Revenue Department

Minutes of Consultations

28th April 1857

Book Nos 40-42

Order Nos 384-385 dated 28.4.1857

பாதுகாப்பு பிரிவு-1

செப்பனிடுபவர் பெயர்

செப்பனிடுவதற்காக
எடுத்துக்கொள்ளப்பட்ட நாள் 7/10

செப்பனிட்டு முடித்த நாள் 10/10

சரிபார்க்கும்	சரிபார்க்கும்	ஆராய்ச்சி
முதல் மு.நி.பா.எ.	2ம். நி.பா.எ.	உதவியாளர்
கையொப்பம்	கையொப்பம்	கையொப்பம்

2/384-85

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Fort Saint George, Revenue Consultation of 28th April 1857.

Read again letter from the Honorable D. Eliott Esq., dated 21st February and recorded in Consultation 17th March 1857, No. 216.

No. 40. *Extract from the Minutes of Consultation in the Military Department under date the 4th April* 1857, No. 1153.

Read the following papers.

Extract Minutes Consultation Revenue Department.

(Here enter 14th March 1857, No. 258.)

From Colonel F. A. REID, Quarter Master General of the Army ; to the Secretary to Government Military Department, dated Fort Saint George 31st March 1857, *No.* 121.

Sir,

Adverting to Minutes of Consultation in the Revenue Department referred to the Commander-in-Chief with your Memo. of the 17th Instant, I am directed to transmit to you the enclosed Minute by His Excellency (together with a Memorandum prepared in this Department) on the subject of the Bill in the Legislative Council of India, brought in by the Honorable Mr. Grant, to amend the law regarding the provision of carriage and supplies for Troops, and to punish unlawful impressment.

MINUTE BY HIS EXCELLENCY THE COMMANDER-IN-CHIEF.

1. I have perused with the greatest attention the speech of the Honorable Mr. Grant, introducing a Bill to amend the law regarding the provision of Carriage and supplies for Troops, &c., &c.

2. I fully admit that the present system is a grievous evil, and rife with oppression of the Agricultural and trading classes of the population, but I fear that without impressment it will be found impossible to procure Carriage in this Presidency, and it is quite clear that transport must be supplied to enable Troops to move.

3. I am well aware that in the upper Provinces of the Bengal Presidency, it is rarely necessary to press Carts and Bullocks for Regiments marching, because the infinitely superior transport which Camels afford is always readily procurable by the exercise of previous judicious arrangements on the part of Commanding Officers, and without the assistance of either the Civil authorities or the Commissariat Department. There *thousands* of Camels are easily obtainable from the owners and breeders who keep the animals expressly for hire, and who are at all times eager to obtain an engagement.

4. Not so in the Madras Presidency however, with exception of the limited number, the property of Government, I am given to understand that Camels are not in general use, nor procurable in this Presidency ; I am also told that the droves of countless Brinjarah Bullocks of former days no longer exist in the Country.

5. But if it were otherwise, and that Camels and carriage Bullocks could be got for voluntary hire, I do not believe that the Madras Troops would make use of transport of those descriptions on occasions of ordinary reliefs.

6. In Bengal, the families of the men never accompany Regiments, and consequently the transport of the individual baggage of the soldier is all that has to be provided for, and the weight and bulk are therefore easily and effectually regulated and the amount of transport restricted to the prescribed limit. For example, two or three Bullock Hackaries per Company was found quite sufficient for my own Regiment for a march of about 800 miles (from Banda to Barrackpore), and at that time the "establishment" of Corps of Native Infantry was fixed at one thousand privates, and we were complete.

7. In Madras on the other hand, except when a Regiment is ordered on foreign, or field service, (and then no difficulty is ever started) the families never separate from the men, they live with them in the Lines, and accompany them from station to station, thus transport for them has to be provided and to an extent averaging not less than one Bandy for every two fighting men, for it is not the wife and children only, but the whole female relations of both husband and wife who are supported by the native soldier here, and are carried from place to place at his expense.

