

Public (1898) Department.

ORDINARY PRINTED.

G.O., No.s 243-44

Dated 12. 2. 98.

INDEXED.

[Despatch Abstract.]

Pilgrims to the Hedjaz. Directing the distribution of the copies of a revised edition of the Manual relating to the pilgrim traffic issued from the G.O., stating that Part I of the Manual "General Instructions to Pilgrims" & the form of passport will be translated into certain vernaculars, and addressing the Govt of India on the subject of the translation of the Manual into the local vernaculars.

For abstract & letter to the G.O. ^(of the Bombay & Arabic translation)
Pilgrims to the Hedjaz. Stating that no further copies of the revised Manual relating to the pilgrim traffic are required by the Govt and that there is no necessity for the issue of the complete Manual in the local vernaculars but that instructions to pilgrims contained in Part I of the Manual will be translated and published.

BACK PAPERS.

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

FURTHER PAPERS.

G.O.	No.	Department.	Date.	G.O.	No.	Department.	Date.
	251 R.						
	2029						
	108						
	25483						
	Cmp 2075/88		559/98				
	2525/98 (998)						
	3722/98 (2 of 2)						

Cmp 2848/88 (289)

642/1900

272 R.
7-3-00

Government {1898} of Madras. PUBLIC.

Recd.

Enclosures

Regd.

1898.

Spars copies

G.O., No. 243, 12th February 1898.

FEBRUARY.

Pilgrims to the Hedjaz.

Directing the distribution of the copies of a revised edition of the Manual relating to the pilgrim traffic received from the Government of India; stating that Part I of the Manual "General Instructions to Pilgrims" and the form of passport will be translated into certain vernaculars; and addressing the Government of India on the subject of the translation of the Manual into the local vernaculars.

GOVERNMENT OF MADRAS.

PUBLIC DEPARTMENT.

READ—the following paper :—

From R. NATHAN, Esq., Under Secretary to the Government of India, Home Department (Sanitary), to the Chief Secretary to the Government of Madras, dated Calcutta, 30th December 1897, No. 2744.

With reference to the correspondence ending with your letter, R. No. 1173, dated the 7th November 1896, I am directed to forward 300 copies of a revised edition of the Manual relating to the pilgrim traffic.

2. The Government of India have decided that the entire Manual, which contains rules for the guidance of pilgrims, as well as the Pilgrim Ships Act and the rules under the Act, should be translated into Persian and Urdu, and they think it desirable that the entire Manual should also be translated into such other vernaculars of the province as the Pilgrim Ships Act, 1895, and the rules under it may have been translated in accordance with the suggestion contained in the letter from this department, No. 6-Sanitary—327, dated the 16th October 1896.

3. In view of the fact that the entire Manual is now being translated, the Government of Madras may, perhaps, require a larger number of copies of the Persian and Urdu translations than the number mentioned in your letter, R. No. 1173, dated the 7th November 1896, and I am to ask what number of each should be supplied.

4. I am to add that the ten copies of the French translation of the Pilgrim Ships Act, 1895, and the rules under it, asked for in your letter of the 7th November 1896, will be forwarded as soon as they have been printed.

ORDER—No. 243, Public, dated 12th February 1898.

District Magistrate, Malabar	15	Copies of the revised Manual will be distributed as shown in the margin.
Other District Magistrates, each	5	
Protector of Emigrants	5	2. Part I of the Manual "General Instructions to Pilgrims" and the form of passport will be translated into the following vernaculars, viz., Tamil, Telugu, Canarese, Malayalam and Hindustani, and will be published as a supplement to the Fort St. George Gazette.
Messrs. Hajee Muhammad Badshah Sahib & Co.	1	
Surgeon-General	1	

3. The Government of India will be addressed.

[Here enter letter No. 244, Public, dated 12th February 1898.]

(True Extract.)

A. T. ARUNDEL,
Chief Secretary.

To all District Magistrates.

„ Messrs. Hajee Muhammad Badshah Sahib & Co.
(through Protector of Emigrants).

„ the Protector of Emigrants.

„ the Surgeon-General.

„ all Translators to Government.

„ the Superintendent, Government Press.

Exd T. K. Narayana Aiyangar.

Government {1898} of Madras.

PUBLIC.

Recd.

Enclosures

1898.

Regd.

Spare copies

Letter, No. 244, 12th February 1898.

FEBRUARY.

Pilgrims to the Hedjaz.

Stating that no further copies of the Persian and Urdu translations of the revised Manual relating to the pilgrim traffic are required by this Government and that there is no necessity for the issue of the complete Manual in the local vernaculars, but that instructions to pilgrims contained in Part I of the Manual will be translated and published.

Public (1898) Department.

CURRENT No. 67.

PUBLIC DEPARTMENT.

LETTER from

THE CHIEF SECRETARY TO THE GOVERNMENT OF
FORT ST. GEORGE,

To

THE SECRETARY TO THE GOVERNMENT OF INDIA,
HOME DEPARTMENT (SANITARY).

Order

SIR,

I am directed to acknowledge the receipt of Mr. Nathan's letter, No. 2744, dated 30th December 1897, forwarding 300 copies of a revised edition of the Manual relating to the pilgrim traffic, and with reference to paragraph 3 thereof, to state that *no further* copies of the Persian and Urdu translations are required by this Government.

2. With regard to the request that the Manual should be translated into the local vernaculars, I am to say that the Act and the rules have already been translated, and that in this Presidency all the officers who are likely to be concerned with the embarkation of pilgrims are acquainted with English. There seems, therefore, to be no necessity for the issue in the vernaculars of the complete Manual. The instructions to pilgrims in Part I of the Manual will, however, be translated and published.

I have the honour to be,

Sir,

Your most obedient servant,

FORT ST. GEORGE,
12th February 1898.

A. T. ARUNDEL,
Chief Secretary.

From The Govt of India
Home Dept.

No. 2744

Dated 30th December 1897

Received 9th January 1898

Registered 10th Jan 1898

Enclosures 300 copies

Spare copies 7

SUBJECT.

Forwarding 300 copies of a revised
edition of the Manual relating to
Pilgrim Traffic.

BACK PAPERS.

G.O.	No.	Department.	Date.
R 457	219.4.97		
R 1174	217.11.96		
R 473	217.11.96		
K 1162	221.12.95		
51-	211.1.96		

FURTHER PAPERS.

G.O.	No.	Department.	Date.

GENERAL INSTRUCTIONS

FOR

PILGRIMS TO THE HEDJAZ

AND

A MANUAL FOR THE GUIDANCE OF OFFICERS
AND OTHERS CONCERNED IN THE
RED SEA PILGRIM TRAFFIC.



CALCUTTA:

OFFICE OF THE SUPERINTENDENT OF GOVERNMENT PRINTING, INDIA.

1897.

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GENERAL INSTRUCTIONS

FOR

PILGRIMS TO THE HEDJAZ.

AND A

MANUAL FOR THE GUIDANCE OF OFFICERS AND OTHERS CONCERNED IN THE RED SEA PILGRIM TRAFFIC.

I.

GENERAL INSTRUCTIONS TO PILGRIMS.

1. Pilgrims are warned that it is desirable to supply themselves with passports before leaving India. These, which are in the form annexed to these instructions (Appendix A), are obtainable from all local authorities in India without payment of any fee.
2. The Turkish Regulations issued in December 1894, of which Chapters III and IV are printed as Appendix B, require that these passports be visaed by the Turkish Consular representative in the country from which the pilgrim, or other person visiting Ottoman territory, hails. Pilgrims are informed that the representative in India is the Turkish Consul General in Bombay.
3. A fee of 20 piastres (about R2 annas 5) is charged for visaing the passports of all except those who are* certified, by the authorities of the place where they reside, to be paupers. The passports of certified paupers will be issued free. A certificate of indigence must be signed by the Magistrate of the District in which the pilgrim resides or by the Political Agent in the case of pilgrims residing in Native States.
4. Pilgrims who fail to obtain a passport in India will, under the Turkish Regulations, be liable to pay a double fee of 40 piastres (about R4 annas 10) before they can get one from the British Consulate at Jeddah; and if they fail to procure one there they may, under Article 17 of the Regulations, be debarred from visiting the holy places.
5. Pilgrims are advised, on arrival in Calcutta or Bombay, en route for the Hedjaz, to apply to the Protector of Pilgrims at either of those places. Information as to the person filling this

Visa of Passports.

Failure to obtain a passport.

Protectors of Pilgrims at Calcutta and Bombay.

post can be had on application to the Commissioner of Police at Calcutta or Bombay. The duties of the Protectors of Pilgrims are laid down in Bombay Act II of 1887 and Bengal Act I of 1896, which are printed as Appendices C and D to these Instructions.

6. Pilgrims are further advised, in their own interests, (a) to secure return tickets, (b) to take with them money sufficient to defray all expenses to the holy places and back, and (c) to register their names at the British Consulate at Jeddah.

7. Finally, pilgrims are warned that they will have to undergo a medical inspection before embarkation in accordance with the rules issued by the Government of Bombay and printed as Appendix G.

II.

GENERAL INSTRUCTIONS TO OFFICERS, ETC.,

CONCERNED IN THE PILGRIM TRAFFIC.

General.

8. The attention of all persons concerned in the transport of pilgrims between Indian ports and the Red Sea is drawn to the Pilgrims Ships Act No. XIV of 1895, and to the rules* issued under the Act. These are printed as Appendices E and F (pages 17 to 31 and 32 to 60 respectively).

9. Only ships propelled principally by steam, and, between May 20th and September 20th in any year, ships of a tonnage of 500 registered tons or more, and capable of steaming at least 8 knots an hour in ordinary monsoon weather, are permitted to carry pilgrims between the ports of British India and the ports in the Red Sea.

10. The supply on board a pilgrim ship of boats, anchors and cables, of instruments for the purposes of navigation, of apparatus for extinguishing fires, of appliances for saving life and making signals of distress, and of fittings and other appliances to be provided in the upper and between decks is regulated in accordance with rules 6 to 30 in Appendix F. Rules 31 to 48 regulate the provision of food, fuel and water supply to pilgrims. Rule 49 prohibits the taking of certain articles as cargo on board pilgrim ships. Rules 53 to 62 regulate the hospital accommodation to be provided and the medical stores to be carried, and provide for the maintenance of health, cleanliness and decency. The rules for the guidance of the Master, Owner, etc., and of the medical officer, are numbered 68 to 92.

11. The attention of the Inspector is specially drawn to rules 18 to 21 regulating the ventilation of the between decks.

The condenser.

12. At the time of survey it will be necessary to have the condenser at work; the condensed water to be delivered into a tub

placed where most convenient, and large enough to contain at least the quantity furnished by the condenser during the space of half an hour. This quantity should be accurately measured by a stamped imperial gallon measure, to be furnished by the ship, and no allowance will be made for any waste occurring from defective arrangements; that is to say, once the time has been taken as commencing the experiment, the work done in the next half hour will determine the efficiency of the machine.

13. The attention of the Master and Medical Officer is particularly drawn to section 19 (2) of the Act (Appendix E) and to rule 29 of the rules (Appendix F).

On the voyage, weather permitting, every effort should be made by the master and medical officer to encourage the passengers to remain as long as possible in the pure air of the upper deck; and awnings, when necessary, should be spread to induce them to stay on deck continually. So long as they are well sheltered from wet and the weather is favourable, it is injurious to compel all the passengers to sleep below in the comparatively close atmosphere of the between-decks.

Passengers to be allowed free access to upper deck.

When circumstances compel the passengers to remain below, unremitting attention, day and night, must be paid to the direction of the cowl-heads, and the efficiency of the ventilation throughout the hatches and air shafts.

14. The master and officers and crew of the ship should render prompt assistance in giving effect to every reasonable requisition of the medical officer which is put forward by him in a proper manner, and is consistent with discipline and the routine duties of the ship.

Duties of the master, officers, and crew in relation to medical officer.

The master should assist the medical officer generally in ensuring the cleanliness and comfort of the passengers, in keeping the cooks and topasses at their work, and in systematically securing the services of a certain number of the crew, if required, for maintaining good order and cleanliness.

15. It is the duty of the medical officer, who is specially charged with maintaining throughout the voyage a constant watchfulness over everything that may influence the health of the passengers, to recommend to the master in a proper manner such measures as may appear likely to promote their health and comfort.

Duties of medical officer.

Showing from the first a kindly interest in the welfare of the passengers, he should endeavour to gain such an influence over them as will induce them to listen to his advice in preserving order and cleanliness during the passage.

His attention is directed to the sanitary instructions in the rules appended,* which it is his duty to follow as faithfully as possible.

16. The cooking of the food and the regular issue of the daily meals should be carefully supervised by the medical officer, who should ascertain that every meal is well cooked before it is issued.

In respect of the food and cooking.

APPENDIX A.

Form A.]

Registered No.

BRITISH CONSULATE,
JEDDAH.

PILGRIM'S PASSPORT.

GOVERNMENT OF INDIA.

Name (in English and Urdu).	Father's Name.	RESIDENCE.			Occupation.	Age.	*Distinctive marks.	General Remarks.
		Town or Village.	Pargana or Taluka.	District and Province.				

* To be filled up for male pilgrims only.

This Passport, issued by the authority of the Viceroy and Governor General of India in Council, requests and requires all those whom it may concern to afford the person above named going on pilgrimage to the Hedjaz all needed assistance and protection.

By Order of the Governor General of India in Council,

Countersigned at _____

this _____ day of _____ 189 _____

(Sd.) _____

Magistrate or Commissioner of Police,
or Political Agent.Secretary to the Government of India,
in the Home Department.

NOTICE TO PILGRIMS.

The British Government having been informed by the Turkish Government that the Authorities in the Hedjaz will not allow pilgrims from British India to land without a Passport, this Passport is issued to enable pilgrims to comply with the orders of the Turkish Government. This Passport is supplied on request made by or on behalf of the intending pilgrim, but no fee is charged for issuing the same. The British Government does not undertake to bring back pauper pilgrims from the Hedjaz. The British Government has no desire to interfere with the liberty of the pilgrims, but warns them that they should not undertake the pilgrimage if they have not sufficient pecuniary means for the expenses of the journey to the Hedjaz and back to India. On arrival at Jeddah the holder of this Passport should deliver the duplicate copy to the Agent of the British Consulate before leaving the ship. This Passport is granted solely for the convenience of the pilgrim. The holder thereof should apply to the British Consul at Jeddah for advice in case of difficulty.

Rice and other articles of food should not be cooked in brackish water.

The cooking utensils must be kept clean, and inspected daily by the medical officer.

Cleanliness.

17. Cleanliness should be regularly and systematically attended to. Rules 27 and 58 to 62 deal specially with this matter. Pilgrims should be encouraged to bathe, and to wash their clothes regularly.

Water vessels for latrine purposes.

18. A set of water vessels, such as buckets and tin mugs required by topases or others for use in the latrines, should be exclusively set apart for such purposes; and they should be clearly distinguished from those used for cooking or drinking purposes by being marked or painted in such a manner as to be easily known.

19. The medical officer should, besides complying with rule 88, make a regular daily inspection of the pilgrims, and keep a watchful eye over their health with a view to the detection of the earliest symptoms of disease.

On the appearance of any case of infectious or contagious disease the patient should be immediately isolated; and disinfection should be performed as required by rules 58 and 90.

