

Public (1895) Department.

ORDINARY MS.

G.O., No. 698

DATED 21st Aug. 1895

[Despatch Abstract.]

DR. HULTZSCH'S REPORT ON SANSKRIT
MANUSCRIPTS.

Passing orders on the office-note of the Superintendent,
Government Press, soliciting, instructions as to whether any further
distribution is to be made of--- and as to the number of copies to be
struck off.

OFFICE NOTE.

With reference to G.O., dated 13th July 1895, No. 598, Public, the Superintendent, Government Press, solicits instructions whether any distribution of Dr. Kultzsch's report on Sanskrit Manuscripts is to be made beyond the lists printed with G.O., dated 13th February 1895, No. 128, Educational. He submits that no copies are provided for the use of H.E. the Governor, Members of Council, and Libraries of Secretariats.

2. The undersigned further submits that 350 copies of the report ordered to be printed for sale alone, are, in his opinion, too many copies for the public, as the demand for works of this kind is very limited; for instance, 650 copies of the South Indian Inscriptions were printed including for sale, and

BACK PAPERS.

G.O.	No.	Department.	Date.	G.O.	No.	Department.	Date.

FURTHER PAPERS.

G.O.	No.	Department.	Date.	G.O.	No.	Department.	Date.

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ORDINARY, MS.

Pub DEPARTMENT.	
G.O., DATE	22-8-95
No.	698

When given for copying.

[Despatch Abstract.]

Passing order on
the Office Note of the Supt.,
East Press, soliciting
instructions as to whether
any further distribution
is to be made of
Dr. Hultzsch's Report
on Sanskrit Manuscripts
& as to the no. of
copies to be struck off.

copies still remain unsold
therefore suggests that 400 copies
would be sufficient for distribution
and for sale as per details given
in the margin, and solicits
instructions whether the same
number of copies may be struck
off.

R. Rice

Superintendent.

To

The Chief Secretary
to Government

For distribution as per list printed with G.O. 13245, No. 128, Educational	283
For or. Sulzsch under G.O. 13.7.95, No. 598 Public	10
For further distribution if any, and for sale	107
<u>Total 400</u>	

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LETTER

STATE

PAPERS NO

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From

THE SUPERINTENDENT,
GOVERNMENT PRESS,

To

THE CHIEF SECRETARY TO GOVERNMENT,
Madras.

Dated 3rd } August 1895.
Received

ENCLOSURE.



Subject.

Solicits instructions whether any further distribution is to be made of Dr. Hultzsch's Report on Sanskrit Manuscripts, and enquires the number of copies to be struck off.

Subs. 896 225-7-95
598 213-7-95
340 214-5-95
9-80 225-4-95

Financial Dept

Please say how many copies are required for local distribution
7.8.13.
7/8/95.

40.
In para 3 of his letter No. 398 dt 6.11.94, recorded in G.O. No. 598 dt 13.7.95, Dr. Hultzsch explained that the demand for copies of his Sanskrit manuscripts is notoriously large on the part of libraries and private students and that therefore he proposed that 350 copies of his book should be printed for sale. This was sanctioned by the Govt of India and the ^{Govt} ~~Govt~~ sees no reason for reducing the number.

In addition, the Govt Press, will distribute the following copies:-

1. H.E. the Governor
2. The Hon'ble Members of Council
3. Chief Secy. Library
1. Govt's office library

7.8.13.
16.8.95.

When given for copying _____
When copied _____
When examined _____
When signed _____

189 .

READ AGAIN G.O., No.
189 ,

DATED

CURRENT No.

ENCLOSURES TO O. No.

ORDER OF GOVERNMENT

A A A A A A A

LETTER OF GOVERNMENT.

STATEMENT WITH DITTO.

PAPERS NOT FILED UP, BEING MEANT FOR DESPATCH
IN ORIGINAL.

N.B.--

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

Draft Rules regarding the Pilgrim Traffic.

(New rules are given in italics; references to the authority for them are given in the margin.)

Draft Notification.

In exercise of the power conferred by section 18 (1) of the Pilgrim Ships Act, 1895, the Governor General in Council is pleased to declare that a pilgrim ship shall contain in the between-decks at least sixteen superficial feet and ninety-six cubic feet of space available for each pilgrim.

Secretary of State's Revenue Despatch No. 164, dated the 29th November 1894, paragraph 6.

In exercise of the powers conferred by section 50 (1) of the Pilgrim Ships Act, 1895, the Governor General in Council is pleased to make the following rules in supersession of those made under section 53 (1) of the Native Passenger Ships Act, 1882, and published with the Notification of the Department of Finance and Commerce, No. 986, dated the 15th February 1884:—

(A) "The scale on which food, fuel and water are to be supplied to pilgrims on board pilgrim ships and the quality of the food, fuel and water."

1. Each pilgrim ship shall be supplied with food, fuel and water, of good quality, and conveniently stored, in accordance with the following scale, and in quantity sufficient for the entire declared duration of the voyage, over and above what are required for the crew:—

Convention, Ann. I. B. II, 7 (c).

Daily allowance for each pilgrim above the age of 12 years (two children above one year and under 12 count as one pilgrim for this purpose except as regards water) —

Convention, Ann. I. B. II, 7 (c), and I. B. III 20.

Rice	... 1 lb.	Tamarind	... 1 oz.
Flour or ship's biscuit	... 4 oz.	Condiments, chillies, garlic, coriander seed or turmeric	... 1 lb.
Pulse dall	... 4 "	Salt	... 1 lb.
Ghee or oil	... 1 "	Firewood, dry	... 2 "
Onions	... 2 "	Water of good quality (for each pilgrim of whatever age) in iron tanks*	... 1 gallon.
Pumpkins, yams, or other vegetables	... 2 "		

* The supply of water for the voyage may be reduced by $\frac{1}{2}$ if the condenser has been approved within 12 months of the date on which the voyage commences, by the Board of Trade or competent authority in India, as capable of condensing in 24 hours 1,000 gallons of pure water fit to drink immediately it is drawn from the filter, and by $\frac{1}{4}$ if the condenser can produce more than 500 but less than 1,000 gallons in the 24 hours.

Report of London Departmental Committee Article 6 (2).

2. Excepting fuel and water, which shall always be found by the ship, the rest of the articles in the above scale need not be shipped for those pilgrims who have satisfied the officer named in this behalf, in accordance with section 17 of the Pilgrims Act of 1895, that they have made their own arrangements for a full supply of such provisions for the voyage.

Convention,
I. B. II, 7 (e).
Convention,
I. B. II, 7 (d).

3. Each ship shall be fitted with a condenser or distilling apparatus of sufficient capacity to produce a quantity of at least 1 gallon of drinking water a day for every passenger on board of whatever age, including the crew. The reservoirs for storing the drinking water on board shall be protected from all filth, and shall be so closed that the distribution of the water can only be effected by means of taps or pumps.

4. Drinking water shall be served out by means of pumps or from taps with lock and key fitted to the water-tanks.

5. The water of any tank pronounced bad by the medical officer shall be immediately rejected and pumped out.

Convention,
I. B. III, 21.

6. If there is any doubt as to the quality of the drinking water stored, or as to the possibility of its pollution, either at its source or in the course of the journey, it shall be boiled and sterilised; and it shall be thrown into the sea as soon as it is possible to obtain a purer supply.

7. All condensers or distilling apparatus shall have a separate engine for working the circulating cold-water pump, and under no circumstances is this engine to be used for any other work than feeding the steam boiler.

8. All condensers shall be fitted with filters.

9. The arrangements for discharging the circulating water from the condenser shall be such that it can be delivered into buckets or connected with a hose for the purpose of washing decks, or extinguishing fire, as well as discharging over the ship's side. A suitable hose and connection shall also be provided.

10. Boilers for condensers shall ordinarily be of an upright construction; but horizontal boilers may, for special reasons, be passed by the officer authorised, under section 8 of the Act, to inspect the ship, if otherwise satisfactory.

11. Each boiler shall be furnished with a steam gauge indexed to double the working pressure, a glass water-gauge and two separate gauge cocks, one safety valve, and two mud-hole doors for the purpose of cleaning.

12. The boilers and all machinery of the condensers must be properly covered in, and any wooden bulkhead in the vicinity of the boilers must be covered with sheet lead $4\frac{1}{2}$ lbs. to the square foot and securely fastened thereto.

13. All the piping in connection with the condenser, especially the main suction and the condensed water discharge pipe, shall be laid in position secure from accident or otherwise securely encased.

14. The inspecting officer shall satisfy himself by actual experiment that the condenser is capable of performing the work required of it.

15. A competent person, to be approved by the inspecting officer, shall be appointed to have charge of the apparatus, &c., during the voyage.

(B) "The medical stores and other appliances and fittings to be provided on board for maintaining health, cleanliness and decency."

16. Medical comforts (to be issued *gratuitously* and at the discretion of the medical officer in charge) shall be supplied on the following scale:—

Convention, I.
B. III, 23.

For 100 passengers.

(Proportionate quantities to be supplied for passengers in excess of 100.)

Sago	...	...	...	5 lbs.
Arrowroot	...	...	...	10 "
Preserved milk*	...	...	...	2 dozen 1 lb. tins.

Scale per 100 passengers.

Extractum carnis	...	...	...	2 lbs.
Sugar	...	...	...	10 "
Rum	...	...	...	6 quart bottles.

* The contents of a pound tin of preserved milk mixed with half a gallon of water makes good milk.

Convention, I,
B. III, 23.

17. Medicines and medical appliances shall be supplied gratuitously for pilgrims on the following scale :—

(Weights and Measures of the British Pharmacopœia.)

Names of medicines, &c.	SCALE FOR 100 PASSENGERS.		Notes.
	Weights.	Measures.	
	lbs. oz. gr.	O. oz. dr.	
Acid, carbolic cryst. ...	0 1 0	...	Miscellaneous articles for one hundred passengers.
" nitro-muriatic dil. ...	...	0 1 0	Fresh vaccine lymph, 6 tubes.
" sulphuric dil. ...	...	0 1 0	Adhesive plaster (spread), one yard.
" tartaric ...	0 2 0	...	Calico, two yards.
Alum pulv. ...	0 2 0	...	Flannel, ditto.
Ammoniac carb. ...	0 2 0	...	Lint, two ounces.
" liqr. ...	...	0 2 0	Bandages, made up, half a dozen.
Antimonial powder ...	0 0 25	...	Papers for powder, &c., one quiro.
Argenti nitras ...	0 1 0	...	Bed-pans (metal), two.
Assafoetida ...	0 1 0	...	Syringe (urethra), male, one.
Borax ...	0 1 0	...	Ditto (glass), female, one.
Calomel ...	0 1 0	...	NOTE.—The preparations of ammonia, ether, chloroform, iodine, and all acids should be in well-stoppered bottles.
Chlorodyne, Collis Brown's ...	...	0 2 0	Chloroform should be in blue glass or covered from light by dark paper.
Chloroform ...	...	0 1 0	All the drugs, &c., must be properly labelled with the quantities marked on each.
Copaiba ...	...	0 1 0	"Poisons" should be specially distinguished by labels with the word "Poison" on them.
Creta preparata ...	0 3 0	...	Disinfectants.
Cupri sulphas ...	0 1 0	...	Sulphur ... 4 lbs.
Hydrarg. cum creta ...	0 2 0	...	Corrosive sublimate ... 5 lbs.
Iodoform ...	0 1 0	...	Pure Phenic acid ... 20 gallons.
Iodine tinct. ...	...	0 1 0	Fresh slaked lime ... 10 lbs.
Iodine potass. ...	...	0 1 0	Iron sulphate ... 10 lbs.
Ipecac. pulv. ...	0 2 0	...	Methylated alcohol ... 10 gallons.
" pulvis c. opio. ...	0 1 0	...	Hydrochloric acid ... 2½ gallons.
" valoid fluid extract ...	...	0 1 0	Instruments for each ship.
Jalapae pulv. co. ...	0 1 0	...	Glass measures, 1 oz. ... 1
Kinos valoid fluid extract ...	...	0 1 0	" " drop ... 1
Laudanum ...	...	0 1 0	Pestle and mortar (wedgewood) ... 1
Lini farina ...	2 0 0	...	Scales and Weights (grains) ... 1
Liquor epistasticus Fort (in proportion of 8 oz. Cantharides to the pint).	...	...	Splints (common) ... 1 set.
Magnesia carb. ...	0 1 0	...	Lancets (bleeding) ... 1
" sulphas ...	0 1 0	...	Silver catheters (No. 8 size) ... 1
Ol. menth. pip. ...	...	0 0 1	Spatula ... 1
Ol. terebinthinæ ...	...	0 4 0	Scissors (dressing) ... 1
Ol. ricini ...	...	2 0 0	Penknife ... 1
Opium pulv. ...	0 1 0	...	Enema ... 1
" liniment ...	...	0 4 0	Infusion pot ... 1
" valoid fluid extract ...	...	0 1 0	Pocket dressing case (small size) ... 1
Phenacetin ...	...	0 0 2	
Plumbi acetat. ...	0 1 0	...	
Pil-Plumbi acetat. B. P. 4 grains each, 100 pills.	100 in	number.	
Quinine (should be made into 2 grain pills).	0 2 0	...	
Rhæi pulvis ...	0 1 0	...	
Purgative pills ...	50 in	number.	
Bland's compound iron pills	200 in	number.	
Sinapis pulv. ...	1 0 0	...	
Sodæ carbonas ...	0 1 0	...	
Spiritus ætheris nitrosi ...	...	0 8 0	
" Vini Recti ...	...	0 8 0	
Sulphur ungt. ...	1 0 0	...	
Simple ointment ...	1 0 0	...	
Vaseline ...	0 2 0	...	
Vinegar ...	...	1 0 0	
Zinci sulphas ...	0 1 0	...	
Zingiberis pulv. ...	0 1 0	...	

Table showing the quantities of medicines, &c. to be supplied according to the above scale for more than 100 passengers :—

Number of passengers.	Quantity.
Above 100 to 250 ...	½ more than ...
" 250 to 350 ...	Twice ...
" 350 to 450 ...	Thrice ...
" 450 to 550 ...	Four times.
" 550 to 650 ...	Five times.

the quantity prescribed according to scale per 100 passengers, and so on.

18. The following certificates showing that medicines, &c., have been duly supplied and received according to the above scale shall be produced before the officer authorised to inspect under section 8 of the Pilgrim Ships Act, 1895, at the time of his inspection :—

(1) Certified that we have supplied medicines, &c., for — pilgrims according to the above scale for the pilgrim ship proceeding to

Dated

Druggists.

(2) Certified that I have carefully compared the above list with the medicines, &c., examined by me on board the pilgrim ship , and that I am satisfied they are all correct.

Medical Officer.

Dated

Ship

19. (a) The hospital accommodation required in accordance with section 18 (2) of the Act shall be provided on the upper deck either in the poop or deck-house. Each permanent hospital shall contain not more than six bunks, and shall have a superficial deck area of at least 192 feet, and not less than 1,152 cubic feet of air space. It shall be lighted and ventilated to the satisfaction of the surveying officers, and shall be provided with a raised floor or platform at least 4 inches off the decks. Every such hospital must be made as secure as any other deck-house, and the roof must be well caulked and covered with painted canvas. In all such hospitals iron fittings should be used in preference to wood. No case of small-pox, cholera, yellow fever, or plague shall on any account be treated in a permanent hospital.

Convention, I.B.
III, 24.

Ditto.

(b) Materials shall be carried for the construction of a separate temporary hospital on the upper deck to provide for the treatment of such cases of sickness as it may be considered desirable specially to separate

(such as small-pox, cholera, yellow fever or plague) and for any general outbreak of sickness when the permanent hospital accommodation becomes insufficient. The part of the upper deck upon which such hospital shall be erected shall be pointed out and measured off by the surveying officers. The framework of the hospital may be either of iron (in pieces that can be easily fitted together) or of wooden spars or bamboos. The roof must be tented, and both that and the side walls must be made of stout canvas and be perfectly water-tight, due provision being at the same time made for ventilation. The superficial area of the floor shall not be less than 192 square feet, and such floor shall be raised at least 4 inches from the deck. Sheet iron is preferable as the material of the floor. In cases of sickness falling under this clause, the person charged with the duty of looking after the patients shall alone have access to them, and shall on no account come into contact with the other persons on board.

(c) Every pilgrim ship shall carry a disinfecting stove of declared safety and efficacy.

Articles of bedding, carpets, clothes used by persons who have been affected with cholera, as well as of those who have had access to them, should be immediately disinfected. Such of the articles as have little or no value should be thrown into the sea, or, if the ship is in a port or canal, be destroyed by fire. Other articles should be placed on the disinfecting stove in impermeable bags sprinkled with a solution of corrosive sublimate.

The excreta of the sick should be collected in vessels containing a disinfecting solution.

The latrines in which these vessels are emptied should be thoroughly disinfected after each operation.

The places occupied by persons who have been suffering from cholera should be thoroughly disinfected in the following manner:—

(a) Contaminated or suspected articles must be disinfected in the disinfecting stove under pressure.

(b) The stove must maintain a temperature (to be tested during each operation) of 220° Fahr.

(c) The articles must be exposed to this temperature for 15 minutes.

One of the following disinfecting solutions should be used:—

(a) Corrosive sublimate 1 part with hydrochloric acid 5 parts in 1000 parts of water. This solution should be coloured with fuchsin

Convention, I.
B. III, 24.

Convention,
I. B. III, 25.

Convention,
I. B. II, 7 (f).

Convention,
I. B. III, 25.

or eosin, of which a small supply should be carried and should not be put into metallic vessels.

(b) Pure phenic acid 5 parts in 100 parts of water.

(c) Fresh slaked lime.

The different disinfecting solutions are useful for the following purposes:—

(a) Linen, clothes and articles soiled by the evacuations of cholera patients should be put into the corrosive sublimate solution.

(b) Articles which would be spoilt if exposed to the heat of the stove, such as leather, tables, lockers, &c., should be washed with the corrosive sublimate solution.

(c) Persons in attendance on the sick should use the corrosive sublimate solution when washing themselves in the proportion of 1 part of the solution to 2000 parts of water.

(d) Phenic acid should be used to disinfect articles which cannot be exposed to a temperature of 220 degrees Fahr. or to contact with sublimate solution, such as metals, instruments, &c.

(e) Slaked lime is specially useful to disinfect the evacuations of cholera patients; in the absence of slaked lime, phenic acid will answer the same purpose.

Ships on which cases of cholera have occurred should be disinfected in the following manner:—

(a) The cabins and all parts of the ship occupied by cholera patients or those suspected to be suffering from cholera should be emptied, and all articles should be disinfected as above.

(b) The interior sides of the ship should be disinfected with the corrosive sublimate solution with the addition of 10 per cent. of alcohol. The washing should commence from the top, horizontally and downwards, so that the whole surface becomes covered with a coating of the disinfectant in fine drops. The floors and decks should be washed with the same solution. Two hours after washing, the bulwarks, walls and decks should be scrubbed, and then thoroughly washed down with plenty of water.

(c) The hold of the ship should be strewn with a sufficient quantity of iron sulphate to neutralize the sulphuretted hydrogen. Then the water in the hold should be pumped out and the hold washed with sea-water and sprinkled with the corrosive sublimate solution.

Water should never be discharged from the hold at a port.

20. The following articles and appliances shall be supplied on the scale shown:—

Iron boilers with covers—

For rice (large)	...	} According to number to be fed by the pilgrim ship.
„ dall or curry (small)	...	

Iron ladles—

For rice (large)	...	} Ditto.
„ dall, &c., (small)	...	