8. This system has existed from the earliest times in the Madras Army, and I strongly deprecate any authoritative interference with it on the part of the Government.

9. Six years ago, (however, it may be now,) Carts and Bullocks were not procurable in the Bengal Presidency for voluntary hire, and for the obvious reason that Carts and Bullocks are never kept by natives for voluntary hire as are Camels, and Boats and Ships, and all the other means of transport to which Mr. Grant points. And so it is in the Madras Presidency also, if I am not misinformed. The owners of Carts and Bullocks keep them solely for purposes of trade or agriculture, and never hire them to Troops marching, unless compelled to do so by authority.

10. I can see no necessity for recourse to coerceive measures of any kind for procuring supplies of provisions for Troops marching, if the halting places are judiciously selected in the near vicinity of large Towns or Villages. Articles of supply are stored by the Buniahs expressly for sale, and the opportunity afforded, by the arrival of a Regiment, to secure a ready, secure and profitable market is eagerly taken advantage of. But I repeat that this is not the case as respects Carts and Bullocks. As I have already observed, they are maintained solely for purposes connected with Agriculture, and for the conveyance of Traders' goods and merchandise from market to market, and if diverted from these purposes, the owners and indeed the general population are I am well aware liable to serious losses, as also to great inconvenience and distress; yet I am unable to see how the evil can be remedied. Ordinarily, Troops march only during the cold season, to keep up the amount of Carts and Bullocks required here to secure an engagement on that single occasion, admitting that it might endure for two, three, or even four months, would be a losing speculation, in which no individual, or private company, would be at all likely to embark, and I cannot conceive that Government would be disposed to organize and maintain a public establishment for such a purpose; while to do so, is most assuredly wholly and entirely beyond the means of the Troops, who, I have good reason to know, are, even under the present least expensive system, steeped in debt by the charges they have to incur, for carriage for their families on every occasion of a long march being undertaken.

11. On all these considerations, therefore, I venture to predict, that the proposed Bill, if it is extended to this Presidency, will become for all practical purposes a dead letter.

23*d March* 1857. (Signed) P. GRANT.

Memorandum by the Quarter Master General of the Army.

In November 1841, the Bombay Government published rules to be observed in obtaining private carriage on the march of a Regiment, with tables of the weights, allowed to each grade and carriage for the same.

In December 1844, the question was mooted by the Government of Madras, of adopting at this Presidency some limitation similar to that contained in the Bombay G. O. G. (as above) in regard to the quantity of carriage for a Regiment or detachment when ordered to move. The result was that it was found the system of limitation could not be established in this Army without giving rise to much inconvenience and distress. Government were however pleased on the 26th December 1845, to publish rules for the future guidance of those in command of parties ordered to move and requiring carriage. These rules without laying on any restriction with regard to quantity, direct that individuals shall, in the first instance, endeavour to *provide themselves* with carriage; but should it be found requisite to apply to the Civil Authorities (or Police beyond Frontier) the Commanding Officer does so, under certain forms laid down by Government. The Government further direct prompt payments to be made, batta for detention, no overloading of Carts to be allowed, in fact every injunction is given to protect the Cartowner from loss or injury.

These rules are still in force in this Presidency, at all stations save *at Madras itself*, where the system of *non-interference* as set forth in Mr. Grant's Bill (without its penalties) is, in fact, in force: experience however does not shew that the system is one which it would be safe or prudent to adopt; for from no station is there more difficulty in procuring Carts for the movement of a Regiment. The custom at Madras, when a Regiment has to move, is to employ a person, called a Bandy Maistry, who exercises a control over this description of carriage according to his importance, and the general interest he possesses. These men are not content with moderate profit, but receive a very large per centage, over the usual market rate of hire, from the hirer, as well as a per centage from the Cartowner. It may be as well here to mention two cases that have occurred at Madras, the first shewing that a supply of Carts is not at all times procurable, even for a Regiment of Native Infantry under the "non-interference system," and the second shewing that imposition is practised by these Maistries on the *cartmen* themselves.