حاجیوں کو اطلاع

- ۱۔ سلطنت انگلشیہ سلطنت ترکی سے یہ خبر پا کر کہ حجاز کے حکام اور حاجیوں کو جو ہندوستان سے جاتے ہیں بغیر پاسپورٹ کے حجاز میں اترنے نہیں دیتے ہیں اس لیے ترکی حکام کے حکم کی تعمیل کے لیے یہ پاسپورٹ جاری کیا گیا
- ۲۔ یہ پاسپورٹ حاجیوں کی یا ان کی طرف سے استدعا کرنے پر جاری کی گئی مگر اس پر کوئی محصول نہیں لیا جائیگا
- ۳۔ سلطنت انگلشیہ مسکین حاجیوں کو حجاز سے پھر اترنے کو ہر پہنچا دینے کا ذمہ دار نہیں ہے
- ۴۔ سلطنت انگلشیہ کی خواہش نہیں ہے کہ حج جانیوالوں کی آزادی پر دس اندازی کرے لیکن وہ ان کو ہوشیار کر دیتی ہے کہ کوئی شخص جب تک اس کے پاس حج جانیکا اور وہاں سے لوٹ آئیگا کافی سامان سفر مہیا نہو حجاز کا سفر نہ کرے
- ۵۔ اس پاسپورٹ کے رکھنے والے کو لازم ہے کہ جب وہ جدے میں پہنچے تو جہاز کے ترکی کرنے کے پیشتر اس پاسپورٹ کے نقل مثنی کو انگریزی قنصل کے ایجنٹ کے حوالہ کرے
- ۶۔ چونکہ یہ پاسپورٹ خاص کر حاجیوں کے آرام کے لیے جاری کی گئی ہے اس لیے اس پاسپورٹ کے رکھنے والے کو حق ہے کہ مشکلات کے وقت اس کے جدے کے انگریزی قنصل کے پاس پیش کر کے مدد مانگے
- ۷۔ اور حاجیوں کی آسانی کے لیے جو انگریزی نہیں جانتے ہیں اس پاسپورٹ کے ساتھ اس اعلام کا پورا ترجمہ اردو اور عربی میں ہے

اعلام الحجاج

- ۱۔ اذ وصل الخبر من الدولة التركية الى الدولة الانكليزية ان الرجال الدولة التركية الذين في الحجاز لا يتركون احدا من حجاج الهند ينزل من المراكب بغیر پاسپورٹ فلذلك جرى هذا الپاسپورٹ تعمیلا لراسم وصال الدولة التركية
- ۲۔ هذا الپاسپورٹ يعطى بلا اخذ اجرة عليه الى الحجاج عند طلبهم اياه او عندما يطلب لهم
- ۳۔ دولة الانكليزية ليس عليها ان توصل مساکين الحجاج عند الرجوع من الحجاز الى ديارهم
- ۴۔ دولة الانكليزية لا تبغى ان تكون مائعة في حرية الحجاج لكنها تبغى استيقاظهم و اعلامهم بان لا ينبغي لهم ان يقصدوا الحج بلا زاد كاف لسفر الحجاز و الرجوع عند
- ۵۔ الرجل الذي في يده هذا الپاسپورٹ اذا وصل الى جدة فعليه ان يعرض النسخة الثانية منه على نائب القنصل الانكليزي قبل ان يترك المركب
- ۶۔ اذ كان الغرض من اجراء هذا الپاسپورٹ هو فقط لراحة الحجاج فلذلك يقتضي على حامله ان يمضي الى القنصل الانكليزي ويستعينه حين حدوث بعض المشاكل
- ۷۔ قد ترجم هذا الپاسپورٹ في اللغتين العربية و الهندية لاجل راحة الحجاج الذين يتركون اللغة الانكليزية

तीर्थयात्रीगणों प्रति उपदेश ।

- ۱۔ بریتیش گورنمنٹ دھرم کی گورنمنٹ کے حکم سے یہ خبر پائی کہ حجاز کے حکام اور حاجیوں کو جو ہندوستان سے جاتے ہیں بغیر پاسپورٹ کے حجاز میں اترنے نہیں دیتے ہیں اس لیے ترکی حکام کے حکم کی تعمیل کے لیے یہ پاسپورٹ جاری کیا گیا
- ۲۔ یہ پاسپورٹ حاجیوں کی یا ان کی طرف سے استدعا کرنے پر جاری کی گئی مگر اس پر کوئی محصول نہیں لیا جائیگا
- ۳۔ سلطنت انگلشیہ مسکین حاجیوں کو حجاز سے پھر اترنے کو ہر پہنچا دینے کا ذمہ دار نہیں ہے
- ۴۔ سلطنت انگلشیہ کی خواہش نہیں ہے کہ حج جانیوالوں کی آزادی پر دس اندازی کرے لیکن وہ ان کو ہوشیار کر دیتی ہے کہ کوئی شخص جب تک اس کے پاس حج جانیکا اور وہاں سے لوٹ آئیگا کافی سامان سفر مہیا نہو حجاز کا سفر نہ کرے
- ۵۔ اس پاسپورٹ کے رکھنے والے کو لازم ہے کہ جب وہ جدے میں پہنچے تو جہاز کے ترکی کرنے کے پیشتر اس پاسپورٹ کے نقل مثنی کو انگریزی قنصل کے ایجنٹ کے حوالہ کرے
- ۶۔ چونکہ یہ پاسپورٹ خاص کر حاجیوں کے آرام کے لیے جاری کی گئی ہے اس لیے اس پاسپورٹ کے رکھنے والے کو حق ہے کہ مشکلات کے وقت اس کے جدے کے انگریزی قنصل کے پاس پیش کر کے مدد مانگے
- ۷۔ اور حاجیوں کی آسانی کے لیے جو انگریزی نہیں جانتے ہیں اس پاسپورٹ کے ساتھ اس اعلام کا پورا ترجمہ اردو اور عربی میں ہے

APPENDIX B.

Chapters III and IV of the Turkish Passport Rules of the 7th December 1894 sanctioned by "Irade" of H. I. M. the Sultan.

CHAPTER III.

Formalities required of persons proceeding to the Ottoman Empire.

Article 11. The subjects of Foreign States in friendship and alliance with the Ottoman Empire, who desire to proceed to Turkey, must provide themselves with passports in proper order. These passports should be examined by a diplomatic or consular representative of the Imperial Government. In the event of there being no diplomatic representative or Ottoman Consul in the country of origin of the foreigner concerned, the latter must still be provided with a passport in due form.

Article 12. A fee of 20 piastres will be charged for the visa on the passports of those performing the pilgrimage to Mecca, Medina, Jerusalem and other holy places. The passports of paupers who have, in accordance with the custom, procured a certificate of their condition from the authorities of the place from which they come, will be visaed gratis.

Article 13. The visa holds good for a single voyage provided that a special visa valid for six months will be accorded at the request of persons who find it necessary to traverse the frontier at least twice a month. This visa will, however, only be granted in time of peace, that is to say, when there have been no occurrences likely to disturb the public tranquillity.

Article 14. Access to the empire is forbidden to any person who has not a passport, and is not in a position to establish his identity. All those who have left a place where there is a Turkish Consulate, and have neglected to have their passports visaed, shall pay a double visa fee of 40 piastres. Those who arrive in Turkey without passports or with irregular passports will be dealt with conformably with Articles 17 and 18.

Article 15. Every person entering the Ottoman Empire shall, if he arrives by land, without delay, exhibit his passport to the Customs Officer on the frontier, and if arriving by sea, to the civil customs officer, stationed at the port of disembarkation.

Article 16. The sailors and crew of a ship which touches at the ports of the Empire shall, if they desire to leave the ship's service and to proceed to the interior of the country, present themselves to the officer commanding the port, or failing him, to the local authorities, with a certificate proving that they have been removed from the rolls of the ship and shall state the place where they intend to settle. If the sailor is a foreigner, he should after obtaining the said certificate apply to the Consulate of his country, which will notify the fact to the Captain of the port, who will carry out the requisite formalities of inspection. In places where there are no Consulates, foreign sailors are bound to address themselves directly in the same manner as Ottoman subjects, to the officer commanding the Fort or to the local authorities.

CHAPTER IV.

Treatment to which those who infringe these Regulations will be subject.

Article 17. Whoever arrives in the Empire without a passport or furnished with an irregular passport will be conducted, if in the Capital, to the Police Department and, in the Provinces, to the frontier passport-officers, where he will be asked to give an explanation of the causes which have prevented his procuring one for himself. If he declares himself an Ottoman subject, he will be required to give some proof of his identity or to furnish security, for which purpose all necessary facilities will be accorded him. He will then be required to pay the double passport fee of 100 piastres. If he fails to produce satisfactory proof or to furnish security, he will be prevented from entering Ottoman territory. If the traveller declares himself a foreign subject, he will be required within 48 hours (during which time he will be under Police surveillance) to obtain from his consulate a passport or an official document to the same effect, and then pay the double visa fee, namely, 40 piastres. The period of 48 hours can, with the consent of the consulate, be extended should the circumstances require it. If after these concessions the foreigner fails to obtain a passport or similar permit, access to the empire will be forbidden him.

Article 156.—Whoever enters a false name in a pass or permit, or a passport, or who has stood surety with a view to fraudulently obtaining the same, will be liable to imprisonment from six months to two years.

Article 157.—Whoever forges a pass, permit, or passport, or tampers with a document of this kind which was originally in order and valid, or makes use of such forged or fraudulently altered documents, shall be punished with imprisonment from one to three years.

Article 19.—Masters of steamers or sailing ships which touch at Ottoman ports, boatmen who convey passengers to land and persons who convey passengers by land for hire, are forbidden to convey and land travellers in places other than those set apart for the inspection of passports. In the event of this rule being contravened, Captains of steamers or sailing ships will be liable to a fine of 10 to 50 Turkish pounds, and boatmen and other individuals employed in landing and conveying travellers, to a fine of two pounds (Turkish) and to imprisonment for any period between three and ten days. The

Article 18.—Whoever causes a false name to be inserted in his passport or voucher for persons who have obtained passports by such false representations or forges passports, or fraudulently alters a passport which was originally in order and valid, or who knowing (it to be false) intentionally makes use of a forged or fraudulently altered passport, shall be punished with imprisonment under Articles 156 and 157 of the Penal Code.

responsibility of the Captain will cease when travellers disembark by means of transport other than those provided by his ship. The penalties above mentioned will be inflicted by the local tribunals on prosecutions instituted by the public prosecutors.

Article 20.—The present Regulations will be put into force a month after the date of the Imperial Trade sanctioning them. The Passport Regulations of the 9th February 1867 and of the 23rd January 1884 will be repealed with effect from the date on which the present regulations come into force. This Regulation shall not affect the provisions of the national law.

Article 21.—The Ministries of the Interior and of Foreign Affairs are charged with the execution of these Regulations.

APPENDIX C.

BOMBAY ACT No. II of 1887.

An Act to provide for the protection of pilgrims at the ports of Bombay and Karachi.

[The assent of the Governor General of India to this Act was first published by the Governor of Bombay on the 4th June 1887.]

WHEREAS it is expedient to provide for the protection of pilgrims at the ports of Bombay and Karachi; It is enacted as follows:—

1. This Act may be cited as "The Protection of Pilgrims Act, 1887".

It extends only to the cities and ports of Bombay and Karachi.

2. In this Act,—

(1) "pilgrim" means a Mahomedan who is about to proceed from the port of Bombay or Karachi on a pilgrimage to the Hedjaz, whether he is going direct to Jeddah, or *via* any other port;

(2) "pilgrim-broker" means a person who buys and re-sells, or sells on commission, or takes any reward for the purchase or sale of passage-tickets for pilgrims;

(3) "agent" includes a person who has chartered a vessel for the conveyance of pilgrims;

(4) "the Commissioner" means, in Bombay, the Commissioner of Police or his deputy; and in Karachi such officer as the Governor in Council may appoint.

3. Any person who, without a license from the Commissioner, acts as a pilgrim-broker, shall be liable for each such offence to a fine which may extend to five hundred rupees.

4. Subject to the orders of the Governor in Council, the Commissioner may grant to such persons as he thinks fit licenses to act as pilgrim-brokers.

The said licenses shall be granted on such conditions and subject to such restrictions and limitations for the honest and good behaviour of the licensees as Government may from time to time prescribe.

5. Every license so granted shall specify:—

(a) the name and business-address of the licensee;

(b) the period for which it is to be in force;

(c) the conditions on which and the restrictions and limitations subject to which it is granted;

and shall be granted on payment of such fee, if any, as Government may from time to time direct.

6. Any licensed pilgrim-broker who shall—

(a) commit a breach of any of the terms or conditions of his license;

(b) purchase for or sell to any pilgrim a passage-ticket by any vessel to which the provisions of the Native Passenger Ships Act, 1876, apply, at any time before notice has been given by the master, owner, or agent of such vessel, under section seven of the said Act, of the date on which it is proposed that such vessel shall sail, and unless, in the case of any vessel, the proposed date of sailing is printed on the passage-ticket;

(c) charge a pilgrim more than the cost price of any passage-ticket, provisions, or other articles purchased for him, or receive from him any fee or commission on account of such ticket;

(d) receive from the master, owner, or agent of a vessel any fee or commission, in respect of the sale of any ticket, exceeding five per centum of the price of such ticket;

(e) purchase for any pilgrim a passage-ticket, on which there is not printed the price charged by the master, owner, or agent of the vessel for each class of accommodation;

(f) by fraud or by false representation as to the size of, or accommodation on board, such vessel, or otherwise, or by any false pretence whatever, induce any person to purchase a passage-ticket;

shall be liable for each such offence to a fine which may extend to five hundred rupees.

7. The Commissioner may suspend the license of any pilgrim-broker pending inquiry into any accusation against him of misconduct for which, if proved, he would be liable to a penalty under the last preceding section, and may cancel any license granted by him, if the licensee is convicted of any offence under the said section or of any criminal offence.

8. Government may from time to time appoint persons, being Mahomedans, to be Protectors of Pilgrims for the ports of Bombay and Karachi.

The persons so appointed shall, for the purposes of this Act, be subordinate to the Commissioner in Bombay and Karachi respectively and shall, with the co-operation of the police, aid the Commissioner in giving effect to the provisions of this Act.

Penalty for misbehaviour licensees of pilgrims-brokers.

suspend and cancel licenses.

Appointment Protectors of Pilgrims.

Short title.

Extent.

Definitions—
"pilgrim";

"pilgrim-broker";

"agent";

"the Commissioner";

Penalty for acting as a pilgrim-broker without license.

Persons may be licensed to act as pilgrim-brokers.

Licenses what to specify.

They shall also advise and generally assist pilgrims during their stay in Bombay or Karachi whilst proceeding to or returning from the Hedjaz, and exercise supervision over the proceedings of licensed pilgrim-brokers.

Power to enter vessels conveying pilgrims.

9. The Protectors of Pilgrims, or any persons authorized by the Commissioner in this behalf, shall be at liberty at all times to enter and inspect any vessel advertised or offering to convey pilgrims from the port of Bombay or Karachi.

Penalty for not facilitating inspection.

10. The master or any officer of any such vessel who does not afford every facility for such inspection shall be liable to a fine which may extend to five hundred rupees.

Information to be supplied by the master, owner, or agent of vessel conveying pilgrims.

11. The master, owner, or agent of every vessel advertised by offering to convey pilgrims shall be bound to supply the Protector of Pilgrims, on demand, with full particulars as to the class, tonnage, and age of the vessel, the number of tickets of each class to be issued, the price of each ticket, the accommodation to be provided, the latest date of sailing, the ports, if any to be touched at, and the probable date of arriving at Jeddah.

Penalty for refusal or omission to give such information.

12. Any such master, owner, or agent, who refuses, or without lawful excuse omits, to give such information, on demand, or furnishes false information, shall be liable to a fine which may extend to five hundred rupees.

Penalty for issue of tickets in excess.

13. Any master, owner, or agent of any vessel carrying pilgrims, who shall issue any passage-ticket in excess of the number allowed by the certificate granted under Section 10 of the Native Passenger Ships Act, 1876, shall for every passage-ticket so issued be liable to a fine not exceeding four times the cost price of such ticket.

Passage-tickets how to be numbered. Penalty for issue of ticket bearing same number.

14. All passage-tickets shall be numbered consecutively according to the order of issue; and any master, owner or agent, who shall issue two or more tickets bearing the same number, shall be liable to a fine not exceeding one thousand rupees.

