

Public (1897) Department.

ORDINARY PRINTED.

G.O., No. 814.

DATED 28. 6. 97.

INDEXED.

[Despatch Abstract.]

Arrangements for the transit of Immigrants to
Assam.

Count to the Collectors of Lunglei and Nagaland
Surgeon Major R. Keith Campbell's report on the
— together with the Resolution of the Chief Com-
missioner, thereon.

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

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

1. Report on the progress of the work done during the year 1911.
 2. Report on the work done during the year 1912.
 3. Report on the work done during the year 1913.
 4. Report on the work done during the year 1914.
 5. Report on the work done during the year 1915.
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 8. Report on the work done during the year 1918.
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 10. Report on the work done during the year 1920.

<i>Recd.</i>	} 1897.	<i>Enclosures</i>
<i>Regd.</i>		<i>Spare copies</i>

G.O., No. 814, 28th June 1897.

JUNE.

Arrangements for the Transit of Immigrants to Assam.

Communicating to the Collectors of Ganjam and Vizagapatam, Surgeon-Major R. Neil Campbell's report on the —, together with the resolution of the Chief Commissioner, Assam, thereon.

GOVERNMENT OF MADRAS.

PUBLIC DEPARTMENT.

READ—the following paper:—

From E. A. GAIT, Esq., Officiating Secretary to the Chief Commissioner of Assam, to the Chief Secretary to the Government of Madras, dated Shillong, 29th May 1897, No. 573-Emgr.—2123-37-R.

I am directed to forward two copies of the report on the arrangements for the transit of immigrants to Assam, with the Chief Commissioner's Resolution, No. 1275-R., dated the 15th April 1897, thereon.

ENCLOSURE.

RESOLUTION on Surgeon-Major Campbell's report on the arrangements for the Transit of Emigrants to Assam.

—the following paper:—

Extract from the Proceedings of the Chief Commissioner of Assam, General Department, No. 1275-R., dated the 15th April 1897.

Read again—

Chief Commissioner's Resolution No. 5261-R., dated the 14th December 1896, appointing Surgeon-Major Campbell to enquire into and report on the measures which should be taken for the prevention of cholera amongst immigrants to Assam, and generally for the improvement of the existing arrangements.

Read also—

Letter No. 431-S., dated the 17th March 1897, from the Principal Medical Officer and Sanitary Commissioner, Assam, forwarding Surgeon-Major Campbell's report embodying the results of his enquiries.

Resolution.—In the resolution quoted in the preamble it was stated that the high mortality from cholera during the transit of emigrants to tea gardens has always been a matter of much concern to this administration, and that elaborate rules have from time to time been framed laying down in detail the steps to be taken to prevent the spread of the disease.

The mortality nevertheless has continued to be heavy, and it was therefore decided in December last to depute Surgeon-Major R. Neil Campbell, whose long experience and special knowledge of all matters connected with coolie emigration rendered him specially qualified for the work, to make a full enquiry and report how far the existing rules are observed and what further measures could be adopted in order to combat the disease which causes such a heavy death-rate during a very short journey. It was pointed out that as there was reason to believe that the disease did not originate on the steamers, but at some earlier stage of the journey, the enquiries should be carried a step further back in order to ascertain the causes which make the occurrence of cholera so frequent. Although the enquiries to be undertaken were initiated chiefly with reference to the heavy mortality from cholera, it was added that the opportunity should be taken to consider the general conditions of sanitation, food and clothing connected with the transit of emigrants, some of which had been adversely commented on by the Director-General of the Indian Medical Service when he visited Assam at the beginning of 1896.

2. Dr. Campbell has now submitted his report, which contains a full account of the system of transit from the time the coolies reach the great recruiting centres in the Central Provinces and Bengal until their arrival at the debarkation depôts in the labour districts. The defects in the existing arrangements are noticed and suggestions are made with a view to remedying them. The report is full of interest, and contains ample evidence of the exhaustive nature of the enquiries carried out by Dr. Campbell, and it will furnish a most useful guide to all who have to deal with matters connected with the transit of emigrants to the tea districts. The subject divides itself into four main heads, viz.—

- (1) The period before embarkation—arrangements in the recruiting depôts and along the lines of railway.
- (2) The steamer journey.
- (3) The debarkation depôts.
- (4) The journey from the debarkation depôts to the tea gardens.