The first, is the case of 50th Regiment N. I. ordered to move from Madras to Secunderabad in the latter end of 1854. No exertion on the part of Regimental Authorities availed in procuring the requisite carriage, and after 14 days' delay it was found necessary to supply the remaining wants of the Regiment from public cattle. The second case is that of 30th Regiment N. I. The advances for carts were, as usual, made to the Maistry, who supplied them at Madras. This man however did not settle honestly with the cartowners, 5 of whom, on arrival at Cuddapah, (the destination of the Regiment) complained that they had not received their money. This complaint has been forwarded through all the channels, eventually to Government, and it appears that the opinion of the Company's Solicitor is, that these 5 men have no redress, but to repair to Madras, and sue the Bandy Maistry in the Petty Cause Court. A course which is obviously out of their power, without, to use a homely expression, throwing good money after bad.

It has been asserted and maintained by many that there are more private followers now with a Native Regiment than there were formerly. Such is not however the case. In 1855, a sort of Census was taken of all camps (of Regiments on ordinary relief) the day before completing their march, and the result shewed that no increase on the number of private followers, in former times, had taken place. Indeed, there is no just cause for supposing it should do. The families of Sepoys have always accompained Regiments, and there is little or no difference in the social habits of natives from what they were formerly. Some 35 or 40 years ago, *Carts* indeed were rarely met with, for the simple reason, there were few roads that admitted of that description of carriage; and old officers will well remember the tedious break downs of sick Carts when first used, and the delays occasioned thereby. Notwithstanding the inference of Mr. Grant that Carts are as much in the market for hire as any thing else, it is notorious that Carts in this Presidency are not to be met with as *Carriers.* They are the property usually of men who bring their own goods to market, either the produce of their estates, or their purchased merchandize. To take them off this, their legitimate use, impedes traffic no doubt, and no person therefore willingly brings forward his Cart for hire. There are however other objections to his doing so.

1st. The fatal sickness that has now for many years almost invariably attacked camps with more or less severity and which has not of course spared Cartmen, has created a very natural dread of the employment.

2d. The conduct of Maistries as above set forth.

3d. And perhaps, a chief cause, the fear of being obliged to go beyond the station they at first engaged for.

On the other hand, there is every reason to believe that Cartowners, or drivers receive good treatment, both from Europeans and Natives. Cases of complaints of overloading or ill usage are rare indeed. But notwithstanding this, the service is not a popular one, indeed, from what has been set forth above, it is clear that it cannot be expected to be.

Before Railways were established in England, the impressment of Carts for Troops were legalized, because a necessary evil; such a thing is not now known, with such a network of Iron roads. The evil, it is feared, must exist in India until she too can boast of other means of transit than Carts.

The result of the Census above alluded to taken 1855, gives the following as the average number of Carts, &c.

The average as taken on 12092 (Native)
Fighting men.
1 Cart to 2 ½ men.
1 Tattoo to 18 men.
1 Bullock to 4½ men.
3¼ Private followers (men women and children) to each fighting man.

In 1845 it was found that 300 carts was the average requirement of a Regiment of Native Infantry.

A copy of the Census of camps taken in 1855 is attached, the rate of hire has however been added since and must be considered approximate rather than real.

Qr. Mr. Genl's Office.
Fort St. George,
31*st March* 1857.