Provisions of Native Passenger Ships Act, 1876, to apply to offences and penalties.

15. The provisions of sections thirty-nine, forty and forty-two of the Native Passenger Ships Act, 1876, shall apply to all offences punishable, and to all penalties leviable, under this Act.

Penalties to be enforced only at the instance of the Commissioner.

16. The penalties to which masters and owners of vessels are made liable by this Act shall be enforced only by information laid at the instance of the Commissioner.

APPENDIX D.

ACT No. I of 1896.

An Act to provide for the protection of Muhammadan pilgrims.

WHEREAS it is expedient to provide for the protection of Muhammadan Pilgrims; It is hereby enacted as follows:—

Short title extent and commencement.

1. (1) This Act may be called the Protection of Muhammadan Pilgrims Act, 1896;

(2) It extends in the first instance to Calcutta only, but the Local Government may, by notification in the Calcutta Gazette, extend it to any other place in the Province of Bengal; and

(3) It shall come into force—

(a) in Calcutta, from the date on which it may be published in the Calcutta Gazette with the assent of the Governor General, and

(b) in any place to which it may be extended by notification under sub-section (2) of this section, from the date specified in this behalf in such notification.

2. In this Act, unless there be something repugnant in the subject or context,—

Definitions.

(a) "pilgrim" means a Muhammadan who is proceeding to or returning from the Hedjaz;

(b) "pilgrim-broker" means a person who buys and re-sells, or sells on commission, or takes any reward for the purchase or sale of, passage-tickets, whether by sea or railway, for pilgrims;

(c) "agent" includes a person who has chartered a ship for the conveyance of pilgrims;

(d) "Calcutta" means the area for the time being included in "Calcutta" as defined in the Calcutta Municipal Consolidation Act, 1888, and includes the Port of Calcutta; and

Item. II of 1888.

(e) "Commissioner of Police" means—

(i) as regards Calcutta, the Commissioner of Police for that town, and

(ii) as regards any place to which this Act may hereafter be extended, any person whom the Local Government may appoint, by name or by virtue of his office, to perform in such place the functions of the Commissioner of Police under this Act.

3. (1) The Commissioner of Police shall from time to time grant licenses empowering persons to act as pilgrim-brokers.

Grant of licenses to act as pilgrim-brokers.

(2) The Local Government may from time to time make rules to regulate the grant of such licenses and to prescribe the conditions to be embodied therein.

(3) All such rules shall be published in the Calcutta Gazette.

Licenses what to specify.

4. Every such license shall specify—

- (a) the name and address of the licensee;
- (b) the period for which the license is to be in force; and
- (c) the conditions subject to which the license is granted.

Penalty for acting as pilgrim-broker without a license, or for lending license.

5. Any person who, without a license granted under section 3, acts as a pilgrim-broker, or who lends to another person a license granted to himself under that section, shall, on conviction, be liable to fine which may extend to two hundred rupees for each offence.

6. If any licensed pilgrim-broker—

- (a) commits a breach of any of the conditions of his license; or
- (b) purchases for or sells to any pilgrim a passage-ticket by any ship to which the Native Passenger Ships Act, 1887, applies, at any time before notice has been given by the master, owner or agent of the ship, under section 7 of that Act, of the time at which it is proposed that the ship shall sail; or
- (c) purchases for or sells to any pilgrim a passage-ticket by any ship, unless the proposed time of sailing is printed on such ticket; or
- (d) charges any pilgrim a sum in excess of the cost price of any passage-ticket, or of any provisions or other articles, purchased for him, or receives from him any fee or commission on account of any such ticket; or
- (e) receives from the master, owner or agent of any ships or from any railway-servant, any fee or commission in respect of the sale of any passage-ticket, for a pilgrim, exceeding five *per centum* of the price of such ticket; or
- (f) purchases for any pilgrim a passage-ticket on which there is not printed or stamped the price charged for the passage according to the class of accommodation secured; or
- (g) by fraud or false representation, or by any false pretence whatever, induces any person to purchase a pilgrim's passage-ticket,

he shall, on conviction, be liable to fine which may extend to two hundred rupees for each offence.

7. The Commissioner of Police may—

- (a) suspend the license of any pilgrim-broker pending any enquiry into any accusation against him of misconduct for which, if proved, he would be liable to fine under section 6, and

Power to suspend and cancel licenses.

- (b) cancel the license granted to any pilgrim-broker who is convicted of any offence under this Act or of any other criminal offence.

8. (1) The Local Government may from time to time appoint any persons, being Muhammadans, to be Protectors of Pilgrims for Calcutta or for any place to which this Act may hereafter be extended. Appointment and duties of Protectors of Pilgrims.

(2) Every Protector of Pilgrims shall, for the purposes of this Act, be subordinate to the Commissioner of Police, and shall aid the Commissioner in giving effect to the provisions of this Act, shall advise and generally assist pilgrims during their stay in the place for which the Protector is appointed, and shall exercise supervision over the proceedings of all licensed pilgrim-brokers therein.

9. Any Protector of Pilgrims, or any person authorised by the Commissioner of Police in this behalf, shall be at liberty at all times to enter and inspect any ship advertised or offered to convey pilgrims from the Port of Calcutta or any place to which this Act may hereafter be extended. Power to enter ships conveying pilgrims.

10. If the master or any officer of any such ship does not afford every reasonable facility for such inspection, he shall, on conviction, be liable to fine which may extend to two hundred rupees for each offence. Penalty for not facilitating inspection.

11. It shall be incumbent on the master, owner or agent of every such ship to supply the Protector of Pilgrims, on demand, with full particulars as to the class, tonnage and age of the ship, the number of passage-tickets of each class to be issued for pilgrims, the price of each such ticket, the accommodation to be provided for pilgrims, the latest date of sailing, the ports, if any, to be touched at, and the probable date of the arrival of the ship at Jeddah. Information to be supplied by master, owner or agent of ship conveying pilgrims.

12. Whoever, as master, owner or agent of any such ship refuses, or without lawful excuse omits, to give on demand any such information, or furnishes any such information which he believes to be false, shall, on conviction, be liable to fine which may extend to two hundred rupees for each offence. Penalty for refusal or omission to give such information, or for giving false information.

13. Whoever, as master, owner or agent of any such ship, issues any passage-ticket for a pilgrim in excess of the number allowed by Certificate A granted under the Native Passenger Ships Act, 1887, shall, for every passage-ticket so issued, be liable, on conviction, to fine which may extend to four times the original cost price of such ticket. Penalty for issuing tickets in excess.

14. (1) All passage-tickets for pilgrims shall be numbered consecutively according to the order of issue, and shall have printed or stamped thereon the price charged for the passage. Passage-tickets to be numbered consecutively and to have price marked.

(2) Whoever, as master, owner or agent of any ship, issues two or more of such tickets bearing the same number, or issues

any such ticket on which the price charged for the passage is not printed or stamped, shall, on conviction, be liable to fine which may extend to two hundred rupees for each offence.

Certain provisions of Native Passenger Ships Act, 1887, to apply to offences and fines under this Act. 15. Sections 46, 47 and 49 of the Native Passenger Ships Act, 1887, shall apply, throughout the territories under the administration of the Lieutenant-Governor of Bengal, to all offences punishable and fines leviable under this Act. X of 1887.

Certain penalties to be enforced only at the instance of the Commissioner of Police. 16. The penalties to which masters, owners and agents of ships are made liable by this Act shall be enforced only on information laid at the instance of the Commissioner of Police.

Construction of references to the Native Passenger Ships Act, 1887. 17. From the day on which the Pilgrim Ships Act, 1895, comes into force, the references in this act to the Native Passenger Ships Act, 1887, shall be read as if made to the corresponding provisions of the said Pilgrim Ships Act. XIV of 1895 X of 1887.

APPENDIX E.

ACT No. XIV of 1895.

The Pilgrim Ships Act.

PASSED BY THE GOVERNOR GENERAL OF INDIA IN COUNCIL.
(Received the assent of the Governor General on the 4th October 1895.)

An Act to make better provision for the regulation of Pilgrim Ships.

WHEREAS it is expedient to make better provision for the regulation of pilgrim ships; It is hereby enacted as follows:—

Preliminary.

1. This Act may be called the Pilgrim Ships Act, 1895. Title.
2. (1) It extends to the whole of British India, and applies— Extent and application.
 - (a) to all subjects of Her Majesty within the dominions of Princes and States in India under the suzerainty of Her Majesty;
 - (b) to all native Indian subjects of Her Majesty without and beyond British India; and,
 - (c) subject to the exceptions mentioned in sub-section (2), to every pilgrim ship as hereinafter defined.
- (2) But it does not apply—
 - (i) to any ship-of-war, troopship, transport or other ship belonging to the Royal Navy or Royal Indian Marine Service, or
 - (ii) to any other ship for the time being in the service of Her Majesty, or
 - (iii) to any ship-of-war belonging to any Foreign Prince or State, or
 - (iv) to any ship not being a pilgrim ship.
3. This Act shall come into force on such day as the Governor General in Council may, by notification in the Gazette of India, appoint in this behalf. Commencement.
4. On and from that day nothing contained in the Native Passenger Ships Act, 1887, shall apply to any pilgrim ship. Repeal of Act X, 1887, so far as regards pilgrim ships. Definitions.
5. In this Act, unless there is anything repugnant in the subject or context,—
 - (1) "pilgrim" means a Muhammadan passenger going to, or returning from, the Hedjaz; but it does not include a child under one year of age, and in the computation of pilgrims for all X of 1887.

(Preliminary.—Section 6. Rules for Voyages of Pilgrim Ships.—
Section 7.)

or any of the purposes of this Act the Governor General in Council may, by notification in the Gazette of India, direct that two persons of the age of one year or upwards and under the age of one year or upwards and under the age of twelve years shall be reckoned as one pilgrim.

Explanation.—A Muhammadan passenger who has embarked with the intention of going to the Hedjaz, but is returning without having actually landed there, shall be deemed to be a pilgrim for the purposes of this Act:

(2) "pilgrim ship" means a ship conveying or about to convey pilgrims from or to any port in British India to or from any port in the Red Sea other than Suez:

Provided that no ship carrying passengers other than pilgrims of the lowest class and having on board pilgrims of the lowest class in a less proportion than one pilgrim for every one hundred tons of the gross tonnage of the ship shall be deemed to be a pilgrim ship within the meaning of this Act:

Explanation.—A "pilgrim of the lowest class" is a pilgrim for whom no separate accommodation in any cabin, state-room or saloon is reserved:

(3) "voyage" means the whole distance between a pilgrim ship's port or place of departure and her final port or place of arrival:

(4) "Chief Customs-officer" means the chief executive officer of sea-customs for any port or place to which this Act applies:

(5) "Magistrate" means a person exercising powers not inferior to those of a Magistrate of the second class: and

(6) "prescribed" means prescribed by rules made by the Governor General in Council under this Act.

6. Every passenger, whether a pilgrim or not, on board a pilgrim ship shall be deemed to be a pilgrim for the purposes of this Act.

All passengers on pilgrim ships to be deemed pilgrims.

(Rules for Voyages of Pilgrim Ships.)

7. (1) No pilgrim ship shall depart or proceed from, or discharge pilgrims at, any port or place within British India other than a port or place appointed in this behalf by the Local Government.

(2) After a pilgrim ship has departed or proceeded on a voyage from a port or place so appointed, no person shall be received on board as a pilgrim except at some other port or place so appointed.

Pilgrim ships to sail only from places appointed by the Government.

(Rules for Voyages of Pilgrim Ships.—Sections 8-12.)

8. (1) The master, owner or agent of a pilgrim ship so departing or proceeding shall give notice to an officer appointed in this behalf by the Local Government that she is to carry pilgrims, and of her destination, and of the proposed time of sailing. Notice to be given of time of sailing.

(2) The notice shall be given at the original port of departure if in British India and in other cases at the first port at which she touches in British India, not less than three days, and at all other ports of call not less than twenty-four hours, before that time.

9. After receiving the notice, the officer aforesaid or a person authorized by him shall be at liberty at all times to enter on the ship and inspect her and her fittings and the provisions and stores on board. Power to enter on and inspect pilgrim ship.

10. (1) No pilgrim ship shall commence a voyage from a port or place appointed under this Act, unless the master holds two certificates to the effect mentioned in the two next following sections. Pilgrim ship not to sail without two certificates.

(2) The officer whose duty it is to grant a port-clearance shall not grant it unless the master holds those certificates.

11. The first of the certificates (hereinafter called "certificate A") shall state that the ship is seaworthy and properly equipped, fitted and ventilated, and the number of pilgrims of each class which she is capable of carrying. Contents of certificate A.

12. The second of the certificates (hereinafter called "certificate B") shall state— Contents of certificate B.

(a) the voyage which the ship is to make, and the intermediate ports (if any) at which she is to touch;

(b) that she has the proper complement of officers and seamen;

(c) that food, fuel and pure water over and above what is necessary for the crew, and the other things (if any) prescribed for pilgrim ships have been placed on board, of the quality prescribed, properly packed, and sufficient to supply the pilgrims on board during the voyage which she is to make (including such detention in quarantine as may be probable) according to the scale for the time being prescribed;

(d) that the master holds certificate A;

(e) that she is propelled principally by steam;

(f) that she is of the tonnage and steam-power (if any) prescribed;

(Rules for Voyages of Pilgrim Ships.—Sections 13-16.)

(g) that, if she is to carry more than one hundred pilgrims, she has on board the medical officer, or medical officers, required by section 27 and the prescribed attendants;

(h) such other particulars (if any) as may be prescribed.

Grant of certificates.

13. The person by whom certificate A and certificate B are to be granted shall be the officer appointed under section 8.

Substitute for certificate A.

14. Where the master of a pilgrim ship produces to that office either of the following certificates, namely,—

(a) a valid certificate granted by the Board of Trade or by a British Colonial Government, or

(b) a certificate granted under the authority of a British Indian Government on a date not more than one year before the proposed day at sailing and in force and applicable to the voyage on which the ship is to proceed or the service on which she is about to be employed,

the officer may, if the particulars required by section 11 are certified thereby, take the certificate as evidence of those particulars, and it shall then be deemed to be a certificate A for the purpose of this Act.

Survey of pilgrim ship.

15. (1) After receiving the notice required by section 8, the officer appointed under that section may, if he thinks fit, cause the ship to be surveyed at the expense of the master or owner by competent surveyors, who shall report to him whether she is, in their opinion, seaworthy and properly equipped, fitted and ventilated for the conveyance of pilgrims:

Provided that he shall not cause a pilgrim ship holding a certificate mentioned in section 14, clause (a) or clause (b), to be surveyed unless, by reason of her having met with damage or having undergone alterations, or on any other reasonable ground, he considers it likely that she may be found unseaworthy or not properly equipped, fitted or ventilated for the conveyance of pilgrims.

(2) If the officer cause a survey to be made of a pilgrim ship holding any such certificate, and the surveyors report that she is seaworthy and properly equipped, fitted and ventilated for the conveyance of pilgrims, and that there was no reasonable ground why the officer should have thought it likely that she would be found unseaworthy, or not properly equipped, fitted or ventilated for such traffic, the expense of the survey shall be paid by the Local Government.

Discretion as to grant of certificate.

16. (1) The officer authorized to grant a certificate under this Act in respect of a pilgrim ship shall not grant it unless he is satisfied that she has on board no cargo likely from its quality

(Rules for Voyages of Pilgrim Ships.—Sections 17-21.)

quantity or mode of stowage to prejudice the health or safety of the pilgrims embarked.

(2) But save as aforesaid, and subject to the provisions of subsection (3), it shall be in the discretion of the officer to grant or withhold a certificate under this Act.

(3) In the exercise of that discretion such officer shall be subject to the control of the Local Government and of any intermediate authority which that Government may appoint in this behalf.

