viceroy and Governor General of India, to E. C. BAYLEY, Esq., Secretary to the Government of India, dated Rangoon, 5th May 1868, No. 206-2.

I have the honor to submit, with reference to your letter, No. 3862, dated 24th

Docket, No. 465, dated 4th December 1867, from Commissioner of Tenasserim.
Letter, No. 474, dated 13th idem, from ditto, ditto.

August last, paragraph 8, letters as per margin, on the subject of importation of coolies from the Madras Coast to British Burmah.

2. In view of the importance to British Burmah of a free immigration to the province, I am of opinion that it would not be desirable to place such a restriction on natives leaving the Madras Presidency as would be imposed if the recommendation of the Recorder of Moulmein, that the pre-payment of passage money should be made compulsory, were carried out. Such a restriction would, possibly, be as disadvantageous to the people of Madras as it would be to this administration. Madras, probably, as much requires an outlet for its redundant poor population as British Burmah requires a full immigration of valuable labor. I think it probable that generally the Madras emigrant, as stated by the Protector of Emigrants, is well able to take care of himself and prevent imposition, and that the majority of the cases spoken of by the Recorder of Moulmein as instituted in his Court are, to a certain extent, caused by this resistance to imposition.

3. The system of immigration certainly, however, requires regulation. I have no doubt that indigent natives are frequently taken on board native vessels on the Madras coast under false pretences that when they have sailed from the port of embarkation they are occasionally made to sign bonds, which hamper the free exercise of their labor for some time after they arrive in this country; that they are crowded on board unsafe ships, commanded by ignorant Nacodahs, to the great danger of human life; and that to render immigration to this Province full and safe to the people, some check must be placed on the manner of shipping emigrants at the Madras ports. Surveys should also be held on the ships which convey them, and some guarantee taken of the ability of the native commanders who navigate these vessels.

4. The accompanying letter from the Magistrate of Moulmein sufficiently proves the nature of the engagements which the immigrants are obliged to enter into, whereby their labor is so far hampered that, while they might be earning Rupees 12 or 15 per month, they are paid only Rupees 5 or 6 till the unjust demand made upon them, under the pressure, perhaps, of short allowance of food and water while on boardship, is paid off. The women, too, may in some cases be forced into prostitution by the bonds they enter into. That men and women are crowded on board unwholesome and unsafe vessels is sufficiently proved by several cases which have arisen in the Rangoon and Moulmein Courts, wherein the Nacodahs of the vessels have been heavily fined for excess of passengers, in some cases exceeding three times the number that they could legally carry.

5. In a recent conversation I have had with Lieutenant Colonel Fraser, Chief Engineer, British Burmah, on the subject of these native vessels, he informed me that his chief object in starting the compilation of a Wreck Chart was to represent

to Government the loss in vessels to the coasting trade of British India. He remembers a vessel being lost on the Alguada Reef with 300 of these Madras emigrants on board, of whom only 14 were saved; and from facts which came to his notice, while Superintendent of Light-houses, he believes that numbers of these vessels and hundreds of human beings must be annually lost in a similar fashion without Government knowing anything about it. What was the result of the Wreck Chart? That although reports were received from every port in British India, hardly one native vessel is entered; while nine-tenths of the wrecks which go to make up the fearful list of wrecks on the British coasts are of coasting vessels. The whole British Indian list of annual wrecks is made up of European and American vessels which have all the appliances of modern science to assist them in avoiding danger, barely one native coasting vessel appears, although in many of them the chief appliance used for finding position is a piece of wood with a long knotted string, one of the knots of which applied to the nose, and the piece of wood stretched out so as to subtend the angle at the eye, between the horizon and the polar star, gives an approximate latitude. It may be true that comparatively few native vessels are lost because they avoid going to sea in the south-west monsoon as much as possible, but this is in itself a disadvantage to trade. On the first Wreck Chart that was submitted, Lieutenant Colonel Fraser had not an opportunity of drawing his own inferences, and it was considered of not much practical value; but it appears to me that the practical value of the Chart is rather to be derived from what was not in it than in what appeared, the main result being that the Government have little knowledge or control over the native coasting vessels and their passengers.

