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TAMIL NADU ARCHIVES

GOVERNMENT OF TAMIL NADU

REVENUE DEPARTMENT

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GOVERNMENT OF MADRAS.

MARINE DEPARTMENT.

25th July 1878, No. 386.

Native Passenger Ships.

Read the following papers:—

No. 52. *From C. J. LYALL, Esq., Under Secretary to the Government of India, Department of Revenue, Agriculture, and Commerce, to the Chief Secretary to Government, dated Calcutta, 19th February 1877, No. 62.*

Commerce and Trade.

It being desirable to secure uniformity, as far as local circumstances will admit, in the arrangements to be made for working the Native Passenger Ships Act, 1876 (VIII of 1876), I am directed, with reference to paragraph 3 of the Hon. Mr. Hope's letter, No. 561, dated the 23rd October last, to forward for the consideration of His Grace the Governor in Council copy of a Resolution, with its appendices, which the Lieutenant-Governor of Bengal proposes to issue when the Act in question comes into force.

No. 471.

Referred to the Master Attendant, Madras, for any remarks he may wish to offer. He is also requested to submit a Draft of Rules which should be issued by this Government under Rule II of the Rules proposed to be issued by the Governor-General in Council under Section 46 of Act VIII of 1876.

FORT ST. GEORGE,
27th February 1877.

(Signed) W. HUDLESTON,
Chief Secretary.

No. 53. *From J. H. TAYLOR, Esq., Lieutenant, R.N.R., Master Attendant, Madras, to the Chief Secretary to Government, dated 9th March 1877, No. 1897.*

Administrative Department.

I have the honor to return the letter from the Government of India, together with its enclosures marginally noted, and in compliance with your endorsement, No. 62, dated the 19th February 1877. No. 471, of date 27th February 1877, to submit herewith tables showing the probable duration of voyages between ports on the Coromandel Coast and those on the opposite side of the Bay of Bengal, as well as between the ports in the Malabar Coast and those in the Red Sea and Persian Gulf, as applicable to Native Passenger Ships under Act VIII of 1876.

2. With regard to the forms prepared by the Government of Bengal, I would respectfully recommend, with a view to uniformity in the working of the Act, that they may also be adopted in this Presidency with such alterations and amendments as local requirements may demand. In No. I local ports and officers would have to be substituted. In No. VII, Tables A and B herewith sent should be substituted. In No. VIII, I would propose that paragraphs 1 and 2 be excluded.

TABLE A.

TABLE showing the probable number of days required by a Sailing Vessel to reach the Ports in the Red Sea or Persian Gulf and the Eastern side of the Bay of Bengal.

		During the South-West Monsoon.	During the North-East Monsoon.
From ports on the Coromandel Coast, South of Madras.	To Chittagong and Arracan Coast ..	25	50
	„ Rangoon and Tenasserim Coast ..	18	40
	„ Penang ..	18	30
	„ the Straits of Malacca beyond Penang ..	25	50
From ports on the Coromandel Coast, North of Madras.	To Chittagong and Arracan Coast ..	18	30
	„ Rangoon and Tenasserim Coast ..	18	30
	„ Penang ..	18	30
	„ the Straits of Malacca beyond Penang ..	25	50

The north-east monsoon is to be included between the 1st October and the 28th February and the south-west monsoon during the remainder of the year.

		During the North-East Monsoon.
From the ports of Cochin, Calicut, Cannanore, and Tellicherry.	To Aden ..	28
	„ Mocha ..	30
	„ Jeddah ..	44
	„ any Port within the Persian Gulf ..	45

The north-east monsoon to be included from 1st October to 31st May.

J. H. TAYLOR,
Master Attendant.

TABLE B.

TABLE showing the probable number of days required by a Steamer to reach the Ports in the Red Sea or Persian Gulf and the Eastern side of the Bay of Bengal.

		During the South-West Monsoon.	During the North-East Monsoon.
From ports on the Coromandel Coast, South of Madras.	To Chittagong and Arracan Coast ..	8	10
	„ Rangoon and Tenasserim ..	7	9
	„ Penang ..	8	10
	„ the Straits of Malacca beyond Penang ..	10	12
From ports on the Coromandel Coast, North of Madras.	To Chittagong and Arracan Coast ..	5	7
	„ Rangoon and Tenasserim Coast ..	6	8
	„ Penang ..	9	11
	„ the Straits of Malacca beyond Penang ..	11	13

The north-east monsoon is to be included between the 1st October and the 28th February and the south-west monsoon during the remainder of the year.

		During the North-East Monsoon.
From the ports of Cochin, Calicut, Cannanore and Tellicherry.	To Aden ..	12
	„ Mocha ..	13
	„ Jeddah ..	17
	„ Muskat ..	8
	„ any Port within the Persian Gulf ..	14
	„ Bussorah ..	17

The north-east monsoon to be included from 1st October to 31st May.

J. H. TAYLOR,
Master Attendant.

LIST of Ports at which Passengers are to be embarked or landed and Officers who are to grant Certificates A and B under the provisions of Act VIII of 1876.

Districts.	Ports.	Officers who are to grant Certificate A.	Officers who are to grant Certificate B.
Ganjam ..	Ganjam ..	Conservator ..	Conservator.
	Gopaulpore ..	Master Attendant ..	Master Attendant.
	Calingapatam ..	Conservator ..	Conservator.
Vizagapatam ..	Bimlipatam ..	Master Attendant ..	Master Attendant.
	Vizagapatam ..	Do. ..	Do.
Godavery ..	Cocanada ..	Do. ..	Do.
	Nursapur ..	Do. ..	Superintendent or Assistant Superintendent of Sea Customs.
Kistna ..	Masulipatam ..	Do. ..	Master Attendant.
	Madras ..	Deputy Master Attendant.	Deputy Master Attendant.
South Arcot ..	Cuddalore ..		Conservator.
	Porto Novo ..		Do.
	Tranquebar ..	Master Attendant at Negapatam.	Do.
	Negapatam ..		Master Attendant.
Tanjore ..	Topethorai ..		Superintendent or Assistant Superintendent of Sea Customs.
	Mootupottah ..		Do.
	Adrampatam ..		Do.
	Paumben ..		Master Attendant.
Madura ..	Keelakarai ..	Do. at Paumben.	Assistant Superintendent of Sea Customs.
	Tondi ..		Do.
	Devipatam ..		Do.
	Tuticorin ..		Master Attendant.
Tinnevely ..	Koilarpatam ..	Do. at Tuticorin.	Superintendent or Assistant Superintendent of Sea Customs.
	Kulasagarapatam ..		Do.
	Cochin ..	Master Attendant.	Master Attendant.
	Calicut ..	Do.	Do.
Malabar ..	Tellicherry ..	Either Master Attendant at Cochin or Calicut.	Conservator.
	Cannanore ..		Do.
South Canara ..	Mangalore ..		Do.

J. H. TAYLOR,
Master Attendant.

MADRAS,
4th December 1876.

No. 54. From G. H. M. BATTEN, Esq., Officiating Secretary to the Government of India, Department of Revenue, Agriculture, and Commerce, to the Chief Secretary to Government, dated Simla, 8th August 1877, No. 299.