17. The master or owner of every pilgrim ship shall post up in a conspicuous part of her, so as to be visible to persons on board, a copy of each of the certificates granted under this Act in respect thereof, and shall keep those copies so posted up throughout the voyage.

Copy of certificates to be exhibited.

18. If an officer appointed in this behalf by the Local Government is satisfied that a pilgrim has brought on board a pilgrim ship for his own use food of the prescribed quality and in the prescribed quantity, the requirements of this Act respecting the supply of food for pilgrims shall not apply so far as regards the supply of food for that pilgrim.

Supply by pilgrims of their own food.

19. (1) The Governor General in Council may by order prescribe the number of superficial and cubic feet of space (not being less than the space for the time being required for passengers under any Act for the regulation of passenger ships) to be available in the between-decks for pilgrims of each class respectively on board pilgrim ships.

Space to be provided for pilgrims.

(2) Every pilgrim ship shall have reserved for the use of the pilgrims on board gratuitously by day and by night so much of the upper deck as is not required for the airing space of the crew or for permanent structures:

Provided that the upper-deck space available for pilgrims shall in no case be less than six superficial feet for each pilgrim of the age of twelve years or upwards on board.

(3) Subject as aforesaid and to any rules which may be made under this Act, such space may be allotted among the different classes of pilgrims in such proportion as may be thought fit:

Provided that not less space shall be allotted to any one class than will provide six superficial feet of space available for each pilgrim of the age of twelve years or upwards of that class on board.

20. The baggage of all pilgrims shall be disposed of on board in such manner as may be prescribed.

Disposal of pilgrims' baggage.

21. There shall be a regularly appointed hospital on board every pilgrim ship offering such conditions of security, health

Hospital accommodation.

(Rules for Voyages of Pilgrim Ships.—Sections 22-25.)

and space and capable of accommodating such number, not exceeding five per cent., of the pilgrims embarked, as may be prescribed.

22. The master of every pilgrim ship departing or proceeding from any port or place in British India shall sign a statement in duplicate in the prescribed form specifying the total number and the number of each sex of all the pilgrims embarked and the number of the crew, and such other particulars as may be prescribed, and shall deliver both copies to the officer appointed under section 8, who shall thereupon, after having first satisfied himself that the entries are correct, countersign and return to the master one of the copies.

23. The master of every pilgrim ship shall note in writing on the copy of the statement returned to him under the last foregoing section, and on any additional statement to be made under the next following section, the date and supposed cause of death of any pilgrim who may die on the voyage, and shall, when the pilgrim ship arrives at her port or place of destination or at any port or place at which it may be intended to land pilgrims, and before any pilgrims disembark, produce the statement, with any additions thereto made, to a person lawfully exercising consular authority on behalf of Her Majesty at the port or place or to the Chief Customs-officer thereat or the officer (if any) appointed thereat under section 8.

24. (1) In either of the following cases, namely,—

(a) if after a pilgrim ship has departed or proceeded on the voyage any additional pilgrims are taken on board at a port or place within British India appointed under this Act for the embarkation of pilgrims, or

(b) if a pilgrim ship upon her voyage touches or arrives at any such port or place, having previously received on board additional pilgrims at any place beyond British India,

the master shall obtain a fresh certificate to the effect of certificate B from the officer appointed at that port or place under section 8, and shall furnish an additional statement in duplicate in the prescribed form respecting such additional pilgrims.

(2) All the foregoing provisions of this Act with respect to certificate B and the statement concerning pilgrims to be signed and delivered by the masters of pilgrim ships shall be applicable to any certificate granted or statement furnished under this section.

25. The master of every pilgrim ship arriving at any port or place in British India at which it may be intended to discharge pilgrims shall, before any pilgrims disembark, deliver a statement signed by him, specifying the total number and the number of each sex of all the pilgrims on board and the number of the crew, and

Statement concerning pilgrims to be delivered before ship departs.

Grant

Subs

Deaths on voyage.

Pilgrim ships taking additional pilgrims at intermediate place.

Statement concerning pilgrims to be delivered before pilgrims disembark in British India.

(Rules for Voyages of Pilgrim Ships.—Sections 26-32.)

such other particulars as may be prescribed, to the officer appointed thereat under section 8.

26. Every pilgrim ship shall be propelled principally by steam, and shall be of the tonnage and steam-power (if any) prescribed.

Pilgrim ships to be propelled principally by steam and to be of certain tonnage and steam-power.

27. Every pilgrim ship carrying more than one hundred pilgrims shall have on board a medical officer licensed as prescribed and, if the number carried exceed one thousand, a second medical officer similarly licensed, and also in all cases such attendants as may be prescribed.

Certain pilgrim ships to carry medical officers and attendants.

28. The medical officer or officers of every pilgrim ship shall keep such diaries and shall submit such reports or other returns as may be prescribed.

Medical officers' diaries and reports.

29. Every pilgrim ship proceeding from any port in British India other than Aden to any port in the Red Sea shall touch at Aden, and shall not leave that port without having obtained from the proper authority a certificate stating whether any case of cholera has or has not occurred on board since the ship left the port of last departure.

Pilgrim ships to touch at Aden on the outward voyage.

30. The authority at Aden empowered to grant the certificate required under section 29 may refuse to permit the ship to leave that port if the provisions of this Act or any rule thereunder are not complied with on board such ship.

When authority at Aden may refuse to let ship leave.

31. In the case of every pilgrim ship proceeding from any port in British India to any port in the Red Sea, the officer whose duty it is to grant a port clearance shall not grant the clearance unless until the master, owner or agent and two sureties resident in British India have executed in favour of the Secretary of State for India in Council a joint and several bond, for the sum of five thousand rupees, conditioned—

Bond where pilgrim ship proceed on outward voyage.

(a) that the ship (if the voyage do not commence at Aden) shall touch at Aden on the outward voyage and there obtain the certificate required by section 29, and

(b) that the master and medical officer or officers (if any) shall comply with the provisions of this Act and the rules thereunder.

32. (1) No pilgrim shall be received on board any pilgrim ship at any port or place in British India unless and until he has been medically inspected, at such time and place, and in such manner, as the Local Government may fix in this behalf, nor until the officer to whom notice has been given under section 8 has given permission for the embarkation of pilgrims to commence.

Medical inspection and permission required before.

(Rules for Voyages of Pilgrim Ships.—Sections 33—36.)

(2) If, in the opinion of the officer making an inspection under this section, any pilgrim is suffering from cholera or choleraic indisposition, or any dangerously infectious or contagious disease, or shows any signs of the same or any other suspicious symptoms, such pilgrim shall not be permitted to embark.

(3) All articles which have been contaminated by persons suffering from cholera or choleraic indisposition, or any dangerously infectious or contagious disease, or are suspected of having been so contaminated, shall, before being taken on board a pilgrim ship, be disinfected, under the supervision of a medical officer appointed by the Local Government for the purpose, in such manner as may be prescribed.

Medical inspection after embarkation in certain cases.

33. (1) If in any case a pilgrim ship does not proceed on her voyage within forty-eight hours after all the pilgrims have been received on board, and there is reason to suspect that any person on board is suffering from cholera or choleraic indisposition or any dangerously infectious or contagious disease, a medical inspection of all persons on board may be held in such manner as the Local Government may direct.

(2) If on such inspection any person is found to be suffering from cholera or choleraic indisposition or any dangerously infectious or contagious disease, or shows any signs of the same or any other suspicious symptoms, he shall, together with all articles belonging to him, be at once removed from the ship.

Medical inspection of women.

34. So far as may be practicable, and subject to any rules which may be made under this Act, the medical inspection of female pilgrims shall be carried out by women.

Issue and production of tickets and refund of passage-money.

35. (1) Every pilgrim shall be entitled on payment of his passage-money and fulfilment of the other prescribed conditions (if any) to receive a ticket in the prescribed form, and shall be bound to produce the same to such officers and on such occasions as may be prescribed, and otherwise to deal with the same in the prescribed manner.

(2) Every pilgrim prevented from embarking under section 32 or removed from the ship under section 33 or otherwise prevented from proceeding shall be entitled to the refund of any passage-money he may have paid, subject to any conditions or deductions which may be prescribed.

Sanitary taxes payable by master of pilgrim ship.

36. The master of every pilgrim ship shall be bound to pay the whole amount of the sanitary taxes imposed by lawful authority at the ports visited if and so far as such taxes are included in the cost of the tickets issued to the pilgrims.

Penalties.

Penalty on master or owner of pilgrim ship

37. (1) If a pilgrim ship departs or proceeds on a voyage from, or discharges passengers at, any port or place within British

(Penalties.—Sections 37—42.)

India in contravention of the provisions of section 7, sub-section (1), or section 10, the master or owner shall for every passenger carried in the ship, or so discharged (as the case may be), be punished with fine which may extend to one hundred rupees, or with imprisonment for a term which may extend to one month, or with both.

unlawfully departing or receiving pilgrims on board.

(2) If any person is received as a pilgrim on board a pilgrim ship in contravention of the provisions of section 7, sub-section (2), the master or owner shall for every such pilgrim be liable to such punishment as is specified in sub-section (1).

(3) In either of the said cases the ship, if found within two years in any port or place within British India, may be seized and detained by a Chief Customs-officer until the penalties incurred under this Act by her master or owner have been adjudicated, and the payment of the fines imposed on him under this Act, with all costs, has been enforced, under the Provisions of this Act:

Provided that the aggregate term of imprisonment awarded under this section shall not exceed one year.

38. If any one impedes or refuses to allow any entry or inspection authorized by or under this Act, he shall be punished with fine which may extend to five hundred rupees for each offence, or with imprisonment for a term which may extend to three months, or with both.

Penalty for opposing entry on or inspection of pilgrim ship.

39. If the master or owner of a pilgrim ship without reasonable excuse, the burden of proving which shall lie upon him, fails to comply with the requirements of section 17 with respect to the posting of copies of certificates, he shall be punished with fine which may extend to two hundred rupees, or with imprisonment for a term which may extend to one month, or with both.

Penalty on master or owner for not exhibiting copy of certificates.

40. If the master of a pilgrim ship fails to comply with any of the requirements of section 22, section 23 or section 25 as to the statements concerning pilgrims, or wilfully makes any false entry or note in or on any such statement, or fails to obtain any such fresh certificate or to make any such statement of the number of additional pilgrims as is mentioned in section 24, he shall be punished with fine which may extend to five hundred rupees for every such offence, or with imprisonment for a term which may extend to three months, or with both.

Penalty on master for not complying with requirements as to statements concerning pilgrims and certain other matters.

41. If the master of a pilgrim ship, after having obtained any of the certificates mentioned in section 10 or section 24, fraudulently does or suffers to be done anything whereby the certificate becomes inapplicable to the altered state of the ship, the pilgrims on board or other matters to which the certificate relates, he shall be punished with fine which may extend to two thousand rupees, or with imprisonment for a term which may extend to six months, or with both.

Penalty on master for fraudulent alteration in pilgrim ship after certificate obtained.

42. If the master of a pilgrim ship without reasonable excuse, the burden of proving which shall lie upon him, omits to supply to

Penalty on master for failing to supply pilgrims

(Penalties.—Sections 43-47.)

with prescribed provisions, any pilgrim the prescribed allowance of food, fuel and water, he shall be punished with fine which may extend to twenty rupees for every pilgrim who has sustained detriment by the omission.

43. (1) If a pilgrim ship has on board a number of pilgrims greater either than the number allowed under this Act or than the number allowed by the license or certificate (if any) granted at her port or place of departure, whichever shall be the smaller, the master and owner shall, for every pilgrim in excess of that number, be each punished with fine which may extend to twenty rupees, and the master shall further be liable to imprisonment for a term which may extend to one week in respect of each such pilgrim: Provided that the aggregate term of imprisonment awarded under this section shall not exceed six months.

(2) Any officer authorized in this behalf by the Local Government may cause all pilgrims over and above the number allowed under this Act or by such license or certificate as aforesaid to disembark, and may forward them to any port at which they may have contracted to land, and recover the cost of so forwarding them from the master or owner of the ship as if the cost were a fine imposed under this Act, and a certificate under the hand of that officer shall be conclusive proof of the cost aforesaid.

44. If the master of a pilgrim ship lands any pilgrim at any port or place other than the port or place at which such pilgrim may have contracted to land unless with his previous consent or unless the landing is made necessary by perils of the sea or other unavoidable accident, he shall for every such offence be punished with fine which may extend to two hundred rupees, or with imprisonment for a term which may extend to one month, or with both.

45. If a pilgrim ship, otherwise than by reason of perils of the sea or other unavoidable accident, touches at any port or place in contravention of any express or implied contract or engagement with the pilgrims with respect to the voyage which the ship was to make and the time which that voyage was to occupy, whether the contract or engagement was made by public advertisement or otherwise, the master and owner shall each be punished with fine which may extend to five hundred rupees, or with imprisonment for a term which may extend to three months, or with both.

46. If a pilgrim ship is not propelled principally by steam or is not of the prescribed tonnage or steam-power as required by section 26, the master and owner shall each be punished with fine which may extend to five hundred rupees, or with imprisonment which may extend to three months, or with both.

47. If a pilgrim ship carrying more than one hundred pilgrims has not on board a medical officer, or two medical officers if the number of pilgrims carried exceed one thousand, and also the prescribed attendants as required by section 27, the master shall be

(Penalties.—Sections 48-50. Procedure—51-54.)

punished with fine which may extend to five hundred rupees, or with imprisonment for a term which may extend to three months, or with both.

48. If the master of a pilgrim ship proceeding from any port in British India other than Aden to any port in the Red Sea, without reasonable excuse, the burden of proving which shall lie upon him, fails to touch at Aden, or leaves that port without having obtained the certificate required by section 29, he shall for every such offence be punished with fine which may extend to two thousand rupees, or with imprisonment for a term which may extend to six months, or with both.

49. If the master of a pilgrim ship knowingly receives on board any pilgrim or any contaminated article in contravention of the provisions of section 32, or keeps on board any pilgrim or article ordered to be removed under section 33, he shall be punished with fine which may extend to five hundred rupees for each pilgrim or fifty rupees for each article so received or kept on board, or with imprisonment which may extend to three months, or with both.

50. If the master or the medical officer (if any) of a pilgrim ship, without reasonable excuse, the burden of proving which shall lie upon him, breaks, or omits or neglects to obey, any rule under this Act, he shall be punished with fine which may extend to five hundred rupees, or with imprisonment for a term which may extend to three months, or with both.

Procedure.

51. (1) Offences against this Act shall be punishable by a Magistrate.

(2) If the person on whom a fine is imposed under this Act is the master or owner of pilgrim ship, and the fine is not paid at the time and in the manner prescribed by the order of payment, the Magistrate may, in addition to the ordinary means prescribed by law for enforcing payment by warrant, direct the amount remaining unpaid to be levied by distress and sale of such pilgrim ship, her tackle, furniture and apparel.

52. For the purpose of the adjudication of penalties under this Act, every offence against its provisions shall be deemed to have been committed within the limits of the jurisdiction of the Magistrate of the place where the offender is found.

53. The penalties to which masters and owners of pilgrim ships are made liable by this Act shall be enforced only on information laid at the instance of officers appointed to grant certificates under this Act, or, at any port or place where there is no such officer, at the instance of the Chief Customs-officer.

54. A Magistrate imposing a fine under this Act may, if he thinks fit, direct the whole or any part thereof to be applied in or

(Procedure.—Section 55—Supplemental.—Section 56.)

towards compensating any person for any detriment which he may have sustained by the act or default in respect of which the fine is imposed, or in or towards payment of the expenses of the prosecution, or in rewarding any person upon whose information the conviction took place or who has been otherwise instrumental in the detection or prosecution of the offender.

Depositions of
absent witness-
es.