Iron spoons, tinned	...	...	...	4	To each pilgrim ship when passengers are to be fed.
Curry-stones, with mullers	...	...	...	4	
Sieves for cleaning rice, &c.	...	...	...	6	
Gallon measure	...	...	...	1	
$\frac{1}{2}$ ditto	...	...	...	1	
$\frac{1}{4}$ ditto	...	...	...	1	
Scales and weights	...	...	...	1	
or	...	...	...	1	
A spring balance	...	...	...	1	
Block-tin saucepans, for hospital use exclusively, from 1 pint to 1 gallon	...	...	...	3	
Hatchets for cutting wood	...	...	...	2	To each pilgrim ship when passengers are to be fed.
Knives	...	...	...	2	
Safety lanterns with lock and key to each	...	Besides { 3 for hatchways, 2 for latrines, 1 for hospital, and 1 for Surgeon, which are to burn all night.	there shall be one additional lantern for every 100 passengers on board, and each such lantern shall burn for three hours every night.		
Oil with wicks, or candles to fit lantern.	...	Sufficient for 7 lanterns to burn at least 10 hours, and for the rest to burn at least 3 hours of every night of the voyage.			
(Washing and cleanliness.)					
Soap	...	...	1 lb. per passenger.		
Buckets (galvanised iron)	...	...	2 for every 100 passengers.		
Tubs (large) for bathing or washing	...	...	4	To each pilgrim ship.	
* Tubs (smaller) for latrine use	...	...	4		
* Tin pots for ditto	...	...	12		
Canvas bathing screens for the use of women	...	...	2		
A dirt-shoot, moveable	...	...	1		
Deck scrapers	...	...	12		
Sand	...	...	1 ton.		
Holystones or hard bricks	...	...	50		
Swabs or squeezers	...	...	18		
Brooms (country)	...	...	50		

21. The inspecting officer shall see that the ventilation of the lower hold and of the between-decks is separately provided for; that all air-holes affording a means of communication between the hold and the between decks are closed so as to shut off, as completely as possible, the escape of foul air from the bilge, or steam from the cargo, into the between-decks; that all ventilating shafts and tubes for the hold are so arranged as to act quite independently of those for the between-decks; and that a sufficient number of efficient ventilators are provided for the between-decks to afford an equable diffusion of fresh air through all parts, and so situated as to act in all weathers.

22. In the absence of hollow iron masts and other means of ventilating the hold, there shall be fitted at least four cowl-headed tubes leading from the lower hold to the open air on the upper deck.

23. No passenger pilgrim ship shall clear out or proceed to sea without such provision for affording light and air to the passenger decks as the circumstances of the case may, in the judgment of the inspecting officer at the port of clearance, require; nor, if there are as many as one hundred passengers on board, without having an

adequate and proper ventilating apparatus, to be approved by such inspecting officer and fitted to his satisfaction; the passengers shall, moreover, have the free and unimpeded use of the whole of each hatchway situated over the space appropriated to their use, and over such hatchway there shall be erected such a booby-hatch or other substantial covering as shall, in the opinion of such inspecting officer, afford the greatest amount of light and air and of protection from wet as the case will admit.

24. Every cowl-headed tube shall be provided with a strong plug for use, if necessary, in bad weather.

25. Every pilgrim ship having an iron upper deck shall have a wooden deck laid over it.

26. Each hatchway shall be provided with a large tarpaulin tent that can be spread well over it, securely fastened, so as to keep out rain and let in fresh air, and be rolled up out of the way in fine weather; and shall also be fitted with a strong iron or wooden A-shaped frame for the support of the tent.

27. Every pilgrim ship shall have poop, quarter and main deck awnings complete and in good order, at least six life-buoys, and four windsails.

28. Every pilgrim ship shall be fitted with not less than two latrines, apart from those for the use of the crew, sufficiently screened from public view and readily accessible. A proportionate number of latrines, in any case not less than one, if there be any females among the passengers, shall be set apart for the exclusive use of females. *There shall be an additional latrine for every hundred pilgrims, or part of that number in excess of 100. The latrines shall be provided with seats at the rate of not less than four for every hundred pilgrims. No latrine shall be allowed either between-decks or in the hold.*

Each latrine shall be firmly secured in a convenient and accessible place on the upper deck and close to the bulwarks, so that the soil-shoot of the latrine floor may lead directly out of a port or other opening, and well clear of the ship's side. Each latrine shall be divided into separate and private compartments. Each compartment not more than two feet square shall have a separate entrance with door, and shall be fitted with a seat, or a pair of foot-boards having a free opening or hole in the centre. Each such opening shall communicate directly with the floor beneath common to all openings. The floor continued into the shoot, and having a good fall towards it, shall be made either of a continuous sheet of metal, or of wood continuously lined with sheet lead or zinc. The floors and shoots of the latrines shall be painted with coal tar liberally laid on. There should be a troughed opening at each of the ends or sides of the latrines a little above the level of the floor, but below that of the seats of foot-boards, to enable the floors to be freely flushed from the outside. Every compartment shall be well ventilated by means of openings that do not interfere with privacy: and shall be sufficiently lighted by means of a lantern to

Convention, I.
B. 111, 18.

Report of Dr.
Lethbridge's
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each latrine that should be so fitted as to throw light into all compartments.

Convention, I.
B. III, 19.

All latrines shall be kept in good order, and cleaned and disinfected three times a day.

Paragraph 2
(a), Home De-
partment letter
to Local Gov-
ernments, Nos.
290-292, dated
9th October 1894.

There shall be a staff of sweepers maintained at the rate of two for every hundred pilgrims.

29. Every ship shall be provided with not less than one place for washing on each side of the deck, sufficiently screened from public view, whereof a full proportion, as prescribed in the case of latrine compartment, shall be set apart exclusively for females. A sufficient number of hand-pumps shall also be provided for supplying sea-water for purposes of ablution.

30. Every ship shall be provided with not less than two cabooses or cooking ranges on deck, properly housed and covered, to which passengers can have ready access. The ranges shall be made of substantial plate iron, lined inside with bricks and raised at least 4 inches from the deck, with an outlet or chimney at top for the escape of smoke. Each range shall contain five or six cooking-places, and an additional range shall be provided for every two hundred passengers carried in excess of one hundred. Cooking on board in the passengers' own stoves is prohibited.

Every ship shall provide caboose and boiler accommodation sufficient to cook for the total number of passengers to be fed by the ship; a corresponding reduction will then be admissible in the number of cabooses required under the rules for those who cook for themselves.

31. The crew of the ship shall not be allowed to use the cooking ranges or latrines set apart for passengers during the period passengers are on board, but shall be provided with a separate cooking range and latrine.

32. Strong ladders shall be provided for every hatchway used as such, and not only as a ventilator and as additional means for women and children to hold on by. Besides hand-rails, knotted hand ropes should be fastened conveniently near the ladders.

33. Hooks for hanging the required number of lanterns shall be fixed at convenient distances apart.

34. The space to be occupied by the passengers must be clear, thoroughly clean, and dry; and nothing must be slung up or stowed away between the beams. *Every day while the pilgrims are on deck the between-decks should be carefully cleaned and scrubbed with dry sand mixed with suitable disinfectants.*

Convention, I.
B. III, 16.

Convention, I.
B. III, 15, and
Home Department
letters
Nos. 290-2, dated
9th October 1894,
to Local Govern-
ments.

35. *Pilgrims' heavy baggage is to be registered, numbered, and deposited in the hold. Pilgrims are allowed to keep with them only such articles as are absolutely necessary; these are not to exceed one maund in weight for each pilgrim.*

36. Bamboos, ropes, or strong rails shall be securely fastened fore and aft to the midship stanchions, so that the passengers may have something on which to hang their clothes or bundles, and to depend on for support when the ship rolls.

37. No timber or cargo of any kind shall be allowed on the upper deck, but only the necessary fittings properly secured. The deck shall be exclusively reserved for the between-deck passengers. They should be encouraged to remain on deck as much as possible.

38. The passengers should be required to air their clothing, blankets, &c., as often as possible.

39. A set of water-vessels, such as buckets and tin mugs, required by topases or others for use in the latrines shall be exclusively set apart for such purposes; and they shall be marked or painted so as to be clearly distinguishable from those used for cooking or drinking purposes.

(C) "The licensing and appointment of medical officers in cases where they are required by the Act to be carried."

40. The Medical Officer of every pilgrim ship required by the Pilgrim Ships Act, 1893, to carry a Medical Officer must, if he does not hold a diploma to practise Medicine and Surgery from an authority empowered to grant the same by the law of the country to which the pilgrim ship belongs, be licensed by the Local Government and appointed by or on behalf of the owner of the pilgrim ship or, on his application, by the Local Government. Every person desiring to obtain a license to act as such Medical Officer shall apply for a license to the local Civil Administrative Medical Officer of the province in which the port of first departure lies. At Jeddah such license may be granted by the Principal Medical Officer at that port.

41. Such license shall be renewable yearly, and shall be in Form No. III appended to these Rules.

(D) "The boats, anchors, and cables to be provided on board."

42. Every steam-ship intended for the conveyance of passengers under these Rules shall be provided with boats according to the following scale, and all such boats shall be fully fitted with all usual appliances:—

Two of the boats shall be life-boats.

No greater number of boats need be taken than are sufficient to carry all the crew and passengers on board.

Finance De-
partment Noti-
fication No. 1173,
dated the 22nd
May 1894.

The cubic contents of the boats in the following table are ascertained by multiplying their outside length, their outside width and their inside depth together, and then their product by 0.6 :—

Registered tonnage of steam-ship.	Number of boats not less than	Minimum cubic contents of life-boats.	Minimum cubic contents of all the boats of the ship.
		Feet.	
Less than 800 tons ...	5	198	1,038
800 tons and less than 1,000 tons	5	240	1,227
1,000 ditto ditto 1,250 "	6	540	1,527
1,250 ditto ditto 1,500 "	6	540	1,800
1,500 tons and upwards ...	7	556.8	2,160

43. Every pilgrim ship shall be provided with not less than three anchors, cables and hawsers, according to Lloyd's requirements.

(E) "The instruments for purposes of navigation to be supplied."

44. Every pilgrim ship shall also be provided with—

- (a) not less than two good ship's compasses and two boat's compasses. If she is an iron ship, the deviation of her compasses shall be ascertained on every point, and shall be recorded in the log-book ;
- (b) Admiralty or Indian Government charts and sailing directions suitable for the voyage she is about to undertake ;
- (c) not less than two chronometers and not less than two sextants or quadrants and barometers.

(F) "The apparatus for the purpose of extinguishing fires on board, and the precautions to be taken to prevent such fires."

45. Every ship shall be provided with—

- (a) hose sufficient to reach from her engines to her stem and taffrail ; and
- (b) fire-buckets in the proportion of three for every 100 tons up to 600, and two for every 100 tons above 600, provided that 50 in all shall suffice.

46. If fire annihilators or fire-engines are carried, they shall be placed under the special charge of one of the principal officers and the ship's carpenter, who should be held responsible that, with the buckets and other fire apparatus, they are kept in a state fit for immediate use. The engine should be worked once or twice a week to keep it in proper order.

47. No ship shall put to sea until all her cargo is properly stowed away, and the decks are cleared of any loose straw, hay, or other inflammable material.

48. Immediately before leaving port, the passengers shall be called on to deliver up whatever lucifer matches, gunpowder, or other inflammable articles they may have with them.

49. No naked lights must on any account be used in the hold or store-rooms or in the between-decks, except under trustworthy superintendence. No person shall be allowed to read in bed with a naked light. Smoking between-decks is strictly prohibited.

50. Spirits must never be opened in the hold, but should be hoisted on deck for the purpose.

51. As soon as possible after leaving port, the officers and crew should be divided into parties and assigned to stations in case of fire ; and fire-drill should be practised at least once a week, or at convenient times.

52. No gunpowder, inflammable oils, spirits, jute, coal, nor any commodity likely, by reason of its quantity, quality, or mode of stowage, to be prejudicial to the safety of the passengers, shall be taken as cargo or part of the cargo.

(H) "The functions of the master, medical officer (if any) and other officers of a pilgrim ship during the voyage."

The Master.

53. He shall give notice of the day of sailing, &c., as required under section 7 of the Pilgrim Ships Act, 1895, in Form No. I appended to these Rules.

He shall produce before the officer authorised to inspect under section 8 of the Pilgrim Ships Act, 1895, at the time of his inspection, a certificate in the following form :—

"Certified that it is proposed to issue tickets to passengers and to provide accommodation as follows :—

"On the voyage of the pilgrim ship proceeding to

Class of passengers.	Maximum number of tickets to be issued.	Special accommodation and privileges (if any) to be reserved for each class.
Class I ..		
Class II ...		
Pilgrims of the lowest class ...		

Dated _____ (Signed) _____ Master,
Ship _____"

54. In the event of a ship being engaged to carry more than 100 passengers, he shall, unless the ship is already provided with a licensed medical officer, submit, as early as possible, in Form No. II appended to these rules, an application to the Local Government for a licensed medical officer to proceed in charge of the passengers.

55. He shall afford the medical officer every facility for examining the provisions, water, and medical stores, and for making himself generally familiar with the arrangements made for the accommodation of the passengers about to be carried.

Convention, I. B.
IV, 42.

56. He shall post up in the between-decks and in such other places accessible to the pilgrims as may be convenient copies of the *Pilgrim Ships Act, 1895*, and the rules made under it, and all notices which he may be required so to post by the Commissioner of Police or the port authorities before sailing. These shall be in English, French, or German, and in an Indian vernacular. He shall also afford every facility to the Port Officer, or other authorised officer, for making the official inspection of the ship, her equipment, ventilation, fittings, provisions, and medical stores, and shall himself be present at such inspection.

57. He shall furnish such certificates as are required of him under the rules, and shall be careful to provide himself with all the instructions and documents necessary for the voyage.

Convention, I.
B. II, 9.

58. Before sailing he shall obtain a bill of health as prescribed in rule 79 in Form No. VIII appended to these rules.

59. He shall cause the statements of passengers and crew prescribed under section 19 of the *Pilgrim Ships Act, 1895*, to be prepared in Form No. IV appended to these rules.

60. The bond required under section 26 of the *Pilgrim Ships Act, 1895*, when a ship clears for any port in the Red Sea, shall be executed in Form No. V appended to these rules.

61. He shall be jointly responsible with the medical officer for the care of the passengers on the voyage. He shall see that the special accommodation and privileges, if any, to which passengers of any class are entitled are reserved to them without hindrance or diminution throughout the voyage, that the space in the between-decks is not encroached upon, that all rules and regulations for securing cleanliness and order are carried out, and, as far as possible, that all reasonable requisitions of the medical officer are complied with.

62. He shall appoint one of the officers of the ship to the charge of the provisions and stores, to see to the punctual issue according to scale of the day's rations and water, and to assist the medical officer generally.

63. He shall, in the event of any passenger dying on the voyage, who is unaccompanied by any near relation, if the ship returns direct from the Hedjaz to any Indian port, take charge of the effects of the deceased and make them over, on the

ship arriving in India, with such particulars of the name and residence of the deceased as he may have been able to gather, to the Commissioner of Police in Bombay or Calcutta, and to the Magistrate at any other Indian port. If the death occurs on the voyage to the Hedjaz, and the ship does not return direct to India, the master shall make over the effects, with particulars as above, to the British Consul at Jeddah.

64. He shall cause the supplementary certificate required by section 21 of the *Pilgrim Ships Act, 1895*, when additional passengers are taken on board at an intermediate port, to be prepared according to Form No. VI appended to these rules.

The Medical Officer.

65. The medical officer shall, if not already attached to the ship, immediately on his being appointed by the Local Government to her charge, proceed on board, report himself to the master, examine and check the medical stores, and inform himself generally as to the arrangements made for the accommodation of the passengers, the date of sailing, &c.

66. He shall also report himself personally to the officer appointed under section 7 of the *Pilgrim Ships Act, 1895*, with a view to receiving any instructions which that officer may have to give him in connection with his duties and the official inspection of the ship.

67. He shall be present at the final official inspection, and after it has been held and the ship and her arrangements approved, he shall furnish a certificate to the effect that he has satisfied himself regarding the arrangements for the care and comfort of the passengers made in accordance with the rules. The certificate shall be in Form No. VII appended to these rules.

68. He shall provide himself with all the necessary instructions and forms required for the voyage.

69. He shall attend any medical officer appointed under section 27 of the *Pilgrim Ships Act, 1895*, to inspect the passengers before embarkation. He shall, with a view to special care or precautions on the voyage, watch those who may appear to be in an infirm or sickly state, and note them in his diary. He shall satisfy himself that any additional passenger waiting to be taken on board at intermediate ports is not suffering from any contagious disease.

70. He shall not leave the ship after the final inspection. He shall see that the place set apart for the accommodation of the passengers is not encroached upon; that all the passengers have access to the upper deck in turn; that good drinking-water is readily accessible; that the latrines are attended to by the ship's topases; that a supply of water is at hand for use in the latrines; that suitable hours have been fixed, in communication with the officer in charge of the stores, for the regular issue of daily meals to such of the passengers as have to be fed by the ship and generally that every proper care is taken to secure cleanliness and good sanitary arrangements on board.

71. He shall be jointly responsible with the master for the care of the passengers on the voyage, and he shall co-operate with the master and officers of the ship for the welfare of the passengers.

Convention, I.
A. 4.

72. During the voyage from India (excluding Aden) he shall for the first five days daily collect together the pilgrims and observe them individually to assure himself whether any of them is affected with cholera, small-pox, yellow fever or plague.

Convention, I.
B. III, 12 (3).

73. He shall, if he has any doubt as to the quality of the drinking-water, draw the attention of the captain, in writing, to the provisions of rule 6.

Convention, I.
B. III, 12 (6).

74. He shall, should any case of infectious or contagious disease occur, satisfy himself that disinfection is performed in the manner provided for in rule 19.

75. He shall keep up regularly, from day to day throughout the voyage, the following records in connection with his duties, viz.:

- a Medical Diary of the principal events of the voyage, briefly and accurately recording all facts in connection with the medical history of the passengers;
- an Admission and Discharge Book of every case brought under treatment in Form No. IX appended to these rules;
- a Register of Deaths in Form No. X appended to these rules;
- a Record of the advice he gives to the master, and of compliance with, or neglect of, his advice.

76. On arrival at the port of debarkation in the Red Sea, he shall submit his diary and returns to the Consular authority there for transmission to the Government of India, and on arrival at any Indian port to the chief officer of Customs, or to any officer appointed under section 21 of the Act to receive the statements referred to in that section.

(I) "Rules to carry out the provisions of the Act generally."

77. Officer authorised to receive notice of time of sailing under section 7 of the Act.—The officer authorised by the Local Government in this behalf shall, on receiving the notice prescribed under section 7 of the Pilgrim Ships Act, 1895, himself proceed, or give written authority to some competent person on his behalf, to inspect the ship, her provisions, medical stores, equipments, ventilation, fittings, &c., and shall satisfy himself by such inspection that they meet all prescribed requirements.

78. No certificate under section 11 of the Pilgrim Ships Act, 1895, shall be granted unless the condenser cannot only supply the minimum quantity of water prescribed under rule 3 for each passenger and member of the crew, but also yield in 24 hours 500 gallons of pure cold water fit to drink immediately it is drawn

from the filter, and unless the whole arrangements, as detailed in the above rules, are to the entire satisfaction of the inspecting officer.

79. The officer authorised under section 7 of the Act shall also see that in all cases where the number of passengers exceeds 100, the medical officer appointed by Government is present at the official inspection; that such medical officer has had an opportunity of satisfying himself as to the completeness of the arrangements made for the accommodation and care of the passengers under the requirements of rules; and shall require him to furnish a certificate to this effect in Form No. VII appended to these rules, and to sign the certificate prescribed in rule 16.

He shall also himself furnish to the captain the certificate called the Bill of Health in Form No. VIII appended to these rules.

80. Certificate forms.—The Certificates A and B required under sections 9, 10 and 11 of the Pilgrim Ships Act, 1895, shall be given in Forms Nos. XI and XII appended to these rules.

81. Second medical inspection.—In cases where a pilgrim ship may have been detained in harbour for more than 48 hours after the embarkation of the pilgrims and there is reason to suspect that small-pox, cholera, yellow fever or plague may have attacked some of the persons on board, there shall be a second medical inspection by a medical officer authorised under section 8 of the Pilgrim Ships Act, 1895.

Para. 2 (a) of Home Department letters Nos. 290-292 of 9th October 1894, to Local Governments.

FORMS.

No. I.

Notice to be given by master, owner, or agent under section 7 of the Pilgrim Ships Act, 1895.

I, *, hereby give notice that the steam-ship, register tonnage tons, being a pilgrim ship within the meaning of the Pilgrim Ships Act, 1895, and being capable of carrying native passengers and pilgrims, will leave the port of on a voyage to on the day of 189 .

* Here insert name of master, owner, or agent.

Dated at this day of 189 .

No. II.

Form of application to Government for a medical officer.

S.S.

189 .

To

THE SURGEON-GENERAL, [OR INSPECTOR-GENERAL OF CIVIL HOSPITALS].

SIR,

I have the honor to request that a Medical Officer may be appointed to proceed in charge of pilgrims to the port of in the steam-ship under my command.

m, 11, 7
3.111

of Department-Consult-
No 6 (2).

18

2. The ship is now lying at
sail on the

moorings, and will

I am, Sir,
Yours obediently,
Master, S.S.

No. III.