3. So far as the arrangements in the recruiting districts and on the lines of railway are concerned, the matter is one for the consideration of the Central Provinces administration and the Bengal Government, to whom copies of Dr. Campbell's report will be sent for such action as may be considered necessary. Mr. Cotton, however, notices that the enquiries made support the correctness of the view which has always been held by this administration, that cholera is brought up by the emigrants from the recruiting districts, and that, however high the death-rate from this disease may occasionally be on board the river steamers, it does not ordinarily originate on them. In these circumstances, it is very desirable that every effort should be made to place the arrangements at the great recruiting centres and along the line of rail on a proper sanitary basis.

4. During the last two or three years, recruiting operations in the Central Provinces have grown to considerable dimensions, and Bilaspur is now one of the most important centres of recruitment, at which large crowds of emigrants are constantly being collected. Hitherto, however, no suitable provision has been made for their accommodation, and in paragraph 96 of his report Dr. Campbell describes how he saw 700 or 800 souls encamped on the bank of a small river, without any shelter or any conservancy arrangements whatever. Their surroundings, including the bank of the stream in which the coolies bathed and from which most of them got their drinking water, were very polluted. The hospital arrangements were inadequate, and although the nominal rations were ample, there was no supervision over the contractor who supplied them. Blankets and clothing according to the prescribed scale were not distributed until shortly before the coolies were entrained, which occurred usually three or four days after their arrival in the encampment.

It is obvious that under the conditions thus described cholera is very likely to occur in epidemic form, and that close supervision is required. Mr. Cotton has no doubt that the Chief Commissioner of the Central Provinces will carefully consider Dr. Campbell's recommendations and that proper depôt arrangements will be made and a responsible medical officer placed in charge of this important centre.

5. In Bengal, the various depôts belonging to the Labour Supply Association appear to be well kept, but the other depôts at Asansol, Naihati, Goalundo, and Saraghat are in a less satisfactory condition. The Chief Commissioner desires to suggest, for the consideration of His Honour the Lieutenant-Governor of Bengal, that the Superintendent of Emigration should be deputed to visit these places and inspect the depôts more frequently. It appears to be especially desirable that more accommodation should be provided. The number of coolies arriving daily varies greatly, and there is often insufficient accommodation for them in the train, so that all the coolies cannot always be carried on, and some remain behind to block the depôts, and overcrowding is thus caused. Dr. Campbell suggests that additional railway accommodation should be provided, and this recommendation no doubt will receive attention. It is presumed that arrangements could be made if timely intimation were given by telegraph of the number of coolies in waiting at Asansol and Naihati, but the most effective remedy would seem to be to increase the size of the depôts so as to be prepared for all emergencies. At Goalundo, overcrowding is sometimes caused by the failure of the

Assistant Surgeon, who is also Embarkation Agent, to attend and pass the coolies on Sundays and when he is ill. The Assistant Surgeon at present resides at Rajbari, about 7 miles from the depôt; and in order to ensure that the coolies may be passed daily, Dr. Campbell recommends that he should be made to reside at Goalundo. The Chief Commissioner considers that Dr. Campbell's objection may be more effectually met by the appointment of an assistant medical officer, and he is glad to notice that under the Lieutenant-Governor's orders of the 3rd April 1897 a Military Assistant Surgeon has been appointed to be Assistant Superintendent of Emigration, Embarkation Agent, and Medical Inspector of Emigrants at this important centre.

6. It is recommended that the trains by which emigrants travel should be detained at suitable places for a sufficient time for necessary purposes. This is another point of great importance; and, if it is not practicable to provide latrine accommodation in third-class carriages, it is essential that halts should be arranged at suitable intervals.

