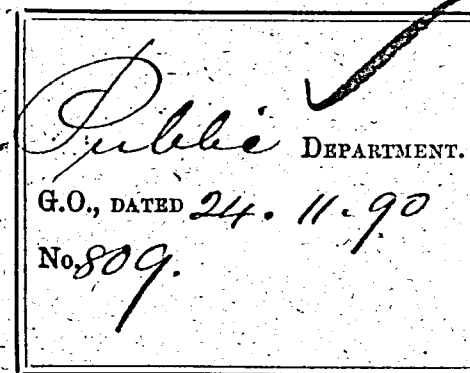


PUBLIC

Geo No. MS. 809.

DT: 24.11.1890

ORDINARY, MS.



When given for copying 20/11

[Despatch Abstract].

Re question of addi-
tional sailing & steering
power for immigrant steam
vessels.

BACK PAPER, No.

OF 18

FURTHER PAPER, No.

OF 18

READ AGAIN ORDER OF GOVERNMENT, DATED
18 No. MISCELLANEOUS.

ENCLOSURES

CURRENT No.

3148

3271

STATEMENT WITH DITTO.

ORDER OF GOVERNMENT.

STATEMENT WITH DITTO.

PAPERS NOT FILED UP, BEING MEANT FOR DESPATCH
IN ORIGINAL (not paged).

N.B.—

- A = Copy in full.
- B = Not to be copied.
- P = Copy abstract only.
- Q = Copy heading only.

and to say that H.E.
the Governor in Council
agrees with the remarks
and suggestions made
therein.

and sailing to the
lower part of the
stream vessels.

J.D.B.
11. 21. 90.

H.E.

18/11

Public DEPARTMENT.

Papers to be read in Proceedings:—

Again G.O., dated 18, No.

Again G.O., dated 18, No.

Current No. 3148 of 1890, dated 21 Oct: from M. G. of India.

Letter No. $\frac{744}{532}$ of 4 Nov: from M. G. P. I. Offr.

Current No. 3271 of 1890, dated 6 Nov: from M. Prot. of Emigr.

Letter. 24 Nov. 90. No. 809.

To The Secy to the Gov India
Rev: & Agri: Dept.

Sir,

In reply to your letter

No. $\frac{1604}{9-14}$ of 21 Oct. 90, en-
quiring whether this

The Govt has any recommend-

ations to make for the

provision on board all

emigrant steam vessels

of auxiliary sailing and

steering power sufficient

to meet serious emergencies

as in the recent case

of the S. S. "Pongola", I

am directed to forward

copies of copies from

the P. P. O. and the Pro-

-tector of Emigrants

and

Public Current No 3271

Public (1890) Department.

(EMIGRATION.)

From

THE PROTECTOR OF EMIGRANTS,

Madras,

To

THE CHIEF SECRETARY TO GOVERNMENT,

PUBLIC DEPARTMENT,

Fort St. George.

No. 923

Dated 6

Despatched

Received

ENCLOSURE 1 File

No.

Subject.

Regarding the carrying of
and appliances on
board emigrant vessels.Publ. 809
24-11-90

S.O.

$\frac{744}{532}$ of 4.11.90 & No. 923 3
 of 6.11.90 3

copies of copies from
 the P. P. O. and the Pro-
 -tector of Emigrants

Mad.
 - Raw
 and

Sailing boats would be many and expensive. They would require heavier masts and more and better sailing gear and I do not think owners would be inclined to undertake this extra expenditure without making a proportionate increase in their charges for conveying Emigrants.

I think that if two months extra supply of provisions and an extra boat be carried, all will have been done that is absolutely necessary.

Perhaps it might be advisable at the same time to require Emigrants vessels for the Mauritius to carry a fortnight's extra supply.

I have the honor to be
Sir,

Your most obed^t servant.

Wm. Hall
Ag^t Protector of Emigrants

No. 923

Pub. Ct. No. 3271
OFFICE OF THE PROTECTOR OF EMIGRANTS,
Madras, 6th November 1890

From

W. J. Austin Esq.

As PROTECTOR OF EMIGRANTS,
Madras,

To

The Honorable J. J. Price

CHIEF SECRETARY TO GOVERNMENT,
PUBLIC DEPARTMENT,
Fort St. George.

SIR,

In forwarding the Presidency Port Officer's reply to Public Enquiry on C No 3148, dated 28th October 1890, I have the honor to state that I fully concur with that officer in his views on all the points noticed by him.

It is impossible practically to provide for every Contingency that may perchance occur in a sea voyage. The question is one of cost and, as I understand the Presidency Port Officer, the alterations which would be required to transfer the class of Steamers usually used for purposes of Emigration into good sailing

Marine (1890) DEPARTMENT.