*Form of License to be granted to Medical Officers proceeding in
charge of Native passengers.*

The bearer of this , holding a certificate to
practise medicine and surgery,
from is licensed to have medical charge of
pilgrims proceeding, under the provisions of the Pilgrim Ships Act,
1895, to . This license holds good for one year from
this date.

Dated—

[Here enter seal of office.]

*Signature of recipient. Surgeon-General, or Secretary to
Surgeon-General in his absence; Inspector-
General of Civil Hospitals, or officer in
charge of office; or Port Surgeon.*

NOTE.—In granting this license, preference should be given to medical graduates or licentiates
of a University, or other recognised licensing body, provided they are men of good character and
of some experience. But, when such are not available, licenses may be granted to those who have
passed the final examination of an Indian Vernacular Medical School or who have qualified for
the Subordinate Medical Department. It is desirable that the Medical Officer should, if possible,
be a Muhammadan.

No. IV.

*Statement to be furnished by the master of every pilgrim ship under
section 19 of the Pilgrim Ships Act, 1895, of the crew and
passengers proceeding in the bound to*

Crew.				Number.
Commander	...	...	...	...
Officers	...	...	...	...
Engineers	...	...	...	...
Deck crew	...	...	...	...
Engine-room crew	...	...	...	...
Servants	...	...	...	...
Total				...

Passengers.

	Male adults.	Female adults.	Male children under 12.	Female children under 12.	Infants under 2.	Total.

Master,

Surveying Officer.

The of 189 .

No. V.

*Bond executed pursuant to the provisions of section 26 of the
Pilgrim Ships Act, 1895.*

Know all men by these presents that we

of
of
and
of

are held and firmly bounden to the Secretary of State for India in
Council in the sum of five thousand rupees of lawful money of
British India to be paid to the said Secretary of State in Council,
his certain attorney, successors, or assigns, for which payment well
and truly to be made, we bind ourselves, our heirs, executors,
administrators, and representatives jointly, and every of us bind
ourselves, our heirs, executors, administrators, and representatives
jointly, and each of us binds himself, his heirs, executors, adminis-
trators, and representatives severally firmly by these presents, sealed
with our respective seals, dated this day
in the Christian year one thousand eight
hundred and ninety

And each of us, the said
doth hereby for himself, his heirs, executors, administrators, and
representatives covenant with the said Secretary of State in Coun-
cil, his successors and assigns, that if any suit shall be brought,
touching the subject-matter of this obligation or the condition
hereunder written, in any court subject to the superintendence of
the High Court of Judicature at
the same shall and may, at the instance of the said Secretary of

State in Council, be removed into, tried and determined by the said High Court in its Extraordinary Original Jurisdiction.

* Here insert the name or names of the principal or principals only.

† Is or (are), (Owner) or (Agents) or (Master).

§ Insert names of any other ports to be visited.

|| His or their. ¶ Names of sureties.

Whereas the above bounden*

† the † of a pilgrim ship called the now about to sail from the port of in British India to a port in the Red Sea, touching at

Aden§ and before applying for a port-clearance to the officer at the port of whose duty it is to grant a port-clearance for such ship, the above bounden* and||

sureties¶ who are both resident in British India, have at the request of the Secretary of State for India in Council agreed to execute the above-written joint and several bond or obligation as required by section 26 of the Pilgrim Ships Act, 1895. Now the condition of the above-written bond or obligation is such that, if the said pilgrim ship on her outward voyage to the said port of

in the Red Sea touches at Aden and does not leave the said port of Aden on the said outward voyage without having obtained from the proper authority at Aden aforesaid a clean bill of health, and if the master (** and medical officer) complies (or comply) with on the outward voyage, and also on the homeward voyage, if the ship continues to be a pilgrim ship, the provisions of the Pilgrim Ships Act, 1895, and of such rules, relating to pilgrim ships sailing between ports in British India and ports in the Red Sea, as the Governor General in Council may, from time to time, make under the said Act, then the above written bond or obligation shall be void.

No. VI.

Supplementary Certificate B under section 21 of the Pilgrim Ships Act, 1895.

I, , duly appointed and authorised to grant certificates under section 12 of the Pilgrim Ships Act, 1895, do hereby certify that the number of additional passengers taken on board the pilgrim ship from the port of is ; that the provisions, fuel, and pure water (over and above what is necessary for the crew), and the other stores prescribed for such ships by the rules under the said Act, are of good quality and properly stowed or packed, and are sufficient according to the scale for the time being fixed by the said rules, and that the said provisions, fuel, and water are sufficient for

days, the declared duration of the said voyage; that is to say, water and fuel sufficient for the whole number of passengers on board, and provisions sufficient for

passengers, the remaining, viz., passengers, finding their own provisions this day of Dated at 189 .

No. VII.

Form of Medical Officer's Certificate.

Certified that I have by careful inspection satisfied myself in regard to the arrangements that have been made in accordance with the requirements of the rules relating to pilgrim ships proceeding to the Hedjaz for the care and comfort of the passengers about to be carried in the pilgrim ship ; and proceeding to

that I was present with the inspecting officer at his final official survey of the arrangements, held on the of 189 .

Date

Medical Officer,
In charge of Pilgrims,
Ship

No. VIII.

Form of Bill of Health.

This is to certify that the pilgrim ship sailing under Convention I. B. 11, 9 (2). flag and under the command of Captain (medical officer) of tons, bound for persons* and passengers and is at the time of leaving this port in a satisfactory sanitary condition, and that no case of cholera or infectious disease dangerous to life exists among the officers, passengers, pilgrims or crew.

It is further certified that the town and port of are at present free from epidemic cholera, plague, yellow fever and all other dangerous epidemic disease. † Or as the case may be.

No. IX.

Medical Admission and Discharge Book.

Serial number of cases.	Name.	Age.	Sex.	Disease or cause of admission.	DATES OF			Number of hours or days under treatment.	Remarks.
					Admission.	Discharge or recovery.	Death.		

22

No. X.

Register of Deaths.

Serial Number.	Name.	Age.	TIME OF OCCURRENCE.		Cause.	Remarks.
			Date.	Hour.		

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No. XI.

Certificate (A) under section 10 of the Pilgrim Ships Act, 1895.

I, _____, duly appointed and authorised to grant certificates under section 10 of the Pilgrim Ships Act, 1895, do hereby certify that the ship _____, register tonnage _____ tons, being a pilgrim ship within the meaning of the said Act, and now riding at anchor at _____, and ready to proceed on a voyage to _____, is seaworthy, properly equipped, fitted, and ventilated, and that she is capable of carrying _____ passengers, and pilgrims or (as the case may be) _____ passengers of the 1st class, _____ passengers of the 2nd class, _____ and _____ pilgrims of the lowest class, with the special accommodation and privileges to be provided for passengers of those classes respectively, namely,—

for 1st class passengers (*here enter the accommodation and privileges mentioned in the master's certificate under rule 53 so far as the same are consistent with the Act and Rules*);

for 2nd class ditto (ditto);
for pilgrims of the
lowest class ditto (ditto).

No. XII.

Certificate (B) under section 11 of the Pilgrim Ships Act, 1895.

I, _____, duly appointed and authorised to grant certificates under section 11 of the Pilgrim Ships Act, 1895, do hereby certify that the ship _____ of _____, being a pilgrim ship within the meaning of the said Act, and having on board _____ native passengers and pilgrims, lists of whose number and sex have been furnished by _____ the master of the said ship, and ready to proceed on a voyage to _____, the intermediate ports at which she is intended to touch being _____, has the proper complement of officers and seamen; that she has sufficient and suitable cooking and latrine accommodation on board; that the provisions, fuel, and pure water and other stores prescribed for such ships by the rules under the said Act are of good quality and properly stowed or packed, and are sufficient according to the scale for the time being fixed by the said rules; and that the said provisions, fuel, and water are sufficient for _____ days, the declared duration of the said voyage; that is to say, water and fuel sufficient for the whole number of _____ passengers and pilgrims and provisions sufficient for _____ passengers and pilgrims, the remaining, viz., _____ passengers and pilgrims, finding their own provisions.

I also certify that the master of the said ship holds Certificate A as required by section 11 of the Pilgrim Ships Act, 1895, and that there is no cargo on board contrary to the provisions of rule 52.

I do further certify that the full space required by the said Act has been appropriated to the said passengers and pilgrims in the between decks of the said ship (*and when necessary, add*) and that the accommodation and privileges described in Certificate A for passengers of the 1st and 2nd classes and pilgrims of the lowest class, respectively, have been duly provided.

Draft Rules regarding the Pilgrim Traffic.

(New rules are given in italics; references to the authority for them are given in the margin.)

Draft Notification.

In exercise of the power conferred by section 18 (1) of the Pilgrim Ships Act, 1895, the Governor General in Council is pleased to declare that a pilgrim ship shall contain in the between-decks at least sixteen superficial feet and ninety-six cubic feet of space available for each pilgrim.

Secretary of State's Revenue Despatch No. 161, dated the 29th November 1894, paragraph 6.

In exercise of the powers conferred by section 50 (1) of the Pilgrim Ships Act, 1895, the Governor General in Council is pleased to make the following rules in supersession of those made under section 53 (1) of the Native Passenger Ships Act, 1882, and published with the Notification of the Department of Finance and Commerce, No. 986, dated the 15th February 1884:—

(A) "The scale on which food, fuel and water are to be supplied to pilgrims on board pilgrim ships and the quality of the food, fuel and water."

1. Each pilgrim ship shall be supplied with food, fuel and water, of good quality, and conveniently stored, in accordance with the following scale, and in quantity sufficient for the entire declared duration of the voyage, over and above what are required for the crew:—

Convention, Ann. I. B. II. 7 (c).

Daily allowance for each pilgrim above the age of 12 years (two children above one year and under 12 count as one pilgrim for this purpose except as regards water)—

Convention, Ann. I. B. II. 7 (c), and I. B. III 20.

Rice	... 1 lb.	Tamarind	... 1 oz.
Flour or ship's biscuit	... 4 oz.	Condiments, chillies, garlic, coriander seed or turmeric	... 1 lb.
Pulse dall	... 4 "	Salt	... 2 "
Ghee or oil	... 1 "	Firewood, dry	... 2 "
Onions	... 2 "	Water of good quality (for each pilgrim of whatever age) in iron tanks*	... 1 gallon.
Pumpkins, yams, or other vegetables	... 2 "		

* The supply of water for the voyage may be reduced by $\frac{1}{4}$ if the condenser has been approved within 12 months of the date on which the voyage commences, by the Board of Trade or competent authority in India, as capable of condensing in 24 hours 1,000 gallons of pure water fit to drink immediately it is drawn from the filter, and by $\frac{1}{2}$ if the condenser can produce more than 500 but less than 1,000 gallons in the 24 hours.

Report of London Departmental Committee Article 6 (2).

2. Excepting fuel and water, which shall always be found by the ship, the rest of the articles in the above scale need not be shipped for those pilgrims who have satisfied the officer named in this behalf, in accordance with section 17 of the Pilgrims Act of 1895, that they have made their own arrangements for a full supply of such provisions for the voyage.

Convention,
I. B. II, 7 (e).
Convention,
I. B. II, 7 (d).

3. Each ship shall be fitted with a condenser or distilling apparatus of sufficient capacity to produce a quantity of at least 1 gallon of drinking water a day for every passenger on board of whatever age, including the crew. The reservoirs for storing the drinking water on board shall be protected from all filth, and shall be so closed that the distribution of the water can only be effected by means of taps or pumps.

4. Drinking water shall be served out by means of pumps or from taps with lock and key fitted to the water-tanks.

5. The water of any tank pronounced bad by the medical officer shall be immediately rejected and pumped out.

Convention,
I. B. III, 21.

6. If there is any doubt as to the quality of the drinking water stored, or as to the possibility of its pollution, either at its source or in the course of the journey, it shall be boiled and sterilised; and it shall be thrown into the sea as soon as it is possible to obtain a purer supply.

7. All condensers or distilling apparatus shall have a separate engine for working the circulating cold-water pump, and under no circumstances is this engine to be used for any other work than feeding the steam boiler.

8. All condensers shall be fitted with filters.

9. The arrangements for discharging the circulating water from the condenser shall be such that it can be delivered into buckets or connected with a hose for the purpose of washing decks, or extinguishing fire, as well as discharging over the ship's side. A suitable hose and connection shall also be provided.

10. Boilers for condensers shall ordinarily be of an upright construction; but horizontal boilers may, for special reasons, be passed by the officer authorised, under section 8 of the Act, to inspect the ship, if otherwise satisfactory.

11. Each boiler shall be furnished with a steam gauge indexed to double the working pressure, a glass water-gauge and two separate gauge cocks, one safety valve, and two mud-hole doors for the purpose of cleaning.

12. The boilers and all machinery of the condensers must be properly covered in, and any wooden bulkhead in the vicinity of the boilers must be covered with sheet lead $4\frac{1}{2}$ lbs. to the square foot and securely fastened thereto.

13. All the piping in connection with the condenser, especially the main suction and the condensed water discharge pipe, shall be laid in position secure from accident or otherwise securely encased.

14. The inspecting officer shall satisfy himself by actual experiment that the condenser is capable of performing the work required of it.

15. A competent person, to be approved by the inspecting officer, shall be appointed to have charge of the apparatus, &c., during the voyage.

(B) "The medical stores and other appliances and fittings to be provided on board for maintaining health, cleanliness and decency."

16. Medical comforts (to be issued *gratuitously* and at the discretion of the medical officer in charge) shall be supplied on the following scale:—

For 100 passengers.

(Proportionate quantities to be supplied for passengers in excess of 100.)

Sago	...	...	...	5 lbs.
Arrowroot	...	...	...	10 "
Preserved milk*	...	...	...	2 dozen 1 lb. tins.

Scale per 100 passengers.

Extractum carnis	...	...	...	2 lbs.
Sugar	...	...	...	10 "
Rum	...	...	...	6 quart bottles.

* The contents of a pound tin of preserved milk mixed with half a gallon of water makes good milk.

Convention. I,
B. III, 23.17. Medicines and medical appliances shall be supplied
gratuitously for pilgrims on the following scale :—

(Weights and Measures of the British Pharmacopæia.)

Names of medicines, &c.	SCALE FOR 100 PASSENGERS.		Notes.
	Weights.	Measures.	
	lbs. oz. gr.	O. oz. dr.	
Acid, carbolic cryst. ...	0 1 0	...	Miscellaneous articles for one hundred passengers.
" nitro-muriatic dil. ...	...	0 1 0	Fresh vaccine lymph, 6 tubes.
" sulphuric dil. ...	...	0 1 0	Adhesive plaster (spread), one yard.
" tartaric ...	0 2 0	...	Calico, two yards.
Alum pulv. ...	0 2 0	...	Flannel, ditto.
Ammoniac carb. ...	...	0 2 0	Lint, two ounces.
" liq. ...	0 0 25	...	Bandages, made up, half a dozen.
Antimonial powder ...	0 2 0	...	Papers for powder, &c., one quire.
Argent nitras ...	0 2 0	...	Bed-pans (metal), two.
Assafœtida ...	0 2 0	...	Syringe (urethra), male, one.
Borax ...	0 2 0	...	Ditto (glass), female, one.
Calomel ...	...	0 2 0	NOTE.—The preparations of ammonia, ether, chloroform, iodine, and all acids should be in well-stoppered bottles.
Chlorodyne, Collis Brown's ...	...	0 2 0	Chloroform should be in blue glass or covered from light by dark paper.
Chloroform ...	...	0 1 0	All the drugs, &c., must be properly labelled with the quantities marked on each.
Copaiba ...	0 3 0	...	" Poisons " should be specially distinguished by labels with the word " Poison " on them.
Creta præparata ...	0 2 0	...	
Cupri sulphas ...	0 2 0	...	
Hydrarg. cum creta ...	0 2 0	...	
Iodoform ...	0 2 0	...	
Iodine tinct. ...	...	0 2 0	
Iodine potass. ...	0 2 0	...	
Ipecac. pulv. ...	0 1 0	...	
" pulvis c. opio. ...	0 1 0	...	
" valoid fluid extract ...	0 1 0	...	
Jalape pulv. co. ...	...	0 2 0	
Kinos valoid fluid extract ...	...	0 1 0	
Laudanum ...	2 0 0	...	
Lini farina ...	...	...	
Liquor epistaxis Fort (in proportion of 8 oz. Cantharides to the pint).	...	...	
Magnesia carb. ...	0 2 0	...	
" sulphas ...	0 1 0	...	
Ol. menth. pip. ...	...	0 0 1	
Ol. terebinthina ...	...	0 4 0	
Ol. ricini ...	...	2 0 0	
Opium pulv. ...	0 1 0	...	
" liniment ...	...	0 4 0	
" valoid fluid extract ...	...	0 1 0	
Phenacetin ...	0 2 0	...	
Plumbi acetat. ...	...	0 0 2	
Pil-Plumbi acetat. B. P. 4 grains each, 100 pills.	100 in	number.	
Quinine (should be made into 2 grain pills).	0 2 0	...	
Rhei pulvis ...	0 2 0	...	
Purgative pills ...	50 in	number.	
Bland's compound iron pills	200 in	number.	
Sinapis pulv. ...	1 0 0	...	
Soda carbonas ...	0 1 0	...	
Spiritus ætheris nitrosi ...	...	0 8 0	
" Vini Recti ...	...	0 8 0	
Sulphur ungt. ...	1 0 0	...	
Simple ointment ...	1 0 0	...	
Vaseline ...	0 2 0	...	
Vinegar ...	...	1 0 0	
Zinci sulphas ...	0 2 0	...	
Zingiberis pulv. ...	0 1 0	...	

Table showing the quantities of medicines, &c. to be supplied according to the above scale for more than 100 passengers :—

Number of passengers.	Quantity.
Above 100 to 250 ...	$\frac{1}{2}$ more than ...
" 250 to 350 ...	Twice ...
" 350 to 450 ...	Thrice ...
" 450 to 550 ...	Four times. ...
" 550 to 650 ...	Five times. ...

18. The following certificates showing that medicines, &c., have been duly supplied and received according to the above scale shall be produced before the officer authorised to inspect under section 8 of the Pilgrim Ships Act, 1895, at the time of his inspection :—

- (1) Certified that we have supplied medicines, &c., for
— pilgrims according to the above scale for the
pilgrim ship proceeding to

Dated

Druggists.

- (2) Certified that I have carefully compared the above list with the medicines, &c., examined by me on board the pilgrim ship, and that I am satisfied they are all correct.

Medical Officer.

Dated

Ship

19. (a) The hospital accommodation required in accordance with section 18 (2) of the Act shall be provided on the upper deck either in the poop or deck-house. Each permanent hospital shall contain not more than six bunks, and shall have a superficial deck area of at least 192 feet, and not less than 1,152 cubic feet of air space. It shall be lighted and ventilated to the satisfaction of the surveying officers, and shall be provided with a raised floor or platform at least 4 inches off the decks. Every such hospital must be made as secure as any other deck-house, and the roof must be well caulked and covered with painted canvas. In all such hospitals iron fittings should be used in preference to wood. No case of small-pox, cholera, yellow fever, or plague shall on any account be treated in a permanent hospital.
- (b) Materials shall be carried for the construction of a separate temporary hospital on the upper deck to provide for the treatment of such cases of sickness as it may be considered desirable specially to separate

Convention, F.B.
III, 24.

Ditto.

(such as small-pox, cholera, yellow fever or plague) and for any general outbreak of sickness when the permanent hospital accommodation becomes insufficient. The part of the upper deck upon which such hospital shall be erected shall be pointed out and measured off by the surveying officers. The framework of the hospital may be either of iron (in pieces that can be easily fitted together) or of wooden spars or bamboos. The roof must be tented, and both that and the side walls must be made of stout canvas and be perfectly water-tight, due provision being at the same time made for ventilation. The superficial area of the floor shall not be less than 192 square feet, and such floor shall be raised at least 4 inches from the deck. Sheet iron is preferable as the material of the floor. In cases of sickness falling under this clause, the person charged with the duty of looking after the patients shall alone have access to them, and shall on no account come into contact with the other persons on board.

Convention, I.
B. III, 24.

Convention,
I. B. III, 25.

Convention,
I. B. II, 7 (f).

Convention,
I. B. III, 25.

- (c) Every pilgrim ship shall carry a disinfecting stove of declared safety and efficacy.

Articles of bedding, carpets, clothes used by persons who have been affected with cholera, as well as of those who have had access to them, should be immediately disinfected. Such of the articles as have little or no value should be thrown into the sea, or, if the ship is in a port or canal, be destroyed by fire. Other articles should be placed on the disinfecting stove in impermeable bags sprinkled with a solution of corrosive sublimate.