F. A. REID,
Qr. Mr. Genl.

Census of Camps

Corps.	Stations. From	Stations. To	Fighting men. Europeans including officers.	Fighting men. Natives.	Followers. Public including recruit and pension boys.	Followers. Private. Men.	Followers. Private. Women.	Followers. Private. Children.
Dett. 3d Regt. L. I.	Paulghautcherry,	Coimbatore,	1	118	11	49	118	37
,, 3d do.	Coimbatore,	Paulghautcherry,	1	117	25	26	133	101
,, 3d do.	Paulghautcherry,	Trichore,	1	83	3	40	120	80
,, 3d do.	Trichore,	Paulghautcherry,	1	82	14	49	113	71
,, 45th do. N. I.	Secunderabad,	Madras,	10	770	232	566	977	792
,, 5th do.	Chicacole,	Berhampore,	2	195	34	270	170	95
,, 2d do.	Palamcottah,	Quilon,	8	651	206	528	809	561
,, 20th do.	Cannanore,	Tellicherry,	1	72	2	50	82	77
,, 21st do.	Cannanore,	Calicut,	3	219	31	98	222	193
,, 21st do.	Cannanore,	Mallipooram,	2	144	21	59	157	114
H.Q.32d do.	Jubbulpoor,	Saugor,	6	333	50	413	378	468
,, 46th do.	Secundrabad,	Masulipatam,	12	765	151	603	866	792
Dett. 20th do.	Tellichery,	Cannanore,	2	189	37	174	240	236
,, 20th do.	Malliapooram,	Cannanore,	1	144	28	69	141	134
H.Q.13th do.	Trichinopoly,	Palamcottah,	22	420	130	567	625	488
,, 50th do.	Madras,	Secunderabad,	20	820	275	968	1,031	663
Dett. 4th do.	Pootoor,	Mercara,	2	158	6	87	179	162
,, 35th do.	Madras,	Sircee,	3	137	5	55	145	113
,, 13th do.	Trichinopoly,	Madura,	1	83	5	6	110	97
,, 17th do.	Baitool,	Kamptee,	2	161	19	117	95	76
,, 5th do.	Berhampore,	Kemedy,	2	168	33	202	118	143
,, 49th do.	Masulipatam,	Secunderabad,	12	599	164	437	939	732
L.W.13th do.	Trichinopoly,	Palamcottah,	5	210	49	250	319	283
Dett.15th do.	Kurnool,	Ghooty,	2	150	25	109	144	109
H.Q.41st do.	Kamptee,	Saugor,	10	510	92	782	776	608
Dett.22d do.&4thL.C.	Mhow,	Ashta,	1	98	2	50	5	5
,, 41st do.	Kamptee,	Nursingpoor,	4	282	14	329	387	355
H.Q.24th do.	Saugor,	Hoshungabad,	9	354	127	439	660	605
,, 17th do.	Hoshungabad,	Kamptee,	10	640	181	742	744	890
,, 23d do.	Saugor,	Seetabuldee,	13	472	119	564	664	681
,, 27th do.	Mangalore,	Mercara,	11	631	109	587	945	636
L.W.24th do.	Saugor,	Hosungabad,	5	377	80	293	434	414
Dett. 15th do.	Ghooty,	Kurnool,	1	140	31	121	173	152
,, 4th do.	Mercara,	Trichinopoly,	10	746	311	513	1,051	832
,, 37th do. Grs.	Kamptee,	Cumbum,	2	110	21	65	118	107
,, 2d do. N. I.	Madura,	Quilon,	1	81	12	56	110	132
,, 26th do.	Kemidy,	Russellcondah,	1	164	33	134	144	108
,, 6th do.	Secunderabad,	Bangalore,	12	699	203	679	1,047	44
		Total...	212	12,092	2,891	11,146	15,489	12,986

Qr. Mr. Genl's. Office,
Fort Saint George,
31*st March* 1857.

Fort Saint George, Revenue Consultation of 28th April 1857.

taken in 1855.