6. Holding, therefore, in view the importance which the Government of India must place upon the free intercourse between the several parts of the British Empire in the east, and bearing in mind the extreme value to British Burmah of free immigration from Indian ports to assist in turning the extensive waste, but naturally rich ground of this province into productive land, I would not be disposed to enforce pre-payment of passage money, as thereby, moreover, we might prevent indigent persons from living in plenty.

7. From the fact of native vessels bringing over a large number of emigrants in excess of the measurement of the vessels, and of the oppressive bonds that both the men and women are forced to enter into, I deduce that, so far as immigration to this province is concerned, the Protector of Emigrants at Madras is more a name than a reality. Considering the inhospitable nature of the Madras coast, except at several (not numerous) controllable points, effect might, in my opinion, be more easily given to rules for the regulation of passengers in native vessels on that side the Bay of Bengal than on this, where the large extent of approachable coast, with its numerous inlets at the mouths of the Irrawaddy and Salween rivers, render it extremely difficult to regulate such a matter, except by adopting measures under the Passengers' Act, which might tend either to stop immigration, or to render the poor emigrant liable to still heavier imposition.

8. With these views I, with diffidence, venture to think that—

1st.—All native vessels should be bound to register their passengers before they leave a port, the amount of passage money being entered in the list; that the Agent forwarding the passengers be made responsible for

the payment of such passage money within a certain period; and the Master of the vessel bound to produce his list of passengers at the first port of arrival.

2nd.—That any bond for passage money be held as void, if entered into after such registration.

3rd.—That heavy fines be imposed upon any Master of vessels landing without due cause any passengers, except at the port to which he is bound, and not reporting it to the nearest Civil or Marine Officer.

4th.—That a better control over native vessels and their commanders, equipment, and crew, be exercised by Government, which might be brought about perhaps by the introduction of the native element into the several Master Attendant's offices in the shape of a Native Deputy or Assistant Master Attendant; the extra expense being met by registration, survey and examination fees of native passengers, vessels, and their Masters, which latter should not be allowed to take command of sea-going vessels without certificates of proficiency.

9. I do not suppose that what I have suggested will meet all the difficulties which beset so complicated a question, or that a system of control over the native trade could at once be carried out to the full extent necessary; but believing that a proper general control over the native sea-borne trade is the first step to be taken to arrive at a free intercourse between the population bordering on the Bay of Bengal, I give my opinion as the means whereby some degree of control might be obtained; and as the development and encouragement of the native coasting trade is a question of the greatest importance, I trust the Government of India will give the matter their fullest consideration.

From J. K. MACRAE, Esq., Magistrate of Moulmein, to Colonel D. BROWN, Commissioner of the Tenasserim Division, British Burmah; dated 3rd December 1867, No. 226.

I have the honor to submit a short report on the immigration of natives of India into British Burmah as called for in your Circular docket, No. 243, dated 25th October last.

The natives of India come to different parts of British Burmah periodically; many of these settle for good, but the greater number are migratory and remain in the country from two to four years.

These natives arrive here from almost all parts of India, but chiefly from Nagore, Coringa, Vizagapatam, Negapatam, Masulipatam, Chittagong, and Calcutta. The greater number come from Nagore and Coringa, people of the very poorest laboring classes—coolies and cultivators, what are called in India the ryot class.

From Nagore come the syces, gharry-owners, panee-wallahs, and cooks, and the chuliah or merchant class—the bazaar tradesmen. From Coringa we have the coolies, the tobacco and oil men, the blacksmiths and bricklayers.

Those of the better sort of these people suffer no inconvenience or hardship of any kind, as they can read and write their language and come to the country with some means of their own. These men pay their passage money at once; they are too knowing to be imposed upon, and, therefore, resort very little to our Courts in respect of their passage money.