7. In the case of the route *via* Jatrappur, Dr. Campbell points out two special defects. The railway journey from Asansol to Jatrappur takes sixty hours, or two-and-a-half days, and, at present, emigrants get only two cooked meals and two small doles of dry food during the journey. The Chief Commissioner agrees with Dr. Campbell that this is inadequate, and he desires to invite the attention of the Government of Bengal to the suggestion that all coolies should be despatched from Naihati by the train leaving at 8-13 A.M., which would give them a five hours' halt at Sara. They would thus be able to have a cooked meal at the latter place as well as a similar meal in the early morning at Naihati. At present it appears that the majority of the coolies leave Naihati by the afternoon mail train which allows no time for a halt at Sara. The possibility of the train-missing connection with the steamer at Jatrappur renders it particularly desirable that a cooked meal should be given at Sara.

The other defect pointed out by Dr. Campbell, viz., the absence of any kind of arrangements at Jatrappur for the inspection, accommodation and feeding of emigrants, and for medical attendance is more serious. This is no doubt due to the fact that it is expected that the emigrants will step straight from the train into the steamer; but even if the steamer has arrived before the train, this procedure is open to objection, as it is undesirable that cholera patients and the batches to which they belong should be embarked on a steamer already carrying a large number of coolies direct from Goalundo. At the ports of inspection at Dhubri, Gauhati and Tezpur, the practice is to debark cholera patients and infected batches, and it is still more necessary to take steps at the starting point to prevent such persons from being embarked. It is, however, by no means certain that the steamer will be at Jatrappur before the arrival of the train. The steamer is frequently late, and sometimes connection is missed altogether; and when this occurs, the coolies are left stranded at Jatrappur without either shelter or food. Mr. Cotton was recently at Jatrappur on a date subsequent to Dr. Campbell's inspection, and he was glad to see that the railway authorities were then beginning to run up quarters for the accommodation of coolies. The place, however, presented a very forlorn appearance and was conspicuous by the absence of arrangements for the convenience of passengers which might be expected at a railway terminus.

8. Dr. Campbell recommends that the following new railway routes should be sanctioned:—

- (a) Khana Junction *via* Shahebganj and Katihar to Jatrappur.
- (b) Lakhiserai *via* Shahebganj and Katihar to Jatrappur.
- (c) Chandpur to Karimganj and Badarpur.

The proposal to throw open the lastmentioned route has already formed the subject of correspondence between this Administration and the Bengal Government. The Chief Commissioner is strongly in favour of its being sanctioned, as it will not only accelerate the journey to the labour districts of the Surma Valley, but the railway line runs close to many of the gardens, and the coolies will thus, in many cases, be spared the long journey by road which they have at present to make after leaving the steamer. The other routes referred to have already been sanctioned by the Bengal Government,

that *via* Lakhiserai, Shahebganj and Katihar to Jatrappur permanently, and that *via* Khana Junction, Shahebganj and Katihar to Jatrappur as a temporary and special measure, at the request of the Secretaries to the Tea Districts Labour Supply Association. His Honour the Lieutenant-Governor will, no doubt, consider the suggestion that this route should be made a permanent one before withdrawing the sanction temporarily given to it.

9. The last recommendation made by Dr. Campbell in regard to the period prior to embarkation is that anti-cholera inoculation centres should be established at Bilaspur and at one or more centres in Bengal. This is also a most important matter and has already been under discussion. It is primarily a question which must be decided by the Local Governments of the recruiting districts; but, as the interests of Assam are deeply concerned in any arrangements which may be made, the Chief Commissioner avails himself of this opportunity to place on record the following observations for the consideration of His Honour the Lieutenant-Governor of Bengal and of the Chief Commissioner of the Central Provinces.