Commerce and Trade.

With reference to the correspondence closing with your letter noted in the margin, regarding the preparation of rules under Sections 46 and 48 of the Native Passenger Ships Act VIII of 1876, I am directed to forward copy of the notification* bringing that enactment into force and of the rules promulgated therewith.

* No. 293, dated the 4th August 1877.

2. Certain matters have been discussed in the correspondence on the subject, which it was considered inexpedient to provide for in the rules, and respecting which I am to make the following observations.

3. The mention of the declaration by the Local Government or Administration of the length of the voyage in view to ensuring an adequate supply of provisions on

board in Rule II of the Draft Rules forwarded with the letter from this office, No. 583, dated the 8th November 1876, has been withdrawn, as the Governor-General in Council is of opinion that the object in view can best be met by directions issued by the Local Government. Section 11 (c) of the Act requires the officer who is to grant Certificate B to see that there is a sufficient supply of provisions, &c., on board for the declared duration of the intended voyage, and it is left to that officer to form his own estimate of the duration of the voyage; but in the exercise of the discretion thus given him, the officer is by Section 16 to be subject to the control of the Local Government, and the latter may accordingly give him directions in regard to the duration which he should assume for any particular voyage.

4. With regard to a suggestion of the Government of Bombay that a rule should be made requiring an adequate supply of life-buoys to be provided, I am to say that such a rule could not, in the opinion of the Government of India, be made under Section 46 of the Act. The object can however be attained by the issue of instructions under Section 16 to the officer granting a certificate to insist upon every native passenger ship having on board at least four efficient life-buoys, with a sufficiency of lines attached.

5. Respecting the Draft Rules prepared by the Master Attendant, received with your letter, No. 217, dated the 22nd March last, prohibiting in certain cases the carriage of deck-loads of cargo, the Governor-General in Council is of opinion that these rules could not be made under Section 46 of the Act. I am, however, to state that under Section 15, which leaves the officer granting a certificate a discretion (when he thinks the *mode of stowage*, quality or quantity of the cargo is likely to prejudice the health or safety of the passengers) to refuse the certificate, the object intended in the proposed rules might be secured by instructions to the officers granting certificates.

NOTIFICATION by the GOVERNMENT OF INDIA, DEPARTMENT OF REVENUE, AGRICULTURE, and COMMERCE, dated Simla, 4th August 1877, No. 298.

Under Section 3 of Act VIII of 1876 (The Native Passenger Ships Act, 1876), the Governor-General in Council is pleased to direct that the said Act shall come into force from the date of this notification.

DEPARTMENT OF REVENUE, AGRICULTURE, AND COMMERCE.

COMMERCE AND TRADE.

NOTIFICATION.

No. 298.

Simla, dated 8th August 1877.

In exercise of the powers conferred by Sections 46 and 48 of the Native Passenger Ships Act, 1876, the Governor-General in Council is pleased to make the following rules:—

UNDER SECTION 46.

(a.) Regarding Provisions, Fuel, and Water.

I. In the case of every ship to which the Native Passenger Ships Act applies, the scale on which provisions, fuel, and water are to be supplied to the passengers per head per diem shall be as follows:—

(a.) Provisions of fair quality according to the following scale:—

Rice	1 lb.
Dhall or salt-fish	4 oz.
Onions, turmeric, chillies or other curry-stuff	2 "
Salt	1 "
(b.) Fuel—	2 lb.
Firewood	
(c.) Fresh water, one imperial gallon. Such water shall be stored in iron tanks or sweet casks.	

In the case of steamers carrying an apparatus for distilling fresh water from salt, a supply equal to five-sevenths of a gallon per head per diem shall suffice.

In Calcutta and Bombay such water shall be obtained from the municipal pipes.

(b.) Medical Stores and other Appliances for maintaining Health, Cleanliness, and Decency.

II. Every native passenger ship shall, before Certificate B as provided in Section 11 of the Act is granted, have on board—

- if she carry a Surgeon, a supply of medicines and surgical appliances as set forth in Schedule A hereunto annexed;
- if she do not carry a Surgeon, a supply of medicines and appliances as set forth in Schedule B hereunto annexed, together with written or printed instructions for their use in a language which the Commander or some other officer of the ship can read;
- in either case, a sufficient supply of disinfecting powder or fluid.

III. Every such ship carrying more than a hundred native passengers shall be fitted with a hospital suitable for segregating from the main body of the passengers persons attacked by any infectious disease.

IV. Every such ship shall be fitted with not less than two privies sufficiently screened from public view and readily accessible, and with one more such privy for every hundred passengers, or part thereof, carried in excess of a hundred.

A proportion of such privies, in any case not less than one if there be any females among the passengers, shall be set apart for the exclusive use of females, corresponding, as nearly as may be, to the proportion of female to male passengers.

V. Every such ship shall be provided with not less than two places for washing sufficiently screened from public view, whereof a full proportion, as described in Rule IV, shall be set apart exclusively for females.

VI. Cattle shall be securely penned in so as not to inconvenience the passengers.

VII. A convenient place for cooking shall be set apart on deck, with one or more cabooses, or cooking-ranges, properly housed and covered.

(c.) Boats, Anchors, and Cables.

VIII. Every native passenger ship shall, before Certificate B as provided in Section 11 of the Act is granted, be provided with boats according to the scale laid down in Schedule C hereunto annexed. All such boats shall be fully fitted with all usual appliances.

IX. Every such ship shall at such time be provided with not less than three anchors and cables.

(d.) Instruments for purposes of Navigation.

X. Every native passenger ship shall, before Certificate B as provided in Section 11 of the Act is granted, be provided with—

- not less than two good compasses, and if she be an iron ship, the deviation of her compasses shall be ascertained on every point and be recorded in the log-book;
- charts suitable for the voyage she is about to undertake;
- not less than three chronometers and not less than two sextants or quadrants, and barometers, unless her size be under 240 tons and she be bound on a short voyage, in which case it shall suffice if she be provided with a sextant or a quadrant.

(c.) Precautions against Fire.

XI. Every such ship shall at such time be provided—

- (a) if she be a steamer with hose sufficient to reach from her engines to her stem and taffrail;
- (b) if she be a sailing vessel, with one fire-engine or force pump, with hose to reach from her stem to her taffrail, and if her tonnage exceed 800 tons, with a second such engine or force-pump, with like hose;
- (c) in either case, with fire-buckets in the proportion of three for every 100 tons up to 600, and two for every 100 tons above 600, provided that fifty in all shall suffice.

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

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

XIV. Immediately before leaving port the passengers shall be called on to deliver up whatever lucifer matches, gunpowder, or other inflammable articles they may have about them: any passenger omitting or refusing to deliver up any such articles will be liable to punishment.

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

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

XVII. As soon as possible after leaving port the officers and crew should be divided into parties, and assigned to stations, in case of fire.

UNDER SECTION 48.

I. For the purposes of Act VIII of 1876, the following shall be deemed to be seasons of fair and foul weather:—

Statement of Foul and Fair Seasons in British Indian Coasts.