The Coringa men, or the Gentoos who speak the Tellinga or Telooogo language, pay for or work their passage, and are generally well treated by their countrymen—the owners of the ships in which they come over.

The unfortunates who are really duped, imposed upon, ill-treated, and made a convenience of, are the poor ryots, or coolies and cultivators, the grass-cutters, the gharry-drivers, and the women.

All the Coringa women, with few exceptions, are brought, or come here for the purpose of prostitution; among the Nagore women there are some who live as wives for years, but many of them also eventually become prostitutes; the latter classes are the people who suffer most, and who are dragged to the Courts for their kappul kelvi, or kerir, or passage money. Their importation from India is carried on by a well organized system of agency.

There are three classes of men who make a trade of bringing over these people—

1st.—The general agents who stand responsible to the Nacodah of the vessel for the passage money of as many as they each put on board.

2nd.—The sub-agents, or touters, who go about the villages inducing the poor ryots to come over to Burmah, promising them an *El dorado* of ease and gain, and a quick return to their own poor villages with ample fortunes.

3rd.—A set of men who have been here for some time and lay by some money for the purpose of "purchasing" these men and women as soon as they arrive.

The sub-agents get a consideration for procuring as many men and women as they can induce to leave their villages, for each person they get 8 Annas to 1 Rupee. Many of these people leave their homes with the consent of their friends, who believed the colored statements of these sub-agents; others influenced by the same stories leave their homes by stealth and accompany the sub-agents to the place of embarkation. In such cases, lest the parents of these runaways should find them out, they are kept in some house, under the surveillance of men who are trained to this work, and who make it their business to bony up the minds of these poor creatures with narrations of their future prospects and the pleasures of a sea-trip and comfortable fare. At the same time their passage money is scarcely alluded to, and when spoken of is said to be a trip of Rupees 10 or 15 which the agent will pay, and which the passengers need not concern themselves about.

The fact is the agent stipulates to pay the Nacodah something like Rupees 19 for each man and boy, and Rupees 38 for each woman and girl, but charges for victuals to the former Rupees 14 and to the latter Rupees 22; and when fairly out to sea the deluded passengers are made each to sign a promissory note payable to the agent of Rupees 30 for men and Rupees 60 for women. If any hesitation is shown, their supply of food and water is stopped till they sign.

In the case of women the price is not fixed, but varies with their looks; if they be handsome Rupees 100 or upwards is signed for.

Upon arrival at the port of destination the ship is boarded by people from the shore, who take off as many as they want, paying to the agents the amount of passengers' notes, and then taking from the passengers fresh ones in their own names. The women are sometimes taken as wives, sometimes applied to baser purposes; the men are either hired out to public departments or private employers, or are kept at work by the persons who land them on wages of Rupees 4 or 5 per month, until the amount of the debt, with interest at 5 per cent. per month, is satisfied; they can then shift for themselves, and can earn as coolies eight Annas a day, or 12 Rupees a month.

When the emigrants are not at once taken off the hands of the agents who import them, they are either kept on board the vessel, or landed by them and kept in some sort of restraint, but an application to this Court immediately procures their release.

Instances have occurred where the relatives of these poor deluded people, especially the women, have come over here, sought them out, and taken them back to their country; but these are not numerous.

On the whole, these emigrants are eventually quite contented, and by their industry become very well off; and I think that a well considered scheme of immigration under Government supervision would conduce much to the benefit of this country, and at the same time relieve some parts of India of a redundant and starving population.

Docket No. 465, dated Moulmein, 4th December 1867.

True copies forwarded to the Secretary to the Chief Commissioner, with reference to this letter No. 1953-200, of the 18th September last. A further report will be submitted on this subject on arrival of the Commissioner from Tavoy and Mergui.

(Signed) G. FAITHFULL, Lieut.-Col.,
For Commr., Tenasserim Division, British Burmah.

No. 2721.