The prophylactic efficacy of Dr. Haffkine's treatment for at least a short time after inoculation may be said to have been established, and in view of the great liability to cholera to which emigrants are exposed during their journey to the tea districts, it is desirable that they should, if possible, be inoculated before they start. But there are many difficulties in the way. The operation can only be performed by properly-trained officers, and as only a few such can be appointed for the work, it is necessary that it should be carried out at large centres, such as Bilaspur, Purulia, Asansol or Goalundo. The inoculation causes considerable physical derangement, and it appears to be necessary that the patient should rest for a week or so after the operation. But if emigrants are thus detained, the accommodation required at the centres selected will have to be increased, and this and the extra diet required during this period will raise the cost of importation. Inoculation again can be carried out only with the consent of the emigrant himself, and when he does consent, the resulting fever may alarm him and induce him to desert. Lastly, the attendant expense would be considerable, and it has to be considered how it should be met. It might perhaps be met from the Inland Labour Transport Fund, but Mr. Cotton thinks that would be preferable to levy a small fee of, say, 8 annas on every coolie inoculated. These difficulties do not, however, appear to be insuperable, and assuming that it is decided to introduce the scheme, it remains to be settled at what places the inoculations shall be carried out. The Chief Commissioner is of opinion that inoculation ought to be done at the recruiting depôts before the coolies start on their journey, and if, as has been proposed by the Bengal Government, initial registration is made compulsory, and a week is allowed to elapse between the time when the coolies are registered and the final execution of their contracts, it might be possible to arrange that they should be inoculated immediately after registration. It seems, therefore, that the most suitable centres for inoculation would be Bilaspur for coolies from the Central Provinces, and Purulia and possibly Asansol or Raniganj for coolies recruited in Bengal. The whole question, however, requires careful consideration, and before any final decision is arrived at, it would appear to be desirable to consult the Indian Tea Association and to ascertain their views on the subject.

10. Before leaving this section of the inquiry, the Chief Commissioner desires to express his acknowledgments to the Government of Bengal for the prompt action taken by that Government in February last in deputing Surgeon-Captain Vaughan to travel along the immigration lines of route and to improve existing arrangements wherever they were found to be deficient. He has, no doubt, that in many cases the defects brought to notice by Dr. Campbell have already been remedied, and that measures have been adopted which will greatly tend to ameliorate the conditions of the railway route from the recruiting districts to Assam.

11. The next stage of Dr. Campbell's report deals with the journey by steamer and the high mortality attending it, which was the primary cause of the present inquiries. The Chief Commissioner has heard it stated that the mortality is greater now than it was prior to the introduction of the daily mail steamer service. It is desirable to explain at once that there is no foundation for this impression. Sir John

Edgar, who was Deputy Commissioner of Cachar in 1867, declared at that time that there was a mortality among coolies on the voyage to Cachar, which was generally described as "rivalling the horrors of the middle passage." In the resolution of the Bengal General Administration report for the year 1872-73, it was recorded by the late Sir George Campbell that "the Assam service on the Brahmaputra is very dilatory and unhappily not infrequently attended with great loss of life." Statistics are not given, but in the previous year, amongst 4,697 coolies despatched to Assam, there had been 153 deaths in transit, or a mortality of 32 per 1,000. In 1873-74, which was a famine year like the present, 14,387 coolies were conveyed to Assam and the death-rate was 30 per 1,000. Forty-two trips were made; in eight cases there were no deaths, but in seven the mortality exceeded 50 per 1,000, while in one case, that of the *Simla*, which had 482 coolies on board, the death-rate exceeded 110 per 1,000. In 1882 and 1883, the two years preceding the introduction of the daily mail service, the death-rate on the Brahmaputra was 6.2 and 7.1 per 1,000, respectively. These figures related to the mortality on the steamers only and did not include deaths at Dhubri and at the debarkation depôts. In the Surma Valley, the mortality during 1882, 1883 and 1884 was 40, 49 and 95 per 1,000, respectively. In commenting on the figures for the year 1883, the then Chief Commissioner, Sir Charles Elliott, wrote:

It is difficult to say what measures can be taken to put down this terrible mortality. The boat voyage from Goalundo to Cachar took on an average 32 days in 1883, the shortest duration being 18 and the longest 48 days; and a death ratio of 49 per mille is a thing which no civilized Government can contemplate without concern.