From

THE PRESIDENCY PORT OFFICER,
Madras,

To

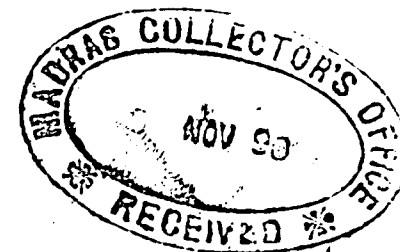
THE CHIEF SECY. TO GOVERNMENT,
MARINE DEPARTMENT,
Fort St. George.

No. 944 G.
532

Dated 4th
Received

November 1890.

No.



Subject.

Reporting upon the carrying of additional appliances on board of Emigrant Vessels.

Subd. Secy
24-11-90

Thro' the Protector of Emigrants, Madras.

No ⁹⁴⁴
532 G.

PRESIDENCY PORT OFFICE,

Madras, *4th Nov^r* 1890.

Heading.

Emigrant Vessels.

From

THE PRESIDENCY PORT OFFICER,

MADRAS,

To

THE CHIEF SECRETARY TO GOVERNMENT,

MARINE DEPARTMENT,

FORT ST. GEORGE.

SIR,

With respect to Public Dept^t
herewith returned *Reference on Current No 3148, dated*
28th October 1890, I have the honor to
acquaint you, for the information
of the Government, that, in my
opinion, no auxiliary sail power,
which it might be possible to place
on board of a steamer of the description
generally used for carrying emigrants,
would be of sufficient practical use
in case of the engines becoming
disabled as to render it advisable
for such vessels to be supplied with
the same, unless they are differently
equipped

masted and rigged. With regard to the proposal that these vessels should be also provided with auxiliary steering power, I would point out that sufficient appliances generally exist on board of every vessel for rigging a jury rudder, and I do not think that anything in addition is necessary. To cause a vessel to be supplied with extra appliances to meet all emergencies of an extraordinary nature, would certainly increase the cost of transporting emigrants, as it can scarcely be expected that an owner would go to the expense of providing, without increasing the rate of hire of the vessel, extra appliances which are not required on ordinary voyages.

2. A certain amount of risk always attends a sea voyage, and as long as a vessel is seaworthy, well found and sufficiently provisioned for the voyage

voyage on which she is bound; has the proper complement of Certificated Officers and a sufficient crew, it seems to me that, sufficient means have been taken to lessen the chances of an accident occurring.

3. Where a large number of passengers are carried it is certainly advisable that the vessel should be provided with an extra supply of provisions, and as many additional boats and life saving appliances as can be conveniently carried, and this is still more necessary on voyages where few vessels are likely to be met. I would therefore recommend that, in the emigrant vessels proceeding from India to Natal, ~~two~~ two months provisions in addition to the present supply be placed on board, and that one of

of the boats; at the least, should
be specially fitted for a voyage
by herself, should it be necessary
to detach a boat to search for
assistance.

I have the honor to be
Sir,
Your Obedient Servant,

R. A. Theel

Captain H. M. D. U.
Presidency Port Officer.

3071 P. M. H.
L. M. H. 809
24-11-40.

CURRENT No. 3148.

[9]

Public DEPARTMENT.

12/6/90 No 217
634
2/31st October 1890

From

The Government of India
Rev. & Agn. Sect.

Publ. 809.
26-11-90

No. 1604 E.
9-11

Dated 2/10

Received 27

Enclosures 1

} Oct/90

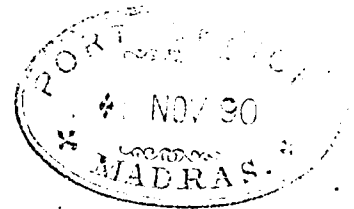
SUBJECT.

Enclosing copy
of a special report of the voyage
of Steam ship "Pangala" with
Indian Emigrants to Natal &
inquiry whether this Govt. has
recommendations to make
in view on board such vessels
along & steering towards
any disaster -

Referred to the Presi-
dency Port Officer for
his opinion - with the
intimation that the
papers should be
returned through the
Protector of Emigrants
in view to the Govt. being
furnished with any
remarks that officer
may have to offer on
the subject.

Indra Kishore
Chief Secretary

7013.
28/10



arriving on the 6th June. This voyage well exemplifies the dangers to which emigrants in steamers are exposed on account of the helplessness of this class of vessel when any serious accident happens to her machinery. If she had been crossing the South Atlantic Ocean between the Cape of Good Hope and West Indies she would in all probability have never been heard of again.

The Medical Inspector of emigrants reports as follows:—

"This vessel embarked 336 emigrants and 3 infants were born on the voyage. One of these infants (a premature child) died and also an infant (18 months old) from asthma. These were the only 2 deaths on the voyage, the rest of the emigrants being landed in good health and condition.