Copy forwarded to the Government of Fort Saint George, with reference to letter thence, No. 522, dated the 27th of April last, and with a request that a report may be submitted on the practical working of Act XXV of 1859, with the opinion of His Excellency the Governor in Council as to whether it requires to be supplemented by more stringent legislation.

(By Order).

(Signed) J. GEOGHEGAN,
Under Secy. to the Govt. of India.

HOME DEPARTMENT,
SIMLA, 24th June 1868.

Referred to the Protector of Emigrants for report.

FORT SAINT GEORGE,
8th July 1868.

(Signed) C. G. WALKER,
Under Secy. to Govt.

No. 17. From J. J. FRANKLIN, Esq., Superintendent of Marine, to the Chief Secretary to Government, Fort Saint George; dated Madras, 10th July 1868, No. 2412.

In returning the accompanying correspondence forwarded to me for report, I have the honor to offer the following observations.

2. I write as Superintendent of Marine, as the Protector of Emigrants is the officer appointed to watch over emigration to the Colonies. That to Burmah is considered as Indian passenger traffic like that to Ceylon, and is controlled by the Marine Department.

3. The Chief Commissioner, British Burmah, states that although he believes the Madras emigrant to be capable of taking care of himself and resisting imposition, the system of emigration from this Presidency requires regulation. He has no doubt that indigent natives are frequently taken on board native vessels under false pretences; that when on board they are induced to sign bonds which hamper the free exercise of their labor; that they are crowded on board unsafe ships commanded by ignorant Nacodahs; and that to render the passage safe, ships should be surveyed and the nautical ability of the Nacodah ascertained before emigrants are allowed to embark.

4. The Chief Commissioner seems quite to ignore Act XXV of 1859, under which all vessels have to be carefully examined as to their sea-worthiness, space afforded for passengers, provisions, and other necessary matters, before they are licensed to carry more than one passenger to every four tons. I forward copy of the Government Notification and my Circular published on the Act coming into operation, and beg to express my opinion that no further steps are at present advisable. It would, of course, be desirable to have the vessels engaged in such traffic commanded by men of superior qualifications, but the native seamen are hardly sufficiently advanced for this. They are good sailors and have extensive local knowledge, but that is all. But I very much doubt if these vessels—I allude to those which have been licensed—are lost from carelessness or incapacity more frequently than those commanded by Europeans. Certainly many of the wrecks on the Coromandel coast do not show British navigation in a favorable light.

5. It is very probable, as Colonel Fytche supposes, that many natives are imposed upon by the Maistries who collect and embark them; but I do not think

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4th August 1868.

that the evil is one of serious dimensions. The correspondence from the different Collectors of coast districts in this Presidency, which the Government have now forwarded to me, shows that the system works well, and that if an intending emigrant is imposed upon, he is likely to seek and to obtain redress.

6. The only change required is, I think, to disallow bonds entered into on boardship, where coercive measures can be too easily resorted to. The undertaking of the emigrant to pay his passage money should be signed before he embarks, and should be drawn up on stamped paper.

7. Stress is laid on vessels bringing over a larger number of passengers than allowed by law, and it is at once assumed that there can be no contral whatever over their proceedings. A similar erroneous conclusion might be drawn from vessels arriving from Burmah with passengers in excess of the legal limit. The real fact is that they clear out with the number for which they are licensed, and then take in others elsewhere; for instead of this coast being so inhospitable as to prevent all embarkations except at particular points, it is in reality accessible everywhere during the fine season. Native vessels are known occasionally to infringe the law when proceeding from this coast, but I am glad to say that by dint of punishment by fines the over-crowding from Burmah has been materially checked.

NOTIFICATION.

Fort Saint George,

The Honorable the Governor in Council hereby notifies the following as the ports at which vessels may embark passengers under Act No. XXV of 1859, together with the form of license to be used on such occasions, and the proportion of provisions and water to be laid in.