The excreta of the sick should be collected in vessels containing a disinfecting solution.

The latrines in which these vessels are emptied should be thoroughly disinfected after each operation.

The places occupied by persons who have been suffering from cholera should be thoroughly disinfected in the following manner:—

(a) Contaminated or suspected articles must be disinfected in the disinfecting stove under pressure.

(b) The stove must maintain a temperature (to be tested during each operation) of 220° Fahr.

(c) The articles must be exposed to this temperature for 15 minutes.

One of the following disinfecting solutions should be used:—

(a) Corrosive sublimate 1 part with hydrochloric acid 5 parts in 1000 parts of water. This solution should be coloured with fuchsin

or eosin, of which a small supply should be carried and should not be put into metallic vessels.

(b) Pure phenic acid 5 parts in 100 parts of water.

(c) Fresh slaked lime.

The different disinfecting solutions are useful for the following purposes:—

(a) Linen, clothes and articles soiled by the evacuations of cholera patients should be put into the corrosive sublimate solution.

(b) Articles which would be spoilt if exposed to the heat of the stove, such as leather, tables, lockers, &c., should be washed with the corrosive sublimate solution.

(c) Persons in attendance on the sick should use the corrosive sublimate solution when washing themselves in the proportion of 1 part of the solution to 2000 parts of water.

(d) Phenic acid should be used to disinfect articles which cannot be exposed to a temperature of 220 degrees Fahr. or to contact with sublimate solution, such as metals, instruments, &c.

(e) Slaked lime is specially useful to disinfect the evacuations of cholera patients; in the absence of slaked lime, phenic acid will answer the same purpose.

Ships on which cases of cholera have occurred should be disinfected in the following manner:—

(a) The cabins and all parts of the ship occupied by cholera patients or those suspected to be suffering from cholera should be emptied, and all articles should be disinfected as above.

(b) The interior sides of the ship should be disinfected with the corrosive sublimate solution with the addition of 10 per cent. of alcohol. The washing should commence from the top, horizontally and downwards, so that the whole surface becomes covered with a coating of the disinfectant in fine drops. The floors and decks should be washed with the same solution. Two hours after washing, the bulwarks, walls and decks should be scrubbed, and then thoroughly washed down with plenty of water.

(c) The hold of the ship should be strewn with a sufficient quantity of iron sulphate to neutralize the sulphuretted hydrogen. Then the water in the hold should be pumped out and the hold washed with sea-water and sprinkled with the corrosive sublimate solution.

Water should never be discharged from the hold at a port.

20. The following articles and appliances shall be supplied on the scale shown:—

Iron boilers with covers—

For rice (large)	...	} According to number to be fed by the pilgrim ship.
„ dall or curry (small)	...	

Iron ladles—

For rice (large)	...	} Ditto.
„ dall, &c., (small)	...	

Iron spoons, tinned	...	...	...	4	To each pilgrim ship when passengers are to be fed.
Curry-stones, with mullers	...	...	...	4	
Sieves for cleaning rice, &c.	...	...	...	6	
Gallon measure	...	...	...	1	
ditto	...	...	...	1	
ditto	...	...	...	1	
Scales and weights	...	...	...	1	
or	...	...	...	1	
A spring balance	...	...	...	1	
Block-tin saucepans, for hospital use exclusively, from 1 pint to 1 gallon	...	...	...	3	
Hatchets for cutting wood	...	...	...	2	
Knives	...	...	...	2	
Safety lanterns with lock and key to each	...	Besides	3 for hatchways, 2 for latrines, 1 for hospital, and 1 for Surgeon, which are to burn all night,	there shall be one additional lantern for every 100 passengers on board, and each such lantern shall burn for three hours every night.	
Oil with wicks, or candles to fit lantern.	...	Sufficient for 7 lanterns to burn at least 10 hours, and for the rest to burn at least 3 hours of every night of the voyage.			
(Washing and cleanliness.)					
Soap	...	...	1 lb. per passenger.		
Buckets (galvanised iron)	...	...	2 for every 100 passengers.		
Tubs (large) for bathing or washing	...	...	4	To each pilgrim ship.	
* Tubs (smaller) for latrine use	...	...	4		
* Tin pots for ditto	...	...	12		
Canvas bathing screens for the use of women	...	...	2		
A dirt-shoot, moveable	...	...	1		
Deck scrapers	...	...	12		
Sand	...	...	1 ton.		
Holystones or hard bricks	...	...	50		
Swabs or squeezers	...	...	13		
Brooms (country)	...	...	50		

21. The inspecting officer shall see that the ventilation of the lower hold and of the between-decks is separately provided for; that all air-holes affording a means of communication between the hold and the between decks are closed so as to shut off, as completely as possible, the escape of foul air from the bilge, or steam from the cargo, into the between-decks; that all ventilating shafts and tubes for the hold are so arranged as to act quite independently of those for the between-decks; and that a sufficient number of efficient ventilators are provided for the between-decks to afford an equable diffusion of fresh air through all parts, and so situated as to act in all weathers.

22. In the absence of hollow iron masts and other means of ventilating the hold, there shall be fitted at least four cowl-headed tubes leading from the lower hold to the open air on the upper deck.

23. No passenger pilgrim ship shall clear out or proceed to sea without such provision for affording light and air to the passenger decks as the circumstances of the case may, in the judgment of the inspecting officer at the port of clearance, require; nor, if there are as many as one hundred passengers on board, without having an

adequate and proper ventilating apparatus, to be approved by such inspecting officer and fitted to his satisfaction; the passengers shall, moreover, have the free and unimpeded use of the whole of each hatchway situated over the space appropriated to their use, and over such hatchway there shall be erected such a booby-hatch or other substantial covering as shall, in the opinion of such inspecting officer, afford the greatest amount of light and air and of protection from wet as the case will admit.

24. Every cowl-headed tube shall be provided with a strong plug for use, if necessary, in bad weather.

25. Every pilgrim ship having an iron upper deck shall have a wooden deck laid over it.

26. Each hatchway shall be provided with a large tarpaulin tent that can be spread well over it, securely fastened, so as to keep out rain and let in fresh air, and be rolled up out of the way in fine weather; and shall also be fitted with a strong iron or wooden A-shaped frame for the support of the tent.

27. Every pilgrim ship shall have poop, quarter and main deck awnings complete and in good order, at least six life-buoys, and four windsails.

28. Every pilgrim ship shall be fitted with not less than two latrines, apart from those for the use of the crew, sufficiently screened from public view and readily accessible. A proportionate number of latrines, in any case not less than one, if there be any females among the passengers, shall be set apart for the exclusive use of females. *There shall be an additional latrine for every hundred pilgrims, or part of that number in excess of 100. The latrines shall be provided with seats at the rate of not less than four for every hundred pilgrims.* No latrine shall be allowed either between-decks or in the hold.

Each latrine shall be firmly secured in a convenient and accessible place on the upper deck and close to the bulwarks, so that the soil-shoot of the latrine floor may lead directly out of a port or other opening, and well clear of the ship's side. Each latrine shall be divided into separate and private compartments. Each compartment not more than two feet square shall have a separate entrance with door, and shall be fitted with a seat, or a pair of foot-boards having a free opening or hole in the centre. Each such opening shall communicate directly with the floor beneath common to all openings. The floor continued into the shoot, and having a good fall towards it, shall be made either of a continuous sheet of metal or of wood continuously lined with sheet lead or zinc. The floors and shoots of the latrines shall be painted with coal tar liberally laid on. There should be a troughed opening at each of the ends or sides of the latrines a little above the level of the floor, but below that of the seats of foot-boards, to enable the floors to be freely flushed from the outside. Every compartment shall be well ventilated by means of openings that do not interfere with privacy: and shall be sufficiently lighted by means of a lantern to

Convention, I.
B. 111, 18.

Report of Dr.
Lathbridge's
Committee of
1890.

each latrine that should be so fitted as to throw light into all compartments.

Convention, I.
B. III, 19.

All latrines shall be kept in good order, and cleaned and disinfected three times a day.

Paragraph 2
(a), Home De-
partment letter
to Local Gov-
ernments, Nos.
290-292, dated
9th October 1894.

There shall be a staff of sweepers maintained at the rate of two for every hundred pilgrims.

29. Every ship shall be provided with not less than one place for washing on each side of the deck, sufficiently screened from public view, whereof a full proportion, as prescribed in the case of latrine compartment, shall be set apart exclusively for females. A sufficient number of hand-pumps shall also be provided for supplying sea-water for purposes of ablution.

30. Every ship shall be provided with not less than two cabooses or cooking ranges on deck, properly housed and covered, to which passengers can have ready access. The ranges shall be made of substantial plate iron, lined inside with bricks and raised at least 4 inches from the deck, with an outlet or chimney at top for the escape of smoke. Each range shall contain five or six cooking-places, and an additional range shall be provided for every two hundred passengers carried in excess of one hundred. Cooking on board in the passengers' own stoves is prohibited.

Every ship shall provide caboose and boiler accommodation sufficient to cook for the total number of passengers to be fed by the ship; a corresponding reduction will then be admissible in the number of cabooses required under the rules for those who cook for themselves.

31. The crew of the ship shall not be allowed to use the cooking ranges or latrines set apart for passengers during the period passengers are on board, but shall be provided with a separate cooking range and latrine.

32. Strong ladders shall be provided for every hatchway used as such, and not only as a ventilator and as additional means for women and children to hold on by. Besides hand-rails, knotted hand ropes should be fastened conveniently near the ladders.

33. Hooks for hanging the required number of lanterns shall be fixed at convenient distances apart.

34. The space to be occupied by the passengers must be clear, thoroughly clean, and dry; and nothing must be slung up or stowed away between the beams. *Every day while the pilgrims are on deck the between-decks should be carefully cleaned and scrubbed with dry sand mixed with suitable disinfectants.*

Convention, I.
B. III, 16.

Convention, I.
B. III, 15, and
Home De part-
ment letters
Nos. 290-2, dated
9th October 1894,
to Local Govern-
ments.

35. *Pilgrims' heavy baggage is to be registered, numbered, and deposited in the hold. Pilgrims are allowed to keep with them only such articles as are absolutely necessary, these are not to exceed one maund in weight for each pilgrim.*

36. Bamboos, ropes, or strong rails shall be securely fastened fore and aft to the midship stanchions, so that the passengers may have something on which to hang their clothes or bundles, and to depend on for support when the ship rolls.

37. No timber or cargo of any kind shall be allowed on the upper deck, but only the necessary fittings properly secured. The deck shall be exclusively reserved for the between-deck passengers. They should be encouraged to remain on deck as much as possible.

38. The passengers should be required to air their clothing, blankets, &c., as often as possible.

39. A set of water-vessels, such as buckets and tin mugs, required by topases or others for use in the latrines shall be exclusively set apart for such purposes; and they shall be marked or painted so as to be clearly distinguishable from those used for cooking or drinking purposes.

(C) "The licensing and appointment of medical officers in cases where they are required by the Act to be carried."

40. The Medical Officer of every pilgrim ship required by the Pilgrim Ships Act, 1895, to carry a Medical Officer must, if he does not hold a diploma to practise Medicine and Surgery from an authority empowered to grant the same by the law of the country to which the pilgrim ship belongs, be licensed by the Local Government and appointed by or on behalf of the owner of the pilgrim ship or, on his application, by the Local Government. Every person desiring to obtain a license to act as such Medical Officer shall apply for a license to the local Civil Administrative Medical Officer of the province in which the port of first departure lies. At Jeddah such license may be granted by the Principal Medical Officer at that port.

41. Such license shall be renewable yearly, and shall be in Form No. III appended to these Rules.

(D) "The boats, anchors, and cables to be provided on board."

42. Every steam-ship intended for the conveyance of passengers under these Rules shall be provided with boats according to the following scale, and all such boats shall be fully fitted with all usual appliances:—

Two of the boats shall be life-boats.

No greater number of boats need be taken than are sufficient to carry all the crew and passengers on board.

Finance De-
partment Noti-
fication No. 1178,
dated the 22nd
May 1894.

The cubic contents of the boats in the following table are ascertained by multiplying their outside length, their outside width and their inside depth together, and then their product by 0.6 :—

Registered tonnage of steam-ship.	Number of boats not less than	Minimum cubic contents of life-boats.	Minimum cubic contents of all the boats of the ship.
		Feet.	
Less than 800 tons ...	5	198	1,038
800 tons and less than 1,000 tons	5	240	1,227
1,000 ditto ditto 1,250 "	6	540	1,527
1,250 ditto ditto 1,500 "	6	540	1,800
1,500 tons and upwards ...	7	556.8	2,160

43. Every pilgrim ship shall be provided with not less than three anchors, cables and hawsers, according to Lloyd's requirements.

(E) "The instruments for purposes of navigation to be supplied."

44. Every pilgrim ship shall also be provided with—

- not less than two good ship's compasses and two boat's compasses. If she is an iron ship, the deviation of her compasses shall be ascertained on every point, and shall be recorded in the log-book;
- Admiralty or Indian Government charts and sailing directions suitable for the voyage she is about to undertake;
- not less than two chronometers and not less than two sextants or quadrants and barometers.

(F) "The apparatus for the purpose of extinguishing fires on board, and the precautions to be taken to prevent such fires."

45. Every ship shall be provided with—

- hose sufficient to reach from her engines to her stem and taffrail; and
- fire-buckets in the proportion of three for every 100 tons up to 600, and two for every 100 tons above 600, provided that 50 in all shall suffice.

46. If fire annihilators or fire-engines are carried, they shall be placed under the special charge of one of the principal officers and the ship's carpenter, who should be held responsible that, with the buckets and other fire apparatus, they are kept in a state fit for immediate use. The engine should be worked once or twice a week to keep it in proper order.

47. No ship shall put to sea until all her cargo is properly stowed away, and the decks are cleared of any loose straw, hay, or other inflammable material.

48. Immediately before leaving port, the passengers shall be called on to deliver up whatever lucifer matches, gunpowder, or other inflammable articles they may have with them.

49. No naked lights must on any account be used in the hold or store-rooms or in the between-decks, except under trustworthy superintendence. No person shall be allowed to read in bed with a naked light. Smoking between-decks is strictly prohibited.

50. Spirits must never be opened in the hold, but should be hoisted on deck for the purpose.

51. As soon as possible after leaving port, the officers and crew should be divided into parties and assigned to stations in case of fire; and fire-drill should be practised at least once a week, or at convenient times.

52. No gunpowder, inflammable oils, spirits, jute, coal, nor any commodity likely, by reason of its quantity, quality, or mode of stowage, to be prejudicial to the safety of the passengers, shall be taken as cargo or part of the cargo.

(H) "The functions of the master, medical officer (if any) and other officers of a pilgrim ship during the voyage."

The Master.

53. He shall give notice of the day of sailing, &c., as required under section 7 of the Pilgrim Ships Act, 1895, in Form No. I appended to these Rules.

He shall produce before the officer authorised to inspect under section 8 of the Pilgrim Ships Act, 1895, at the time of his inspection, a certificate in the following form :—

"Certified that it is proposed to issue tickets to passengers and to provide accommodation as follows :—

"On the voyage of the pilgrim ship proceeding to

Class of passengers.	Maximum number of tickets to be issued.	Special accommodation and privileges (if any) to be reserved for each class.
Class I ..		
Class II ...		
Pilgrims of the lowest class ...		

Dated _____ (Signed) _____
Master,
Ship _____."

54. In the event of a ship being engaged to carry more than 100 passengers, he shall, unless the ship is already provided with a licensed medical officer, submit, as early as possible, in Form No. II appended to these rules, an application to the Local Government for a licensed medical officer to proceed in charge of the passengers.

55. He shall afford the medical officer every facility for examining the provisions, water, and medical stores, and for making himself generally familiar with the arrangements made for the accommodation of the passengers about to be carried.

Convention, I. B.
IV, 42.

56. He shall post up in the between-decks and in such other places accessible to the pilgrims as may be convenient copies of the *Pilgrim Ships Act, 1895*, and the rules made under it, and all notices which he may be required so to post by the Commissioner of Police or the port authorities before sailing. These shall be in English, French, or German, and in an Indian vernacular. He shall also afford every facility to the Port Officer, or other authorised officer, for making the official inspection of the ship, her equipment, ventilation, fittings, provisions, and medical stores, and shall himself be present at such inspection.

57. He shall furnish such certificates as are required of him under the rules, and shall be careful to provide himself with all the instructions and documents necessary for the voyage.

Convention, I.
B. II, 9.

58. Before sailing he shall obtain a bill of health as prescribed in rule 79 in Form No. VIII appended to these rules.

59. He shall cause the statements of passengers and crew prescribed under section 19 of the *Pilgrim Ships Act, 1895*, to be prepared in Form No. IV appended to these rules.

60. The bond required under section 26 of the *Pilgrim Ships Act, 1895*, when a ship clears for any port in the Red Sea, shall be executed in Form No. V appended to these rules.

61. He shall be jointly responsible with the medical officer for the care of the passengers on the voyage. He shall see that the special accommodation and privileges, if any, to which passengers of any class are entitled are reserved to them without hindrance or diminution throughout the voyage, that the space in the between-decks is not encroached upon, that all rules and regulations for securing cleanliness and order are carried out, and, as far as possible, that all reasonable requisitions of the medical officer are complied with.

62. He shall appoint one of the officers of the ship to the charge of the provisions and stores, to see to the punctual issue according to scale of the day's rations and water, and to assist the medical officer generally.

63. He shall, in the event of any passenger dying on the voyage, who is unaccompanied by any near relation, if the ship returns direct from the Hedjaz to any Indian port, take charge of the effects of the deceased and make them over, on the

ship arriving in India, with such particulars of the name and residence of the deceased as he may have been able to gather, to the Commissioner of Police in Bombay or Calcutta, and to the Magistrate at any other Indian port. If the death occurs on the voyage to the Hedjaz, and the ship does not return direct to India, the master shall make over the effects, with particulars as above, to the British Consul at Jeddah.

64. He shall cause the supplementary certificate required by section 21 of the *Pilgrim Ships Act, 1895*, when additional passengers are taken on board at an intermediate port, to be prepared according to Form No. VI appended to these rules.

The Medical Officer.

65. The medical officer shall, if not already attached to the ship, immediately on his being appointed by the Local Government to her charge, proceed on board, report himself to the master, examine and check the medical stores, and inform himself generally as to the arrangements made for the accommodation of the passengers, the date of sailing, &c.

66. He shall also report himself personally to the officer appointed under section 7 of the *Pilgrim Ships Act, 1895*, with a view to receiving any instructions which that officer may have to give him in connection with his duties and the official inspection of the ship.

67. He shall be present at the final official inspection, and after it has been held and the ship and her arrangements approved, he shall furnish a certificate to the effect that he has satisfied himself regarding the arrangements for the care and comfort of the passengers made in accordance with the rules. The certificate shall be in Form No. VII appended to these rules.

68. He shall provide himself with all the necessary instructions and forms required for the voyage.

69. He shall attend any medical officer appointed under section 27 of the *Pilgrim Ships Act, 1895*, to inspect the passengers before embarkation. He shall, with a view to special care or precautions on the voyage, watch those who may appear to be in an infirm or sickly state, and note them in his diary. He shall satisfy himself that any additional passenger waiting to be taken on board at intermediate ports is not suffering from any contagious disease.

70. He shall not leave the ship after the final inspection. He shall see that the place set apart for the accommodation of the passengers is not encroached upon; that all the passengers have access to the upper deck in turn; that good drinking-water is readily accessible; that the latrines are attended to by the ship's topases; that a supply of water is at hand for use in the latrines; that suitable hours have been fixed, in communication with the officer in charge of the stores, for the regular issue of daily meals to such of the passengers as have to be fed by the ship and generally that every proper care is taken to secure cleanliness and good sanitary arrangements on board.

71. He shall be jointly responsible with the master for the care of the passengers on the voyage, and he shall co-operate with the master and officers of the ship for the welfare of the passengers.

Convention, I.
A. 4.

72. During the voyage from India (excluding Aden) he shall for the first five days daily collect together the pilgrims and observe them individually to assure himself whether any of them is affected with cholera, small-pox, yellow fever or plague.

Convention, I.
B. 111, 12 (3).

73. He shall, if he has any doubt as to the quality of the drinking-water, draw the attention of the captain, in writing, to the provisions of rule 6.

Convention, I.
B. 111, 12 (5).

74. He shall, should any case of infectious or contagious disease occur, satisfy himself that disinfection is performed in the manner provided for in rule 19.