Arab. Sea, Bombay, and Malabar Coasts.	Ceylon (Gulf of Mannar).	Madras (Coromandel).	Bengal (including Orissa) and Arakan.	Rest of Burma.
January .. January ..	January .. January ..	January .. January ..	January .. January ..	January .. January ..
February .. February ..	February .. February ..	February .. February ..	February .. February ..	February .. February ..
March .. March ..	March .. March ..	March .. March ..	March .. March ..	March .. March ..
April .. April 1st to 15th ..	April 1st to 15th ..	April 1st to 15th ..	April .. April ..	April .. April ..
May .. May ..	May .. May ..	May .. May ..	May .. May ..	May .. May ..
June .. June ..	June .. June ..	June .. June ..	June .. June ..	June .. June ..
July .. July ..	July .. July ..	July .. July ..	July .. July ..	July .. July ..
August .. August ..	August .. August ..	August .. August ..	August 1st to 15th ..	August .. August ..
September .. September ..	September .. September ..	September .. September ..	August 16th to 31st ..	September .. September ..
October .. October ..	October .. October ..	October .. October ..	October 1st to 15th ..	October .. October ..
November .. November ..	November .. November ..	November .. November ..	October 16th to 31st ..	November .. November ..
December .. December ..	December .. December ..	December .. December ..	November 1st to 15th ..	December .. December ..
			November 16th to 30th ..	
			December .. December ..	

Foul-weather seasons are in Italics. Fair-weather seasons in Roman.

SCHEDULE A.

Proportion of Medicines necessary for a Ship carrying Native Passengers and having on board a Surgeon.

Names of Medicines.	For 100 Passengers and under	For 100 to 200 Passengers.	For 200 to 300 Passengers.	For 300 to 400 Passengers.
Calomel ..	One ounce and half.	Two ounces ..	Three ounces ..	Four ounces.
Blue pill ..	One ounce ..	Ditto ..	Ditto ..	Ditto.
Rhubarb powder ..	Ditto ..	Ditto ..	Ditto ..	Ditto.
Compound jalap powder ..	Six ounces ..	Eight ounces ..	Twelve ounces ..	Sixteen ounces.
Ipecacuanha powder ..	One ounce ..	One ounce and half.	Two ounces and half.	Three ounces.
Opium ..	Ditto ..	Two ounces ..	Three ounces ..	Four ounces.
Dover's powder ..	Ditto ..	One ounce and half.	Two ounces ..	Three ounces.
Magnesia ..	Ditto ..	Two ounces ..	Three ounces ..	Four ounces.
Epsom salts ..	Three pounds ..	Six pounds ..	Nine pounds ..	Twelve pounds.
Tartar emetic ..	Two drachms ..	Four drachms ..	Six drachms ..	One ounce.
Quinine ..	One ounce ..	One ounce ..	Two ounces ..	Two ounces and half.
Antimonial powder ..	Two drachms ..	Four drachms ..	Six drachms ..	One ounce.
Extract of colocyth. comp. ..	Four drachms ..	One ounce ..	One ounce and half.	Two ounces.
Carbonate of ammonia ..	Six drachms ..	Ditto ..	Ditto ..	Ditto.
Assafetida ..	Four drachms ..	Ditto ..	Ditto ..	Ditto.
Camphor ..	Six drachms ..	Ditto ..	Ditto ..	Ditto.
Camphorated liniment ..	Eight ounces ..	Eight ounces ..	Sixteen ounces ..	Twenty ounces.
Catechu ..	One ounce ..	Two ounces ..	Three ounces ..	Four ounces.
Prepared chalk ..	Ditto ..	Ditto ..	Ditto ..	Ditto.
Tincture of opium ..	Six ounces ..	Six ounces ..	Eight ounces ..	Twelve ounces.
Turpentine ..	Four ounces ..	Twelve ounces ..	One pint ..	Twenty ounces.
Senna leaves ..	Eight ounces ..	Eight ounces ..	Twelve ounces ..	One pound.
Blistering plaster ..	Four ounces ..	Six ounces ..	Eight ounces ..	Twelve ounces.
Sulphur sublimed ..	Ditto ..	Six ounces ..	Twelve ounces ..	One pound.
Sulphur ointment ..	Eight ounces ..	Ten ounces ..	Ditto ..	Ditto.
Linseed flour ..	Six ounces ..	Eight ounces ..	Six pounds ..	Eight pounds.
Country soap ..	Two pounds ..	Four pounds ..	Six pounds ..	Eight pounds.
Castor-oil ..	One pound and half.	Two pounds ..	Two pounds ..	Three pounds.
Oil of peppermint ..	Three bottles ..	Six bottles ..	Eight bottles ..	Twelve bottles.
Adhesive plaster (spread) ..	One ounce ..	Two ounces ..	Two ounces ..	Two ounces.
Simple ointment ..	One yard ..	Two yards ..	Two yards ..	Two yards.
Ringworm ointment ..	Eight ounces ..	Twelve ounces ..	One pound ..	One pound and half.
Jerome's opiate ..	Ditto ..	Ditto ..	Ditto ..	One pound and quarter.
Aromatic spirit of hartshorn ..	Ditto ..	Ditto ..	Ditto ..	One pound and quarter.
Cholera pills ..	One small ounce ..	Two ounces phial ..	Two ounces phial ..	Two ounces phial.
Cubeb powder ..	One ounce ..	Three ounces ..	Three ounces ..	Three ounces.
Sweet spirit of nitre ..	Two ounces ..	Six ounces ..	Six ounces ..	Six ounces.
Copaiba ..	Six dozens ..	Six dozens ..	Six dozens ..	Six dozens.
	Two pounds ..	Two pounds ..	Two pounds ..	Two pounds.
	Eight ounces ..	One pound ..	One pound ..	One pound.
	Ditto ..	Ditto ..	One pound and half.	One pound and half.

Proportion of Medicines necessary for a Ship carrying Native Passengers, &c.—(Concluded).

Names of Medicines.	For 100 Passengers and under.	For 100 to 200 Passengers.	For 200 to 300 Passengers.	For 300 to 400 Passengers.
Sulphate of copper	One ounce	One ounce	One ounce	One ounce.
Sulphate of zinc	Half ounce	Half ounce	Half ounce	Half ounce.
Lunar caustic	Two drachms	Three drachms.	Four drachms	Four drachms.
Hydrarg. cum creta	Ditto	Ditto	Ditto	Six drachms.
Plumbi acetat	Four drachms	Six drachms	One ounce	One ounce and two drachms.
Pulvis acacie	Two ounces	Three ounces	Four ounces	Six ounces.
Pulvis cretæ: cum opio.	Four drachms	Six drachms	One ounce	One ounce and two drachms.
Acid: sulphuric dil.	One ounce	One ounce, four drs.	Two ounces.	Two ounces and four drachms.
" tartaric	Six drachms	One ounce, two drs.	One ounce, four drs.	Two ounces.
Tinct: camph: comp.	Three ounces	Four ounces	Six ounces.	Eight ounces.
" ferri: sesquichl.	One ounce	One ounce, four drs.	Two ounces.	Three ounces.
Soda: sesquicarb	One ounce and four drachms.	Two ounces	Three ounces.	Four ounces.
Sir W. Burnett's disinfecting fluid, or	Seven gallons	Twelve gallons.	Seventeen gallons	Twenty-two gallons.
Norton's carbolic acid.	Thirty gallons	Forty-five gallons.	Sixty gallons	Seventy gallons.
INSTRUMENTS.				
Glass measure (1 oz).	One	One	One	One.
Glass measure (drop).	One	One	One	One.
Pestle and mortar (Wedgewood).	One	One	One	One.
Scales and weights (grains).	One set	One set	One set	One set.
Splints (common)	One set	One set	One set	One set.
Lint (prepared)	Two ounces	Three ounces	Four ounces	Six ounces.
Cloth for bandage.	One piece	Two pieces	Two pieces	Two pieces.
Lancets (bleeding)	One	One	Two	Two.
Silver catheter (middle size).	One	One	One	One.
Spatula	One	One	One	One.
Scissors, dressing.	One	One	One	One.
Infusion pots	One	Two	Two	Two.
Bed pans (metal)	Two	Two	Three	Three.
Country paper	One quire	One quire	Two quires	Two quires.
Penknife	One	One	One	One.
Sago	Five pounds	Ten pounds	Fifteen pounds	Twenty pounds.
Arrow-root	Ten pounds	Ten pounds	Fifteen pounds	Twenty pounds.
Small tin-box	One	One	One	One.
Enema	One	One	One	One.