Calingapatam.....	District of Ganjam.
Vizagapatam.....	„ of Vizagapatam.
Cocanada.....	„ of Rajahmundry.
Narsapore.....	„ of Masulipatam.
Masulipatam.....	„ of Masulipatam.
Madras	„ of South Arcot.
Cuddalore.....	„ of Tanjore.
Tranquebar.....	„ of Tanjore.
Negapatam.....	„ of Tanjore.
Paumben.....	„ of Tanjore.
Keelakurry.....	„ of Madura.
Tuticoreen.....	„ of Tinnevely.
Coilnapatam.....	„ of Tinnevely.
Coilsagarapatam.....	„ of Tinnevely.
Cochin.....	„ of Malabar.
Tellicherry.....	„ of Malabar.
Mangalore.....	„ of Canara.
Thopethoray.....	„ of Canara.
Mootapettah.....	„ of Tanjore.
Adrampatam.....	„ of Tanjore.
Tondi.....	„ of Tanjore.
Deirpatam.....	„ of Madura.

Provisions and water for each adult per day.

Water.....	1 Imperial Gallon.	For crew as well as for passengers.
Firewood.....	2 lbs.	
Rice.....	6 Ollucks.	
Salt	1 oz.	For passengers.
Curry-stuff.....	3 oz.	

For each child under 10 years of age half the above allowance.

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4th August 1868.

Supplies are to be laid in according to the following scale:—

	Monsoon.	
	S. W.	N. E.
From ports on the Coromandel Coast, South of Madras. { To Chittagong, Arracan Coast, and Straits of Malacca beyond Penang. 25 Days 50	25	50
{ To Rangoon, Tenasserim Coast..... 18 40	18	40
{ To Penang..... 18 30	18	30
From ports on the Coromandel Coast, North of Madras. { To Chittagong, Arracan Coast, Rangoon, Tenasserim Coast and Penang..... 18 30	18	30
{ To Straits of Malacca beyond Penang... 25 50	25	50
From the Malabar Coast, To Galle or Colombo..... 30 20	30	20

The N. E. Monsoon is to be included between the 20th October and the 19th March, and the S. W. Monsoon during the remainder of the year.

No. _____
License of the _____ of which _____ is Master, to proceed with Native passengers from the port of _____ to the port of _____ dated _____ day of _____ 186 _____

Name of vessel.	Tonnage.	Rig.	Name of owner.	Residence.	Name of Master.	No. and description of crew.	When and where built.	When last repaired.	Bottom how covered.	State of rigging.	State of hull.	How found in nautical instruments.	How found in sails.	How found in spare stores.	No. and condition of boats.	No. of anchors and cables.	Space to be assigned for passengers.	No. permitted to be embarked.	General Remarks.

I hereby certify that the above-named vessel _____ has complied with the terms of Act _____ of _____

Master Attendant or other Officer charged with the control of Passenger Vessels.

Collector of Sea Customs.
(By Order of the Honorable the Governor in Council.)

Chief Secretary.

CIRCULAR BY THE SUPERINTENDENT OF MARINE.

Instructions to Officers charged with the control of Passenger Vessels licensed under Act XXV of 1859.

1. The Act provides that no vessel, unless licensed, shall take more than one passenger to every four tons of her burthen. The Master Attendant, or where no such Officer is established, the Conservator of the Port, or if none, the principal Officer of Sea Customs there stationed, shall, on application, survey or cause a vessel to be surveyed, and if satisfied on all points regarding her fitness for such employment, shall prepare a license in the form authorized by the Honorable the Governor in Council under date _____ and submit the same to the Collector of Sea Customs, who will attach his signature thereto if approved.

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4th August 1868.

2. The license being granted, the vessel will be permitted to receive passengers; but before she leaves the port, her owner or commander is required, under Section X of the Act, to deliver to the principal Officer of Sea Customs a duplicate list of the passengers according to the form annexed to the Act. This list, after receiving the counter-signature of the principal Officer of Sea Customs is to be sent to the Master Attendant or other Officer above named, whose duty it will be to satisfy himself that the Act has been complied with as regards supplies, fittings, space between decks, &c., and then, and not before, to sign the certificate attached to the license, which shall be sufficient authority for granting a port clearance inasmuch as relates to the Act in question.