75. He shall keep up regularly, from day to day throughout the voyage, the following records in connection with his duties, viz:—

- (a) a Medical Diary of the principal events of the voyage, briefly and accurately recording all facts in connection with the medical history of the passengers;
- (b) an Admission and Discharge Book of every case brought under treatment in Form No. IX appended to these rules;
- (c) a Register of Deaths in Form No. X appended to these rules;
- (d) a Record of the advice he gives to the master, and of compliance with, or neglect of, his advice.

76. On arrival at the port of debarkation in the Red Sea, he shall submit his diary and returns to the Consular authority there for transmission to the Government of India, and on arrival at any Indian port to the chief officer of Customs, or to any officer appointed under section 21 of the Act to receive the statements referred to in that section.

(I) "Rules to carry out the provisions of the Act generally."

77. Officer authorised to receive notice of time of sailing under section 7 of the Act.—The officer authorised by the Local Government in this behalf shall, on receiving the notice prescribed under section 7 of the Pilgrim Ships Act, 1895, himself proceed, or give written authority to some competent person on his behalf, to inspect the ship, her provisions, medical stores, equipments, ventilation, fittings, &c., and shall satisfy himself by such inspection that they meet all prescribed requirements.

78. No certificate under section 11 of the Pilgrim Ships Act, 1895, shall be granted unless the condenser cannot only supply the minimum quantity of water prescribed under rule 3 for each passenger and member of the crew, but also yield in 24 hours 500 gallons of pure cold water fit to drink immediately it is drawn

from the filter, and unless the whole arrangements, as detailed in the above rules, are to the entire satisfaction of the inspecting officer.

79. The officer authorised under section 7 of the Act shall also see that in all cases where the number of passengers exceeds 100, the medical officer appointed by Government is present at the official inspection; that such medical officer has had an opportunity of satisfying himself as to the completeness of the arrangements made for the accommodation and care of the passengers under the requirements of rules; and shall require him to furnish a certificate to this effect in Form No. VII appended to these rules, and to sign the certificate prescribed in rule 18.

He shall also himself furnish to the captain the certificate called the Bill of Health in Form No. VIII appended to these rules.

80. Certificate forms.—The Certificates A and B required under sections 9, 10 and 11 of the Pilgrim Ships Act, 1895, shall be given in Forms Nos. XI and XII appended to these rules.

81. Second medical inspection.—In cases where a pilgrim ship may have been detained in harbour for more than 48 hours after the embarkation of the pilgrims and there is reason to suspect that small-pox, cholera, yellow fever or plague may have attacked some of the persons on board, there shall be a second medical inspection by a medical officer authorised under section 8 of the Pilgrim Ships Act, 1895.

Para. 2 (a) of Home Depart- ment letters Nos. 299-292 of 9th October 1894, to Local Govern- ments.

FORMS.

No. I.

Notice to be given by master, owner, or agent under section 7 of the Pilgrim Ships Act, 1895.

I, * , hereby give notice that the steam-ship, being a pilgrim ship within the meaning of the Pilgrim Ships Act, 1895, and being capable of carrying passengers and pilgrims, will leave the port of on a voyage to on the day of 189 .

* Here insert name of master, owner, or agent.

Dated at

this day of 189 .

No. II.

Form of application to Government for a medical officer.

S.S.

189 .

To

THE SURGEON-GENERAL, [OR INSPECTOR-GENERAL OF CIVIL HOSPITALS].

SIR,

I have the honor to request that a Medical Officer may be appointed to proceed in charge of pilgrims to the port of in the steam-ship under my command.

2. The ship is now lying at moorings, and will sail on the

I am, Sir,
Yours obediently,
Master, S.S.

No. III.

Form of License to be granted to Medical Officers proceeding in charge of Native passengers.

The bearer of this , holding a certificate to practise medicine and surgery, from is licensed to have medical charge of pilgrims proceeding, under the provisions of the Pilgrim Ships Act, 1895, to . This license holds good for one year from this date.

Dated—

[Here enter seal of office.]

Signature of recipient. Surgeon-General, or Secretary to Surgeon-General in his absence; Inspector-General of Civil Hospitals, or officer in charge of office; or Port Surgeon.

Note.—In granting this license, preference should be given to medical graduates or licentiates of a University, or other recognised licensing body, provided they are men of good character and of some experience. But, when such are not available, licenses may be granted to those who have passed the final examination of an Indian Vernacular Medical School or who have qualified for the Subordinate Medical Department. It is desirable that the Medical Officer should, if possible, be a Muhammadan.

No. IV.

Statement to be furnished by the master of every pilgrim ship under section 19 of the Pilgrim Ships Act, 1895, of the crew and passengers proceeding in the bound to

Crew.				Number.
Commander	...	...	...	...
Officers	...	...	...	...
Engineers	...	...	...	...
Deck crew	...	...	...	...
Engine-room crew	...	...	...	...
Servants	...	...	...	...
Total				...

Passengers.

	Male adults.	Female adults.	Male children under 12.	Female children under 12.	Infants under 2.	Total.

Master,

The of 189 . Surveying Officer.
No. V.

Bond executed pursuant to the provisions of section 26 of the Pilgrim Ships Act, 1895.

Know all men by these presents that we of of and of are held and firmly bounden to the Secretary of State for India in Council in the sum of five thousand rupees of lawful money of British India to be paid to the said Secretary of State in Council, his certain attorney, successors, or assigns, for which payment well and truly to be made, we bind ourselves, our heirs, executors, administrators, and representatives jointly, and every of us bind ourselves, our heirs, executors, administrators, and representatives jointly, and each of us binds himself, his heirs, executors, administrators, and representatives severally firmly by these presents, sealed with our respective seals, dated this day in the Christian year one thousand eight hundred and ninety

And each of us, the said doth hereby for himself, his heirs, executors, administrators, and representatives covenant with the said Secretary of State in Council, his successors and assigns, that if any suit shall be brought, touching the subject-matter of this obligation or the condition hereunder written, in any court subject to the superintendence of the High Court of Judicature at the same shall and may, at the instance of the said Secretary of

State in Council, be removed into, tried and determined by the said High Court in its Extraordinary Original Jurisdiction.

* Here insert the name or names of the principal or principals only.
† is or (are).
‡ (Owner) or (Owners).
§ (Agent) or (Agents) or (Master).

§ Insert names of any other ports to be visited.

¶ His or their.
¶ Names of sureties.

Whereas the above bounden*

the † of a pilgrim ship called
port of ‡ now about to sail from the
in British India to
a port in the Red Sea, touching at

Aden§ and before applying for a port-clearance to the officer at the port
of ‡ whose duty it is to grant a port-clearance for such
ship, the above bounden*

and|| sureties¶
who are both resident in British India, have at the request of the
Secretary of State for India in Council agreed to execute the above-
written joint and several bond or obligation as required by sec-
tion 26 of the Pilgrim Ships Act, 1895. Now the condition of the
above-written bond or obligation is such that, if the said pilgrim
ship on her outward voyage to the said port of

in the Red Sea touches at Aden and does not
leave the said port of Aden on the said outward voyage without
having obtained from the proper authority at Aden aforesaid a clean
bill of health, and if the master (** and medical officer) complies (or
comply) with on the outward voyage, and also on the homeward
voyage, if the ship continues to be a pilgrim ship, the provisions of
the Pilgrim Ships Act, 1895, and of such rules, relating to pilgrim
ships sailing between ports in British India and ports in the Red
Sea, as the Governor General in Council may, from time to time,
make under the said Act, then the above written bond or obligation
shall be void.

No. VI.

Supplementary Certificate B under section 21 of the Pilgrim Ships Act, 1895.

I, _____, duly appointed and authorised to grant
certificates under section 12 of the Pilgrim Ships Act, 1895, do
hereby certify that the number of additional passengers taken on
board the pilgrim ship _____ from the port of _____ is
_____ ; that the provisions, fuel, and pure water (over
and above what is necessary for the crew), and the other stores pre-
scribed for such ships by the rules under the said Act, are of good
quality and properly stowed or packed, and are sufficient according
to the scale for the time being fixed by the said rules, and that the
said provisions, fuel, and water are sufficient for
_____ days, the declared duration of the said voyage; that
is to say, water and fuel sufficient for the whole number of
passengers on board, and provisions sufficient for

passengers, the remaining, viz., _____ passengers, finding their
own provisions _____ this _____ day of
Dated at _____ 189 .

No. VII.

Form of Medical Officer's Certificate.

Certified that I have by careful inspection satisfied myself in
regard to the arrangements that have been made in accordance
with the requirements of the rules relating to pilgrim ships
proceeding to the Hedjaz for the care and comfort of the passen-
gers about to be carried in the pilgrim ship _____ ; and
proceeding to _____

that I was present with the inspecting officer at his final official
survey of the arrangements, held on the _____ of _____ 189 .

Date

Medical Officer,
In charge of Pilgrims,
Ship

No. VIII.

Form of Bill of Health.

This is to certify that the pilgrim ship _____ sailing under Convention I.
the _____ flag and under the command of Captain _____ B. 11, 9 (2).
(medical officer) of _____ tons, bound for _____
with a crew of _____ persons* and _____ passengers and _____
pilgrims and laden with a cargo of _____ is at the time _____
of leaving this port in a satisfactory sanitary condition, and that
no case of cholera or infectious disease dangerous to life exists
among the officers, passengers, pilgrims or crew.

It is further certified that the town and port of _____ are
at present free from epidemic cholera, plague, yellow fever and _____ + Or as the case
and other dangerous epidemic disease. may be.

No..IX,
Medical Admission and Discharge Book.

[illegible]

No. X.
Register of Deaths.

[illegible]

No. XI.

Certificate (A) under section 10 of the Pilgrim Ships Act, 1895.

I, _____, duly appointed and authorised to grant certificates under section 10 of the Pilgrim Ships Act, 1895, do hereby certify that the ship _____, register tonnage _____ tons, being a pilgrim ship within the meaning of the said Act, and now riding at anchor at _____, and ready to proceed on a voyage to _____, is seaworthy, properly equipped, fitted, and ventilated, and that she is capable of carrying _____ passengers, and pilgrims or (as the case may be), _____ passengers of the 1st class, _____ passengers of the 2nd class, and _____ pilgrims of the lowest class, with the special accommodation and privileges to be provided for passengers of those classes respectively, namely,—

for 1st class passengers (here enter the accommodation and privileges mentioned in the master's certificate under rule 53 so far as the same are consistent with the Act and Rules);

for 2nd class ditto (ditto);
for pilgrims of the
lowest class ditto (ditto).

No. XII.

Certificate (B) under section 11 of the Pilgrim Ships Act, 1895.

I, _____, duly appointed and authorised to grant certificates under section 11 of the Pilgrim Ships Act, 1895, do hereby certify that the ship _____, being a pilgrim ship within the meaning of the said Act, and having on board _____ native passengers and pilgrims, lists of whose number and sex have been furnished by _____, the master of the said ship, and ready to proceed on a voyage to _____, the intermediate ports at which she is intended to touch being _____, has the proper complement of officers and seamen; that she has sufficient and suitable cooking and latrine accommodation on board; that the provisions, fuel, and pure water and other stores prescribed for such ships by the rules under the said Act are of good quality and properly stowed or packed, and are sufficient according to the scale for the time being fixed by the said rules; and that the said provisions, fuel, and water are sufficient for _____ days, the declared duration of the said voyage; that is to say, water and fuel sufficient for the whole number of _____ passengers and pilgrims and provisions sufficient for _____ passengers and pilgrims, the remaining, viz., _____ passengers and pilgrims, finding their own provisions.

I do hereby certify that the master of the said ship holds Certificate A as required by section 11 of the Pilgrim Ships Act, 1895, and that there is no cargo on board contrary to the provisions of rule 52.

I do further certify that the full space required by the said Act has been appropriated to the said passengers and pilgrims in the between-decks of the said ship (and when necessary, add) and that the accommodation and privileges described in Certificate A for passengers of the 1st and 2nd classes and pilgrims of the lowest class, respectively, have been duly provided.

Draft Rules regarding the Pilgrim Traffic.

(New rules are given in italics; references to the authority for them are given in the margin.)

Draft Notification.

In exercise of the power conferred by section 18 (1) of the Pilgrim Ships Act, 1895, the Governor General in Council is pleased to declare that a pilgrim ship shall contain in the between-decks at least sixteen superficial feet and ninety-six cubic feet of space available for each pilgrim.

Secretary of State's Revenue Despatch No. 164, dated the 29th November 1894, paragraph 6.

In exercise of the powers conferred by section 50 (1) of the Pilgrim Ships Act, 1895, the Governor General in Council is pleased to make the following rules in supersession of those made under section 53 (1) of the Native Passenger Ships Act, 1882, and published with the Notification of the Department of Finance and Commerce, No. 986, dated the 15th February 1884:—

(A) "The scale on which food, fuel and water are to be supplied to pilgrims on board pilgrim ships and the quality of the food, fuel and water."

1. Each pilgrim ship shall be supplied with food, fuel and water, of good quality, and conveniently stored, in accordance with the following scale, and in quantity sufficient for the entire declared duration of the voyage, over and above what are required for the crew:—

Convention, Ann. I. B. II, 7 (c).

Daily allowance for each pilgrim above the age of 12 years (two children above one year and under 12 count as one pilgrim for this purpose except as regards water) —

Convention, Ann. I. B. II, 7 (c), and I. B. III 20.

Rice	... 1 lb.	Tamarind	... 1 oz.
Flour or ship's biscuit	... 4 oz.	Condiments, chillies, garlic, coriander seed or turmeric	... 1 lb.
Pulse dall	... 1 "	Salt	... 2 "
Ghee or oil	... 2 "	Firewood, dry	... 2 "
Onions	... 2 "	Water of good quality (for each pilgrim of whatever age) in iron tanks*	... 1 gallon.
Pumpkins, yams, or other vegetables	... 2 "		

* The supply of water for the voyage may be reduced by $\frac{1}{2}$ if the condenser has been approved within 12 months of the date on which the voyage commences, by the Board of Trade or competent authority in India, as capable of condensing in 24 hours 1,000 gallons of pure water fit to drink immediately it is drawn from the filter, and by $\frac{1}{4}$ if the condenser can produce more than 500 but less than 1,000 gallons in the 24 hours.

Report of London Departmental Committee Article 6 (2).

2. Excepting fuel and water, which shall always be found by the ship, the rest of the articles in the above scale need not be shipped for those pilgrims who have satisfied the officer named in this behalf, in accordance with section 17 of the Pilgrims Act of 1895, that they have made their own arrangements for a full supply of such provisions for the voyage.

Convention,
I. B. II, 7 (e).
Convention,
I. B. II, 7 (d).

3. Each ship shall be fitted with a condenser or distilling apparatus of sufficient capacity to produce a quantity of at least 1 gallon of drinking water a day for every passenger on board of whatever age, including the crew. The reservoirs for storing the drinking water on board shall be protected from all filth, and shall be so closed that the distribution of the water can only be effected by means of taps or pumps.

4. Drinking water shall be served out by means of pumps or from taps with lock and key fitted to the water-tanks.

5. The water of any tank pronounced bad by the medical officer shall be immediately rejected and pumped out.

Convention,
I. B. III, 21.

6. If there is any doubt as to the quality of the drinking water stored, or as to the possibility of its pollution, either at its source or in the course of the journey, it shall be boiled and sterilised; and it shall be thrown into the sea as soon as it is possible to obtain a purer supply.

7. All condensers or distilling apparatus shall have a separate engine for working the circulating cold-water pump, and under no circumstances is this engine to be used for any other work than feeding the steam boiler.

8. All condensers shall be fitted with filters.

9. The arrangements for discharging the circulating water from the condenser shall be such that it can be delivered into buckets or connected with a hose for the purpose of washing decks, or extinguishing fire, as well as discharging over the ship's side. A suitable hose and connection shall also be provided.

10. Boilers for condensers shall ordinarily be of an upright construction; but horizontal boilers may, for special reasons, be passed by the officer authorised, under section 8 of the Act, to inspect the ship, if otherwise satisfactory.

11. Each boiler shall be furnished with a steam gauge indexed to double the working pressure, a glass water-gauge and two separate gauge cocks, one safety valve, and two mud-hole doors for the purpose of cleaning.

12. The boilers and all machinery of the condensers must be properly covered in, and any wooden bulkhead in the vicinity of the boilers must be covered with sheet lead $4\frac{1}{2}$ lbs. to the square foot and securely fastened thereto.

13. All the piping in connection with the condenser, especially the main suction and the condensed water discharge pipe, shall be laid in position secure from accident or otherwise securely encased.

14. The inspecting officer shall satisfy himself by actual experiment that the condenser is capable of performing the work required of it.

15. A competent person, to be approved by the inspecting officer, shall be appointed to have charge of the apparatus, &c., during the voyage.

(B) "The medical stores and other appliances and fittings to be provided on board for maintaining health, cleanliness and decency."

16. Medical comforts (to be issued gratuitously and at the discretion of the medical officer in charge) shall be supplied on the following scale:—

For 100 passengers.

(Proportionate quantities to be supplied for passengers in excess of 100.)

Sago	...	...	...	5 lbs.
Arrowroot	...	...	...	10 "
Preserved milk*	...	...	...	2 dozen 1 lb. tins.

Scale per 100 passengers.

Extractum carnis	...	...	...	2 lbs.
Sugar	...	...	...	10 "
Rum	...	...	...	6 quart bottles.

* The contents of a pound tin of preserved milk mixed with half a gallon of water makes good milk.

Convention, I.
B. III, 23.

Convention, I.
B. III, 23.

17. Medicines and medical appliances shall be supplied gratuitously for pilgrims on the following scale :—

(Weights and Measures of the British Pharmacopœia.)

Names of medicines, &c.	SCALE FOR 100 PASSENGERS.		Notes.
	Weights.	Measures.	
	lbs. oz. gr.	O. oz. dr.	
Acid, carbolic cryst. ...	0 1 0	...	Miscellaneous articles for one hundred passengers.
" nitro-muriatic dil. ...	...	0 1 0	Fresh vaccine lymph, 6 tubes.
" sulphuric dil. ...	...	0 1 0	Adhesive plaster (spread), one yard.
" tartaric ...	0 2 0	...	Calico, two yards.
Alum pulv. ...	0 2 0	...	Flannel, ditto.
Ammonie carb. ...	0 2 0	0 2 0	Lint, two ounces.
" liqr. ...	...	...	Bandages, made up, half a dozen.
Antimonial powder ...	0 0 25	...	Papers for powder, &c., one quire.
Argent nitras ...	0 1 0	...	Bed-pans (metal), two.
Assafœtida ...	0 1 0	...	Syringe (urethra), male, one.
Borax ...	0 1 0	...	Ditto (glass), female, one.
Catamel ...	0 1 0	...	NOTE.—The preparations of ammonia, ether, chloroform, iodine, and all acids should be in well-stoppered bottles.
Chlorodyne, Collis Brown's ...	...	0 2 0	Chloroform should be in blue glass or covered from light by dark paper.
Chloroform ...	...	0 1 0	All the drugs, &c., must be properly labelled with the quantities marked on each.
Copaiba ...	...	0 1 0	" Poisons " should be specially distinguished by labels with the word " Poison " on them.
Creta preparata ...	0 3 0	...	
Cupri sulphas ...	0 1 0	...	Disinfectants.
Hydrag cum creta ...	0 2 0	...	Sulphur ... 4 lbs.
Iodoform ...	0 1 0	...	Corrosive sublimate ... 5 lbs.
Iodine tinet. ...	...	0 1 0	Pure Phenic acid ... 20 gallons.
Iodine potass. ...	...	...	Fresh sliced lime ... 10 lbs.
Ipecac. pulv. ...	0 1 0	...	Iron sulphate ... 10 lbs.
" pulvis c. opio. ...	...	...	Methylated alcohol ... 10 gallons.
" valoid fluid extract ...	...	0 1 0	Hydrochloric acid ... 2½ gallons.
Jalapæ pulv. co. ...	0 1 0	...	
Kinos valoid fluid extract ...	...	0 1 0	Instruments for each ship.
Laudanum ...	...	0 1 0	Glass measures, 1 oz. ... 1
Lini farina ...	2 0 0	...	" " drop ... 1
Liquor epistasticus Fort (in proportion of 8 oz. Cantharides to the pint).	...	...	Pestle and mortar (wedgewood) ... 1
Magnesia carb. ...	0 1 0	...	Scales and Weights (grains) ... 1
" sulphas ...	0 1 0	...	Splints (common) ... 1 set.
Ol. menth. pip. ...	...	0 0 1	Lancets (bleeding) ... 1
Ol. terebinthinæ ...	...	0 4 0	Silver catheters (No. 8 size) ... 1
Ol. ricini ...	...	2 0 0	Spatula ... 1
Opium pulv. ...	0 1 0	...	Sissors (dressing) ... 1
" liniment ...	...	0 4 0	Penknife ... 1
" valoid fluid extract ...	...	0 1 0	Enema ... 1
Phenacetin ...	...	0 0 2	Infusion pot ... 1
Plumbi acetas ...	0 1 0	...	Pocket dressing case (small size) ... 1
Pil-Plumbi acetas B. P. 4 grains each, 100 pills.	100 in	number.	
Quinine (should be made into 2 grain pills).	0 2 0	...	
Rhei pulvis ...	0 1 0	...	
Purgative pills ...	50 in	number.	
Rand's compound iron pills ...	200 in	number.	
Sinapis pulv. ...	1 0 0	...	
Sodie carbonas ...	0 1 0	...	
Spiritus ætheris nitrosi ...	...	0 8 0	
" Vini Recti ...	...	0 8 0	
Sulphur ungt. ...	1 0 0	...	
Simple ointment ...	1 0 0	...	
Vaseline ...	0 2 0	...	
Vinegar ...	...	1 0 0	
Zinci sulphas ...	0 1 0	...	
Zingiberis pulv. ...	0 1 0	...	