When the voyage which the passenger ship is about to make is longer than from any port in India to any port in the Red Sea, an additional quantity of the medicines above specified, to the extent of 25 per cent., should be carried.

SCHEDULE B.

Proportion of Medicines necessary for a Ship carrying Native Passengers and not having on board a Surgeon.

Names of Medicines.	For 100 Passengers and under.	For 100 to 200 Passengers.	For 200 to 300 Passengers.	For 300 to 400 Passengers.
Calomel	One ounce and half.	Two ounces	Three ounces	Four ounces.
Blue pill	One ounce	Ditto	Ditto	Ditto.
Compound jalap powder.	Six ounces	Eight ounces	Twelve ounces	Sixteen ounces.
Ipecacuanha powder.	One ounce	One ounce and half.	Two ounces and half.	Three ounces.
Opium	Ditto	Two ounces	Three ounces	Four ounces.
Dover's powder	Ditto	One ounce and half.	Two ounces	Three ounces.
Epsom salts	Three pounds	Six pounds.	Nine pounds	Twelve pounds.
Quinine	One ounce	One ounce	Two ounces	Two ounces and half.
Antimonial powder.	Two drachms	Four drachms	Six drachms	One ounce.
Assafoetida	Four drachms	One ounce	One ounce and half.	Two ounces.
Camphor	Six drachms	Ditto	Ditto	Ditto.
Camphorated liniment.	Eight ounces	Twelve ounces	Sixteen ounces	Twenty ounces.
Prepared chalk	One ounce	Two ounces	Three ounces	Four ounces.
Tincture of opium	Four ounces	Six ounces	Eight ounces	Twelve ounces.
Turpentine	Eight ounces	Twelve ounces	One pint	Twenty ounces.
Blistering plaster	Four ounces	Six ounces	Eight ounces	Twelve ounces.
Sulphur ointment	Six ounces	Eight ounces	Twelve ounces	One pound.
Linseed flour	Two pounds	Four pounds	Six pounds	Eight pounds.
Country soap	Twelve ounces	One pound and half.	Two pounds	Three pounds.
Castor-oil	Three bottles	Six bottles	Eight bottles	Twelve bottles.
Oil of peppermint.	One ounce	Two ounces	Two ounces	Two ounces.
Adhesive plaster (spread).	One yard	Two yards	Two yards	Two yards.
Simple ointment.	Eight ounces	Twelve ounces	One pound	One pound and half.
Ringworm ointment.	Ditto	Ditto	Ditto	One pound and quarter.
Jeremie's opiate	One small ounce	Two ounces	Two ounces phial	Two ounces phial.
Aromatic spirit of hartshorn.	One phial.	Three ounces	Three ounces	Three ounces.
Cholera pills in phial.	Two ounces	Three ounces	Six dozens	Six dozens.
Cubeb powder	Six dozens	Six dozens	Six dozens	Six dozens.
Copaiba	Two pounds	Two pounds	Two pounds	Two pounds.
Sulphate of copper.	One ounce	One ounce	One ounce	One ounce.
Sulphate of zinc	Half ounce	Half ounce	Half ounce	Half ounce.
Lunar caustic	Two drachms	Three drachms.	Four drachms	Four drachms.
Hydrarg. cum creta	Ditto	Ditto	Ditto	Six drachms.
Plumbi acetat	Four drachms	Six drachms	One ounce	One ounce and two drachms.
Pulvis acacie	Two ounces	Three ounces	Four ounces	Six ounces.
Pulvis cretæ: cum opio.	Four drachms	Six drachms	One ounce	One ounce and two drachms.
Acid: sulphuric dil.	One ounce	One ounce, four drs.	Two ounces	Two ounces and four drachms.

Proportion of Medicines necessary for a Ship carrying Native Passengers and not having on board a Surgeon.—(Continued).

Names of Medicines.	For 100 Passengers and under.	For 100 to 200 Passengers.	For 200 to 300 Passengers.	For 300 to 400 Passengers.
Acid tartaric.	Six drachms	One ounce, two drs.	One ounce, four drs.	Two ounces.
Tinct: camph: comp.	Three ounces	Four ounces	Six ounces	Eight ounces.
Soda: sesquicarb.	One ounce and four drachms.	Two ounces	Three ounces	Four ounces.
Sir W. Burnett's disinfecting fluid, or, Norton's carbolic acid.	Seven gallons	Twelve gallons.	Seventeen gallons	Twenty-two gallons.
	Thirty gallons	Forty-five gallons.	Sixty-gallons	Seventy gallons.
INSTRUMENTS.				
Glass measure (1 oz.).	One	One	One	One.
Glass measure (drop).	One	One	One	One.
Pestle and mortar (Wedgewood).	One	One	One	One.
Scales and weights (grains).	One set	One set	One set	One set.
Splints (common).	One set	One set	One set	One set.
Lint (prepared).	Two ounces	Three ounces	Four ounces	Six ounces.
Cloth for bandage.	One piece	Two pieces	Two pieces	Two pieces.
Silver catheter (middle size).	One	One	One	One.
Spatula	One	One	One	One.
Scissors, dressing.	One	One	One	Two.
Infusion pots	One	Two	Two	Three.
Bed pans (metal).	Two	Two	Three	Two quires.
Country paper	One quire	One quire	Two quires	One.
Penknife	One	One	One	Twenty pounds.
Sago	Five pounds	Ten pounds	Fifteen pounds	Twenty pounds.
Arrow-root	Ten pounds	Ten pounds	Fifteen pounds	One.
Small tin-box	One	One	One	One.
Enema	One	One	One	One.

When the voyage which the passenger ship is about to make is longer than from any port in India to any port in the Red Sea, an additional quantity of the medicines above specified, to the extent of 25 per cent., should be carried.

SCHEDULE C.

Number and Dimensions of Boats with which Sea-going Ships are to be provided.