3. In specifying in the license the number a vessel is to be authorized to carry, consideration must be had to the number she may entertain as crew, and on the final examination before leaving the Officer charged with the duty should satisfy himself that the crew has not been increased to the evasion of the law.

4. It will be the duty of the Master Attendant, or other Officer charged with the control of Emigrant Ships, to examine all vessels returning to ports in the Presidency of Madras which may be suspected of contravening the 11th and 13th Sections of this Act, and if necessary, to bring the cases to the notice of the nearest Magistrate.

5. At ports where there are no controlling authorities, the principal Officer of Sea Customs will report to the nearest Magistrate any suspected infraction of these Sections, and direct any complaining parties as to the means to be adopted to obtain redress.

6. Collectors are requested to submit, in the form annexed, quarterly statements up to the last days of March, June, September, and December, of the vessels which have come under the operation of the Act within their districts.

Quarterly Statements of Vessels coming under the operation of Act XXV of 1859 at the ports in the district of from the 1st January to 31st March 1860.
Departures.

Port from.	Date.	Name.	Rig.	Tonnage.	Port to.	No. of Statute adults.	Remarks.

Arrivals.

Port of.	Date.	Name.	Rig.	Tonnage.	Port from.	No. of Statute adult.	Remarks.

MADRAS,

MARINE SUPERINTENDENT'S OFFICE,
July 1860.

(Signed) J. J. FRANKLIN,
Superintendent of Marine.

Proceedings of the Madras Government, Public Department,
4th August 1868.

No. 18. ORDER THEREON, 4th August 1868, No. 929.

The Government have given their best consideration to the statements contained in the correspondence above recorded, and to the recommendations made by the Chief Commissioner of British Burmah for the protection of the natives of India who proceed to Burmah in search of employment.

2. Colonel Fyche seems to have overlooked Act XXV of 1859, which is carefully enforced in this Presidency; and he is misinformed as to the character of this coast which is accessible everywhere during the fine season, and thus renders it easy for native vessels clearing out from ports with the proper number of passengers for which they are licensed fraudulently to take in additional passengers at other points on the coast.

3. No statistics are furnished by the Chief Commissioner in support of the statement that many native vessels are wrecked which are never reported, but the Superintendent of Marine, who has had much experience of this coast, considers that the native seamen are good sailors and have extensive local knowledge, and as they sail at the most favorable season of the year the paucity of wrecks may be reasonably accounted for.

4. The Government concur in thinking that the remedy required is that suggested by the Superintendent of Marine, and that bonds executed on boardship should be disallowed, and the undertaking on the part of the passenger to pay his passage should be signed before he embarks, and be drawn up on stamped paper.

5. A list of these bonds might with advantage be prepared in duplicate, as is prescribed for the list of passengers in Section 10 of Act XXV of 1859, and the Master or Tindal would carry the copy bearing the counter-signature of the officer of the port with him to the port in Burmah, thus affording conclusive evidence as to the bonds which have been executed before the departure of the vessel.

6. These precautions are, in the opinion of the Government, all that are necessary for the protection of the natives of India proceeding to British Burmah.

(True Extract).

Chief Secretary.

To the Master Attendant, Madras.

Edw. J. Tulloch.

PUBLIC DEPARTMENT.

No. 930.

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 a copy of a letter from the Chief Commissioner of British Burmah, furnished to this Government with Mr. Under Secretary Geoghegan's endorsement of the 24th June 1868, No. 2721, in which a report is called for on the practical working of Act XXV of 1859, with the opinion of Government as to whether it requires to be supplemented by more stringent legislation.

2. Colonel Fytche's letter was forwarded to the Superintendent of Marine for report, and, in now submitting his reply, I am instructed to refer the Government of India to the accompanying Proceedings recorded by the Madras Government, under this date, for their views on the subject.