Table showing the quantities of medicines, &c. to be supplied according to the above scale for more than 100 passengers :—

Number of passengers.	Quantity.
Above 100 to 250 ...	½ more than ...
" 250 to 350 ...	Twice ...
" 350 to 450 ...	Thrice ...
" 450 to 550 ...	Four times. ...
" 550 to 650 ...	Five times. ...

the quantity prescribed according to scale per 100 passengers, and so on.

18. The following certificates showing that medicines, &c., have been duly supplied and received according to the above scale shall be produced before the officer authorised to inspect under section 8 of the Pilgrim Ships Act, 1895, at the time of his inspection :—

(1) Certified that we have supplied medicines, &c., for — pilgrims according to the above scale for the pilgrim ship proceeding to .

Dated

Druggists.

(2) Certified that I have carefully compared the above list with the medicines, &c., examined by me on board the pilgrim ship , and that I am satisfied they are all correct.

Medical Officer.

Dated

Ship

19. (a) The hospital accommodation required in accordance with section 18 (2) of the Act shall be provided on the upper deck either in the poop or deck-house. Each permanent hospital shall contain not more than six bunks, and shall have a superficial deck area of at least 192 feet, and not less than 1,152 cubic feet of air space. It shall be lighted and ventilated to the satisfaction of the surveying officers, and shall be provided with a raised floor or platform at least 4 inches off the decks. Every such hospital must be made as secure as any other deck-house, and the roof must be well caulked and covered with painted canvas. In all such hospitals iron fittings should be used in preference to wood. No case of small-pox, cholera, yellow fever, or plague shall on any account be treated in a permanent hospital.

(b) Materials shall be carried for the construction of a separate temporary hospital on the upper deck to provide for the treatment of such cases of sickness as it may be considered desirable specially to separate

Ditto.

(such as small-pox, cholera, yellow fever or plague) and for any general outbreak of sickness when the permanent hospital accommodation becomes insufficient. The part of the upper deck upon which such hospital shall be erected shall be pointed out and measured off by the surveying officers. The framework of the hospital may be either of iron (in pieces that can be easily fitted together) or of wooden spars or bamboos. The roof must be tented, and both that and the side walls must be made of stout canvas and be perfectly water-tight, due provision being at the same time made for ventilation. The superficial area of the floor shall not be less than 192 square feet, and such floor shall be raised at least 4 inches from the deck. Sheet iron is preferable as the material of the floor. In cases of sickness falling under this clause, the person charged with the duty of looking after the patients shall alone have access to them, and shall on no account come into contact with the other persons on board.

Convention, I.
B. III, 21.

Convention,
I. B. III, 25.

Convention,
I. B. II, 7 (f).

Convention,
I. B. III, 25.

(c) Every pilgrim ship shall carry a disinfecting stove of declared safety and efficacy.

Articles of bedding, carpets, clothes used by persons who have been affected with cholera, as well as of those who have had access to them, should be immediately disinfected. Such of the articles as have little or no value should be thrown into the sea, or, if the ship is in a port or canal, be destroyed by fire. Other articles should be placed on the disinfecting stove in impermeable bags sprinkled with a solution of corrosive sublimate.

The excreta of the sick should be collected in vessels containing a disinfecting solution.

The latrines in which these vessels are emptied should be thoroughly disinfected after each operation.

The places occupied by persons who have been suffering from cholera should be thoroughly disinfected in the following manner:—

(a) Contaminated or suspected articles must be disinfected in the disinfecting stove under pressure.

(b) The stove must maintain a temperature (to be tested during each operation) of 220° Fahr.

(c) The articles must be exposed to this temperature for 15 minutes.

One of the following disinfecting solutions should be used:—

(a) Corrosive sublimate 1 part with hydrochloric acid 5 parts in 1000 parts of water. This solution should be coloured with fuchsin

or eosin, of which a small supply should be carried and should not be put into metallic vessels.

(b) Pure phenic acid 5 parts in 100 parts of water.

(c) Fresh slaked lime.

The different disinfecting solutions are useful for the following purposes:—

(a) Linen, clothes and articles soiled by the evacuations of cholera patients should be put into the corrosive sublimate solution.

(b) Articles which would be spoilt if exposed to the heat of the stove, such as leather, tables, lockers, &c., should be washed with the corrosive sublimate solution.

(c) Persons in attendance on the sick should use the corrosive sublimate solution when washing themselves in the proportion of 1 part of the solution to 2000 parts of water.

(d) Phenic acid should be used to disinfect articles which cannot be exposed to a temperature of 220 degrees Fahr. or to contact with sublimate solution, such as metals, instruments, &c.

(e) Slaked lime is specially useful to disinfect the evacuations of cholera patients; in the absence of slaked lime, phenic acid will answer the same purpose.

Ships on which cases of cholera have occurred should be disinfected in the following manner:—

(a) The cabins and all parts of the ship occupied by cholera patients or those suspected to be suffering from cholera should be emptied, and all articles should be disinfected as above.

(b) The interior sides of the ship should be disinfected with the corrosive sublimate solution with the addition of 10 per cent. of alcohol. The washing should commence from the top, horizontally and downwards, so that the whole surface becomes covered with a coating of the disinfectant in fine drops. The floors and decks should be washed with the same solution. Two hours after washing, the bulwarks, walls and decks should be scrubbed, and then thoroughly washed down with plenty of water.

(c) The hold of the ship should be strewn with a sufficient quantity of iron sulphate to neutralize the sulphuretted hydrogen. Then the water in the hold should be pumped out and the hold washed with sea-water and sprinkled with the corrosive sublimate solution.

Water should never be discharged from the hold at a port.

20. The following articles and appliances shall be supplied on the scale shown:—

Iron boilers with covers—

For rice (large) ...
,, dall or curry (small) ...

} According to number to be fed by
the pilgrim ship.

Iron ladles—

For rice (large) ...
,, dall, &c., (small) ...

} Ditto.

Iron spoons, tinned	...	...	...	...	4	To each pilgrim ship when passengers are to be fed.
Curry-stones, with mullers	...	...	...	...	4	
Sieves for cleaning rice, &c.	...	...	...	...	6	
Gallon measure	...	...	...	...	1	
$\frac{1}{2}$ ditto	...	...	...	...	1	
$\frac{1}{4}$ ditto	...	...	...	...	1	
Scales and weights	}	...	...	...	1	
or		...	...	...	1	
A spring balance		...	...	...	1	
Block-tin saucepans, for hospital use exclusively, from 1 pint to 1 gallon	...	...	...	...	3	
Hatchets for cutting wood	...	...	...	...	2	
Knives	...	...	...	...	2	
Besides						
Safety lanterns with lock and key to each	...	{ 3 for hatchways, 2 for latrines, 1 for hospital, and 1 for Surgeon, which are to burn all night,	{ there shall be one additional lantern for every 100 passengers on board, and each such lantern shall burn for three hours every night.			
Oil with wicks, or candles to fit lantern.	{	Sufficient for 7 lanterns to burn at least 10 hours, and for the rest to burn at least 3 hours of every night of the voyage.				
(Washing and cleanliness.)						
Soap	...	...	1 lb. per passenger.			
Buckets (galvanised iron)	...	...	2 for every 100 passengers.			
Tubs (large) for bathing or washing	...	...	4	To each pilgrim ship.		
* Tubs (smaller) for latrine use	...	...	4			
* Tin pots for ditto	...	...	12			
Canvas bathing screens for the use of women	...	...	2			
A dirt-shoot, moveable	...	...	1			
Deck scrapers	...	...	12			
Sand	...	...	1 ton.			
Holystones or hard bricks	...	...	50			
Swabs or squeezers	...	...	18			
Brooms (country)	...	...	50			
					* All these should be specially marked for privy use.	

21. The inspecting officer shall see that the ventilation of the lower hold and of the between-decks is separately provided for; that all air-holes affording a means of communication between the hold and the between-decks are closed so as to shut off, as completely as possible, the escape of foul air from the bilge, or steam from the cargo, into the between-decks; that all ventilating shafts and tubes for the hold are so arranged as to act quite independently of those for the between-decks; and that a sufficient number of efficient ventilators are provided for the between-decks to afford an equable diffusion of fresh air through all parts, and so situated as to act in all weathers.

22. In the absence of hollow iron masts and other means of ventilating the hold, there shall be fitted at least four cowl-headed tubes leading from the lower hold to the open air on the upper deck.

23. No passenger pilgrim ship shall clear out or proceed to sea without such provision for affording light and air to the passenger decks as the circumstances of the case may, in the judgment of the inspecting officer at the port of clearance, require; nor, if there are as many as one hundred passengers on board, without having an

adequate and proper ventilating apparatus, to be approved by such inspecting officer and fitted to his satisfaction; the passengers shall, moreover, have the free and unimpeded use of the whole of each hatchway situated over the space appropriated to their use, and over such hatchway there shall be erected such a booby-hatch or other substantial covering as shall, in the opinion of such inspecting officer, afford the greatest amount of light and air and of protection from wet as the case will admit.

24. Every cowl-headed tube shall be provided with a strong plug for use, if necessary, in bad weather.

25. Every pilgrim ship having an iron upper deck shall have a wooden deck laid over it.

26. Each hatchway shall be provided with a large tarpaulin tent that can be spread well over it, securely fastened, so as to keep out rain and let in fresh air, and be rolled up out of the way in fine weather; and shall also be fitted with a strong iron or wooden A-shaped frame for the support of the tent.

27. Every pilgrim ship shall have poop, quarter and main deck awnings complete and in good order, at least six life-buoys, and four windsails.

28. Every pilgrim ship shall be fitted with not less than two latrines, apart from those for the use of the crew, sufficiently screened from public view and readily accessible. A proportionate number of latrines, in any case not less than one, if there be any females among the passengers, shall be set apart for the exclusive use of females. *There shall be an additional latrine for every hundred pilgrims, or part of that number in excess of 100. The latrines shall be provided with seats at the rate of not less than four for every hundred pilgrims.* No latrine shall be allowed either between-decks or in the hold.

Each latrine shall be firmly secured in a convenient and accessible place on the upper deck and close to the bulwarks, so that the soil-shoot of the latrine floor may lead directly out of a port or other opening, and well clear of the ship's side. Each latrine shall be divided into separate and private compartments. Each compartment not more than two feet square shall have a separate entrance with door, and shall be fitted with a seat, or a pair of foot-boards having a free opening or hole in the centre. Each such opening shall communicate directly with the floor beneath common to all openings. The floor continued into the shoot, and having a good fall towards it, shall be made either of a continuous sheet of metal, or of wood continuously lined with sheet lead or zinc. The floors and shoots of the latrines shall be painted with coal tar liberally laid on. There should be a troughed opening at each of the ends or sides of the latrines a little above the level of the floor, but below that of the seats of foot-boards, to enable the floors to be freely flushed from the outside. Every compartment shall be well ventilated by means of openings that do not interfere with privacy; and shall be sufficiently lighted by means of a lantern to

Convention, I.
B. 111, is.
Report of Dr.
Lethbridge's
Committee of
1890.

each latrine that should be so fitted as to throw light into all compartments.

Convention, I.
B. III, 19.

All latrines shall be kept in good order, and cleaned and disinfected three times a day.

Paragraph 3
of Home De-
partment letter
to Local Gov-
ernments, No.
290-291, dated
9th October 1894.

There shall be a staff of sweepers maintained at the rate of two for every hundred pilgrims.

29. Every ship shall be provided with not less than one place for washing on each side of the deck, sufficiently screened from public view, whereof a full proportion, as prescribed in the case of latrine compartment, shall be set apart exclusively for females. A sufficient number of hand-pumps shall also be provided for supplying sea-water for purposes of ablution.

30. Every ship shall be provided with not less than two cabooses or cooking ranges on deck, properly housed and covered, to which passengers can have ready access. The ranges shall be made of substantial plate iron, lined inside with bricks and raised at least 4 inches from the deck, with an outlet or chimney at top for the escape of smoke. Each range shall contain five or six cooking-places, and an additional range shall be provided for every two hundred passengers carried in excess of one hundred. Cooking on board in the passengers' own stoves is prohibited.

Every ship shall provide caboose and boiler accommodation sufficient to cook for the total number of passengers to be fed by the ship; a corresponding reduction will then be admissible in the number of cabooses required under the rules for those who cook for themselves.

31. The crew of the ship shall not be allowed to use the cooking ranges or latrines set apart for passengers during the period passengers are on board, but shall be provided with a separate cooking range and latrine.

32. Strong ladders shall be provided for every hatchway used as such, and not only as a ventilator and as additional means for women and children to hold on by. Besides hand-rails, knotted hand ropes should be fastened conveniently near the ladders.

33. Hooks for hanging the required number of lanterns shall be fixed at convenient distances apart.

34. The space to be occupied by the passengers must be clear, thoroughly clean, and dry; and nothing must be slung up or stowed away between the beams. *Every day while the pilgrims are on deck the between-decks should be carefully cleaned and scrubbed with dry sand mixed with suitable disinfectants.*

Convention, I.
B. III, 19.

Convention, I.
B. III, 19, and
Home De-
partment letter
to Local Gov-
ernments, No.
290-291, dated
9th October 1894.
to Local Gov-
ernments.

35. *Pilgrims' heavy luggage is to be registered, numbered, and deposited in the hold. Pilgrims are allowed to keep with them only such articles as are absolutely necessary; these are not to exceed one maund in weight for each pilgrim.*

36. Bamboos, ropes, or strong rails shall be securely fastened fore and aft to the midship stanchions, so that the passengers may have something on which to hang their clothes or bundles, and to depend on for support when the ship rolls.

37. No timber or cargo of any kind shall be allowed on the upper deck, but only the necessary fittings properly secured. The deck shall be exclusively reserved for the between-deck passengers. They should be encouraged to remain on deck as much as possible.

38. The passengers should be required to air their clothing, blankets, &c., as often as possible.

39. A set of water-vessels, such as buckets and tin mugs, required by topases or others for use in the latrines shall be exclusively set apart for such purposes; and they shall be marked or painted so as to be clearly distinguishable from those used for cooking or drinking purposes.

(C) "The licensing and appointment of medical officers in cases where they are required by the Act to be carried."

40. The Medical Officer of every pilgrim ship required by the Pilgrim Ships Act, 1895, to carry a Medical Officer must, if he does not hold a diploma to practise Medicine and Surgery from an authority empowered to grant the same by the law of the country to which the pilgrim ship belongs, be licensed by the Local Government and appointed by or on behalf of the owner of the pilgrim ship or, on his application, by the Local Government. Every person desiring to obtain a license to act as such Medical Officer shall apply for a license to the local Civil Administrative Medical Officer of the province in which the port of first departure lies. At Jeddah such license may be granted by the Principal Medical Officer at that port.

11. Such license shall be renewable yearly, and shall be in Form No. III appended to these Rules.

(D) "The boats, anchors, and cables to be provided on board."

12. Every steam-ship intended for the conveyance of passengers under these Rules shall be provided with boats according to the following scale, and all such boats shall be fully fitted with all usual appliances:—

Two of the boats shall be life-boats.

No greater number of boats need be taken than are sufficient to carry all the crew and passengers on board.

Finance De-
partment Noti-
fication No. 1178,
dated the 22nd
May 1884.

The cubic contents of the boats in the following table are ascertained by multiplying their outside length, their outside width and their inside depth together, and then their product by 0.6:—

Registered tonnage of steam-ship.	Number of boats not less than	Minimum cubic contents of life-boats.	Minimum cubic contents of all the boats of the ship.
		Feet.	
Less than 800 tons ...	5	198	1,038
800 tons and less than 1,000 tons	5	240	1,227
1,000 ditto ditto 1,250 "	6	540	1,527
1,250 ditto ditto 1,500 "	6	540	1,800
1,500 tons and upwards ...	7	556.8	2,160

43. Every pilgrim ship shall be provided with not less than three anchors, cables and hawsers, according to Lloyd's requirements.

(E) "The instruments for purposes of navigation to be supplied."

44. Every pilgrim ship shall also be provided with—

- not less than two good ship's compasses and two boat's compasses. If she is an iron ship, the deviation of her compasses shall be ascertained on every point, and shall be recorded in the log-book;
- Admiralty or Indian Government charts and sailing directions suitable for the voyage she is about to undertake;
- not less than two chronometers and not less than two sextants or quadrants and barometers.

(F) "The apparatus for the purpose of extinguishing fires on board, and the precautions to be taken to prevent such fires."

45. Every ship shall be provided with—

- hose sufficient to reach from her engines to her stem and taffrail; and
- fire-buckets in the proportion of three for every 100 tons up to 600, and two for every 100 tons above 600, provided that 50 in all shall suffice.

46. If fire annihilators or fire-engines are carried, they shall be placed under the special charge of one of the principal officers and the ship's carpenter, who should be held responsible that, with the buckets and other fire apparatus, they are kept in a state fit for immediate use. The engine should be worked once or twice a week to keep it in proper order.

47. No ship shall put to sea until all her cargo is properly stowed away, and the decks are cleared of any loose straw, hay, or other inflammable material.

48. Immediately before leaving port, the passengers shall be called on to deliver up whatever lucifer matches, gunpowder, or other inflammable articles they may have with them.

49. No naked lights must on any account be used in the hold or store-rooms or in the between-decks, except under trustworthy superintendence. No person shall be allowed to read in bed with a naked light. Smoking between-decks is strictly prohibited.

50. Spirits must never be opened in the hold, but should be hoisted on deck for the purpose.

51. As soon as possible after leaving port, the officers and crew should be divided into parties and assigned to stations in case of fire; and fire-drill should be practised at least once a week, or at convenient times.

52. No gunpowder, inflammable oils, spirits, jute, coal, nor any commodity likely, by reason of its quantity, quality, or mode of stowage, to be prejudicial to the safety of the passengers, shall be taken as cargo or part of the cargo.

(H) "The functions of the master, medical officer (if any) and other officers of a pilgrim ship during the voyage."

The Master.

53. He shall give notice of the day of sailing, &c., as required under section 7 of the Pilgrim Ships Act, 1895, in Form No. I appended to these Rules.

He shall produce before the officer authorised to inspect under section 8 of the Pilgrim Ships Act, 1895, at the time of his inspection, a certificate in the following form:—

"Certified that it is proposed to issue tickets to passengers and to provide accommodation as follows:—

Class of passengers.	Maximum number of tickets to be issued.	Special accommodation and privileges (if any) to be reserved for each class.
Class I ...		
Class II ...		
Pilgrims of the lowest class ...		

Dated _____ (Signed) _____ Master,
Ship _____."

54. In the event of a ship being engaged to carry more than 100 passengers, he shall, unless the ship is already provided with a licensed medical officer, submit, as early as possible, in Form No. II appended to these rules, an application to the Local Government for a licensed medical officer to proceed in charge of the passengers.

55. He shall afford the medical officer every facility for examining the provisions, water, and medical stores, and for making himself generally familiar with the arrangements made for the accommodation of the passengers about to be carried.

Convention, I. B.
IV, 42.

56. He shall post up in the between-decks and in such other places accessible to the pilgrims as may be convenient copies of the *Pilgrim Ships Act, 1895*, and the rules made under it, and all notices which he may be required so to post by the Commissioner of Police or the port authorities before sailing. These shall be in English, French, or German, and in an Indian vernacular. He shall also afford every facility to the Port Officer, or other authorised officer, for making the official inspection of the ship, her equipment, ventilation, fittings, provisions, and medical stores, and shall himself be present at such inspection.

