

## Appendix.

(Inclosures in Letter from Colonial Office to Foreign Office of July 13, 1877. See Nos. 33 and 34 of foregoing Correspondence.)

*Administrator Anson to the Earl of Carnarvon.*

No. 170.

My Lord,

*Government House, Singapore, May 9, 1877.*

WITH reference to previous correspondence which has passed on the subject of the regulation of the pilgrim traffic between Jeddah and the Eastern ports, I have the honour to transmit herewith a letter from the Master Attendant, drawing attention to the danger which, in his opinion, exists in the carriage of these pilgrims in large numbers on board steamers laden exclusively with coal, and unprovided with any special means of extinguishing a fire in the event of one breaking out on board.

2. There is, no doubt, a rapidly increasing tendency on the part of shippers of coal to the East to send it out in steamers via the Suez Canal instead of by sailing vessels round the Cape of Good Hope, and at the season when the pilgrims are returning from Mecca, such steamers call in at Jeddah to compete for their transport. Thus, during the past months of February, March, and April, seven steamers freighted with coal left Jeddah for these settlements, bringing 2,994 passengers for Singapore alone, excluding those for other places: the "Imbrose," for example, left the greater number of her pilgrims at Padang, in Sumatra, besides landing a number at Penang.

3. I would also call attention to the fact that, although, under the instructions conveyed in the first paragraph of your Lordship's despatch No. 180 of the 31st July last, these ships would appear to come within the definition of "foreign going ships" under "The Merchant Shipping Act, 1854," they rarely, if ever, carry a doctor. As, however, they have been passed in the first instance by the British Consul at Jeddah, it has been thought unnecessary to take any steps against the ships under that Act in the Straits, the main responsibility lying, of course, with the officer who allows the steamers to start with the pilgrims.

4. I cannot but concur in the opinion expressed by Mr. Ellis in the concluding paragraph of his letter, that it is undesirable that the British Consul at Jeddah, who is, if I mistake not, placed there for the main object of looking after the pilgrim traffic, should be allowed to have any pecuniary interest in that traffic, either by his firm chartering steamers for the conveyance of pilgrims, or by his being a shareholder in any of the Steamship Companies which run vessels to Jeddah for that purpose.

5. To refer again to the steamer "Imbrose." She was chartered by Beyts and Co., of Jeddah, to carry pilgrims to Padang, Penang, and Singapore, and was passed by the British Consul, Mr. Beyts, as having only the proper number of souls on board.

On her arrival at Padang, the papers of the "Imbrose" were detained by the authorities there, on representations from the Dutch Consul at Jeddah, who is also understood to have a large interest in the pilgrim traffic with that part.

The "Imbrose" came on to Singapore without her papers, but they have since been restored to her. I am not aware that this vessel had, in reality, committed any breach of the Regulations, but your Lordship will probably concur with me in thinking that the Consul should not be mixed up in such matters in the separate character of a charterer of the vessel.

I have, &c.

(Signed) A. E. H. ANSON.

Inclosure 1.

*Master Attendant Ellis to the Colonial Secretary.*

Sir,

*Master Attendant's Office, Singapore, 9 May, 1877.*

I HAVE the honour to bring to your notice that during this last pilgrim season, February, March, and April, the following British steamers:—

Names.	Tonnage.	Passengers.
Mathew Cay .. .. .	870	556
Madeline .. .. .	845	515
Straithavily . . . . .	1,236	801
Woodburn .. .. .	1,153	617
Imbrose .. .. .	1,275	122
Holyrood .. .. .	333	120
Bertha .. .. .	1,481	263

arrived here from Jeddah, in the Red Sea, with passengers, and as their entire cargoes were of coal, I beg to state I do not consider it safe that such ships should carry passengers, simply as all such cargoes are liable to spontaneous combustion at any time.