Public cattle. Elephants.	Public cattle. Camels.	Public cattle. Bullocks.	Private cattle. Horses.	Private cattle. Bullocks.	Private cattle. Tattoos.	Carts. Public.	Carts. Private.	Distance marched. Mls.	Rate of cart hire. R.	A	P	Remarks.
...	...	6	1	.....	.....	.....	42	30	1	11	2	
...	...	7	2	.....	.....	.....	43	30	1	11	2	
...	...	4	1	.....	.....	.....	28	41	11	5	4	
...	...	4	.....	3	5	.....	35	41	...	...	...	No data.
...	...	72	17	40	48	3	287	391	29	12	...	
...	...	.....	.....	.....	5	.....	70	101	...	...	...	No data.
...	...	52	8	38	22	5	339	132	9	10	1	
...	...	.....	.....	3	2	.....	30	13	..	...	...	No data.
...	...	.....	6	19	2	.....	64	57	5	...	...	
...	...	.....	5	11	3	.....	43	89	...	...	...	No data.
2	...	20	7	59	34	4	230	109	7	...	...	
...	...	.....	6	118	40	4	325	210	21	5	9	
...	...	15	4	.....	3	1	94	13	...	...	...	No data.
...	...	9	.....	4	4	.....	35	89	...	...	...	
...	...	.....	9	527	17	9	259	179	13	9	7	
10	42	126	20	29	45	6	308	291	20	2	7	
.....	.....	9	1	6	10	47	55	53	...	...	...	No data.
.....	.....	.....	9	.....	.....	2	49	454	25	10	...	
.....	.....	.....	3	.....	2	6	70	82	7	5	10	
...	...	11	3	15	15	.....	95	109	12	4	...	
...	...	10	7	138	1	.....	69	76	...	...	...	No data.
.....	.....	.....	13	14	27	7	364	210	14	8	...	
.....	.....	.....	9	20	5	4	114	179	13	9	7	
...	...	8	4	15	7	.....	46	62	5	10	3	
1	...	.....	17	230	53	.....	307	263	22	3	7	
...	4	.....	8	.....	15	.....	18	75	8	12	...	
...	...	57	12	57	24	.....	138	158	13	11	8	
2	...	40	6	480	30	3	218	120	10	8	...	
...	...	42	18	66	71	7	391	176	17	3	...	
3	...	17	23	34	37	2	295	274	18	...	...	
...	...	49	9	34	15	3	261	84	9	...	...	
...	...	32	10	10	32	.....	203	120	10	8	...	
...	...	10	1	3	4	.....	55	62	5	10	3	
...	4	50	15	20	34	40	308	280	...	...	...	No data.
...	4	4	6	3	18	.....	30	529	45	1	8	
...	...	4	2	3	6	.....	41	228	17	...	...	
...	...	2	5	13	1	.....	80	128	...	...	...	No data.
...		62	20	606	38	4	303	364	36	9	10	
18	65	722	287	2,618	675	157	5,742	.....	...	...	...	

212 = 1 European to 57 Native fighting men.
2,891 = 1 Public Follower to every 4⅘ Native fighting men.
11,146 = Nearly 1 Private Male follower to each fighting man.
15,489 = 1¼ Woman to each fighting man.
12,986 = Rather more than 1 Child to each
39,621

18 = One elephant to 672
65 = One camel to 186
722 = One public bullock to 16⅔
287 = One horse to 42
2,618 = One private bullock to 4½
675 = One tattoo to 18
157 = One public Cart to 77
5,742 = One private do. to 2⅔

12,092 ÷ Men. Women. Children. } Private followers not quite 3¼ to each fighting man.

(Signed) F. A. REID,
Quarter Master General.

Communicated to Revenue Department.
(Signed) C. A. BROWNE, Col.,
Secretary to Government.

No. 41. ORDER THEREON, *No. 384; dated 28th April* 1857.

Resolved that a copy of Mr. Eliott's letter and of its enclosures be forwarded to the Board of Revenue, with a request that they will, in advertence with the concluding para. ascertain and report the actual practice of the Civil Officers in the Districts in regard to the provision of supplies for Troops, and also for Travellers at the halting places within their limits, and whether there has been a material improvement in this respect since Sir T. Munro wrote his Minute in 1821.

(Signed) H. FORBES,
Acting Secretary to Government.

Ordered in consequence that the following letter be despatched.

No. 42. *From H. FORBES, Esq., Acting Secretary to the Government of Fort Saint George; to the Honorable D. ELLIOT, Esq., Member of the Legislative Council of India for the Madras Presidency; dated 28th April* 1857, *No.* 385.