57. He shall furnish such certificates as are required of him under the rules, and shall be careful to provide himself with all the instructions and documents necessary for the voyage.

Convention, I.
B. II, 9.

58. Before sailing he shall obtain a bill of health as prescribed in rule 79 in Form No. VIII appended to these rules.

59. He shall cause the statements of passengers and crew prescribed under section 19 of the *Pilgrim Ships Act, 1895*, to be prepared in Form No. IV appended to these rules.

60. The bond required under section 26 of the *Pilgrim Ships Act, 1895*, when a ship clears for any port in the Red Sea, shall be executed in Form No. V appended to these rules.

61. He shall be jointly responsible with the medical officer for the care of the passengers on the voyage. He shall see that the special accommodation and privileges, if any, to which passengers of any class are entitled are reserved to them without hindrance or diminution throughout the voyage, that the space in the between-decks is not encroached upon, that all rules and regulations for securing cleanliness and order are carried out, and, as far as possible, that all reasonable requisitions of the medical officer are complied with.

62. He shall appoint one of the officers of the ship to the charge of the provisions and stores, to see to the punctual issue according to scale of the day's rations and water, and to assist the medical officer generally.

63. He shall, in the event of any passenger dying on the voyage, who is unaccompanied by any near relation, if the ship returns direct from the Hedjaz to any Indian port, take charge of the effects of the deceased and make them over, on the

ship arriving in India, with such particulars of the name and residence of the deceased as he may have been able to gather, to the Commissioner of Police in Bombay or Calcutta, and to the Magistrate at any other Indian port. If the death occurs on the voyage to the Hedjaz, and the ship does not return direct to India, the master shall make over the effects, with particulars as above, to the British Consul at Jeddah.

64. He shall cause the supplementary certificate required by section 21 of the *Pilgrim Ships Act, 1895*, when additional passengers are taken on board at an intermediate port, to be prepared according to Form No. VI appended to these rules.

The Medical Officer.

65. The medical officer shall, if not already attached to the ship, immediately on his being appointed by the Local Government to her charge, proceed on board, report himself to the master, examine and check the medical stores, and inform himself generally as to the arrangements made for the accommodation of the passengers, the date of sailing, &c.

66. He shall also report himself personally to the officer appointed under section 7 of the *Pilgrim Ships Act, 1895*, with a view to receiving any instructions which that officer may have to give him in connection with his duties and the official inspection of the ship.

67. He shall be present at the final official inspection, and after it has been held and the ship and her arrangements approved, he shall furnish a certificate to the effect that he has satisfied himself regarding the arrangements for the care and comfort of the passengers made in accordance with the rules. The certificate shall be in Form No. VII appended to these rules.

68. He shall provide himself with all the necessary instructions and forms required for the voyage.

69. He shall attend any medical officer appointed under section 27 of the *Pilgrim Ships Act, 1895*, to inspect the passengers before embarkation. He shall, with a view to special care or precautions on the voyage, watch those who may appear to be in an infirm or sickly state, and note them in his diary. He shall satisfy himself that any additional passenger waiting to be taken on board at intermediate ports is not suffering from any contagious disease.

70. He shall not leave the ship after the final inspection. He shall see that the place set apart for the accommodation of the passengers is not encroached upon; that all the passengers have access to the upper deck in turn; that good drinking-water is readily accessible; that the latrines are attended to by the ship's topases; that a supply of water is at hand for use in the latrines; that suitable hours have been fixed, in communication with the officer in charge of the stores, for the regular issue of daily meals to such of the passengers as have to be fed by the ship and generally that every proper care is taken to secure cleanliness and good sanitary arrangements on board.

71. He shall be jointly responsible with the master for the care of the passengers on the voyage, and he shall co-operate with the master and officers of the ship for the welfare of the passengers.

Convention, I. A. 4. 72. During the voyage from India (excluding Aden) he shall for the first five days daily collect together the pilgrims and observe them individually to assure himself whether any of them is affected with cholera, small-pox, yellow fever or plague.

Convention, I. B. III, 12 (3). 73. He shall, if he has any doubt as to the quality of the drinking-water, draw the attention of the captain, in writing, to the provisions of rule 6.

Convention, I. B. III, 12 (5). 74. He shall, should any case of infectious or contagious disease occur, satisfy himself that disinfection is performed in the manner provided for in rule 19.

75. He shall keep up regularly, from day to day throughout the voyage, the following records in connection with his duties, viz.:—

- (a) a Medical Diary of the principal events of the voyage, briefly and accurately recording all facts in connection with the medical history of the passengers;
- (b) an Admission and Discharge Book of every case brought under treatment in Form No. IX appended to these rules;
- (c) a Register of Deaths in Form No. X appended to these rules;
- (d) a Record of the advice he gives to the master, and of compliance with, or neglect of, his advice.

76. On arrival at the port of debarkation in the Red Sea, he shall submit his diary and returns to the Consular authority there for transmission to the Government of India, and on arrival at any Indian port to the chief officer of Customs, or to any officer appointed under section 21 of the Act to receive the statements referred to in that section.

(I) "Rules to carry out the provisions of the Act generally."

77. Officer authorised to receive notice of time of sailing under section 7 of the Act.—The officer authorised by the Local Government in this behalf shall, on receiving the notice prescribed under section 7 of the Pilgrim Ships Act, 1895, himself proceed, or give written authority to some competent person on his behalf, to inspect the ship, her provisions, medical stores, equipments, ventilation, fittings, &c., and shall satisfy himself by such inspection that they meet all prescribed requirements.

78. No certificate under section 11 of the Pilgrim Ships Act, 1895, shall be granted unless the condenser cannot only supply the minimum quantity of water prescribed under rule 3 for each passenger and member of the crew, but also yield in 24 hours 500 gallons of pure cold water fit to drink immediately it is drawn

from the filter, and unless the whole arrangements, as detailed in the above rules, are to the entire satisfaction of the inspecting officer.

79. The officer authorised under section 7 of the Act shall also see that in all cases where the number of passengers exceeds 100, the medical officer appointed by Government is present at the official inspection; that such medical officer has had an opportunity of satisfying himself as to the completeness of the arrangements made for the accommodation and care of the passengers under the requirements of rules; and shall require him to furnish a certificate to this effect in Form No. VII appended to these rules, and to sign the certificate prescribed in rule 18.

He shall also himself furnish to the captain the certificate called the Bill of Health in Form No. VIII appended to these rules.

80. Certificate forms.—The Certificates A and B required under sections 9, 10 and 11 of the Pilgrim Ships Act, 1895, shall be given in Forms Nos. XI and XII appended to these rules.

81. Second medical inspection.—In cases where a pilgrim ship may have been detained in harbour for more than 48 hours after the embarkation of the pilgrims and there is reason to suspect that small-pox, cholera, yellow fever or plague may have attacked some of the persons on board, there shall be a second medical inspection by a medical officer authorised under section 8 of the Pilgrim Ships Act, 1895.

FORMS.

No. I.

Notice to be given by master, owner, or agent under section 7 of the Pilgrim Ships Act, 1895.

I, *, hereby give notice that the steam-ship, register tonnage tons, name of master, being a pilgrim ship within the meaning of the Pilgrim Ships Act, 1895, and being capable of carrying native passengers and pilgrims, will leave the port of on a voyage to on the day of 189 . Dated at this day of 189 .

No. II.

Form of application to Government for a medical officer.

S.S. 189 .

To THE SURGEON-GENERAL, [OR INSPECTOR-GENERAL OF CIVIL HOSPITALS].

SIR,

I have the honor to request that a Medical Officer may be appointed to proceed in charge of pilgrims to the port of in the steam-ship under my command.

2. The ship is now lying at .moorings, and will
sail on the

I am, Sir,
Yours obediently,
Master, S.S.

No. III.

*Form of License to be granted to Medical Officers proceeding in
charge of Native passengers.*

The bearer of this , holding a certificate to
practise medicine and surgery,
from is licensed to have medical charge of
pilgrims proceeding, under the provisions of the Pilgrim Ships Act,
1895, to . This license holds good for one year from
this date.

Dated—

[Here enter seal of office.]

Signature of recipient. Surgeon-General, or Secretary to
Surgeon-General in his absence; Inspector-
General of Civil Hospitals, or officer in
charge of office; or Port Surgeon.

NOTE.—In granting this license, preference should be given to medical graduates or licentiates
of a University, or other recognised licensing body, provided they are men of good character and
of some experience. But, when such are not available, licenses may be granted to those who have
passed the final examination of an Indian Vernacular Medical School or who have qualified for
the Subordinate Medical Department. It is desirable that the Medical Officer should, if possible,
be a Muhammadan.

No. IV.

*Statement to be furnished by the master of every pilgrim ship under
section 19 of the Pilgrim Ships Act, 1895, of the crew and
passengers proceeding in the bound to*

Crew.				Number.
Commander	...	...	...	...
Officers	...	...	...	...
Engineers	...	...	...	...
Deck crew	...	...	...	...
Engine-room crew	...	...	...	...
Servants	...	...	...	...
Total				...

Passengers.

	Male adults.	Female adults.	Male children under 12.	Female children under 12.	Infants under 2.	Total.

Master,

The of 189 . Surveying Officer.

No. V.

*Bond executed pursuant to the provisions of section 26 of the
Pilgrim Ships Act, 1895.*

Know all men by these presents that we
of
of
and
of
are held and firmly bounden to the Secretary of State for India in
Council in the sum of five thousand rupees of lawful money of
British India to be paid to the said Secretary of State in Council,
his certain attorney, successors, or assigns, for which payment well
and truly to be made, we bind ourselves, our heirs, executors,
administrators, and representatives jointly, and every of us bind
ourselves, our heirs, executors, administrators, and representatives
jointly, and each of us binds himself, his heirs, executors, adminis-
trators, and representatives severally firmly by these presents, sealed
with our respective seals, dated this day
of in the Christian year one thousand eight
hundred and ninety

And each of us, the said
doth hereby for himself, his heirs, executors, administrators, and
representatives covenant with the said Secretary of State in Coun-
cil, his successors and assigns, that if any suit shall be brought,
touching the subject-matter of this obligation or the condition
hereunder written, in any court subject to the superintendence of
the High Court of Judicature at
the same shall and may, at the instance of the said Secretary of

No. IX.
Medical Admission and Discharge Book.

Serial number of cases.	Name.	Age.	Sex.	Disease or cause of admission.	DATES OF			Number of hours or days under treatment.	Remarks.
					Admission.	Discharge or recovery.	Death.		

22

No. X.
Register of Deaths.

Serial Number.	Name.	Age.	TIME OF OCCURRENCE.		Cause.	Remarks.
			Date.	Hour.		

23

No. XI.

Certificate (A) under section 10 of the Pilgrim Ships Act, 1895.

I, _____, duly appointed and authorised to grant certificates under section 10 of the Pilgrim Ships Act, 1895, do hereby certify that the ship _____, register tonnage _____ tons, being a pilgrim ship within the meaning of the said Act, and now riding at anchor at _____, and ready to proceed on a voyage to _____, is seaworthy, properly equipped, fitted, and ventilated, and that she is capable of carrying _____ passengers, and pilgrims or (as the case may be). _____ passengers of the 1st class, _____ passengers of the 2nd class, _____ and pilgrims of the lowest class, with the special accommodation and privileges to be provided for passengers of those classes respectively, namely,—

for 1st class passengers (*here enter the accommodation and privileges mentioned in the master's certificate under rule 53 so far as the same are consistent with the Act and Rules*);

for 2nd class _____ ditto (ditto);
for pilgrims of the _____ ditto (ditto).
lowest class

No. XII.

Certificate (B) under section 11 of the Pilgrim Ships Act, 1895.

I, _____, duly appointed and authorised to grant certificates under section 11 of the Pilgrim Ships Act, 1895, do hereby certify that the ship _____ of _____, being a pilgrim ship within the meaning of the said Act, and having on board _____ native passengers and pilgrims, lists of whose number and sex have been furnished by _____, the master of the said ship, and ready to proceed on a voyage to _____, the intermediate ports at which she is intended to touch being _____, has the proper complement of officers and seamen; that she has sufficient and suitable cooking and latrine accommodation on board; that the provisions, fuel, and pure water and other stores prescribed for such ships by the rules under the said Act are of good quality and properly stowed or packed, and are sufficient according to the scale for the time being fixed by the said rules; and that the said provisions, fuel, and water are sufficient for _____ days, the declared duration of the said voyage; that is to say, water and fuel sufficient for the whole number of _____ passengers and pilgrims and provisions sufficient for _____ passengers and pilgrims, the remaining, *viz.*, _____ passengers and pilgrims, finding their own provisions.

I also certify that the master of the said ship holds Certificate A as required by section 11 of the Pilgrim Ships Act, 1895, and that there is no cargo on board contrary to the provisions of rule 52.

I do further certify that the full space required by the said Act has been appropriated to the said passengers and pilgrims in the between decks of the said ship (*and when necessary, add*) and that the accommodation and privileges described in Certificate A for passengers of the 1st and 2nd classes and pilgrims of the lowest class, respectively, have been duly provided.

7.2.05 ✓
28-1-14 ✓

No.

FROM

J. P. HEWETT, ESQ., C.I.E.,

Offg. Secretary to the Government of India,

TO

Home Department.
Sanitary.

Simla, the July 1895.

SIR,

I AM directed to forward herewith a draft of the rules which the Governor General in Council proposes to make under the Pilgrim Ships Act, 1895, when the Bill, which was introduced into His Excellency's Council for making laws and regulations on the 11th instant, passes into law. It is intended that the Act, which it is hoped will be passed early in September next, shall come into force with effect from the 1st October 1895. The Bill contains a provision requiring the previous publication of the rules to be made under the powers conferred by it and in accordance with section 4 of the General Clauses Act, 1887, such rules can be formally published as soon as the Act is passed, and can be brought into effect from the date on which the Act comes into force or from a subsequent date. The Government of India consider it very desirable that the new rules should come into operation as soon as possible after the 1st October next. In order to secure this it is necessary that there should be no preventible delay after formal publication. The enclosed draft of the rules proposed is therefore now forwarded for such remarks as and the officers and persons interested, whom it may be thought fit to consult, have to offer upon them. Any modifications, which the criticism received may render necessary, will be made in the draft so that it can be published for the information of the public simultaneously with the passing of the Act. I am accordingly to request that the reply of the Government of to this reference may be submitted so as to reach the Government of India by the 30th August at the latest.

2. The chief points in the existing rules, as well as in the existing law, in respect of which changes have been rendered necessary by the provisions of the Paris Convention of 1894, so far as they were accepted by Her Majesty's Government, were noticed in the Resolution No. ^{6-Sanitary} ~~172-179~~, recorded in this Department on the 28th ultimo. The alterations in the existing rules based upon the Convention are set out in italics in the enclosed draft.

3. In asking for the advice of upon the alterations generally, I am to say that the Government of India specially desire his opinion upon the following points, *viz.* :—

(a) Article 9 (1) of the Convention declares that the master of a pilgrim vessel must have with him, duly signed before starting, a list showing the names and sex as well as the total number of the pilgrims

on board. The law has hitherto only required that the number and respective sexes of the pilgrims should be entered in this list, and existing form IV provides that the master shall have a list showing the number of (1) male adults, (2) female adults, (3) male children under 12, (4) female children under 12, (5) infants under 2, and (6) total. The Government of India would be glad to give effect to the provision in the Convention as to names if it were feasible. I am to ask whether

considers that in obtaining the names of all the pilgrims Muhammadan women are likely to object generally to giving their names for the purpose of their being entered in the list, and, if not, whether there would be any other difficulties likely to interfere with its being correctly prepared. It might, it appears to the Government of India, be possible if it is held to be undesirable to attempt to ascertain the names of all the women and children, to show the name of each adult male with the number of women and children dependent upon him or attached to his party. The Governor General in Council would be glad to receive the opinion of the upon this suggestion.

(b) Draft rule 17 prescribes medicines and medical appliances which have to be kept on board a pilgrim ship. The list of medicines proper to be kept on board the existing list and the list recommended by the London Departmental Committee which sat in London in 1893, and approved by the Surgeon-General with the Government of India. The Governor General in Council does not think that any alteration will be required in the list of medicines proper. The disinfectants entered in the list are those which have to be provided in accordance with article 25, annexure I. B of the Convention, to carry out the system of disinfection prescribed by article 5 of annexure IV of the Convention of Venice, and reproduced in rule 19. The amounts to be carried have been provisionally entered in the scale in draft rule 17, and I am to ask for the opinion of the Government of after consulting the Health Officer of as to whether they require any modification. The Health Officer will be able to give an expert opinion as to the amount of each disinfectant required to enable the master of the ship to comply with the requirements of the Convention.

(c) The London Departmental Committee suggested that small quantities of coal not exceeding 15 per cent. of the gross tonnage might be allowed as cargo on a pilgrim ship. The present rule (No. 52 of the draft) prohibits coal from being carried as cargo. With reference to the London Committee's suggestion, I am to invite attention to their remarks on the subject in their report,* and to request that will favour the

* Copy forwarded to the Government with Home Department letter No. dated the 9th October 1894.

Government of India with his opinion upon it.

(d) The other recommendations of the Departmental Committee of 1893 have been adopted as far as has been considered possible in the new rules now circulated, and the only other suggestion made by the Committee, to which the Governor General in Council wishes now to call special attention, is that regarding the reduction of the amount of water to be carried when the condenser is capable of producing 1,000 gallons in 24 hours. The existing rules allow a reduction of $\frac{2}{7}$ of the total quantity of water to be carried when the condenser is fully capable of making up the deficiency. The Departmental Committee suggested that the amount might be reduced by $\frac{1}{2}$ if the condenser had been approved within twelve months by the Board of Trade or Indian or Colonial authorities

and is capable of producing in 24 hours 1,000 gallons of pure water fit to drink at once. The note to rule 1 of the rules now circulated provides for this suggestion, and allows a reduction of $\frac{1}{4}$ of the amount of water if the condenser can produce more than 500 gallons (the minimum admissible under rule 78) but less than 1,000 gallons. I am to ask for the opinion of the Government of on this point.

4. A copy of the Secretary of State's Revenue Despatch No. 164, dated the 29th November 1894, is enclosed for the information of in continuation of the correspondence forwarded with my letter No. dated the 9th October 1894.

I have the honour to be,

SIR,

Your most obedient Servant,

J. P. HEWETT,

Offg. Secretary to the Government of India.

No.

FROM

J. P. HEWETT, ESQ., C.I.E.,

Offg. Secretary to the Government of India,

TO

Home Department.
Sanitary.

Simla, the July 1895

SIR,

I AM directed to forward herewith a draft of the rules which the Governor General in Council proposes to make under the Pilgrim Ships Act, 1895, when the Bill, which was introduced into His Excellency's Council for making laws and regulations on the 11th instant, passes into law. It is intended that the Act, which it is hoped will be passed early in September next, shall come into force with effect from the 1st October 1895. The Bill contains a provision requiring the previous publication of the rules to be made under the powers conferred by it and in accordance with section 4 of the General Clauses Act, 1887, such rules can be formally published as soon as the Act is passed, and can be brought into effect from the date on which the Act comes into force or from a subsequent date. The Government of India consider it very desirable that the new rules should come into operation as soon as possible after the 1st October next. In order to secure this it is necessary that there should be no preventible delay after formal publication. The enclosed draft of the rules proposed is therefore now forwarded for such remarks as and the officers and persons interested, whom it may be thought fit to consult, have to offer upon them. Any modifications, which the criticism received may render necessary, will be made in the draft so that it can be published for the information of the public simultaneously with the passing of the Act. I am accordingly to request that the reply of the Government of to this reference may be submitted so as to reach the Government of India by the 30th August at the latest.

2. The chief points in the existing rules, as well as in the existing law, in respect of which changes have been rendered necessary by the provisions of the Paris Convention of 1894, so far as they were accepted by Her Majesty's Government, were noticed in the Resolution No. ^{6-Sanitary}₁₇₂₋₁₇₄, recorded in this Department on the 28th ultimo. The alterations in the existing rules based upon the Convention are set out in italics in the enclosed draft.