Notwithstanding the enormous increase in the volume of immigration of recent years, there is nothing in the present state of affairs, bad as it is, at all rivalling the mortality in the old days of cargo steamers and country boats. The rate of mortality on steamers in the Assam Valley during 1895 was only 2.9 per 1,000.

12. It is fully established by Dr. Campbell that cholera attacks the emigrants long before they embark on the river steamers. As far back in the journey as Bilaspur, cholera was found to be prevalent, and the same was the case all along the railway routes as far as Jatrampur. But although the disease does not originate on the steamers, there can be no doubt that, once it is established there, it tends to spread rapidly. Dr. Campbell has inquired very fully into the conditions attending transit and has made numerous recommendations with a view to the prevention of cholera and for the general well-being of the coolies during their journey by river. He deals separately with the large mail steamers and with the small feeder steamers which run on the higher reaches of the Kusiara (Barak) river during the cold-weather months.

13. As regards the mail steamers, various defects are pointed out. Some of these, such as defective drainage, insufficiency of existing cooking and hospital arrangements, and the need for a better class of medical officers, may necessitate an amendment of the Bengal Rules prescribing the conditions which must be fulfilled before "certificates of approval" of steamers are granted, but it is unnecessary to consider them in detail in this resolution, as they have already been brought to the notice of the Agent, Mail Steamer Service, who has lost no time in remedying them. Mr. Cotton is glad to acknowledge the readiness shown at all times by the India General and Rivers Steam Navigation Companies to act upon the suggestions which have been made for the comfort of emigrants on their steamers.

14. But there are several important matters which require further consideration, and of these the chief is the space to be allotted to each emigrant. The existing rule provides that steamers may be licensed to carry emigrants at the rate of 10 superficial feet per emigrant during the months of November, December and January, and of 12 feet during the rest of the year. Dr. Campbell points out that in calculating the area available, a great deal of space which cannot be occupied is included. He suggests that only the space which can actually be used should be taken into account, and that 12 feet per emigrant should be allowed throughout the year. The Chief Commissioner approves of these recommendations as a move in the right direction, but he doubts whether they go far enough. Twelve superficial feet, or a space rather

under 5' 3" $\times$ 2' 3", allows barely sufficient room for a cooly to lie down, and a steamer licensed at this rate, and carrying the full licensed number, amounting in some cases to seven hundred coolies and upwards, must be terribly insanitary, especially during the cold-weather months, when the *purdahs* all round the decks are let down and there is very little ventilation. There can be no doubt that a reduction in the number of coolies carried must tend to reduce the risk of infection, and the Chief Commissioner is of opinion that a space of not less than 16 superficial feet, or, say, 5' 3" $\times$ 3', should be allowed for each cooly carried, including children. This would be the ordinary allowance; but when there is cholera, the reduction of the number licensed by one-fourth under rule 44 of the rules under the Act, would result in the increase of the superficial area to about 21 superficial feet per head.

15. Another very important matter is the supply of suitable clothing. The prescribed scale is laid down in schedule A to the rules framed under Act I of 1882. This scale is, it appears, adhered to as regards the number of articles supplied, except that one full-sized blanket is allowed for every two children instead of one small blanket for each child, but the quality is very defective and the *kurtas* are not of a proper length. The blankets in particular are very light. The inadequacy of the clothing supplied was brought to notice by the Director-General, Indian Medical Service, when he visited Assam at the beginning of 1896, and orders were issued in November last by the Government of Bengal and by this Administration calling attention to the prescribed scale, and directing the officers concerned to insist on its being strictly adhered to. Dr. Campbell now suggests that, instead of insisting on the supply of blankets of the prescribed weight, two blankets, instead of one, should be supplied to each adult and one full-sized blanket to each child. Blankets of the prescribed thickness are not, it appears, readily procurable; two thin blankets will be as warm as one thick one, while there will be this further advantage that one can be used while the other is being washed. The Chief Commissioner approves of this suggestion which is in accordance with the practice already followed by the Labour Supply Association. Mr. Cotton desires also to commend, for the Lieutenant-Governor's favourable consideration, the suggestion that the prescribed clothing should be supplied before the coolies start on their journey, instead of, as is usually the case, when they reach Goalundo. The journey by train during the cold-weather months is very trying, and it is desirable that everything should be done to prevent chills during the journey.

