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Sir L. Mallet to Lord Tenterden.—(Received October 12.)

My Lord, India Office, October 11, 1877.)

 WITH **reference** to your letters dated the 22nd February and 30th May last, and other **correspondence** relating to the proposed Turkish rules for the regulation of the **pilgrim traffic**, I am directed by the Secretary of State for India in Council, to forward **herewith** a copy of a letter from the Government of India, and **inclosures**, from which it will be seen that the Indian **Native Passenger** Ships Act was brought into force by a **notification** dated the 4th August last, and Lord Salisbury hopes that there will **accordingly** be no occasion for any further delay in the **promulgation** of the **Turkish regulations.**

 I am further to **inclose a statement,** showing in the **tabular** form, the several modifications **in the draft regulations**, the necessity for which has been pointed out, either, in letters from this office or in the correspondence forwarded with your letter of the 22nd February last. In the **third column** of the statement, reference is made to passages in the correspondence just **alluded to**.

 In the last letter included in that correspondence, it is observed that the **proposal** in my letter of 9th November, 1876, that **penalties** should be **inflicted**, and the **excess** number of passengers landed at the first port where any **contravention** of the law is **proved**, and that such action should not be **deferred** to the port of final **destination**, is not **practicable** **except** at Aden, as there would be no **jurisdiction** over the **vessel** in a non-Turkish port. I am, however, to point out that it is partly to Turkish or Egyptian ports that the **suggested provision** would apply, as, for **instance**, in the case of vessels arriving at Suez en **route** to the port of final **destination**, while nothing could apparently be done at such a port as Ilodeida, unless there were stationed there either a British or a Turkish Consular officer. Some **modification** accordingly appears to be desirable of the wording of the last **clause** of Article 26.

Inclosure 3 in No. 1.

NOTIFICATION.—No. 298.

Simla, August 8,1877.

 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 he supplied to the passengers per head per diem shall be as follows :—

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

 oz Lb

.. Rice .. .. .. .. .. .. .. ..1 0

 Dhall or salt fish .. .. .. .. .. .. ..0 4

 Onions, turnipric, chillies, or other curry stuff.. .. .. ..0 2

 Salt .. ., .. .. .. .. .. ..0 .5\*

 وقود Fuel (b)

Firewood .. .. .. .. .. .. .. 2 lbs

(c.) Fresh water, 1 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 .

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( 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 :-

(a.) If she carry a surgeon, a supply of medicines and surgical appliances as set forth in schedule A hereunto annexed;
(b.) 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 road;

(c.) In either case, a sufficient supply of disinfecting powder or fluid.

III. Every such ship, carrying more than 100 native passengers, shall he fitted with a hospital suitable for segregating from the main body of the passengers persons attacked by any infectious disease.

III. Every such ship, carrying more than 100 native passengers, shall he fitted with a hospital suitable for segregating from the main body of the passengers persons attacked by any infectious disease.

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

(a.) 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;

(b.) Charts suitable for the voyage she is about to undertake;

(c.) 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 he provided with a sextant or a quadrant.

— 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 50 in all shall suffice.