55. (1) Whenever in the course of any legal proceeding under this Act the testimony of a witness is required in relation to the subject-matter of the proceeding, any deposition which he may have previously made in relation to the same subject-matter before any Justice or Magistrate in Her Majesty's dominions (including all parts of India other than those subject to the same Local Government as the port or place where the proceeding is instituted), or before any British consular officer elsewhere, shall be admissible in evidence on proof that the witness cannot be found within the jurisdiction of the Court in which the proceeding is instituted:

Provided that the deposition shall not be admissible unless—

- (a) it is authenticated by the signature of the Justice, Magistrate or consular officer;
- (b) it was made in the presence of the person accused; and
- (c) the fact that it was so made is certified by the Justice, Magistrate or consular officer.

(2) It shall not be necessary in any case to prove the signature or official character of the person appearing to have signed any such deposition; and in any criminal proceeding such certificate as aforesaid shall, unless the contrary is proved, be sufficient evidence of the accused having been present in manner thereby certificated.

Supplemental.

56. (1) The Chief Customs-officer or other officer (if any) appointed by the Local Government in this behalf at any port or place within British India at which a pilgrim ship touches or arrives shall, with advertence to the provisions of this Act, send any particulars which he may deem important respecting such pilgrim ship and the pilgrims carried therein to the officer at the port or place from which she commenced her voyage, and to the officer at any other port or place within British India where the pilgrims or any of them embarked or are to be discharged.

(2) The Chief Customs-officer or other officer (if any) appointed by the Local Government in this behalf at any port or place in British India at which a pilgrim ship touches or arrives may enter on the ship and inspect her in order to ascertain whether the provisions of this Act as to the number of pilgrims and other matters have been complied with.

(Supplemental.—Sections 57-58.)

57. In any proceeding for the adjudication of any penalty incurred under this Act any document purporting to be a report of such particulars as are referred to in sub-section (1) of the last foregoing section, or a copy of the proceedings of any Court of Justice duly authenticated, and also any like document purporting to be made and signed by any person lawfully exercising consular authority on behalf of Her Majesty in any foreign port, shall be received in evidence, if it appears to have been officially transmitted to any officer at or near the place where the proceeding under this Act is had.

Report of
Consul.

58. (1) The Governor General in Council may make rules consistent with this Act to regulate all or any of the following matters:—

Power for
Governor
General in
Council and
Local Govern-
ment to make
Rules.

- (a) the boats, anchors and cables to be provided on board pilgrim ships;
- (b) the instruments for purposes of navigation to be supplied;
- (c) the apparatus for the purpose of extinguishing fires on board and the precautions to be taken to prevent and deal with such fires;
- (d) the provision of appliances for saving life and of means for making signals of distress, and the supply of lights inextinguishable in water and fitted for attachment to life-buoys;
- (e) the fittings and other appliances to be provided in the upper and between-decks for the comfort and convenience of pilgrims;
- (f) the scale on which and manner in which food; fuel and water are to be supplied to pilgrims, and the quality of such food, fuel and water;
- (g) the quality, quantity and storage of the cargo to be carried;
- (h) the allotment of the upper-deck space between the various classes of pilgrims;
- (i) the amount and distribution of the baggage of pilgrims;
- (j) the nature and the extent of the hospital accommodation and the medical stores, disinfectants, and other appliances and fittings to be provided on board for maintaining health, cleanliness and decency;
- (k) the form of the statements to be furnished by the master under sections 22 and 25 and the particulars to be entered therein;

Information to
be sent to Courts
of embarkation
and discharge.

(Supplemental.—Section 58.)

- (l) the tonnage and steam-power to be required in the case of pilgrim ships, and the voyages to which and seasons at which such rules shall respectively apply;
 - (m) the licensing and appointment of medical officers and other attendants in cases where they are required by this Act to be carried, and the diaries, reports and other returns to be kept or submitted by such medical officers;
 - (n) the manner in which contaminated articles shall be disinfected before being taken on board a pilgrim ship;
 - (o) the manner in which and the persons by whom the medical inspection of women shall be carried out;
 - (p) the supply of tickets to intending pilgrims, the form of such tickets and the conditions and other matters to be specified thereon, and the amount of the sanitary taxes to be included in the cost thereof;
 - (q) the refund of passage-money to intending pilgrims who may not be permitted to embark or who having embarked may be removed from the ship under the powers conferred by sections 32 and 33 or who may otherwise for any unavoidable cause be prevented from proceeding in any pilgrim ship;
 - (r) the functions of the master, medical officer or officers (if any) and other officers during the voyage; and,
 - (s) generally, to carry out the purposes of this Act.
- (2) The Local Government may, with the previous sanction of the Governor General in Council, make rules consistent with this Act to regulate—
- (a) the local limits within which, and the time and mode at and in which, pilgrims shall be embarked or discharged at any port or place appointed under this Act in that behalf; and
 - (b) the time within which a pilgrim ship shall depart or proceed on her voyage after commencing to take pilgrims on board.
- (3) In making a rule under this section the authority making it may direct that a breach of it shall be punishable with fine which may extend to two hundred rupees, and when the breach is a continuing breach with a further fine which may extend to twenty rupees for every day after the first during which the breach continues.
- (4) The power to make rules under this section is subject to the condition of the rules being made after previous publication.

(Supplemental.—Sections 59-60.)

59. All rules heretofore made under the Native Passenger Ships Act, 1887, shall, so far as consistent with this Act, continue to be applicable to pilgrim ships unless and until they shall be superseded or altered by rules under this Act. ^{Temporary continuance of existing rules.}

60. The Local Government shall appoint such persons as it may think fit to exercise and perform the powers and duties which are conferred and imposed by this Act or may be conferred and imposed thereunder. ^{Appointment of officers.}

APPENDIX F.

Rules framed by the Government of India under the Pilgrim Ships Act.

Notification No. 259, dated Simla, the 5th October 1896.

In exercise of the power conferred by section 3 of the Pilgrim Ships Act (XIV of 1895), the Governor General in Council is pleased to appoint the sixth day of October, 1896, as the day on which the said Act shall come into force.

Notification No. 2145, dated Simla, the 17th September 1897.

In exercise of the power conferred by section 19, sub-section (1), of the Pilgrim Ships Act, 1895 (XIV of 1895), and in supersession of the orders contained in the Notification of the Government of India in the Home Department, No. 260, dated the 5th October, 1896, the Governor General in Council is pleased to order that every pilgrim ship shall contain at least sixteen superficial feet and ninety-six cubic feet of space available for each pilgrim in the between deck on which he is accommodated.

Notification No. 262, dated Simla, the 5th October 1896.

In exercise of the powers conferred by section 58 of the Pilgrim Ships Act (XIV of 1895), the Governor General in Council is pleased to make the following rules:—

1. In these rules "the Inspector" means the officer appointed by the Local Government under section 8, or the person authorized by such officer as aforesaid under section 9 of the Pilgrim Ships Act (XIV of 1895), hereinafter referred to as "the Act," and "section" means a section of the said Act.

2. The Inspector shall, on receiving the notice required by section 8, himself proceed, or give written authority to some competent person on his behalf, to inspect the ship, her provisions, medical stores, equipments, ventilation, fittings, etc., and shall satisfy himself by such inspection that they meet all prescribed requirements.

3. The certificates A and B required under sections 11 and 12 shall be given in Forms Nos. I and II appended to these rules and that required under section 24 in Form III.

4. No certificate under section 12 shall be granted between May 20th and September 20th in any year in respect of a ship of a tonnage of less than 500 registered tons, or which is not capable of

steaming at least eight knots an hour in ordinary monsoon weather; nor shall such a certificate be given unless all the arrangements required by these rules have been made to the entire satisfaction of the Inspector.

5. The Inspector shall see that in all cases where the number of pilgrims exceeds 100, the Medical Officer of the ship is present at the official inspection and 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 pilgrims under these rules; and shall require such Medical Officer to furnish a certificate to that effect in Form X and to sign the second of the certificates prescribed by rule 57.

Boats, anchors and cables.

6. (1) Every pilgrim ship shall be provided with boats, two of which shall be life-boats, according to the following scale;

Registered tonnage of steam-ship.	Number of boats not less than	Minimum cubic contents of life-boats, Feet.	Minimum cubic contents of all the boats of the ship.
Less than 800 tons	5	330	1,730
800 tons and less than 1,000 tons	6	330	2,045
1,000 tons and less than 1,250 tons	6	900	2,545
1,250 tons and less than 1,500 tons	6	900	3,000
1,500 tons and upwards	7	928	3,600

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

(2) Every boat shall be supplied with two fresh-water breakers, two small tin-lined lockers fitted under the side seats in the stern and each capable of holding about 50 lbs. of biscuit, and a tightly spread canvas cover.

(3) Every boat shall be provided to the satisfaction of the Inspector, with masts, sails, painters, oars, rowlocks or tholes, rudder and tiller, boat hooks, plugs and breakers, all properly secured.

(4) A hatchet or tomahawk shall be kept in each end of every life-boat, in good order and secured by a lanyard; a life-jacket or belt for each oarsman, and one for the cockswain, shall also be provided; and a life-line in loops shall run round the outside of the boat and be securely made fast.

7. Boat drill shall be practised at least once a week.

8. Every pilgrim ship shall be provided with three bower anchors of such weight, and with cables of such length, size and material as are, in the judgment of the Inspector, sufficient.

Instruments for purposes of navigation.

9. Every pilgrim ship shall be provided with—

- (a) not less than three good ship's compasses and two boat's compasses and with a record of the deviation of her compasses on every point, entered 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, one of the latter being a mercurial barometer;
- (d) A deep-sea leadline and lead.

Apparatus for extinguishing fires and precautions against fire.

10. (1) Every pilgrim ship shall be provided with—

- (a) hose capable of being connected with the engines of the ship, and adapted for extinguishing fire in any part thereof; and
- (b) fire-buckets in the proportion of three for every 100 tons of tonnage up to 600, and two for every 100 tons above 600: Provided that not more than 50 fire-buckets need under any circumstances be carried.

(2) If fire-annihilators or fire-engines are carried, they shall be placed by the Master in charge of one of the principal officers of the ship and the ship's carpenter, who shall be held responsible that they, with the buckets and other fire apparatus, are kept in a state fit for immediate use.*

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

12. 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.

13. No naked lights shall 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.

14. Cases containing spirits shall never be opened in the hold, but may be hoisted on deck for the purpose.

Appliances for saving life and making signals of distress.

15. Every pilgrim ship shall be provided, to the satisfaction of the Inspector, with a supply of life-buoys, with lines attached of which not less than six shall be kept readily available on deck, and with inextinguishable lights fitted for attachment to the life

* Fire engines should be worked once a week to keep them in proper order.

buoys. Every pilgrim ship shall also be supplied with an approved life-belt or other similar approved article of equal buoyancy suitable for being worn on the person, for each person on board, and such life-belts or other articles as aforesaid shall be so placed, to the satisfaction of the Inspector as to be readily accessible.

EXPLANATION.—An "approved life-belt" means a belt which does not require to be inflated before use and which is capable of floating in water for 24 hours with at least 15 lbs. of iron suspended from it*

16. Life-buoys shall be secured by toggle and becket or any similar method allowing of ready release, but shall not be lashed or seized to the vessel.

17. Every pilgrim ship shall carry such quantity of rockets and blue lights or other signals as the Inspector may deem adequate.

Fittings and other appliances to be provided in the upper and between-decks.

18. The Inspector shall see that sufficient ventilators are provided for the between-decks to give each pilgrim (a) in the first or upper between-deck 5 square inches, and (b) in the second or lower between-deck 10 square inches of ventilation-area exclusive of hatches and side scuttles, and so placed as to afford an equable diffusion of air through all parts. The ventilators of the second between-deck must act separately from those of the first between-deck and, if pilgrims are carried on a second or lower between-deck, such lower between-deck shall be ventilated by artificial ventilation, such as Blackman's ventilator or a thermantidote approved of by the Inspector. The Inspector shall also see (i) 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; (ii) that the foul air from the hold and the between-decks respectively is carried in separate shafts above the uppermost deck; and (iii) that all ventilating shafts and tubes for the hold are so arranged as to act quite independently of those for the between-decks.

19. In the absence of hollow iron masts or other means of ventilating the hold, there shall be fitted at least four cowl-headed tubes (of a size to be approved by the Inspector) leading from the lower hold to the open air on the upper deck.

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

21. Such provision shall be made for affording light to the between-decks as the circumstances of the case may, in the judgment of the Inspector, require. The pilgrims shall, moreover, have the free and unimpeded use of the whole of every hatchway situated

Life-belts should be cut 2 inches under the armpits, and so fitted as to remain securely in place when put on.

over the space appropriated to their use, and over each hatchway there shall be erected such a body hatch or other substantial covering as shall in the opinion of such Inspector, afford the greatest amount of light and air and of protection from sun and wet as the case will admit of.

22. The upper deck (a) and the between decks (a) of every pilgrim ship shall be either of wood, or of iron or steel sheathed with wood and caulked.

23. Each hatchway shall be provided with a large tarpaulin tent which can in bad weather be spread well over it and securely fastened so as to keep out rain and let in fresh air, and in fine weather be rolled up and put out of the way; and shall, except where arrangements exist for lowering the derrick boom in a way which will serve the purpose also be fitted with a strong iron or wooden A shaped frame for the support of such tent.

24. Every pilgrim ship shall have poop, quarter deck, waist and fore-castle awnings complete and in good order, and six windsails distributed as the Inspector may direct. The awning and windsails shall be kept up so long as the weather does not render this impossible.

25. Strong ladders 2½ feet wide with hand rails of a convenient height shall be provided for every hatchway used as such and not merely as a ventilator; and, as additional means for women and children to hold on by, knotted handropes shall be fastened conveniently near the ladders.

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

27. The space to be occupied by pilgrims must be kept clear from obstruction of any kind whatever, thoroughly clean and dry; and nothing, except life-belts with the consent of the Inspector given under rule 15, shall be slung up or stowed away between the beams. Every day while the pilgrims are on deck the between-decks shall be carefully cleaned and scrubbed with dry sand mixed with suitable disinfectants.*

28. Bamboos, ropes or strong rails shall be securely fastened fore and aft to the midship stanchions on the between-deck.

29. No timber or cargo of any kind, and only the necessary fittings properly secured and live-stock for consumption on the voyage, shall be allowed on the upper deck, which shall save as aforesaid, be exclusively reserved for the pilgrims.†

30. 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 purpose; and they shall be marked or printed so as to be clearly distinguishable from those used for cooking or drinking purposes.

* Calvert's powder in the proportion of 10 per cent. should be used.

† Pilgrims should be encouraged to use the upper deck as much as possible.

(a)-(a) Added by Home Department Notification No. 2376, dated Simla, the 29th October 1897.

Food, fuel and water-supply.

31. Every pilgrim ship shall be supplied in accordance with the following scale with food, fuel and water, of good quality, conveniently stored and in quantity sufficient to supply the pilgrims on board during the intended voyage (including such detention in quarantine as may be probable):

For each pilgrim daily—

Rice	1 lb	Tamarind	1 oz.
Flour or ship's biscuit	4 oz.	Condiments, chillies, garlic, ...	½ "
Pulse; dall	4 "	coriander seed or turmeric	½ "
Ghee or Oil	1 "	Salt	½ "
Onions	2 "	Firewood, dry	2 lbs.
Pumpkins, yams, or other vegetables	2 "	Drinking-water from iron tanks	1 gal.

Provided that, in the case of drinking-water, the allowance hereby prescribed shall be provided for each pilgrim irrespective of his age.

A table of the rations of food and water in Persian, Urdu and Gujarati shall be posted up in a public place on the ship to be approved of by the Inspector.

32. Excepting fuel and water, which shall always be found by the ship, the articles in the above scale need not be provided for those pilgrims who have satisfied the officer appointed in this behalf under section 18, that they have on board food sufficient for their own use.

33. Every pilgrim ship shall, in addition to the requirements of the two last foregoing rules, have on board, either as cargo or stores, food sufficient, in the opinion of the Inspector, to provide for the pilgrims in the event of an accident to the ship's machinery.