REGISTERED TONNAGE.			COLUMN 1.				COLUMN 2.				COLUMN 3.				Total Number of Boats.																		
Sailing-ships.	Steam-ships.	Tons.	To be carried by Sailing-ships and Steam-ships.				To be carried by Sailing-ships and by Steam-ships when they do not carry the Boats in Column 3.				To be carried by Steam-ships which do not carry the Boats in Column 2.																						
			Boats.		Boats.		Launches.		Boats.		Life Boats.																						
			Number.	Length.	Breadth.	Depth.	Number.	Length.	Breadth.	Depth.	Number.	Length.	Breadth.	Depth.	Number.	Length.	Breadth.	Depth.	Steam-ships.														
Tons.			FT.	FT. IN.	FT. IN.	FT. IN.	FT.	FT. IN.	FT. IN.	FT.	FT. IN.	FT. IN.	FT. IN.	FT.	FT. IN.	FT. IN.	FT. IN.																
1,000 & upwards	1	1	18	6	6	2	3	2	24	6	6	2	6	1	27	8	6	3	8	2	22	5	6	2	6	2	28	8	6	3	6	..	4 to 7
800 to 1,000	1	1	18	6	6	2	3	2	26	6	6	2	8	1	26	8	0	3	8	2	22	5	6	2	6	..	..	..	..	..	4 or 5		
600 to 800	1	1	18	6	6	2	3	2	24	5	6	2	6	1	26	8	0	3	8	2	22	5	6	2	6	..	..	..	..	..	4 or 5		
400 to 600	1	1	16	5	6	2	3	2	24	5	6	2	6	1	25	7	0	3	6	2	22	5	6	2	6	..	..	..	..	..	4 or 6		
200 to 400	1	1	16	5	6	2	3	1	22	5	6	2	5	1	22	6	6	3	3	2	22	5	6	2	6	..	..	..	..	..	3 or 4		
100 to 200	1	1	14	5	0	2	2	..	..	..	..	..	..	1	20	6	0	3	0	2	22	5	6	2	6	..	..	..	..	..	2 or 3		
Under 100	1	1	14	5	0	2	2	..	..	..	..	..	..	1	16	5	6	2	0	2	18	5	6	2	4	..	..	..	..	..	1		

NOTE.—In Sailing-ships carrying the number of boats above specified, and Steam-ships carrying the larger of the two numbers above specified, the boats are to be considered sufficient if their aggregate cubic contents are equal to the aggregate cubic contents of the boat specified.

In Steam-ships, carrying the smaller of the two numbers above specified, one of the boats must be a launch of the capacity specified in Column 2.

In all Steam-ships two paddle-box boats may be substituted for any two of the boats in Column 3.

Note.—In Sailing-ships carrying the number of boats above specified, and Steam-ships carrying the larger of the two numbers above specified, the boats are to be considered sufficient if their aggregate cubic contents are equal to the aggregate cubic contents of the boats specified.

In Steam-ships, carrying the smaller of the two numbers above specified, one of the boats must be a launch of the capacity specified in Column 2.

In all Steam-ships two paddle-box boats may be substituted for any two of the boats in Column 3.

No. 55. *From G. H. M. BATTEN, Esq., Officiating Secretary to the Government of India, Department of Revenue, Agriculture and Commerce, to the Chief Secretary to Government, dated Simla, 20th August 1877, No. 318.*

In continuation of my letter, No. 299, dated the 8th instant, and with special reference to my letter, No. 62, dated the 19th February last, I am directed to forward copy of a letter which has this day been addressed to the Government of Bengal on the subject of the subsidiary orders required to be issued by the Local Government to give effect to the Indian Passenger Ships Act, 1876.

2. I am to request that, with the permission of His Grace the Governor in Council, the necessary action may now be taken in the Madras Presidency, it being borne in mind that it is desirable that the forms and procedure to be adopted under the Act should be, as far as possible, uniform at all ports in India.

3. With reference to paragraph 3 of the letter to the Government of Bengal herewith forwarded, I am to inquire what officers His Grace the Governor in Council would propose for appointment by the Government of India to perform at ports in the Madras Presidency the duties specified in Sections 21 and 23 of the Act.

ENCLOSURE No. I.

From G. H. M. BATTEN, Esq., Officiating Secretary to the Government of India, Department of Revenue, Agriculture and Commerce (Commerce and Trade), to the Secretary to the Government of Bengal, General-Department, dated Simla, the 20th August 1877, No. 317.

In continuation of my letter, No. 301, dated the 8th instant, and with reference to yours of the 9th February last, No. 426, I am directed to say that the Governor-General in Council has no objection to the forms and notices proposed in the last mentioned letter to be issued on the coming into force of the Native Passenger Ships Act, 1876. Some of the papers forwarded will however require modification in accordance with the remarks contained in my letter of the 8th instant. For instance, the second rule of the draft originally circulated having been withdrawn for the reasons specified in paragraph 3 of my letter, No. 301, No. VII of the papers forwarded with your letter of the 9th February should not be published in a notification, but should be amalgamated with No. VIII. The latter paper would, in the opinion of the Governor-General in Council, more conveniently take the form of a circular issued under Section 16 of the Act, such portions of it as contain directions to masters (which are merely restatements either of provisions of the Act or of notifications separately issued under it) being withdrawn. This circular should of course be drawn up with special reference to the rules under Section 46 of the Act as finally issued by the Government of India, and to the remarks contained in my letter No. 301 of the 8th instant.

2. The Bombay Government has suggested that a separate form of notice to be given by the master, owner, or agent under Section 7 of the Act should be prescribed, and I am to commend the suggestion for the consideration of His Honor the Lieutenant-Governor. It has also been suggested by that Government that the statement of passengers under Section 23 (which in the Bengal form is divided into "male" and "female" only), might with advantage be more detailed.

3. All these matters are by the provisions of the Act left to the discretion of the Local Government, with which the Governor-General in Council has no desire to interfere. There are however two sections which require action by the Government of India, and have not yet received attention; these are Sections 21 and 23, which require an officer to be appointed by the Governor-General in Council:—

- (1) to receive notice of the deaths of passengers during short voyages;
- (2) to receive and countersign statements of the passengers and crew.

I am to inquire what officers His Honor the Lieutenant-Governor would propose for appointment under these sections.

No. 56. ORDER THEREON, 25th July 1878, No. 386.

The Governor in Council proceeds to pass the subsidiary orders which, under the provisions of "The Native Passenger Ships Act, 1876," the local Government is required to issue for the purpose of giving effect to the Act in this Presidency.