SIR,

I am directed by the Right Honorable the Governor in Council to acknowledge the receipt of your letter of the 21st February last, transmitting a copy of Mr. Grant's bill to amend the law regarding the provision of carriage and supplies for troops and travellers and to punish unlawful impressment; and requesting the opinion of this Government as to the expediency of extending the provisions of that bill to this Presidency.

2. Your letter and its enclosures having been referred to the Military Department for consideration, I have now the honor to forward copy of a Minute by His Excellency the Commander in Chief, and of a Memo. by the Quarter Master General of the Army on the subject to which the bill relates. It will be seen that, while Sir Patrick Grant fully admits the evils of the present system of compulsion, he expresses his apprehension that, without impressment, it will be impossible to procure carriage for Troops in this Presidency. His Excellency's reasons for this apprehension are stated at length in paras. 2 to 9 of his Minute, and are based on the fact that the facilities afforded for obtaining the means of transport in the Bengal Presidency, without the intervention of the Civil authorities, do not exist in this Presidency; and that while in Bengal, Sepoys march from station to station unaccompanied by their families, and require in consequence carriage for luggage only, in Madras the men are never separated from their families, except when they are ordered on foreign or field service, and that this practice, which has existed from the earliest times, and any interference with which His Excellency strongly deprecates, necessitates the provision of carriage to an extent unknown in Bengal. Sir Patrick Grant sees no necessity for compulsory measures for procuring supplies of provisions for troops on march, if the halting places are judiciously selected in the vicinity of large towns or villages, where native merchants store articles of supply expressly for sale; but His Excellency does not perceive equal facilities in the case of carts and bullocks, which are the chief means of transit in this Presidency, and nearly all of which are maintained exclusively for agricultural purposes, or the transport of private merchandize. His Excellency therefore anticipates that the proposed Bill, if extended to this Presidency, will become for all practical purposes a dead letter.

3. The Quarter Master General adverts to the rules in force for procuring carriage at the stations of this Presidency, and points out that in no place is so much difficulty experienced in obtaining the means of transport as at Madras, where the system of non-interference advocated by Mr. Grant prevails in full force. In illustration of this remark, he cites two cases which occurred at Madras in connection with the 50th and 30th Regiments of Native Infantry; the first showing that a supply of carts is not always procurable under the non-interference system, even at the Presidency on marching from which place the wants of the 50th Regiment had to be met by the supply of public cattle; and the second showing that frauds are practiced on cartmen by the Agents employed to procure carriage, the owners of which having no ready means of redress are reluctant to engage themselves. With reference to Mr. Grant's inference that carts are procurable at all times on hire, the Quarter Master General, equally with the Commander in Chief, alleges that such is not the case in this Presidency; the carts being generally

Fort Saint George, Revenue Consultation of 28th April 1857.

the property of men who use them in transporting goods and Merchandise, and who would not willingly let them out on hire for the conveyance of the families of soldiers. In fact the service is said to be extremely unpopular with the bandy and bullock proprietors; and Colonel Reid mentions several reasons for its being so.

4. The Right Honorable the Governor in Council entirely concurs in the views expressed by His Excellency the Commander-in-Chief and the Quarter Master General of the Army, and he desires me to communicate his opinion that, under present circumstances, it would not be expedient to extend Mr. Grant's bill to this Presidency.

5. With regard to the enquiry in the concluding para. of your letter, I am instructed to state that the Board of Revenue have been requested to report the actual practice of the Civil Officers in the Districts in regard to the provision of supplies for Troops, and also for travellers at the halting places within their limits, and whether there has been a material improvement in this respect since Sir T. Munro wrote his Minute in 1821. A copy of their report, when received, will be forwarded to you in due course.

Military Department

No 1153

Extract from the Minutes of Consultation
Under date the 4th April 1857.

Read the following Papers

Extract Minute Cons: Rev: Deptt. (Here enter 11th March 1857
No 258

No 121.