16. The next matter to be noticed is the quantity and quality of the food supplied on the steamers. The prescribed scale of rations is laid down in schedule B to the rules under Act I of 1882, and it appears that food is usually supplied according to this scale. There have been some defects in the cooking arrangements, which it is unnecessary to discuss, as steps have already been taken by the Steamer Companies to rectify them. There is, however, some difference of opinion as to the sufficiency of the scale laid down, so far as the supply of rice is concerned. The prescribed scale is $9\frac{1}{2}$ chittacks per adult and $4\frac{3}{4}$ chittacks per child. Dr. Cleghorn, on the occasion of his visit to Assam already referred to, expressed doubts as to the sufficiency of this quantity. Dr. Campbell is of the same opinion, and recommends that 11 chittacks of rice should be supplied to each adult cooly and (presumably) $5\frac{1}{2}$ chittacks to each child. The Principal Medical Officer and Sanitary Commissioner concurs in this recommendation. This question has also formed the subject of correspondence between the Steamer Companies and the Indian Tea Association. The former recommended that the daily ration of rice should be raised to 12 chittacks, but the latter, after consulting Mr. Buckingham, the Chairman of the Assam Branch of the Association, came to the conclusion that the existing ration is sufficient, and decided, therefore, that there was no necessity to move in the matter. There can be no doubt that healthy men at work would require considerably more food than is now allowed, but it is argued that the coolies recruited for tea gardens are usually persons of poor physique who have been unable to earn a sufficient livelihood in their own country, and that it would be inadvisable to give such persons, while on transit and doing no work, the same quantity of food which would be necessary for a working labourer in robust health. There is, Mr. Cotton considers, some truth in this contention, and the fact that more food is required for workers than for non-workers is recognised in the Government jails of

this province. But, after fully considering the matter, and in view of the unanimous opinion of the medical advisers of Government and of the fact that the coolies themselves complain of not getting enough food, the Chief Commissioner accepts the conclusion that the present scale of food is not sufficiently liberal and should be increased as recommended by Dr. Campbell.

17. It appears that in the Surma Valley a great many of the free emigrants travel as ordinary passengers and are fed on *chira*. This arrangement is not satisfactory, as *chira* is not so nourishing as a cooked meal, and, owing to the absence of supervision, it is probable that the full ration is not always given. The practice is contrary to rule 3 of the rules framed by the Chief Commissioner under Act I (B.C.) of 1889, which lays down that the agent or other person in charge of the coolies must supply them when on board the steamer with two cooked meals daily. This will be pointed out to the Steamer Companies, and the Deputy Commissioners, Sylhet and Cachar, will be requested to see that the rule is duly observed in future.

18. In order to ensure the due observance of the rules relating to emigrants travelling by steamer, Dr. Campbell advocates the appointment of a Military Assistant Surgeon as a travelling Inspector of Emigration. This suggestion was first made by Dr. Cleghorn, and it has the concurrence of the Agent, Mail Steamer Service. The Chief Commissioner thinks that the proposal is a good one, and will take steps to carry it into effect.