34. (1) Every pilgrim ship shall be provided with caboose accommodation sufficient to cook for the total number of pilgrims on board, and such accommodation shall in no case consist of less than two cabooses or cooking ranges placed on deck, properly housed and covered, to which the pilgrims shall have free access between the hours of 6 A.M. and to 9 P.M.

(2) All cooking ranges shall be made of substantial plate-iron lined inside with bricks and raised at least four 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 the Master shall see that fires adequate for cooking are kept lighted at them from 6 A.M. to 9 P.M. An additional range shall be provided for every 200 pilgrims carried in excess of 100. Cooking on board in pilgrims' private stoves is prohibited.

(3) The Inspector may require the Master to provide such number as such Inspector may think necessary of Muhammadan cooks, not exceeding three per hundred pilgrims (exclusive of

pilgrims who have on board their own supplies and desire to cook for themselves).

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

36. Each ship shall be fitted with a condenser or distilling apparatus of sufficient capacity to produce at least one gallon of drinking water a day for every person on board of whatever age, including the crew.

37. No certificate under section 13 shall be granted unless the condenser cannot only supply the minimum quantity of water prescribed under rule 36 for each person on board, but also yield every 24 hours 500 gallons of pure, cold water fit to drink.

38. The tanks for storing drinking-water on board shall not be placed near the latrines. They shall be protected from all filth, and shall be so closed that the distribution of the water can be effected only by means of pumps or from taps with lock and key fitted to the tanks.

39. The water of any tank pronounced bad by the Medical Officer of the ship shall be immediately rejected and pumped out and the tank cleaned out before being re-filled.

40. 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 voyage, it shall be well boiled; and it shall be thrown into the sea as soon as it is possible to obtain a purer supply. All water taken on board at any port and intended to be issued as drinking-water shall invariably be boiled before it is distributed.

41. Every condenser or distilling apparatus shall have a separate engine for working the circulating cold-water pump, and under no circumstances shall this engine be used for any other purpose than that of feeding the boiler of the condenser.

42. 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.

43. Either upright or horizontal boilers may be used for condensers. 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 purposes of cleaning.

44. The boilers and all machinery connected with condensers shall be properly covered in, and every wooden bulkhead in the vicinity of the boilers or condensers shall be covered with sheet lead weighing 4½ lbs. per square foot and securely fastened to such bulkhead.

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

46. The Inspector shall satisfy himself by actual experiment that the condenser is capable of performing the work required of it.

47. The Chief Engineer or some other competent person, to be approved by the Inspector, shall be appointed to have charge of the distilling apparatus and machinery connected therewith during the voyage.

48. No ship shall put to sea before the decks have been cleared of any loose straw, hay or other inflammable material, and all the cargo has been properly stowed away.

Cargo.

49. No petroleum as defined in the Petroleum Act (XII of 1886), or explosive as described in the Indian Explosives Act (IV of 1884), nor any inflammable oils, spirits, jute or coal (except such coal as is required for the voyage and the return voyage to India), nor any commodity likely, by reason of its quantity, quality or mode of stowage, to be prejudicial to the safety of the pilgrims, shall be taken as cargo or part of the cargo.

Allotment of upper deck space.

50. No cabin shall be provided for any pilgrim on the upper deck unless space remains unallotted on that deck after providing the accommodation required for the permanent and temporary hospitals, latrines, and six superficial feet for every pilgrim carried in the between-decks. Such space as remains unallotted after making provision for these requirements may be reserved for the accommodation of pilgrims in cabins containing not less than 12 superficial and 72 cubic feet of space. No pilgrim shall be furnished with reserved accommodation on the upper deck except in a cabin.

51. The deck space may be distributed between the 1st and 2nd class pilgrims as the Master or owner may desire: provided that each pilgrim of the lowest class has six feet of deck space provided for him.

Amount and distribution of baggage.

52. Pilgrims' heavy baggage shall be registered and numbered under the supervision of the Master the day before the ship sails, and shall be deposited in the hold before the ship leaves her moorings. Pilgrims shall be allowed to keep with them only such articles as are absolutely necessary: Provided that the articles so kept do not exceed one maund (82 lbs.) in weight for each adult pilgrim or, in the case of pilgrims who, in accordance with the provisions of section 18, are allowed to provide their own food for the entire voyage, one maund and a half.

Hospital accommodation, medical stores, and arrangements for maintaining health, cleanliness and decency.

53. (1) The hospital accommodation required under section 21 shall be provided on the upper deck either in the poop or in a deck-

house. A permanent hospital shall be provided containing not less than six bunks, and having a deck area of at least 144 superficial feet and dimensions of not less than 86½ cubic feet. On every pilgrim ship on which there are 50 or more female pilgrims, there shall be a separate permanent hospital, containing not less than two bunks with a deck area of at least 72 superficial feet and dimensions of not less than 288 cubic feet, which shall be reserved for the use of women and children under 12 years of age. The hospitals shall be lighted and ventilated to the satisfaction of the Inspector and shall be provided with permanent raised floors or platforms at least 4 inches off the deck. They shall be made as secure as any other deck-house, and the roof shall be well caulked and covered with painted canvas.* No case of small-pox, cholera, yellow fever or plague shall on any account be treated in a permanent hospital.

(2). Materials shall be carried for the construction on the upper deck of a separate temporary hospital for the treatment of such cases of sickness as it may be considered desirable specially to segregate (such as small-pox, cholera, yellow fever or plague) and for any general outbreak of sickness in the event of the permanent hospital accommodation becoming insufficient. The part of the upper deck upon which such hospital shall, if required, be erected, shall be pointed out and measured off by the Inspector. The frame-work of the hospital shall be either of iron (in pieces that can be easily fitted together) or of wooden spars or bamboos. The roof shall be tented, and both that and the side walls shall 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 be not less than 144 square feet, and the floor shall be raised at least 4 inches from the deck. In cases of sickness of the kind referred to in this rule, only the Medical Officer and the person or persons charged with the duty of looking after the patients shall have access to them, and, except the Medical Officer and medical attendants referred to in rule 69, none of those who have had access to such patients, shall be permitted to come into contact with the other persons on board.

54. A suitable dispensary to be approved by the Inspector shall be provided on the upper deck.

Medical stores, etc.

55. The following articles shall be provided according to the following scale and supplied gratuitously to the pilgrims on board

* The fittings used in constructing permanent hospitals should be of iron in preference to wood.

† For flooring sheet iron is the best material.

at the discretion and by the direction of the Medical Officer, namely:—

For any number of pilgrims not exceeding 100 (proportionate quantities to be provided for pilgrims in excess of that number)—

Sago	5 lbs.
Arrowroot in tin case	10 "
Preserved milk* (1 lb. tins)	1 dozen.
Liebig's extract of meat in 2 oz. tins or jars	1 lb.
Sugar	5 lbs.
Rum	1 quart bottle.

56. The following medicines and medical appliances shall be provided on the scale indicated below in the case of each at the discretion and by the direction of the Medical Officer:

(Weight and measures of the British Pharmacopœia.)

Names of medicines, etc.	Scale for 100 passengers.	Notes.
Acidum, borium	2 oz.	MISCELLANEOUS ARTICLES FOR ONE HUNDRED PILGRIMS.
" carbolicum (cryst)	1 "	Fresh vaccine lymph 6 tubes.
" nitro-hydrochloricum dilutum	1 "	Adhesive plaster (in tin case), one yard.
Acidum, sulphuricum dilutum	1 "	Calico, two yards.
" tartaricum	2 "	Flannel, ditto.
Æther sulphurus	½ "	Lint, four ounces.
Alumen (in powder)	2 "	Bandages (roller), half a dozen.
Ammonii carbonas	2 "	Paper for powders, etc., one quire.
Argenti nitras	½ "	Corks for bottles, 1 dozen.
Borax	½ "	Cotton-wool (country) 1 lb.
Calomel	½ "	Bed-pans (metal), one.
Chlorodyne	2 "	
Chloroformum	1 "	NOTE.—The preparations of ammonia, ether, chloroform, iodine, and all acids should be in well stoppered bottles.
Cocainæ solution, 10 per cent.	½ "	Chloroform should be in blue glass or covered from light by dark paper.
Copaiba	1 "	
Creasotum	½ "	
Glycerinum	1 "	
Hydrargyrum cum creta	½ "	All the drugs, etc., must be properly labelled with the quantities marked on each label.
Iodoformum	1 "	

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

Names of medicines, etc.	Scale for 100 passengers.	Notes.
		MISCELLANEOUS ARTICLES FOR ONE HUNDRED PILGRIMS— <i>contd.</i>
Ipecacuanha valoid, fluid extract	$\frac{1}{2}$ oz.	"Poisons" should be especially distinguished by labels with the word "Poison" on them.
Linimentum camphoræ compositum.	2 "	
Lini farina	2 lbs. in tin cases.	<i>Disinfectants.</i>
Liquor ammoniæ	1 oz.	Sulphur . . . 32 lbs.
Liquor ammonii acetatis	6 "	Corrosive sublim. 5 "
Liquor epispasticus fortior	$\frac{1}{2}$ "	Pure Phenic acid 20 gallons.
Liquor morphinæ hydrochloratis.	$\frac{1}{2}$ "	Fresh slaked 20 lbs. lime.
Chrysarobinum	$\frac{1}{2}$ "	Sulphate of Iron 10 "
Magnesi carbonas	$\frac{1}{2}$ "	Calvert's Carbolic 15 % powder.
Magnesi sulphas in tins	3 lbs.	Methylated alcohol 15 gallons.
Oleum Caryophylli	$\frac{1}{2}$ oz.	Hydrochloric acid 1 gallon.
" menthæ piperitæ	$\frac{1}{2}$ "	
" ricini	2 pints.	Impermeable bags of India-rubber or tarred canvas, six for each ship.
Phenacetin	$\frac{1}{2}$ oz.	
Pilula asafetidæ composita	1 doz.	<i>Instruments for each ship.</i>
" colocyntidis et hyoscyami.	2 "	Boxes, chip, for ointment 18 (1 oz. each).
" plumbi cum opio B. P.	4 "	Dispensing bottles (3 oz. 12 each).
" scillæ composita	4 "	Glass measures, 2 oz. . 2
Potassii bromidum	1 oz.	" " 2 drachms . 2
" chloras	1 "	Pestle and mortar (brass) 1
" nitras	2 "	" " " wedg- 1
" permanganas	2 "	
Pulvis ipecacuanhæ 5 gr. powders.	1 doz.	Scales and weights (grains) 1
" ipecacuanhæ compositus in 5 gr. powder.	4 "	Spare weights for (grains) 1 set.

Convention, I. B. III, 25.

Names of medicines, etc.	Scale for 100 passengers.	Notes.
		MISCELLANEOUS ARTICLES FOR ONE HUNDRED PILGRIMS— <i>concl'd.</i>
Pulvis Jalapæ compositus.	1 oz.	Splints (common) . . 1 set.
Quininæ sulphas in 3 gr. pills	4 doz.	Silver catheter (No. 8 size) 1 "
" sulphas in bulk	2 oz.	India-rubber catheters, 4 sets. Nos. 2, 4, 6 and 10.
Salol	$\frac{1}{2}$ oz.	Spatula 1 set.
Sinapis (in powder)	4 "	Scissors (shop) . . 1 "
Sodii bicarbonas	1 "	Penknife 1 "
Spiritus ætheris nitrosi	2 "	Syringe, ear, pewter . 1 "
" rectificatus	8 "	" Enema, patent . 1 "
Tinctura aconiti	$\frac{1}{2}$ "	" Urethral (male) 1 "
" capsici	$\frac{1}{2}$ "	" female 1 "
" digitalis	$\frac{1}{2}$ "	Infusion pot . . . 1 "
" ferri perchloridi	1 "	Pocket dressing case to contain 1 probe, 1 director, 1 female catheter, 1 clinical thermometer (in case), 1 pair of scissors, 1 dressing forceps, plated, 6 suture needles, 1 artery forceps, 1 Symes' abscess knife, 1 straight and 1 curved bistoury in 1 handle, 1 lancet (bleeding), silk thread for sutures (20 grains.)
" iodi	$\frac{1}{2}$ "	
" nucis vomicæ	1 "	
" opii	1 "	
" senegæ	1 "	
" zingiberis	1 "	
Tragacantha powder	1 "	
Unguentum hydrargyri	$\frac{1}{2}$ "	
" simplex	2 "	
" sulphuris	2 "	
" zinci	1 "	
Vaseline	2 "	
Vinegar	1 pint.	
Vinum antimoniale	$\frac{1}{2}$ oz.	
" ipecacuanhæ	1 "	

Table showing the quantities of medicines, etc., to be supplied according to the above scale for more than 100 pilgrims.

Number of pilgrims.	Quantity.
Above 100 to 350 . . .	$\frac{1}{2}$ 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 pilgrims, and so on.

57. The following certificates showing that medicines, etc., have been duly supplied and received according to the above scale shall be produced before the Inspector at the time of the inspection:—

- (1) Certified that we have supplied medicines, etc., for— pilgrims proceeding to——in the S. S.——according to the above scale, [or we have supplied medicines, etc., in making up deficiencies in existing stock up to the above scale.]

Dated

Chemists.

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

Dated

Ship

Medical Officer.

Health Officer.

58. (1) Every pilgrim ship shall carry a disinfecting stove approved by the Health Officer of the Port in British India at which the voyage is to commence.

(2) Articles of bedding, carpets and clothes used by patients who have been affected with cholera, as well as by persons who have had access to such patients, shall be immediately disinfected. Such of these articles as have little or no value shall be thrown into the sea, or, if the ship is in a port or canal, be destroyed by fire. All such articles as are not destroyed shall be carried to the disinfecting stove in impermeable bags sprinkled with a solution of corrosive sublimate.

(3) The excreta of the sick shall be collected in vessels containing a disinfecting solution and the latrines in which these vessels are emptied shall be thoroughly disinfected after each operation.

(4) Articles which have come into contact with persons suffering from cholera shall be thoroughly disinfected in the following manner:—

- (a) Articles so contaminated or suspected of being so contaminated shall, unless they are liable to be destroyed by exposure to heat, be disinfected in the disinfecting stove under pressure, the stove being maintained at a temper-

ature (to be tested during each operation) of 220° Fahr. and the articles exposed to this temperature for 15 minutes.

- (b) Articles liable to be destroyed by exposure to the heat of a disinfecting stove, such as metals, leather, tables, lockers, etc., shall be disinfected by being washed with a disinfecting solution.*

(5) Ships on which cases of cholera have occurred shall 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 shall be emptied, and all articles removed disinfected as above.
- (b) The interior sides, bulkheads, floors and decks of the ship shall be washed with the corrosive sublimate solution with the addition of 10 per cent. of alcohol (i.e., one gallon of methylated alcohol to every 10 gallons of the corrosive sublimate solution),‡ and two hours after washing, scrubbed, and then thoroughly washed down with plenty of water.
- (c) The hold of the ship shall be strewn from time to time with a sufficient quantity of iron sulphate to neutralize

* One of the following disinfecting solutions should be used:—

- (a) Corrosive sublimate in the following proportion:—

Corrosive sublimate, $\frac{1}{4}$ oz.
Hydrochloric acid, 1 oz.
Water, 3 gallons.
Fuchsin or losin, 5 grains.

- (b) Pure phenic acid five 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) Persons in attendance on the sick should use the corrosive sublimate solution, when washing themselves, in the proportion of one part of the solution to 2,000 parts of water.
- (c) Phenic acid should be used to disinfect articles which cannot be exposed to a temperature of 220° Fahr. or to contact with sublimate solutions, such as metals, instruments, etc.
- (d) 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. When slaked lime is used for disinfecting liquids, it should be used in the proportion of three lbs. of lime to ten gallons of the liquid to be disinfected.