2. Sections 6 and 47, Ports of embarkation and debarkation and appointment of officers.—Under Sections 6 and 47 of the Act, the several ports and officers named below are appointed, respectively, to be the ports from which native passenger ships may depart or proceed on voyages, or at which they may discharge passengers, and the officers who shall exercise and perform the powers and duties conferred and imposed by Sections 7, 8, 18, 20, and 36 of the Act:—

Districts.	Ports.	Officers.
Ganjam ...	Ganjam ...	Conservator of the Port.
	Gopaulpore ...	Master Attendant.
	Calingapatam ...	Conservator of the Port.
Vizagapatam ...	Bimlipatam ...	Master Attendant.
	Vizagapatam ...	Do.
Godavery ...	Cocanada ...	Do.
	Nursapur ...	Superintendent of Sea Customs.
Kistna ...	Masulipatam ...	Master Attendant.
Madras ...	Madras ...	Deputy Master Attendant.
	Cuddalore ...	Conservator of the Port.
South Arcot ...	Do. do.	Do. do.
	Porto Novo ...	Do. do.
Tanjore ...	Tranquebar ...	Master Attendant.
	Negapatam ...	Assistant Superintendent of Sea Customs.
	Topethorai ...	Superintendent of Sea Customs.
	Mootooppettah ...	Assistant Superintendent of Sea Customs.
	Adrampatam ...	Master Attendant.
Madura ...	Pannabon ...	Assistant Superintendent of Sea Customs.
	Do. do.	Do. do.
	Koolakarai ...	Do. do.
	Tondi ...	Do. do.
Tinnevely ...	Devipatam ...	Master Attendant.
	Tuticorin ...	Assistant Superintendent of Sea Customs.
	Koilupatam ...	Do. do.
	Kulushekarapatam ...	Master Attendant.
Malabar ...	Cochin ...	Assistant Superintendent of Sea Customs.
	Ponani ...	Master Attendant.
	Calicut ...	Master Attendant.
	Tellicherry ...	Conservator of the Port.
South Canara ...	Do. do.	Do. do.
	Cannanore ...	Do. do.
	Mangalore ...	Do. do.

3. It should here be remarked that in the list of ports and officers proposed to be appointed under the Act, submitted by the Master Attendant, Madras, Captain Taylor has recommended the appointment of two separate officers at ports where there are no resident Masters Attendant—one to grant Certificate A under Section 10, and the other to grant Certificate B under Section 11 of the Act—the former being the nearest Master Attendant, and the latter either the Conservator of the Port, or the Superintendent or Assistant Superintendent of Sea Customs, as the case may be; but the Governor in Council, in making the appointments specified in the preceding paragraph, has been precluded from adopting this recommendation, in consequence of the express provisions of Sections 12 and 13. These sections require that the officer by whom Certificates A and B are to be granted shall be one and the same officer, viz., the officer authorized under Section 7 to receive notice of the day of sailing, &c., except in cases where the Master of a ship produces to such officer either of the certificates mentioned in clauses (a) and (b) of Section 13 (namely)—

- (1) a valid certificate granted by the Board of Trade or by any British Colonial Government,
- (2) a certificate granted under the authority of any British Indian Government and dated not more than six months before the proposed day of sailing, and containing the same particulars as to seaworthiness, equipment, &c., as are required by Section 10 to be stated in Certificate A.

In such cases there will be no necessity for granting certificate A, but the officer referred to may, under Section 13, take the certificate produced by the Master of the ship as evidence of the above particulars, and it shall then be a valid certificate for the purposes of the Act. The Government have, therefore, deemed it necessary to appoint only one officer at each of the ports named in the list—those at which there are resident Masters Attendant, as well as those at which there are no such officers—to exercise and perform the powers and duties conferred and imposed by the Act.

4. Captain Taylor, in making the recommendation above referred to, probably considered that, as Certificate A relates to a ship's seaworthiness, equipment and carrying capacity, the person who is to grant it should have that special knowledge of these matters which persons holding the post of Port Conservator or of Superintendent or Assistant Superintendent of Sea Customs are not generally supposed to possess; while the particulars in Certificate B—such as the number of the crew, supply of provisions, water, and other things varying with each voyage—can be checked and controlled by any intelligent official, although he may not be possessed of any nautical knowledge.

5. The Government are advised, however, that, under Clause b Section 13 of the Act, it is competent to them to authorize persons, possessing the requisite qualifications for the purpose, to grant certificates to native passenger ships setting forth the particulars required by Section 10, viz., "that the ship is seaworthy and properly equipped, fitted and ventilated, and the number of passengers that she is capable of carrying;" and under the same clause, as already remarked, if the master of a ship produces such a certificate to the officer empowered under Section 7, the latter may accept the same as evidence of such particulars, and it shall then be a valid certificate for the purposes of the Act.

6. These provisions of the law will obviate the difficulty which, it is apprehended, passenger ships not holding valid certificates granted either by the Board of Trade or by any British Colonial Government, or under the authority of the Bombay or Bengal Government, will meet with in obtaining Certificate A at ports where the officers authorized under Section 7 are either Conservators of Ports or Superintendents or Assistant Superintendents of Sea Customs, and where it will often not be possible for these officers to procure the services of competent surveyors for the purpose of reporting upon the seaworthiness, &c., of such ships, as contemplated by Section 14. The Governor in Council deems it expedient, therefore, that advantage should be taken of the same.

7. Section 13, Appointment of officers to grant certificates of seaworthiness, &c.—His Grace in Council resolves accordingly, under Clause b Section 13, to authorize the Deputy Master Attendant at Madras and all Masters Attendant at the out-ports in this Presidency (who are competent men for the purpose) to grant to such native passenger vessels as do not hold any of the certificates mentioned in Section 13, certificates stating the particulars required by Section 10, on application being made for the same by the owner, agent or master of the vessel. No such certificate, however, shall be granted unless the certifying officer is satisfied by inspection or survey (to be made at least twice in each year at the expense of the master or owner, and upon the payment of a fee not exceeding twenty rupees) that the vessel is seaworthy and properly equipped with boats and otherwise, and (if a steamer) that the engines and machinery are in a fit state to enable her to proceed on her voyage.

8. Section 7, Form of notice of day of sailing, &c.—With reference to the suggestion mentioned in paragraph 2 of the letter from the Government of India to the Bengal Government dated 20th August, viz., that a form of notice to be given by the master, owner or agent under Section 7 of the Act, should be prescribed, the

Governor in Council directs that the notice in question shall be prepared according to the following form:—

FORM.

From *Master, Owner or Agent (as the case may be,) of the Ship lying off*

To *The Officer appointed under Section 7 of the Native Passenger Ships Act, 1876, at*

Sir,
Under Section 7 of the Native Passenger Ships Act, 1876, I do hereby give you notice that the ship *_____*, now lying off *_____*, is about to carry native passengers hence to the port of *_____*, and that the day proposed for her departure is the *_____*.

I append a memorandum showing the number of passengers which it is proposed to take on board the said vessel.

I have, &c.,

A.B.

Master (Owner or Agent, as the case may be,) of the Ship.

Memorandum of the number and description of passengers proposed to be taken on board the Ship for conveyance to the Port of

Men.	Women.	Children between the ages of 1 and 12 years.	Total Souls.	Total Passengers.

Dated at *_____* this *_____* day of *_____* 187 *_____* A.B.

9. Section 10, Form of Certificate A.—The form of Certificate A submitted by the Master Attendant, Madras, with his letter recorded in the Proceedings of Government, 21st December 1876, No. 553, differs from the form prepared by the Bengal Government; and, as the Government of India desire that the forms to be adopted under the Act should be as far as possible uniform at all ports in India, the Governor in Council resolves to prescribe the following form for Certificate A. This form is similar to the form adopted by the Bengal Government and approved by the Government of India.

FORM OF CERTIFICATE A.