19. The arrangements on the feeder steamers which ply in the Surma Valley, from Fenchuganj or Enathganj upwards, have now to be considered. Prior to Dr. Campbell's deputation the state of affairs was as follows:—These steamers were licensed as day steamers (apparently under Act VI of 1884) to carry passengers at the rate of 6 superficial feet per passenger, but as the coolies have to sleep on board, they should really have been treated as plying by night. There were no cooking arrangements on board, and dry food was supplied, frequently in insufficient quantities. The water-supply was also defective, and there was no hospital and no proper latrine accommodation. A medical officer was not always supplied unless there were Act coolies on board. Dr. Campbell pointed out these defects to the steamer agents, who at once took steps to remedy them in the manner indicated by him. The most important improvement effected is a scheme for fixing a regular daily run and for building rest-houses at the end of each run, where the coolies may sleep and be given a cooked meal on arrival in the evening and again before departure next morning. The Chief Commissioner fully approves of this expedient, which indeed was very necessary, as the feeder steamers are unsuited for use as night steamers, and measures will be taken to give it legal force by making the necessary additions to the rules framed under Acts I of 1882 and I (B.C.) of 1889. In these rules provision will also be made for the maintenance of a proper way-bill or embarkation register containing a complete account of all coolies embarked and landed and of all deaths on board. The present statistics, as was already suspected, are shown by Dr. Campbell's report to be untrustworthy.

20. It remains to consider the recommendations which Dr. Campbell has made in regard to the places where the coolies are landed. For the Surma Valley, the Chief Commissioner has accepted all his recommendations. A debarkation depôt has already been established at Madna, where the coolies for the Habiganj sub-division are landed, and placed in charge of a hospital assistant. This officer will be directed to land all cholera cases on board, to pass coolies for Manumukh and to initial the embarkation register.

The depôt at Fenchuganj will at once be improved in the manner suggested by Dr. Campbell and placed in charge of a medical officer who will perform all the duties of an embarkation Agent. Shelters will be provided for coolies landed at Manumukh, Sialtek and Jatinga, and the Deputy Commissioner will be requested to endeavour to secure a more suitable site for the depôt at Karimganj.

21. In the Assam Valley, Dr. Campbell makes certain suggestions regarding the depôts at Dhubri, Gauhati, Tezpur, and Kokilamukh, and no time will be lost in taking action in accordance with them. A proposal was recently made to abolish the Silghât

depôt, but the conclusion came to by the Chief Commissioner when he visited Silghât in December last, was that this depôt should be maintained. Dr. Campbell has gone fully into this question in paragraph 114 of his report, and the considerations adduced by him confirm the opinion which Mr. Cotton had already formed. Dr. Campbell urges that new depôts should be opened at Rangamati and Kamalabari, and that a debarkation *ghât* should be sanctioned at Singiri; he also proposes that in certain cases, where the distance from the steamer *ghât* to the gardens is great, recognised halting places with proper shelters and conservancy arrangements should be provided. All these suggestions commend themselves to the Chief Commissioner.

22. In conclusion, Mr. Cotton desires to place on record his appreciation of the value of the inquiries conducted by Surgeon-Major Campbell and of the excellence of the report submitted by him. It will, together with a copy of this resolution, be widely circulated among those who are interested in the great tea industry of this province.

ORDER—No. 814, Public, dated 28th June 1897.

Communicated to the Collectors of Ganjâm and Vizagapatam.

(True Extract.)

J. F. PRICE,
Chief Secretary.

To the Collector of Ganjâm with a copy of report.
„ Collector of Vizagapatam. .

Recd in Pub. 12-6-97.

No 573-Em 92
2123-37R

Pub 316 & 24/6

From, The officiating Secretary to the
Chief Commissioner of Assam,
To, The Chief Secretary to the Government
of Madras.

CHIEF SECRETARY
9. JUN. 1897
GOVERNMENT OF MADRAS

Dated Shillong, the 29th May 1897.

Sir,
I am directed to forward 2 copies of the
Report on the arrangements for the transit of
Immigrants to Assam with Chief Commis-
sioner's Resolution No 1275 R dated the 15th
April 1897, thereon.

I have the honour to be,
Sir,
Your most obedient servant,

W. Brown

officiating Secretary to the
Chief Commissioner of Assam

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Papers to be read in proceedings :—

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Current No. 2163 of 1897, dated 29th May from C.E. Atmam
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C.S. ORDER. W. 814 of 28th June 97
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Communicate
to the Collectors
of Angam and
Vizagapatam

Cw. Sh.
11/6/97 14/6/97 26-6-97

Collector of Angam
with a copy of Report.
Collector of Vizagapatam

Note for C.S.
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