† For the purpose of fumigating cabins and confined space, one ounce of sulphur should be burnt for every 30 cubic feet of the space to be fumigated, the cabin or other space being completely closed during the operation and kept so for twelve hours.

‡ The washing should commence from the top, horizontally and downwards, so that the whole surface becomes covered with a coating of the solution in fine drops.

the sulphuretted hydrogen, and the water in the hold shall then, unless the ship is in dock, be pumped out and the hold washed with sea-water and sprinkled with the corrosive sublimate solution.

59. Pilgrims shall air their clothing, blankets, etc., as often as required to do so by the Medical Officer.

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

Iron Boilers with covers—

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

Iron ladles—

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

Iron spoons, tinned	4	To each pilgrim ship.
Curry-stones, with mullers	4	
Sieves for cleaning rice, etc.	6	
Gallon measure	1	
Half-gallon measure	1	
Quarter-gallon measure	1	
Scales and weights	1	
or		
A spring balance	1	
Block-tin saucepans, for hospital use, exclusively from 1 pint to 1 gallon	3	
Hatches for cutting wood	2	
Knives	2	

Besides
 Safety lanterns { 3 for hatchways,
 with lock and 2 „ latrines,
 key to each. 1 „ hospital, and there shall be one additional
 1 „ Surgeon, which lantern for every 100 pilgrims on board and each
 are to burn all such lantern shall burn for
 night. three hours every night.

Oil with wicks, { Sufficient for seven lanterns to burn at least ten hours,
 or candles to fit lantern. and for the rest to burn at least three hours of every
 night of the voyage.

Soap	1	lb. per pilgrim
Buckets (galvanized iron)	2	for every 100 pilgrims.
Tubs (large) for bathing or washing	4	
*Tubs (smaller) for latrine use	4	
*Tin pots for latrine	12	
Tin pots for pilgrims suffering from sea-sickness	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 Squeegees	18	
Brooms (country)	50	

61. (1) 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. If there be any

females among the pilgrims, one latrine shall be screened off and set apart for the exclusive use of females. There shall be an additional latrine for every 100 pilgrims, or fraction of that number in excess of 100, and if there be more than 100 female pilgrims on board, the number of latrines reserved for their use shall be increased in the proportion they bear to the total number of pilgrims. The latrines shall be provided with seats at the rate of not less than three for the first 100 pilgrims and at the rate of three for every additional 100 pilgrims. No latrine shall be allowed either between-decks or in the hold.

(2) Every latrine shall be firmly secured in a convenient and accessible place on the upper deck and close to the bulwarks. It shall not project over the side of the ship, but shall be so placed 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. Every latrine shall be divided into separate and private compartments. Each compartment shall be not less than three feet by two in size and shall have a separate entrance with door and be fitted with a seat or a pair of foot-boards having a free opening or hole in the centre. Every 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 shall 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 such openings as will not interfere with privacy, and shall be sufficiently lighted by means of a lantern so placed in the latrine as to throw light into the compartment.

(3) All latrines shall be kept in good order, and cleaned and disinfected three times a day. They shall be constantly flushed by pipes laid on to them, the deck immediately about them being enclosed with a ridge of wood about two inches high to prevent the water used for flushing from finding its way to other parts of the deck.

(4) Not less than two sweepers shall be employed on every pilgrim ship, and one additional sweeper shall be employed for every 100 pilgrims in excess of 100 up to a maximum of five sweepers when the total number of pilgrims does not exceed 1,000. For every 100 or fraction of 100 pilgrims in excess of 1,000 one additional sweeper shall be employed up to a maximum of eight sweepers.

(5) Every pilgrim vessel shall be provided with at least two urinals.

62. 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 accommodation 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.

Medical Inspection.

63. The medical inspection of female pilgrims shall be carried out either by lady doctors or, under the supervision of the Medical Officer appointed by the Local Government under Section 32, by women appointed by the Local Government in this behalf.

64. No articles found by the Medical Officer referred to in the last foregoing rule to have been contaminated by persons suffering from cholera or choleric indisposition, or from a disease which in his opinion is dangerously infectious or contagious, or suspected by him to have been so contaminated, shall be taken on board a pilgrim ship until they have been disinfected under his orders in the manner prescribed by rule 58.

65. No pilgrim otherwise entitled shall be prevented from embarking save for any of the causes specified in section 32, sub-section (2).

Issue of tickets and refunds of passage-money.

66. (1) The ticket which every pilgrim is, under section 35, entitled to receive:—

- (a) shall be sold from a book with counterfoils,
- (b) shall be denoted by a serial number which shall also be stamped on the counterfoil, and
- (c) shall be of canvas, paper or parchment, and not less than $4\frac{1}{2}$ inches long by 3 inches wide.

(2) On the ticket and its counterfoil shall be inscribed:

- (a) the name of the holder, or, if the holder be a female, the name of the pilgrim whom such female is accompanying, and
- (b) the cost in words in Urdu, or in some other vernacular language approved by the Local Government.

The cost of a ticket shall not include any taxes other than the fixed dues leviable at Camaran and Jeddah.

67. (1) Every intending pilgrim who, having purchased a ticket has not been permitted to embark under the provisions of section 32, sub-section (2), or who, having been received on board a pilgrim ship, has been removed from it in accordance with the provisions of section 33, sub-section (2), or who is from other unavoidable cause, such as the detention of any member of his family under either of the provisions aforesaid, prevented from proceeding to the Hedjaz, shall be entitled to receive back from the owner or agent of the ship the amount paid by him as passage-money.

(2) It shall be the duty, in the case of pilgrims at Bombay, of the Protector of Pilgrims appointed under the Protection of Pilgrims Act, 1877, and in the case of pilgrims at any other port, of such officer as the Local Government may appoint in this behalf, to see that refunds of passage-money are promptly made to intending pilgrims entitled to them under this rule.

Bombay Act III
of 1887.

(3) The officer making an inspection under section 32 or section 33 shall, in case of such refund becoming due, impress on the pilgrim's ticket the words "Not permitted to proceed on voyage;" and such pilgrim shall thereupon be entitled, on presentation of the ticket so cancelled at the office of the owner or agent, to a refund of the passage-money paid by him.

(4) (b) If the owner or agent neglects or refuses, on presentation, as provided by clause (3), of the cancelled ticket, to refund to the pilgrim the passage money paid by him, such owner or agent shall be punishable with fine which may extend to two hundred rupees, and with a further fine which may extend to twenty rupees for each day after the day on which the ticket was presented, during which the refund remains unpaid (b).

The Master, Owner, etc.

68. Besides complying with the foregoing rules so far as they concern him, the Master shall give the notice required under section 8 in Form No. IV appended to these rules, and shall produce, before the Inspector at the time of his inspection, a certificate in the following form:—

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

"On the voyage of the pilgrim ship proceeding to—

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

Dated _____

(Signed) _____

Master.

69. In the event of a ship being engaged to carry more than 100 pilgrims, the owner, agent or Master shall appoint to it a Medical Officer licensed under rule 79. Such owner, agent or Master may make an application to the Local Government, in Form No. V appended to these rules, for a licensed Medical Officer to proceed in medical charge of the pilgrims with the ship, and the Local Government shall comply with such requisition. A second Medical Officer licensed under rule 79 shall be similarly appointed if the number of pilgrims exceeds one thousand. The owner, agent or Master shall also in the case of a ship engaged

(b)–(b) Added by Home Department Notification No. 2133, dated Simla, the 17th September 1897.

to carry more than 100 pilgrims appoint at least one male and, if there are any female pilgrims to be embarked, also one female attendant to assist the Medical Officer. In addition to the above attendants a compounder shall be engaged by the owner, agent or Master, if the ship is to carry more than 400 pilgrims. Such compounder and attendants must be approved of by the Health Officer at the port of departure and arrangements shall be made to the satisfaction of the Inspector for providing them with adequate accommodation on board ship.

70. The Master 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 pilgrims about to be carried.

71. The Master shall cause the statements required by sections 22 and 25 to be prepared in Form No. VI appended to these rules.

72. The bond required by section 31 when a ship clears from any port in British India other than Aden for any port in the Red Sea shall be executed in Form No. VII appended to these rules.

73. Before sailing the Master shall obtain from the Port Health Officer a bill of health as prescribed in Form No. VIII appended to these rules.

74. The Master shall post up in the between-decks and in such other places accessible to the pilgrims as may be convenient copies of the Act and of these rules (c) and of * Articles 3 and 31 to 41 (both inclusive) set forth in Part B of Annexure I to the Paris Convention of 1894. (c) and all notices which he may be required so to post by the Commissioner of Police or other authorized officer at the port of first departure. All such copies shall be in English, French or German, and in Persian, Urdu and Gujrati. The Master shall afford every facility to the Port Officer, or other duly authorized officer or person, for making the official inspection of the ship, her equipment, ventilation, fittings, provisions and medical stores, and shall himself be present at such inspection.

75. The Master shall be jointly responsible with the Medical Officer for the care of the pilgrims on the voyage. He shall see that the special accommodation and privileges, if any, to which the pilgrims are entitled, are reserved to them without hindrance or diminution throughout the voyage; that the space in the upper and 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.

76. The Master 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.

(c) — (c) Added by Home Department Notification No. 2146, dated Simla, the 17th September 1897.
* Printed as an Appendix to these rules.

77. The Master shall, in the event of any pilgrim who is unaccompanied by any near relation dying on the voyage, if the ship returns direct from the Hedjaz to any British Indian port, take charge of the effects of the deceased and make them over, on the ship arriving in such port, with such particulars as to the name and residence of the deceased as he may have been able to gather, to the Commissioner of Police in Bombay, Madras or Calcutta, and elsewhere to the Magistrate of the District, or, in his absence, the Magistrate in charge. If the death occurs on the voyage to the Hedjaz, and the ship does not return direct to British India, the Master shall make over the effects, with particulars as above, to the British Consul at Jeddah.

78. The Master shall cause the supplementary statement, required by section 24 when additional pilgrims are taken on board at an intermediate port, to be prepared in Form No. VI appended to these rules, the heading being altered to "Supplementary Statement required by section 24 of the Pilgrims Act, 1895."

The Medical Officer.

79. (1) Besides complying with the foregoing rules so far as they concern him, the Medical Officer of every pilgrim ship required by the Act to carry a Medical Officer shall be licensed by the Local Government and appointed by or on behalf of the owner of the pilgrim ship. 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, for the return voyage only, by the British Consul at that port.

(2) The license shall be renewable yearly, and shall be in Form No. IX appended to these rules.

(3) No person shall be eligible for appointment as a Medical Officer who is unable to write either English or French or German or Italian.

80. The Medical Officer shall, if not already attached to the ship, immediately on his being appointed to it, proceed on board, report himself to the Master, examine and check the medicines and medical stores, and inform himself generally as to the arrangements made for the accommodation of the pilgrims.

81. The Medical Officer shall also report himself personally to the Inspector 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.

82. The Medical Officer shall be present at the final inspection, and, after it has been held and the ship and her arrangements approved, he shall, if satisfied regarding the arrangements for the care and comfort of the pilgrims made in accordance with the rules, furnish a certificate to that effect in Form No. X appended to these rules.

83. The Medical Officer shall provide himself with all the necessary instructions and forms required for the voyage.

84. The Medical Officer shall attend any Medical Officer appointed to inspect the pilgrims before embarkation under section 32, or after embarkation under section 33, and 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 make a note regarding them in his diary.

85. The Medical Officer shall not leave the ship after the medical inspection has been completed. He shall see that the place set apart for the accommodation of the pilgrims is not encroached upon; that all the pilgrims have access to the upper deck; that good drinking water is readily accessible and duly supplied; 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 rations to such of the pilgrims 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.

86. The Medical Officer shall satisfy himself that any additional passenger waiting to be taken on board at an intermediate port is not suffering from, or shows no signs or symptoms of choleraic indisposition or any disease which is, in his opinion, dangerously infectious or contagious.

87. The Medical Officer shall be jointly responsible with the Master for the care of the pilgrims on the voyage, and shall co-operate with the Master and officers of the ship for the welfare of the pilgrims.

88. During the voyage from any port in British India (except Aden) the Medical Officer shall for the first five days daily inspect the pilgrims and observe them individually to assure himself that none of them is affected with cholera, small-pox, yellow fever or plague.

89. The Medical Officer shall, if he has any doubt as to the quality of the drinking-water, draw the attention of the Master, in writing, to the provisions of rule 40.

90. The Medical Officer shall, should any case of infectious or contagious disease occur, satisfy himself that disinfection is performed in the manner prescribed by rule 58 and shall record in his diary the fact that he has done so.

91. (1) The Medical Officer 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 pilgrims, including a record of any advice he may give to the Master, and of compliance with, or neglect of, such advice;

- (b) an Admission and Discharge Book of every case brought under treatment in Form No. XI appended to these rules; and

- (c) Register of Deaths in Form No. XII appended to these rules.

(2) These records shall be written in either English, French, German or Italian.

92. On arrival at the port of debarkation in the Red Sea, the Medical Officer shall submit his diary and returns to the Consular authority there for transmission to the Government of India, and shall forward simultaneously a copy of them to the Inspector at the port in British India from which the voyage commenced, and on arrival at any British Indian port to the Chief Customs-officer or to any officer authorized under section 25 to receive the statements referred to in that section.

No. I.

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

I, _____, duly appointed and authorized to grant certificates under section 11 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 sea-worthy, properly equipped, fitted, and ventilated, and that she is capable of carrying pilgrims.

No. II.

Certificate (B) under section 12 of the Pilgrim Ships Act, 1895.

I, _____, duly appointed and authorized to grant certificates under section 12 of the Pilgrim Ships Act, 1895, do hereby certify that the ship _____ of _____ the said Act, and having on board _____ 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 is principally propelled by steam; that (in cases when tonnage or steam-power have been prescribed) she is of the prescribed tonnage and steam-power; that she has sufficient and suitable cooking, hospital, washing 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 probable duration of the

I also certify [in the case of a ship to carry more than 100 pilgrims] that she has on board the Medical Officer [or Officers as the case may be] required by section 27 of the Act, and the attendants prescribed by rule 69 of the rules thereunder.

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 40 of the rules thereunder.

I do further certify that the full space required by the said Act has been appropriated to pilgrims on board.

*Supplementary Certificate B under section 24 of the Pilgrim Ships Act,
1895.*

I, _____, duly appointed and authorized to grant certificates under section 12 of the Pilgrim Ships Act, 1895, do hereby certify that the number of additional pilgrims 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, and also sufficient to provide the pilgrims with food in the event of an accident to her machinery; that is to say, water and fuel sufficient for the whole number of _____ pilgrims on board, and provisions sufficient for the pilgrims remaining, *vis.*, pilgrims, finding their own provisions.

Dated at this day of 189 .

No. IV.

Notice to be given by Master, owner or agent under section 8 of the Pilgrim Ships Act, 1895.

* Here insert name of Master, owner or agent, I, _____, hereby give notice that the steamship _____, register _____ tons, being a pilgrim ship within the meaning of the Pilgrim Ships Act,

Form of application to Government for a Medical Officer.

S. S.
189 .

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

I have the honor to request that ^{a Medical Officer}
two Medical Officers may be nom-
^{a second Medical Officer}
inated 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.

Statement to be furnished by the Master of every pilgrim ship under section 22 of the Pilgrim Ships Act, 1895, of the crew and pilgrims proceeding in the bound to , or under section 25 of the crew and pilgrims on board the on arrival at

Crew.								Number.
Master	.	.	.	.	.	.	.	
Officers	.	.	.	.	.	.	.	
Engineers	.	.	.	.	.	.	.	
Deck crew	.	.	.	.	.	.	.	
Engine-room crew	.	.	.	.	.	.	.	
Servants	.	.	.	.	.	.	.	
TOTAL								.

(d)

Pilgrims.