3. In asking for the advice of upon the alterations generally, I am to say that the Government of India specially desire his opinion upon the following points, *viz.* :—

(a) Article 9 (1) of the Convention declares that the master of a pilgrim vessel must have with him, duly signed before starting, a list showing the names and sex as well as the total number of the pilgrims

on board. The law has hitherto only required that the number and respective sexes of the pilgrims should be entered in this list, and existing form IV provides that the master shall have a list showing the number of (1) male adults, (2) female adults, (3) male children under 12, (4) female children under 12, (5) infants under 2, and (6) total. The Government of India would be glad to give effect to the provision in the Convention as to names if it were feasible. I am to ask whether

considers that in obtaining the names of all the pilgrims Muhammadan women are likely to object generally to giving their names for the purpose of their being entered in the list, and, if not, whether there would be any other difficulties likely to interfere with its being correctly prepared. It might, it appears to the Government of India, be possible if it is held to be undesirable to attempt to ascertain the names of all the women and children, to show the name of each adult male with the number of women and children dependent upon him or attached to his party. The Governor General in Council would be glad to receive the opinion of the upon this suggestion.

(b) Draft rule 17 prescribes medicines and medical appliances which have to be kept on board a pilgrim ship. The list of medicines proper is based upon the existing list and the list recommended by the London Departmental Committee which sat in London in 1893, and approved by the Surgeon-General with the Government of India. The Governor General in Council does not think that any alteration will be required in the list of medicines proper. The disinfectants entered in the list are those which have to be provided in accordance with article 25, annexure I. B of the Convention, to carry out the system of disinfection prescribed by article 5 of annexure IV of the Convention of Venice, and reproduced in rule 19. The amounts to be carried have been provisionally entered in the scale in draft rule 17, and I am to ask for the opinion of the Government of after consulting the Health Officer of as to whether they require any modification. The Health Officer will be able to give an expert opinion as to the amount of each disinfectant required to enable the master of the ship to comply with the requirements of the Convention.

(c) The London Departmental Committee suggested that small quantities of coal not exceeding 15 per cent. of the gross tonnage might be allowed as cargo on a pilgrim ship. The present rule (No. 52 of the draft) prohibits coal from being carried as cargo. With reference to the London Committee's suggestion, I am to invite attention to their remarks on the subject in their report,* and to request that will favour the Government of India with his opinion upon it.

(d) The other recommendations of the Departmental Committee of 1893 have been adopted as far as has been considered possible in the new rules now circulated, and the only other suggestion made by the Committee, to which the Governor General in Council wishes now to call special attention, is that regarding the reduction of the amount of water to be carried when the condenser is capable of producing 1,000 gallons in 24 hours. The existing rules allow a reduction of $\frac{2}{7}$ of the total quantity of water to be carried when the condenser is fully capable of making up the deficiency. The Departmental Committee suggested that the amount might be reduced by $\frac{1}{2}$ if the condenser had been approved within twelve months by the Board of Trade or Indian or Colonial authorities

and is capable of producing in 24 hours 1,000 gallons of pure water fit to drink at once. The note to rule 1 of the rules now circulated provides for this suggestion, and allows a reduction of $\frac{1}{4}$ of the amount of water if the condenser can produce more than 500 gallons (the minimum admissible under rule 78) but less than 1,000 gallons. I am to ask for the opinion of the Government of on this point.

4. A copy of the Secretary of State's Revenue Despatch No. 164, dated the 29th November 1894, is enclosed for the information of in continuation of the correspondence forwarded with my letter No. dated the 9th October 1894.

I have the honour to be,

SIR,

Your most obedient Servant,

J. P. HEWETT,

Offg. Secretary to the Government of India.

* Copy forwarded to the Government with Home Department letter No. dated the 9th October 1894.

No. 200 .

FROM

J. P. HEWETT, ESQ., C.I.E.,

Offg. Secretary to the Government of India,

TO

The Chief Secy to the Govt of India.

Home Department.

Sanitary

Simla, the 16th July 1895.

SIR,

I AM directed to forward herewith a draft of the rules which the Governor General in Council proposes to make under the Pilgrim Ships Act, 1895, when the Bill, which was introduced into His Excellency's Council for making laws and regulations on the 11th instant, passes into law. It is intended that the Act, which it is hoped will be passed early in September next, shall come into force with effect from the 1st October 1895. The Bill contains a provision requiring the previous publication of the rules to be made under the powers conferred by it and in accordance with section 4 of the General Clauses Act, 1887, such rules can be formally published as soon as the Act is passed, and can be brought into effect from the date on which the Act comes into force or from a subsequent date. The Government of India consider it very desirable that the new rules should come into operation as soon as possible after the 1st October next. In order to secure this it is necessary that there should be no preventible delay after formal publication. The enclosed draft of the rules proposed is therefore now forwarded for such remarks as

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2. The chief points in the existing rules, as well as in the existing law, in respect of which changes have been rendered necessary by the provisions of the Paris Convention of 1894, so far as they were accepted by Her Majesty's Government, were noticed in the Resolution No. ^{6-Sanitary} 172-173, recorded in this Department on the 28th ultimo. The alterations in the existing rules based upon the Convention are set out in italics in the enclosed draft.

3. In asking for the advice of
upon the alterations generally, I am to say that the Government of India specially desire his opinion upon the following points, *viz.* :—

(a) Article 9 (1) of the Convention declares that the master of a pilgrim vessel must have with him, duly signed before starting, a list showing the names and sex as well as the total number of the pilgrims

on board. The law has hitherto only required that the number and respective sexes of the pilgrims should be entered in this list, and existing form IV provides that the master shall have a list showing the number of (1) male adults, (2) female adults, (3) male children under 12, (4) female children under 12, (5) infants under 2, and (6) total. The Government of India would be glad to give effect to the provision in the Convention as to names if it were feasible. I am to ask whether

considers that in obtaining the names of all the pilgrims Muhammadan women are likely to object generally to giving their names for the purpose of their being entered in the list, and, if not, whether there would be any other difficulties likely to interfere with its being correctly prepared. It might, it appears to the Government of India, be possible if it is held to be undesirable to attempt to ascertain the names of all the women and children, to show the name of each adult male with the number of women and children dependent upon him or attached to his party. The Governor General in Council would be glad to receive the opinion of the

upon this suggestion.

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Government of India with his opinion upon it.

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4. A copy of the Secretary of State's Revenue Despatch No. 164, dated the 29th November 1894, is enclosed for the information of in continuation of the correspondence forwarded with my letter No. dated the 9th October 1894.

I have the honour to be,

SIR,

Your most obedient Servant,

J. P. HEWETT.

Offg. Secretary to the Government of India.

INDIA OFFICE,

London, 29th November 1894.

Revenue,

No. 164.

To His Excellency the Right Honourable the Governor General of
India in Council.

MY LORD,

I have considered in Council your Excellency's letter, No. 12, dated the 11th September 1894, concerning the Red Sea pilgrim traffic rules and the Convention which resulted from the recent International Sanitary Conference at Paris. You demur to some of the conclusions embodied in the Convention; represent that the Government of India had previously expressed views contrary to these conclusions; and urge that such a Convention, binding on the Indian Government, should not have been concluded until your Government had been allowed opportunity of considering the matter in detail.

2. Owing to the severe epidemic of cholera during 1893 in the Hedjaz and on the shores of the Red Sea, much anxiety had been felt in Europe to prevent cholera from again becoming epidemic in those regions, whence the disease might possibly spread to Europe. A Conference of the great Powers, including America, was summoned to meet at Paris and consider the best means of preventing the spread of cholera by way of the Red Sea. Her Majesty's Government joined the Conference, and it was deemed desirable that the Government of India should be represented. Surgeon-General Cunningham, C.I.E., for many years Sanitary Commissioner and Surgeon-General with the Government of India, was accordingly deputed to the Conference as representative of India; he was furnished with a collection of papers on the subject, including the documents named by your Government, and to these papers his English colleagues, Mr. Phipps and Dr. Thorne-Thorne, also had access. The views of the Government of India were thus fully known to the British Delegates. If they in some instances gave adhesion to articles in the Convention going somewhat beyond the suggestions previously made from India, they did so for reasons set out in the printed papers forwarded with my Despatch, No. 72, dated the 7th June 1894, and in deference to arguments set forth in the Proceedings of the Conference. From the circumstances of the case it was not possible to make the adhesion of Great Britain to the Convention dependent upon a reference to and a reply from the Government of India. Most of the concessions made at the Conference were in the direction of making the pilgrimage healthier, safer, and easier for Moslem pilgrims. It was in every way desirable that the Mohamadan subjects of the Queen-Empress of India should be enabled to make their religious pilgrimage with as little risk as possible to health and life, and with as little discomfort as might be compatible with cheap transport. All the Powers, except Turkey, which dissented on a question of Turkish national jurisdiction, and all the sanitary authorities, were in favour of these concessions; and Her Majesty's Government decided to adhere to the Convention in the hope that eventually a great and necessary amelioration of the condition of Mohamadan pilgrims would be secured, not only at sea, but in the Hedjaz and at the Turkish quarantine station of Camaran.

3. Briefly stated the Convention, when fully carried into effect by all the Powers, including Turkey, will secure for Moslem pilgrims the following advantages, namely,—

- before embarkation,—
- increased care in the medical examination;
- on shipboard,—
- effective control over small craft,
- increased space,
- increased hospital space,
- increased allowance of water,
- better medical attendance;
- at the quarantine station,—
- better quarters,
- more and better water,
- better rations,
- immunity from worry on account of sanitary dues;
- in the Hedjaz,—
- better treatment on the caravan journey,
- more and better water ditto,
- some increase of immunity from extortion.

All these concessions will certainly conduce to the welfare of the pilgrim. The arrangements to be made at the quarantine station and in the Hedjaz depend on the Turkish Government, who as yet have not given adhesion to the Convention; but Her Majesty's Government and other Powers interested in the welfare of the pilgrims are in a better position to press for Turkish reforms in these matters now that they have decided themselves to enforce on their part, and on their own subjects, the reforms upon which the Conference agreed.

4. Early steps will have to be taken to bring the Indian law and the Indian pilgrim traffic rules into accordance with the Convention, so far as it was accepted and ratified by Her Majesty's Government. There is one other matter on which I consider it most desirable that provision should be made in the revised rules. Many of the Indian pilgrims are women and girls, who might accept the ministrations of a male medical attendant on shipboard, but who would regard an examination by a man doctor, in presence perhaps of male attendants, before embarkation as repugnant to their religious feelings. I am of opinion that the medical examination of women and girl pilgrims, starting from Bombay and Calcutta, should be conducted by qualified women doctors and in private. I request that the revised rules may provide accordingly.

5. The minor points in the Convention, to which your Government takes special objection, appear to be:—

- (a) the definition of a pilgrim vessel,
- (b) the jurisdiction of the Constantinople Sanitary Council,
- (c) the three days' notice of a pilgrim ship's departure,
- (d) the allotment of daily rations for each pilgrim,
- (e) the payment of sanitary fees by the captain and the inclusion thereof in the price of the pilgrim's ticket,
- (f) the authority for enforcement of the Convention.

On all these points Her Majesty's Government have agreed to the Convention; and, though the Turkish Government has not yet given its adhesion, the abstention of the Porte would not justify the Government of the Queen-Empress from withholding or withdrawing its ratification of the Convention, so far as it has already

been accepted. I think, moreover, there may be justification for the decision which has been taken on these points.

- (a) The present Indian law defines a pilgrim ship to be a steamer carrying from 30 to 60 pilgrims according as the Government may decide. It is urged that small steamers frequently bring back a few pilgrims from the Red Sea. It was the object of the Convention, and it is itself desirable, to prevent the pilgrim traffic falling—to any appreciable extent—into ill-found craft, where the pilgrims might be exempt from sanitary supervision.
- (b) The other great Powers accepted the jurisdiction in these sanitary matters of the Constantinople Sanitary Council, on which Her Majesty's Government are represented. France, Turkey and Egypt together send, it must be remembered, as many Moslem pilgrims to the Hedjaz as India does. It is to the influence and pressure exercised by that Council that we look to procure the eventual fulfilment of the promises of reform in sanitary and other arrangements at the Camaran quarantine station and in the Hedjaz. The due accomplishment of those reforms is of the utmost importance to the well-being of the pilgrims. And Her Majesty's Government did not deem it wise to disavow the jurisdiction of the Constantinople Sanitary Council in these matters.
- (c) The three days' notice of sailing, which the Conference proposed to require from a pilgrim ship, is the same period that was entered in the draft Council Order received from the Government of India in 1891; so the British Delegates had no hesitation in accepting the provision. Three days do not appear to be a very long notice to require from a steamer that may be carrying a thousand pilgrim passengers, and I trust that this clause of the Convention may not be found to cause practical inconvenience.
- (d) The Convention does not compel steamer captains to give rations, except the daily allowance of water, to all pilgrims, and does not debar pilgrims from providing their own food as heretofore, if they desire so to do. It lays down a scale of rations which will be applicable in cases where pilgrims elect to be victualled by the ship. The draft Order in Council of 1891 provided a schedule of rations for pilgrims, and so also did the "Pilgrim Traffic Manual of 1884." I regard the increase in the water ration as a most important advantage. The provision that a table of the sanctioned scale of rations must be affixed to a public place in the ship in a tongue known to most of the pilgrims can do no harm, whereas it may help to secure to the pilgrims the full daily allowance of water to which they are entitled.
- (e) Assent to the provision whereby the captain is made responsible for the sanitary fees was not given without consideration. The Turkish authorities had complained that Indian pilgrims often failed to pay these fees. Unless help is given to the local authorities in realizing whatever may be the proper fees, it is less easy to press for the carrying out of local sanitary reforms, the cost of which is defrayable, in part at any rate, from the fees realized from pilgrims.
- (f) The considerations recited at point (b) above had weight in inducing the Delegates and Her Majesty's Government to abstain from pressing for the exclusion of British captains and vessels from the jurisdiction of Turkish local officers in the matter of breaches of the sanitary rules. The Convention provides for consular interposition in such cases, and also for the confirmation or modification of the local officer's award by a consular body at Constantinople.

6. There remains the change, which you rightly characterize as the most important point in the Convention, in the minimum allowance of hospital space and of deck space per pilgrim. As was stated in my Despatch dated the 7th

June 1894 I recognize and the Conference recognized that a large increase in the space allotted to each pilgrim must cause some addition to the cost of a pilgrim's ticket. As you are aware, Her Majesty's Government declined to accept the clause of the Convention which made two square metres (21½ square feet) the minimum space for each pilgrim, instead of 9 square feet, the allowance under the present Indian law. But all the Powers, including Turkey, and all the sanitary authorities, including Surgeon-General Cunningham and Dr. Thorne-Thorne,* were clearly and strongly in favour of some increase in the minimum space allotted to each pilgrim, and they pressed for such increase in the interests of the people of the Hedjaz and the Arabian coast, and in the interests of Egyptian and Mediterranean populations, among whom many thousands of return pilgrims from the Hedjaz are absorbed every year. Her Majesty's Government and the British Delegates could not insist on the view that 9 square feet of deck space—that is, 6 feet long by 18 inches broad—was sufficient for an adult pilgrim to have in the tropics for sitting, sleeping, living, and feeding during a period of twelve or more days, for a part of which he might be excluded from the upper deck and from fresh air. Accordingly, the British Delegates were authorized to yield to the sense of the Conference, and to the advice of accumulated sanitary authority, so far as to agree to an increase of the deck space to 1½ square metres. This offer was not accepted by the Conference and was not embodied in the Convention. But it was made with full knowledge of the views of the Indian Government upon the subject; and the offer was afterwards embodied in a subsidiary declaration, which was ratified by the Secretary of State for Foreign Affairs and by the Secretary of State for India. When the declaration was made, the intention certainly was to increase the minimum deck space per pilgrim. The remarks contained in your present letter do not, in my judgment, suffice to shake the decision taken by Her Majesty's Government. And I adhere to the instruction conveyed at paragraph 5 clause (2) of my Despatch, dated the 7th June last, "that the revised regulations must provide not less than 16 square feet for each pilgrim."

7. I rely on your Excellency to cause early steps to be taken for the revision of the Pilgrim Traffic Rules in accordance with the conclusions that have now been formed. As was stated at paragraph 5 (a) of my despatch dated the 7th June 1894, the revised rules should make clear the duties of the Medical Inspector. They should also define the responsibilities devolving upon the Protector of Pilgrims. Allegation has been made regarding the ill-treatment of pilgrims at Bombay by persons believed to be on the Protector's staff or serving under him. Whether such statements are well founded I am not able to say; but occurrences of the kind should be made impossible in future, so far as this can be done by enacting clear and precise rules and enforcing the observance of those rules by adequate supervision and inspection.

8. But, when the Government of India and its officers have done the very most they can to ameliorate the condition of the pilgrims, the worst abuses and the most serious ill-treatment to which pilgrims are subject will remain untouched. Her Majesty's Government recognize that the delays, the bad food, the bad water, the miserable shelters, the excessive charges, and the insanitary surroundings at the Camaran quarantine station are responsible for much of the disease and suffering that overtake the pilgrims. They are aware too that the same evils, combined with extortion, oppression, and sometimes robbery, at Jeddah, at Mecca, and on the caravan road to the holy places of Islam cause far more loss and suffering to the pilgrims than can with any reason be ascribed to remediable evils on shipboard or at the Indian ports of embarkation. The remedy for this state of things rests with the Government of Turkey. That Government have issued many orders for applying remedies, they have granted money, and they have recently sent special officers to the Hedjaz for the purpose. In the interest of the millions of Moslem inhabitants of India, Her Majesty's Government will lose no opportunity of pressing upon the Turkish Government,—and, if requested, they will lend skilled officers to assist the Sultan's Government in fulfilling—the duty of remedying the condition of

affairs at Camaran in the manner indicated by the Paris Conference, and of improving the sanitary administration at Jeddah and Mecca in the ways proposed by the Sanitary Council of Constantinople and the able officers who have from time to time reported to the Porte on the requirements of the situation.

9. In accordance with your request, I forward three copies of the Sanitary Convention settled at Venice in the year 1892.

I have the honour to be,

My Lord,

Your Lordship's most obedient humble Servant,

HENRY H. FOWLER.

INDIA OFFICE,

London, 29th November 1894.

Revenue,

No. 164.

To His Excellency the Right Honourable the Governor General of
India in Council.

MY LORD,

I have considered in Council your Excellency's letter, No. 12, dated the 11th September 1894, concerning the Red Sea pilgrim traffic rules and the Convention which resulted from the recent International Sanitary Conference at Paris. You demur to some of the conclusions embodied in the Convention; represent that the Government of India had previously expressed views contrary to these conclusions; and urge that such a Convention, binding on the Indian Government, should not have been concluded until your Government had been allowed opportunity of considering the matter in detail.

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All these concessions will certainly conduce to the welfare of the pilgrim. The arrangements to be made at the quarantine station and in the Hedjaz depend on the Turkish Government, who as yet have not given adhesion to the Convention; but Her Majesty's Government and other Powers interested in the welfare of the pilgrims are in a better position to press for Turkish reforms in these matters now that they have decided themselves to enforce on their part, and on their own subjects, the reforms upon which the Conference agreed.

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On all these points Her Majesty's Government have agreed to the Convention; and, though the Turkish Government has not yet given its adhesion, the abstention of the Porte would not justify the Government of the Queen-Empress from withholding or withdrawing its ratification of the Convention, so far as it has already

been accepted. I think, moreover, there may be justification for the decision which has been taken on these points.

(a) The present Indian law defines a pilgrim ship to be a steamer carrying from 30 to 60 pilgrims according as the Government may decide. It is urged that small steamers frequently bring back a few pilgrims from the Red Sea. It was the object of the Convention, and it is itself desirable, to prevent the pilgrim traffic falling—to any appreciable extent—into ill-found craft, where the pilgrims might be exempt from sanitary supervision.

(b) The other great Powers accepted the jurisdiction in these sanitary matters of the Constantinople Sanitary Council, on which Her Majesty's Government are represented. France, Turkey and Egypt together send, it must be remembered, as many Moslem pilgrims to the Hedjaz as India does. It is to the influence and pressure exercised by that Council that we look to procure the eventual fulfilment of the promises of reform in sanitary and other arrangements at the Camaran quarantine station and in the Hedjaz. The due accomplishment of those reforms is of the utmost importance to the well-being of the pilgrims. And Her Majesty's Government did not deem it wise to disavow the jurisdiction of the Constantinople Sanitary Council in these matters.

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June 1894 I recognize and the Conference recognized that a large increase in the space allotted to each pilgrim must cause some addition to the cost of a pilgrim's ticket. As you are aware, Her Majesty's Government declined to accept the clause of the Convention which made two square metres (21½ square feet) the minimum space for each pilgrim, instead of 9 square feet, the allowance under the present Indian law. But all the Powers, including Turkey, and all the

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INDIA OFFICE,

London, 29th November 1894.

Revenue,

No. 164.

To His Excellency the Right Honourable the Governor General of
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