I, *_____*, duly-appointed and authorized to grant certificates under Section 10 of Act VIII of 1876 (The Native Passenger Ships Act, 1876), do hereby certify that the ship *_____*, register tonnage *_____* tons, being a native passenger ship within the meaning of Act VIII of 1876, and now riding at anchor at *_____*, is seaworthy, properly equipped, fitted and ventilated, and that she is capable of carrying *_____* passengers.

Dated at *_____* this *_____* day of *_____* 187 *_____* C.D.

10. Section 11, Form of Certificate B.—Certificate B shall be granted in the following form:—

FORM OF CERTIFICATE B.

I, _____, duly appointed and authorized to grant certificates under section 11 of Act VIII of 1876 (The Native Passenger Ships Act, 1876), do hereby certify that the ship _____, being a native passenger ship within the meaning of Act VIII of 1876, and having on board _____ native passengers—lists of whose number and sex have been furnished by _____, the master of the said ship, and ready to proceed on a voyage to _____, the intermediate ports at which she is intended to touch being _____, has the proper complement of officers and seamen; that she has sufficient cooking accommodation on board; that the provisions, fuel and pure water, over and above what is necessary for the crew, and the other things prescribed for such ships by the rules under Section 46 of the said Act, have been placed on board, are of good quality and properly packed, and are sufficient to supply the said number of passengers, according to the scale for the time being fixed by the said rules; and that the said provisions, fuel, water and other things as aforesaid, are sufficient for _____ days, the declared duration of the said voyage, that is to say, water and fuel sufficient for the whole number _____, and provisions sufficient for the remaining _____ finding their own provisions.

2. I also certify that the master of the said ship holds Certificate A, as required by Section 10 (or a valid certificate granted by the Board of Trade, or by the British Colonial Government of _____, or a certificate granted under the authority of the Government of Fort St. George, Bombay or Bengal, as the case may be, as required by Section 13) of the Act; and that there is no cargo on board which, from its quality, quantity, or mode of stowage, is likely to prejudice the health or safety of the said passengers.

3. I do further certify that the full space required by the said Act has been appropriated to the said passengers in the between-decks of the said ship, viz., _____, and also that a space of _____ on the upper-deck for each such passenger, as required for the said number of passengers by the Act, has been left clear.

4. I do further certify that the said ship has on board four efficient life-buoys with a sufficiency of lines attached thereto.

5.* I do further certify that the said ship is furnished with substantial bulwarks† and a double-awning, which, I am of opinion, will afford sufficient protection to the upper-deck passengers against the inclemency of the weather.

Dated _____ this _____ day of _____ 187 ____ C.D.

* This paragraph is to be inserted only if the ship is intended to make a short voyage in a season of foul weather, and to carry upper-deck passengers.

† "Substantial bulwarks" means a reasonably stout screen, such as shall take off a blow of the sea, but not a canvas screen.

11. Adverting to those parts of paragraph 1 of Certificate B which refer to the "proper complement of officers and seamen" and to the "declared duration of the voyage," and having regard to the intimation given in paragraph 3 of the letter from the Government of India dated 8th August, that directions on such points may properly be given by the Local Government under the authority vested in them by Section 16, the Governor in Council resolves to issue the following instructions (namely):—

(I.) *Complement of Officers and Seamen.*—In determining as to what shall be "the proper complement of officers and seamen," officers at out-ports authorized under Section 7 of the Act, not being Masters Attendant, will be guided by the following scales:—

SCALE No. 1.

For a Sailing Vessel, the Crew of which are Natives.

Not exceeding 100 tons ..	15 men.
Above 100 and up to 200 tons ..	20 men.
" 200 " 400 " ..	20 men for the first 200 tons, with 6 men for every 100 tons above 200.
" 400 " 600 " ..	" 5 " " " " "
" 600 " 800 " ..	" 4 " " " " "
" 800 tons ..	" 3 " " " " "

N.B.—The above includes officers as well as seamen; and of the whole number, one-half must be able seamen.

SCALE No. 2.

For a Sailing or Steam Vessel, the Crew of which are Europeans.

Not exceeding 500 tons ..	4 men for every 100 tons.
Above 500 and up to 1,000 tons ..	20 men for the first 500 tons, with 3 men for every 100 tons above 500.
" 1,000 tons ..	" 2 " " " "

N.B.—Of the whole number which the ship is required to carry, exclusive of boys, one-half must be able seamen. The above includes three officers.

SCALE No. 3.

For a Steamer commanded and manned by Natives.

Same scale as for vessels manned by Europeans (Scale No. 2), with the addition of one-third of the number of crew prescribed by that scale.

SCALE No. 4.

For Sailing Vessels manned partly by Europeans and partly by Natives.

Same scale as for vessels manned by Europeans (Scale No. 2), with the addition of one-third of the number prescribed by that scale, in proportion to the number of the Native portion of the crew.

The foregoing scales are prescribed as a general rule; but they may be varied in particular or exceptional cases, as circumstances may render expedient, under the advice of the Master Attendant at Madras or the Masters Attendant nearest to the out-ports at which the officers referred to in the above clause (I), are stationed; and for this purpose, all Masters Attendant are hereby appointed to be "the intermediate authority" contemplated by Section 16 of the Act.

(II.) *Duration of Voyage.*—The probable duration of voyage of native passenger ships from ports in this Presidency to ports in the places mentioned in the subjoined Tables A and B shall be reckoned as shown therein:—

TABLE A.

Table showing the probable number of days required by a sailing vessel to reach Ports in the Red Sea or Persian Gulf and the Eastern Side of the Bay of Bengal.

		During seasons of fair weather.	During seasons of foul weather.
From Ports on the Coromandel Coast south of Madras.	To Chittagong and Arracan Coast ..	25 days.	50 days.
	To Rangoon and Tenasserim Coast ..	18 "	40 "
	To Penang ..	18 "	30 "
	To the Straits of Malacca beyond Penang ..	25 "	50 "
From Ports on the Coromandel Coast north of Madras.	To Chittagong and Arracan Coast ..	18 "	30 "
	To Rangoon and Tenasserim Coast ..	18 "	30 "
	To Penang ..	18 "	30 "
	To Straits of Malacca beyond Penang ..	25 "	50 "

		During seasons of fair weather.
From the Ports of Cochin, Calicut, Cannanore, and Tellicherry.	To Aden ..	28 days.
	To Mocha ..	30 "
	To Jeddah ..	44 "
	To any Port within the Persian Gulf ..	45 "

TABLE B.

Table showing the probable number of days required by a Steamer to reach Ports in the Red Sea or Persian Gulf and the Eastern Side of the Bay of Bengal.