	NAMES OF MALE PILGRIMS.			NUMBER OF FEMALE PILGRIMS.			NUMBER OF INFANTS (IF ANY) UNDER ONE YEAR OF AGE ACCOMPANYING PILGRIMS ENTERED IN PRECEDING COLUMNS.		
	1st class.	2nd class.	Lowest class.	1st class.	2nd class.	Lowest class.	1st class.	2nd class.	Lowest class.
TOTAL									

Master, (d)

The of 189 . Officer appointed under
section 8, Act of 1895

No. VII.

Bond executed pursuant to the provisions of section 31 of the Pilgrim Ships Act, 1895.

Know all men by these presents that we 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 one 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 of
in the Christian year one thousand eight hundred and ninety

And each of us, the said doth hereby
or himself, his heirs, executors, administrators, and representatives

(d)-(d) Amended by Home Department Notification No. 2146, dated Simla, the 17th Sep-
tember 1897.

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.

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 31 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 certificate as required by section 29 of the Act, 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. VIII.

Form of Bill of Health.

This is to certify that the pilgrim ship sailing under
the flag and under the Command of Captain
(Medical Officer) of tons, bound for
with crew of persons|| 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.

*Here insert the name or names of the principal or principals only. †(Owner) or (owners), (agent) or (agents) or (master). ‡Insert names of any other ports to be visited. *His or theirs.

†Names of sureties.

‡To be inserted if there is a Medical Officer.

|| Including Officers and able-bodied seamen.

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

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.

[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 Veterinary Medical School or who have qualified for the Subordinate Medical Department. It is desirable that the Medical Officer should, if possible, be a Muhammadan.

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 pilgrims about to be carried in the pilgrim ship proceeding to _____; and that I was present with the Inspecting Officer at his final inspection of the arrangements, held on the _____ of _____ 189 .

Date

Medical Officer,

In charge of Pilgrims,

Ship

No. XI.

Medical Admission and Discharge Book.

[illegible]

Register of Deaths.

[illegible]

Extract from the Paris Convention of 1894.

ANNEXURE I.

B. Measures to be taken on board pilgrim ships.

REGULATIONS.

Section I.—General provisions.

Article 3.—Every pilgrim ship on entering and leaving the Red Sea, must conform to the provisions contained in the "Special Regulation applicable to the pilgrimage of the Hedjaz" which will be published by the Board of Health at Constantinople in accordance with the principles enunciated in the present Convention

Section IV.—Penalties.

Article 31.—Every Captain convicted of not having conformed as regards the distribution of water, of provisions or of fuel to the engagements entered into by him shall be liable to a fine of £T. 2.

This fine is credited to the pilgrim who shall have been the sufferer and who shall prove that he strove in vain to obtain the due execution of the engagement entered into.

Article 32.—Every infraction under article 8 is punished with a fine of £T. 80.

Article 38.—Every Captain who shall have committed or who shall have knowingly permitted the commission of any fraud whatever in connection with the list of pilgrims or the Sanitary Bill previously referred to under article 9, is liable to a fine of £T. 50.

Article 34.—Every ship Captain arriving without a bill of health from the port of departure or without *visa* from the ports at which the vessel stops, or not provided with the regulation list regularly prepared according to articles 9, 27, and 28, is liable in each case to a fine of £T. 12.

Article 35.—Every Captain convicted of having or having had on board more than 100 pilgrims without the presence of a *commissioned Doctor* conformably with the provisions of article 11 is liable to a fine of £T. 300.

Article 36.—Every Captain convicted of having or having had on board his ship a larger number of pilgrims than he is authorised to embark conformably with the provisions of article 9,

is liable to a fine of £T. 5 for each pilgrim in excess of that number.

The disembarkation of pilgrims exceeding the regular number is effected at the first port at which a competent authority resides, and the Captain is bound to supply the disembarked pilgrims with the money necessary for pursuing their voyage to its destination.

Article 37.—Every Captain convicted of having disembarked pilgrims in a locality other than that of their destination unless their consent was obtained and no use made of superior force, is liable to a fine of £T. 20 for each pilgrim wrongly disembarked.

Article 38.—Every infraction of the other provisions of the present regulations is punished with a fine ranging from £T. 10 to £T. 100.

Article 39.—Every contravention established in the course of the voyage is recorded on the bill of health as well as on the list of pilgrims. The competent authority draws up a report on the subject to be submitted to the proper person.

Article 40.—In Turkish ports the contravention is proved and the fine imposed by the competent authority conformably with the provisions of Annexure IV of the Convention.

Article 41.—All agents required to co-operate in the execution of this regulation are liable to penalties conformably with the laws of their respective countries in cause of faults committed by them in its application.

APPENDIX G.

Rules made by the Government of Bombay under the Pilgrim Ships Act, 1895, regulating the inspection and embarkation of Pilgrims at Bombay and the departure of pilgrim ships from Bombay.

Notification dated 27th October 1896.

No. 4764.—In exercise of the powers conferred by sub-section (2) of Section 58 of the Pilgrim Ships Act, 1895, the Governor in Council is pleased, with the previous sanction of the Governor General in Council, to make the following rules to regulate—

- (a) the local limits within which and the time and mode at and in which pilgrims shall be embarked at the port of Bombay, and
- (b) the time within which a pilgrim ship shall depart after commencing to take pilgrims on board.

Rules.

Time at which pilgrims shall be embarked. 1. (1) No pilgrim shall be embarked on any pilgrim ship—

- (a) if it is in dock more than six hours before the time fixed for the departure of that ship from the dock, or
- (b) until he has been medically inspected.

(2) Any pilgrim or other person committing a breach of this rule shall be punished with fine which may extend to Rs200.

2. (1) When the time has arrived at which the embarkation is under Section 32 permitted to commence, every pilgrim, after he has been medically inspected, shall on producing a ticket in the prescribed form, be embarked forthwith on the pilgrim ship to which the ticket applies—

- (a) if the ship is in dock, by proceeding at once on board by a passage leading direct to the ship, or
- (b) if the ship is in mid-stream, by proceeding immediately to the ship by such direct route and by such boat as shall be indicated in this behalf by the Health Officer of the Port.

(2) Any pilgrim or other person committing a breach of this rule shall be punished with fine which may extend to Rs100.

Time within which pilgrim ship shall depart from dock after commencing to take pilgrims on board.

3. (1) Every pilgrim ship shall depart from dock within six hours from the time at which the embarkation of pilgrims has under Section 32 of the said Act been permitted to commence.

(2) The master of a pilgrim ship committing a breach of the rule without lawful excuse or wilfully shall be punished with fine which may extend to Rs 200, and when the breach continues with a further fine which may extend to Rs 20 for every day after the first during which the breach continues.

Notification dated 27th October 1896.

No. 4764A.—In exercise of the powers conferred by Section 32 of the Pilgrim Ships Act, 1895, the Governor in Council is pleased to fix the time and place at which and the manner in which pilgrims shall be medically inspected under the said section by directing as follows, *viz.* :—

(1) The medical inspection of pilgrims for embarkation on each pilgrim ship—
Time at which inspection is to take place.

(a) shall, unless in any case the Health Officer otherwise directs, commence on the day specified in the notice given under Section 8 of the Pilgrim Ships Act, 1895, as the day proposed for the sailing of the ship, not later than the hour at which the officer to whom such notice has been given under the said section, permits the embarkation of pilgrims on such ship to commence; and

(b) shall, unless in any case the Health Officer otherwise directs, close not less than half an hour before the time at which the ship is required to leave her berth.

Provided that, if it be impossible to complete the medical inspection of the total number of pilgrims for embarkation on any ship on the day on which embarkation on that ship is permitted to commence, the medical inspection shall be continued after sunrise on the following day, as soon as arrangements have been made for the embarkation in mid-stream of inspected pilgrims in accordance with the rules in force under section 58 (2) of the said Act.

(2) The said medical inspection shall take place in a shed at Malet Bandar adjoining the Prince's Dock distinguished by a board affixed at the entrance thereto and bearing the words "Pilgrim Shed."

Local limits within which medical inspection is to take place.

(3) (1) No pilgrim shall be embarked without re-inspection if after medical inspection he has left the place fixed under section 32 of the said Act, and has not proceeded as aforesaid directly to the ship.

Pilgrims not proceeding direct to the ship after medical inspection not to be embarked without re-inspection.

(2) Any pilgrim or other person committing a breach of this rule shall be punished with fine which may extend to Rs. 1,000.

APPENDIX H.

Executive orders framed by the Government of Bombay regarding the inspection and embarkation of pilgrims at Bombay and departure of pilgrim ships from Bombay.

1. The officer appointed under Section 8 (1) of the Pilgrim Ships Act, 1895, on receiving a notice under that sub-section, shall forthwith forward a copy thereof to each of the following officers, *viz.* :—

- (1) The Health Officer of the Port.
- (2) The Commissioner of Police.

The Docking Master shall—

(a) in respect of each pilgrim ship fix as the hour at which such ship is to leave her berth the latest hour possible, unless the departure of the ship is to take place after dark, and

(b) Shall, not less than three clear days before the departure of each such ship, furnish to the officer appointed under Section 8 (1) of the said Act a certificate of the hour so fixed for such ship to leave her berth.

3. A copy of each such certificate shall on receipt thereof be transferred by the officer appointed under Section 8 to the Health Officer of the Port of Bombay.

4. The Commissioner of Police shall obtain through the Protector of Pilgrims appointed under the Protection of Pilgrims Act, 1887, and communicate to the Health Officer of the Port of Bombay, not less than three days before the departure of each pilgrim ship, information as to the number of pilgrims likely to be embarked thereon.

5. The Health Officer of the Port, on receipt by him of the copy of the notice, certificate and information aforesaid, shall—

(a) in consultation with the officer to whom notice has been given under Section 8 of the said Act, determine at what hour it will be necessary to commence the medical inspection of all the pilgrims to embark on such ship, so that the inspection of the total number may be completed not less than half an hour before the time fixed for such ship to leave her berth, and

(b) send notice in writing—

- (i) to the owner, master and agent of such ship,
- (ii) to the Commissioner of Police for communication to the Protector of Pilgrims, and
- (iii) to the Dock Superintendent,

of the hour so determined, in order that pilgrims and the Dock Superintendent may have due intimation thereof.

6. The Inspecting Officer should take care that no person enters the place fixed under Section 32 of the Pilgrim Ships Act, 1895, for medical inspection, unless he is either—

- (a) an official carrying out the purposes of the Act, or is acting under such official's authority,
- (b) a pilgrim for embarkation on the ship in respect of which a medical inspection is being made, or
- (c) a coolie carrying the baggage of such pilgrim, and authorized by the Commissioner of Police in this behalf and distinguished by such badge as the said Commissioner directs.

This is quite unnecessary
as far as Madras
is concerned.

At 2.2.98

NOTE FOR THE CHIEF SECRETARY.

The Govt. of India asks that
the Manual for pilgrims to
the Hedjaz, sent with the Act
may be translated into the
same vernaculars as the Pilgrims
ships Act and the rules
thereunder.

The Act and
the Rules were translated into
all five vernaculars, and so the
greater part of the work has
been done already, as the Act
and Rules form a considerable
portion of the Manual.

In the letter quoted by the Govt.
of India, the Madras Govt. in para-
3 of its letter, the Madras Govt.
asked for 10 & copies of the
French { translation of the Act
with a Rules thereunder
Persian

and now India wants to know
how many more with a Persian
copies will be required, as the
whole manual is now being
translated into those languages.
This will obviate the
necessity of having the work

7
Translation made in Madras,
and the reply, therefore, depends
on the distribution decided on for
the copies which are to be
rendered into the Madras
vernaculars.

The Govt. of India can
hardly be aware of the
importance of the Kodyaz
pilgrimage in this Presidency, as
it would seem that a few
copies to the chief Govt.
offices of the Madras
Translation would be ample.
For the greater part of the
Manual has no meaning or
interest for the ordinary
pilgrim, being only for the
ship-owners and officers
concerned, and so the translation
of the Manual for broad-cast
distribution seems a waste of
money.

300 English copies are sent
with the current. Five of
these may be sent to each
D. O., who can give one to
each of his sub-div. officers.
Copies may also go to the
persons named at O.

one from Madras
D. O. of Ponnani already provided

MS

8
I think we should
say we don't
want any more
of the Pension &
known than we said

8
with regard to the copies of
the Manual, it is not clear from
the Lt. what India wishes to
have done with them when
translated. A few copies to be kept
for sale, say 100, would
probably suffice. It is too large
a book to be scattered
by broadcast, per of expense, & Govt.
The Chief Commr. concerned might
also be sent copies, but they
will already have had English
copies, if the distribution of the
English copies suggested above is
approved.

MLL.
17
8

To L. & M.

Have you any
suggestions to make
in the matter.

MS 11.1.28.

C.S.
None. Ten Pensions & 4000
translations seen and

MS
22.1.28

MS 25.1.28

no 9

Public Dept:

C.No.67

Order No 243 of 12.2.98

Copies of the revised Annual will be distributed as shown in the margin.

2. Part I of the Manual "General Instructions to Pilgrims" and the form of passport will be translated into the following vernaculars - viz. Tamil, Telugu, Canarese, Malayalam and Hindustani and will be published as a supplement to the Fort St: George Gazette.

3. The Govt. of India will be addressed.

MA 8.2.98.

11/5/98

3055 sent 15.2.98.
sent 12.2.98.

LETTER No 244.

The Secy. to the Govt. of India,
Home Dept. (Sanitary)
Sir,

Dt. Magte., Malabar 15
Other Dt. Magtes. 5 each
Protector of Emigrants 5
Messrs. Hajee Muhammad
Padshah Sahib & Co ---- 1
Surgeon General----- 1

Note by D.

The distribution list of the Manual refd to in the order:

Despd to the addressees.	127
Sent on requisition to } Mar, P.O., L.M.	23
Copies remaining	150

These (150) copies will be kept in the library.

Re
8.3.98.
149 Recd
11/5/98

To

sent 18.2.98.

All Dt. Magtes. 173.

Messrs. Hajee Muhammad
Padshah Sahib & Co.
(thro' Protector of Emigrants)

The Protector of Emigrants 2
- Surgeon-Genl. 3
All Translators to Govt. 5
The Supdt., Govt. Press 3

Please send one copy of the Manual to each of the last two addressees. 149
9/2/98

Sir,

I am directed to acknowledge the receipt of Mr. Nathan's letter No. 2744, d/50-12-97, forwarding 300 copies of a revised edition of the Manual relating to the pilgrim traffic, and with reference to para 5 thereof to state that no further copies of the Persian and Urdu translations are required by this Govt.

2. With regard to the request

~~of the Govt. of India that the same~~

should be translated into the local

vernaculars, ~~we~~ ^{an to} say that the Act and

the rules have already been ~~so~~ translated

and ~~to point out~~ that in this Presy.

all the officers who are likely to be

concerned with the embarkation of pil-

grims are acquainted with English. There

seems therefore to be no necessity for

the issue in the vernaculars of the com-

plete manual. The Instructions to

Pilgrims in Part I of the Manual, will.

38
however, be translated and published.

I have &c 10

AK
3/4/98

AK
8.2.98

The Collectors of
The District Magistrates of

Anantapur.	8	11
North Arcot, Chittoor.	8	
South Arcot, Cuddalore.	8	
Bellary.	8	
South Canara, Mangalore.	8	
Chingleput, Saidapet.	8	
Coimbatore.	8	
Cuddapah.	8	
Ganjam, Chatrapur.	8	
Godavari, Cocanada.	8	
Kistna, Masulipatam.	8	
Kurnool.	8	
~~Madras (when necessary).~~		
Madura.	8	
Malabar, Calicut.	12	
Nilgiris, Ootacamund.	8	
Nellore.	8	
Salem.	8	
Tanjore.	9	
Tinnevelly.	8	
Trichinopoly.	8	
Vizagapatam.	8	

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18.2.78

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spatched in print.

AD AGAIN C. O. No.

DATED

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