From

The Quarter Master General
of the Army

To

The Secretary to Government
Military Department

Sir,

Adverting to Minutes of
Consultation in the Revenue Department
referred to the Commander in Chief
with your Memo: of the 17th Instant, I am
directed to transmit to you the enclosed
Minute by His Excellency together with

a

a Memorandum prepared in this Department) on the subject of the Bill in the Legislative Council of India, brought in by the Honble Mr Grant, to amend the Law regarding the pro=vision of Carriage and supplies for Troops, and to punish unlawful impressment.

I have &c.

Dy Mr Genl's Office
Fort St George
31st March
1857.

(Sigd) F. A. Reid
Dy Mr Genl.

Communicated to
Revenue Department.
(Sigd) C. A. Browne. Coll.
Secy to Govt.

To
The Revenue Department

Revenue 1857 Dept.
Cons 28th April.

No 362.

Extract from the Minutes of Govt in the Military Department.

Dated 10th April 1857

Communicating a letter from the Dy Mr Genl [illegible] a Memo prepared in the Dy Mr Genl's Dept on the subject of the Bill [illegible] regarding the provision of Carriage & Supplies for Troops & to punish unlawful impressment.

1340

22 April 1857

Rev: Dept.

No. 384

from the Minutes of Consultation

Under date the 25th April 1857.

Read again letter

from the Honble D. Eliott Esq

dated 21st February and

recorded in Consultation

17th March 1857 No 216.

Read also Extract

from the Mins: of Cons: in the

Mily Deptt.

(Here Inter 4th April 57 No 163)

Resolved that a

Copy of Mr Eliotts letter and

of its Enclosures be forwarded

to

to the Board of Revenue, with a request that they will in adverstence with the concluding para, ascertain and report the actual practice of the Civil Officers in the Districts in regard to the provision of Supplies for Troops, and also for Travellers at the halting places within their limits, and whether there has been a material improvement in this respect since Sir T. Munro wrote his Minute in 1821.

Ordered that the following letter be despatched

To the Hon'ble J. Elliott &c &c
Member of the Legislative Council of India for the Madras Presidency.

Revenue 1857 Sept
Cons. 28th April
No 384.

Extract from the Proceedings of the Right Hon'ble the Governor in Council dated the 28th April 1857.

Read the following letter from the Board of Revenue No 1066 dated 9th April 1857 and enclosures.

Resolved that the Board of Revenue be requested to call for a report from the Collectors of Districts in which Travellers Bungalows are situated, stating whether the Bungalows are kept in proper repair, and whether the Establishments attached to them are sufficient for the purpose for which they were intended, and whether any improvements can be made in the system of management.

No 1066 dated 9th April 1857.

From the Board of Revenue

To the Right Hon'ble the Governor in Council Fort St George.

Sir,

In obedience to the instructions contained in your Proceedings of the 28th ultimo, we have the honor to forward the accompanying Report from the Collectors of Districts in which Travellers Bungalows are situated, stating whether the Bungalows are kept in proper repair, and whether the Establishments attached to them are sufficient for the purpose for which they were intended, and whether any improvements can be made in the system of management.

We have the honor to be
Sir
Your most obedient humble Servants
(Signed) W. Oliver
W. Blackburne
W. Morehead
C. Lushington
J. Thomas
Board of Revenue
Madras 9th April 1857

Enclosure 1 from the Board of Revenue dated 9th April 1857 No 225

To the Secretary to the Board of Revenue

Sir,

I have the honor to forward the Report called for in your Proceedings of the 28th ultimo, regarding the Travellers Bungalows in the Districts under my charge.