There were a good many cases of parotitis (mumps) treated on board a ship, but no other infectious disease occurred during the voyage.

I have etc
sd/- J. W. D. Collins
Protector of Emigrants.

(True Copy)

L. Public No 3148/90.
Int. No 20-11-90

ARTUR R. Registrar
W. Rev. and Agri. Dept.

From- The Protector of Emigrants at Calcutta
To- The Secretary to the Govt. of Bengal, Genl. Dep^{ty}.
Dated Calcutta, the 28 August 1890.

Sir,

I have the honour to submit for the information of Government the following report on the voyage of the steam ship "Pongola," which conveyed outgoing Indian emigrants to the British Colony of Natal during the emigration year of 1890.

(1) Particulars of vessel

Voyage	Name of Master	Name of surgeon Superintendent	Date of embarkation	Date of departure	Ports, if any, touched at on the voyage				Date of arrival at destination	Number of days on the voyage	Number of voyages with Indian emigrants
					Names	Date of arrival	Date of departure	Time of day of departure			
934	Joseph Beer	E. F. Ingram	14 April 1890	Do.	Pt. De Galle	21 st April 1890	Do	1	6 June 1890	53 days	4

(2) Particulars of emigrants.

Classification	Number			Deaths										Percentage	Number landed
	Embarked	Born on the voyage	Total	Cholera	Dysentery	Diarrhoea	Erysipelas	Fever	Measles	Smallpox	Other diseases	Accidents	Number from all causes		
Adults { Men	217	"	"	"	"	"	"	"	"	"	"	"	"	"	217
Adults { Women	78	"	"	"	"	"	"	"	"	"	"	"	"	"	78
Minors { Boys	13	"	"	"	"	"	"	"	"	"	"	"	"	"	13
Minors { Girls	16	"	"	"	"	"	"	"	"	"	"	"	"	"	16
Infants { Males	5	2	"	"	"	"	"	"	"	"	"	"	"	"	6
Infants { Females	7	1	"	"	"	"	"	"	"	"	"	"	"	"	7
Total Souls	336	3	339	"	"	"	"	"	"	"	2	"	2	58	337
Total Statute adults	315 1/2	1 1/2	317	"	"	"	"	"	"	"	1	"	1	31	316

* This child died after the anchor was let go in Natal roads.

41.

(4) General Remarks.

14

There were two deaths on the passage the ratio of mortality being .58 per cent.

The vessel had exceeded by 26 days the due date
her arrival in the Colony having encountered

Luckily

arriving

arriving on the 6th June. This voyage well exemplifies the dangers to which emigrants in steamers are exposed on account of the helplessness of this class of vessel when any serious accident happens to her machinery. If she had been crossing the South Atlantic Ocean between the Cape of Good-Hope and West Indies she would in all probability have never been heard of again.

The Medical Inspector of Emigrants reports as follows:—

"This vessel embarked 336 emigrants and 3 infants were born on the voyage. One of these infants (a premature child) died and also an infant (18 months old) from asthma. These were the only 2 deaths on the voyage, the rest of the emigrants being landed in good health and condition.

There were a good many cases of parotitis (mumps) treated on board a ship, but no other infectious disease occurred during the voyage.

I have etc
Sd/- S. W. D. Collins
Protector of Emigrants.
(True Copy)

ARTURUS Registrar
Med. Sec. and Agri. Dept.

L. Public 3148/90
Inf. W. R. 809
24-11-90

desired, therefore, to enquire whether His ^{84/5} Excellency the Governor in Council has any recommendations to make for the provision on board all emigrant steam vessels, of auxiliary sailing, and steering power sufficient to meet serious emergencies of the above description.

I have the honor to be,
Sir,

Your most obedient servant,

James Mackenzie
Under Secretary to the Govt. of India.
W. P.

Subs. 809
2-1-91

CS

No. 1604 E.
9-14

FROM

J. W. P. MUIR-MACKENZIE, Esq, C.S.,

Under-Secretary to the Government of India,

TO

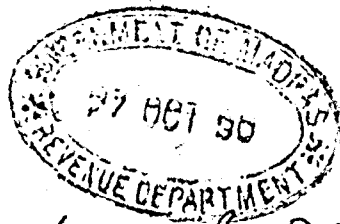
The Secretary to the Govt. of Madras.

Simla. the 21st October 1890.

Revenue and Agricultural
Department.

(Emigration.)

SIR,



In the special report (copy enclosed) of the voyage of the Steam ship "Pongola" with Indian emigrants to Natal this year, it is shown that owing to bad weather the vessel lost her propeller, and as it would appear her steering apparatus, with the consequence that a most grave disaster was but narrowly averted. It is obvious that provisions might have failed had land been further off, or had the cargo not consisted of food grain, conditions which in the case of other and longer voyages may be unavoidably absent. I am

desired,