3. Copies of the correspondence referred to in paragraph 5 of Mr. Franklin's letter were furnished to the Government of India, with my letter of the 27th April last, No. 522.

I have the honor to be,

Sir,

Your most obedient Servant,

FORT SAINT GEORGE,

4th August 1868.

Chief Secretary.

Public Department.

13

PROCEEDINGS of the MADRAS GOVERNMENT.

Read the following letter

From Under Secy to Govt. of India
Home Dept. Recd. under 24 June 1868 No. 2721

Supt. of Marine 10 July 2412

Order thereon 16 August 1868 No. 924

The Government have given their best consideration to the statements contained in the correspondence above recorded and to the recommendations made by the Chief Commissioner of British Burma for the protection of the natives of India who proceed to Burmah in search of employment.

Colonel

Wm

Home 1868 Sept.

From Government of

Dated 4th August.

R. No. 930.

Enclosures

spare copies.

D. No. Progs. { D. {

L. No. { No. {

Forwarding Proceedings, containing the views of the Madras Government on the subject of Emigration to British Burmah.

2. Colonel Lytche seems to have overlooked Act ~~XXV~~ of 1859 which is carefully enforced in this Presidency, and he is misinformed as to the character of this Coast which is accessible every where during the fine season, and this renders it easy for native vessels clearing out from Ports with ^{the proper} number of passengers for which they are licensed fraudulently to take in ^{at other ports in the Coast} ~~additional~~ passengers.

3. No statistics are furnished by the Chief Commissioner in support of the statement that ^{large} ~~many~~ ^{many} ~~great numbers of~~ native vessels are wrecked ~~annually~~ ^{annually} which are never reported.

reported, but the Superintendent of Marine who has had much experience of this ^{coast} considers that the Native seamen are good sailors and have extensive local knowledge, and as they sail at the most favorable season of the year the paucity of wrecks may be reasonably accounted for.

4. The Government concurs in thinking that the remedy required is that suggested by the Superintendent of Marine and that bonds executed on board ship should be disallowed and the undertaking on the part of the passengers to pay his passage should be signed before he

submits

5. These precautions
are, in the opinion of
the Government, all that
is necessary for the pro-
tection of the Natives
of India proceeding to
British Borneo.

To the Master Attendant Madras. ^{recd 6/8}
~~Robert Anderson of Singapore~~

*despatch of 18th Nov.
with order of 1st Dec. 1868
referred to in minute of 18th Nov.*

Public Department.

No. 930

To

The Secretary to the Government
of India,
Home Department.

Sir,

I am directed
to acknowledge the receipt
of a copy of a letter from
the Chief Commissioner of
British Burma, furnished
to this Govt. with the Under
Secretary, George's endorsement
of the 24th Ultimo No.
2721, in which a report is
called for on the practical
working of Act. XXV of 1859,
with the opinion of Govt.
as to whether it requires
to be supplemented by
more stringent legisla-
tion.

Wm

[Signature]

2. Colonel Lytche's
letter was forwarded to
the Superintendent of
Mining for report, and,
in now submitting his
reply, I am instructed
to

Feb. 1868. Department

No. 929.

PROCEEDINGS OF GOVERNMENT.

Dated 4 January 1868.

29th 1868.

16e 14.

to refer the Govt of India
to the accompanying Pro-
ceedings recorded by the
Madras Govt, under this
date, for their views on
the subject.

3. Copies of the
correspondence referred
to in paragraph 5 of Mr
Franklin's letter were fur-
nished to the Govt of
India with my letter
of the 27th April last No
522.

Govt St George
14 August 1868

Original R.S. 112

W. H. 1886 c. 2. Department

No. 6030

To
The Secretary to the
Government of India
Department.

F. No. 1684.

Dated 4 January 1868.

*Forwarding Mr.
- Secy, containing
the views of the Madras
Govt on the subject
of Emigration to British
Burmah.*

19.