I have the honor to be
Sir
Your most obedient humble Servant
(Signed) J. Thomas
Collector
Madras 9th April 1857

No 225

325

3 Copies
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12 &c

No 981 10/3rd-63

To

The Honorable D. Elliott, Esqr
Member of the Legislative Council
of India for the Madras
Presidency

Sir,

I am directed by the
Right Honorable the Governor
in Council to acknowledge the
receipt of your letter of the
21st February last, transmitting
a copy of Mr Grants bill
to amend the law regarding
the provision of carriage and
supplies for troops and travellers
and to provide enlargement of
imprisonment; and requesting
the opinion of this Government
as to the expediency of extend-
ing the provisions of that
bill to this Presidency

2 Your letter and its
enclosures having been referred
to the Military Department for

for consideration, Mr. has now the honor to forward copy of a Minute by His Excellency the Commander in Chief, and of a Memo by the Quarter Master General of the Army on the subject to which the Bill relates. It will be seen that, while Sir Patrick Grant fully admits the evils of the present system of compulsion, he expresses his apprehension that, without impressment, it will be impossible to procure carriage for Troops in this Presidency. His Excellency's reasons for this apprehension are stated at length in paras 2 to 9 of his Minute, and are based on the fact that the facilities afforded for obtaining the means of transport in the Bengal Presidency, without the intervention

of the Civil authorities, do not exist in this Presidency, and that while in Bengal, Sepoys march from station to station unaccompanied by their families, and require in consequence carriage for baggage only, in Madras the men are never separated from their families except when they are ordered on foreign or field service, and that this practice, which has existed from the earliest times, and any interference with which His Excellency strongly deprecates, necessitates the provision of carriage to an extent unknown in Bengal. Sir Patrick Grant sees no necessity for compulsory measures for procuring supplies of provisions for

for troops on march, if the halting places are judiciously selected in the vicinity of large towns or villages, where native merchants store articles of supply exclusively for sale; but His Excellency does not perceive equal facilities in the case of carts and bullocks, which are the chief means of transit in this Presidency, and nearly all of which are maintained exclusively for agricultural purposes, or the transport of private merchandize. His Excellency therefore anticipates that the proposed bill, if extended to this Presidency, will become for all practical purposes a dead letter.

3. The Quarter Master General adverts to the rules

in force for procuring carriage at the stations of this Presidency, and points out that in no place is so much difficulty experienced in obtaining the means of transport as at Madras, where the system of non-interference advocated by Mr. Grant prevails in full force. In illustration of this remark, he cites two cases which occurred at Madras in connection with the 80th and 30th Regiments of Native Infantry, the first shewing that a supply of carts is not always procurable under the non-interference system, even at the Presidency or marching from which place the wants of the 80th Regiment had to be met by the supply of public

carts

cattle; and the second
stating that funds are
procured on Contract by
the Agents employed to
procure carriage, the owners of
which having no ready means
of redress are reluctant to engage themselves
With reference to Mr. Grants
inference that carts are
procurable at all times on
hire, the Quarter Master
General, equally with the
Commander in Chief, alleges
that such is not the case
in this Presidency; the carts
being generally the property
of men who use them in
transporting goods and Merchandize,
and who would not ~~be~~ so
willingly let them out on hire
for the conveyance of the
families of Soldiers. In fact
the service is said to be exc-
tremely unpopular with the
bandy and bullock proprietors,

and Colonel Reid mentions
several reasons for its being
so.

4 The Right Honorable
the Governor in Council
entirely concurs in the views
expressed by His Excellency the
Commander in Chief and
the Quarter Master General
of the Army, and he desires
me to communicate his
opinion that, under
present circumstances, it
would not be expedient to
extend Mr. Grants bill to
this Presidency.

5 With regard to the
enquiry in the concluding
para of your letter, I am
instructed to state that the
Board of Revenue have been
requested to report the actual
practice of the Civil Officers
in the Districts in regard
to

to the provision of supplies for Troops, and also for travellers at the halting places within their limits, and whether there has been a material improvement in this respect since Sir T. Munro wrote his minute in 1821. A copy of their Report, when received, will be forwarded to you in due course.

Fort St. George
28th April 1857

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Revenue 1857 Dpartt.
Cons 28th April
No 385.

To the Member of the Legislative Council of India for the Madras Presidency.

D/ 28th April/57.

Observing that under present circumstances, it would not be expedient to extend Mr. Grant's bill regarding the provision of carriage and supplies for troops and travellers and punishment of unlawful impressment.

No 2