		During seasons of fair weather.	During seasons of foul weather.
From ports on the Coromandel Coast, south of Madras.	To Chittagong and Arracan Coast ..	8 days.	10 days.
	To Rangoon and Tenasserim ..	7 "	9 "
	To Penang ..	8 "	10 "
	To the Straits of Malacca beyond Penang ..	10 "	12 "
From ports on the Coromandel Coast, north of Madras.	To Chittagong and Arracan Coast ..	5 "	7 "
	To Rangoon and Tenasserim Coast ..	6 "	8 "
	To Penang ..	9 "	11 "
	To the Straits of Malacca beyond Penang ..	11 "	13 "
From the ports of Cochin, Calicut, Cannanore, and Tellicherry.			During seasons of fair weather.
	To Aden ..		12 days.
	To Mocha ..		13 "
	To Jeddah ..		17 "
	To Muskat ..		9 "
	To any port within the Persian Gulf ..		14 "
	To Bussorah ..		17 "

12. With reference to paragraph 2 of Certificate B, and to the observations contained in paragraph 5 of the Government of India letter of the 8th August, regarding the prohibition against deckloads of cargo in certain cases, it will be an instruction to the officers appointed under the Act, that they shall withhold the grant of the certificate in every case in which a native passenger ship carrying in her between-decks a greater number of passengers than in the proportion of one passenger to every five tons of her registered gross tonnage, or carrying on her upper-deck a greater number of passengers than in the proportion of one passenger to every twenty tons of her registered tonnage, has any cargo or merchandize on her upper-deck.

13. Paragraph 4 of Certificate B has been introduced, in order to meet the suggestion made in paragraph 4 of the letter from the Government of India above quoted, viz., that the officer granting a certificate should be instructed to insist upon every native passenger ship having on board at least four efficient life-buoys, with a sufficiency of lines attached.

14. Section 20, *Supplementary Certificate*.—The supplementary certificate mentioned in Section 20, which the master of a ship performing a short voyage and taking additional passengers on board at any intermediate port is required to obtain from the proper officer at such port, shall be furnished in the form prescribed below:—

FORM OF SUPPLEMENTARY CERTIFICATE.

I, _____ duly appointed and authorized to grant certificates under Section 20 of Act VIII of 1876 (The Native Passenger Ships Act, 1876), do hereby certify that the number of additional passengers taken on board the native passenger 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 things prescribed for such ships by the rules under Section 46 of the said Act, have been placed on board, are of good quality and properly packed, and are sufficient to supply _____ passengers (which is the total number of passengers on board) according to the scale for the time being fixed by the said rules; and that the said provisions, fuel, and water are sufficient for _____ days, the declared duration of the said voyage, that is to say, water and fuel sufficient for the whole number _____, and provisions sufficient for _____, the remaining _____ finding their own provisions.

Dated at _____ this _____ day of _____ 187 _____ C.D.

15. Section 23, *Statement of Passengers and Crew*.—The statement specifying the number of passengers and of the crew, required under Section 23, will be prepared as shown below:—

Statement, under Section 23 of Act VIII of 1876, of the Crew and Passengers proceeding in the _____ bound to _____

Crew.		Number.
Commander ..	..	..
Officers ..	..	..
Engineers ..	..	..
Deck Crew ..	..	..
Engine Room Crew ..	..	..
Servants ..	..	..
Total ..		..

Native Passengers.		Number.
Males. { Adults ..	..	..
Children between one and twelve years of age ..	..	..
Females. { Adults ..	..	..
Children between one and twelve years of age ..	..	..
Total ..		..

The _____ day of _____ 187 _____ Commander.

16. The statement of passengers in the above form has been made more detailed than in the Bengal form, in compliance with the suggestion made in the last sentence of paragraph 2 of the letter from the Government of India to the Bengal Government, dated 20th August.

17. Section 26, *Bond when Ship clears for Port in Red Sea*.—The following form, which is the same as that adopted in Bengal, is prescribed for the joint and several bond which the owner, agent or master of a native passenger ship proceeding from a British Indian port to any port in the Red Sea and two sureties resident in British India are required by Section 26 to execute in favor of the Secretary of State for India in Council, for the purpose of binding the ship to touch at Aden on the outward voyage, and there to obtain a clean bill of health, and to do the same on the homeward voyage if she continue (being propelled by sails) to carry more than thirty passengers, or (being propelled by steam or partly by steam and partly by sails) to carry more than sixty passengers.

FORM.

Bond executed pursuant to Section 26 of the Native Passenger Ships Act of 1876.

Know all men by these presents that we _____ of _____ State for India in Council in the sum of five thousand Rupees of lawful money of British India to be paid to the said Secretary of State in Council, his certain attorney, successors, or assigns, for which payment well and truly to be made, we bind ourselves, our heirs, executors, administrators, and representatives jointly, and every of us binds himself, his 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 seventy

And each of us, the said doth hereby for himself, his heirs, executors, administrators, and representatives covenant with the said Secretary of State in Council, his successors and Assigns, that if any suit shall be brought touching the subject-matter of this obligation, or the condition hereunder written, in any Court subject to the superintendence of the High Court of Judicature at Madras, 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 [here insert the name of the principal or names of the principals only] is or are the [owner, owners, agent, agents or Master] of a "native passenger ship" called the " " now about to sail from the port of in British India to a port in the Red Sea, touching at Aden [insert names of any other ports to be visited], 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 [name or names of the principal or principals] and his [or their] sureties the above bounden [here enter names of 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 "The Native Passenger Ships Act, 1876."

Now, the condition of the above written bond or obligation is such that, if the said ship touches at Aden on her outward voyage to the said port of in the Red Sea, and does not leave the said port of Aden on the said out-ward voyage without having obtained from the proper authority at Aden aforesaid a clean bill of health, and if the said ship, on her homeward voyage from the aforesaid port of if she continue to carry more than passengers, does not omit or fail to touch at Aden aforesaid as she is required to do by "The Native Passenger Ships Act, 1876," and does not leave the said port of Aden on the said homeward voyage without having obtained from the proper authority at Aden aforesaid a clean bill of health, then the above written bond or obligation shall be void.

Signed sealed and delivered by

in the presence of

18. *Publication of Notification.*—Paragraphs 2 and 7 of these Proceedings, appointing ports of embarkation and disembarkation, officers to carry out the provisions of the Act generally, and officers to grant certificates of seaworthiness, embodied in a Notification and published in the *Fort St. George Gazette* and in the *Gazettes of Maritime Districts*.

19. *Compilation of Rules and Subsidiary Orders.*—The subsidiary orders contained in the other paragraphs, together with the forms now prescribed, as well as paragraphs 2 and 7, and also the rules and declaration made by the Governor-General in Council under Sections 46 and 48, will be printed separately as a compilation and circulated for the guidance of all concerned.

20. *Appointment of Officers by Government of India to perform the duties specified in Sections 21 and 23.*—It remains to dispose of the reference made in paragraph 3 of the Government of India's letter dated 20th August, as to the officers whom this Government would propose for appointment by that Government to perform, at ports in this Presidency, the duties specified in Sections 21 and 23 of the Act, viz., (1) to receive notice of the deaths of passengers during short voyages, and (2) to receive and countersign statements of the passengers and crew.

21. The Governor in Council considers that the best and most convenient arrangement would be to nominate, for the performance of the duties referred to, the same officers as those appointed by this Government (in paragraph 2 of these Proceedings) to carry out the provisions of the Act generally. The Government of India will be informed accordingly.

(True Extract.)

[Signature]
Chief Secretary.

To the Master Attendant, Madras.

" Board of Revenue.

" Revenue Department.

" Collectors of Maritime Districts.

Ed. J. Wright, T. O'Connor and J. W. Fischer.

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THE MARINE ATTENDANT

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