



# Ceylon Government Gazette

Published by Authority.

No. 5,638—FRIDAY, AUGUST 11, 1899.

PART I.—General: Minutes, Proclamations, Appointments, and General Government Notifications.  
PART II.—Legal and Judicial.

PART III.—Provincial Administration.  
PART IV.—Marine and Mercantile.  
PART V.—Municipal and Local.

*Separate paging is given to each Part in order that it may be filed separately.*

## Part IV.—Marine and Mercantile.

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## TRADE MARKS NOTIFICATIONS.

IN compliance with the provisions of "The Trade Marks Ordinances, 1888 and 1890," and the Regulations made of March 28, 1889, notice is hereby given that Messrs. Julius & Creasy have applied for the registration of the following Trade Mark in respect of substances used as food or as ingredients in food, in the name of Dr. Tibbles Vi-Cocoa (1898), Limited, of 60, Bunhill road, London, England, Manufacturers in Class 42 in the Classification of Goods in the above-mentioned Regulations.



Colonial Secretary's Office,  
Colombo, July 28, 1899.

W. T. TAYLOR,  
Acting Colonial Secretary.

IN compliance with the provisions of "The Trade Marks Ordinances, 1888 and 1890," and the Regulations made on March 28, 1889, notice is hereby given that Messrs. Julius & Creasy have applied for the registration of the following Trade Mark in respect of a composition for insulating purposes and suitable for the manufacture of imperishable Railway sleepers, non-slipping road and street paving blocks, steps, stair-treads, embossed panels for artistic internal and external decoration, flooring blocks, fancy boxes and trays, electric cable coverings, backs for brushes, Railway car-wheels, pulley wheels, friction wheels for hoists, brake blocks, carriage panels, rifle stocks, chair-seats, table and counter tops, file-handles, chisel-handles, cutlery-handles, pianoforte keys, waterproof ammunition boxes and waterproof provision cases, in the name of Volenite, Limited, of 16, St. Helens Place, in the City of London, England, in Class 50 in the Classification of Goods in the above-mentioned Regulations:—

## VOLENITE

Colonial Secretary's Office,  
Colombo, July 28, 1899.

W. T. TAYLOR,  
Acting Colonial Secretary.

## NOTICES TO MARINERS.

HIS EXCELLENCY THE LIEUT.-GOVERNOR has been pleased to direct that the following Notices to Mariners be published for general information.

By His Excellency's command,  
W. T. TAYLOR,  
Acting Colonial Secretary.

Colonial Secretary's Office,  
Colombo, August 10, 1899.

## BENGAL.—No. 141.

*China—Min River Approach—Inner Bar—Sandbank.*

The British Admiralty has given notice (No. 331 of 1899) of the existence of a sandbank lying in the fairway over the inner bar, river Min.

This sandbank is of very small extent, and has a least depth on it of 8 ft. at low water springs; from it Sharp peak point bears N.  $\frac{1}{4}$  E., distant  $2\frac{1}{2}$  cables, and south point of Hokiang W.  $\frac{1}{4}$  N.

Approximate position: lat.  $26^{\circ} 6' 55''$  N., long.  $119^{\circ} 40' 5''$  E.

Variation,  $1^{\circ}$  westerly in 1899.

NOTE.—As this sandbank is situated on the track usually followed across the inner bar, that track has been erased from the Charts; vessels entering the river are recommended instead to adopt the following route:—After passing No. 3 bouy, bring the south point of West Brother open to the southward of the south point of East Brother bearing N.W. by W.  $\frac{3}{4}$  W., steer on that course until High Sharp peak is in line with the extreme of Woga point bearing N. W., then alter course and steer with these two objects in line until the bar is crossed. No stranger should, however, attempt to cross the bar without a pilot.

This notice affects the following Admiralty Chart:—River Min. No. 2,400; also China Sea Directory, vol. III., 1894, page 282; and Supplement, 1898, relating to that work, page 23.

P. J. FALLE, Comdr., R.I.M.,  
Calcutta, July 14, 1899. Port Officer of Calcutta.

## BENGAL.—No. 142.

*Tasmania West Coast—Macquarie Harbour—Tidal Signal at Entrance.*

With reference to Notice to Mariners No. 161, dated July 23, 1898, issued by this office, the British Admiralty has given further Notice (No. 336 of 1899) that the under-mentioned tidal signals are now shown from the Bluff flagstaff on the south-western side of the entrance to Macquarie harbour in lieu of those previously exhibited:—

Day Signal.	Meaning or Depth on Bar.	Night Signal.
Two balls at masthead denote	Flood tide	White light waved from signal cabin.
One ball at masthead denote	Ebb tide	Red light waved from signal cabin.
	Ft.	
Two square flags on eastern yard-arm	$8\frac{1}{2}$	
Red flag on eastern yard-arm	9	Red light shown from signal cabin.
Ball over red flag on eastern yard-arm	$9\frac{1}{4}$	
Blue flag on eastern yard-arm	$9\frac{1}{2}$	Green light shown from signal cabin.
Ball over blue flag on eastern yard-arm	$9\frac{3}{4}$	
Two balls on eastern yard-arm	10	White light shown from signal cabin.
Red flag at topmast head	Bar dangerous.	Red light shown from Pilot's house to outgoing vessels.

The figures signalled are those indicated by the tide gauge inside the heads. Mariners take the bar at their own discretion, as it is impossible that the exact depth signalled should be guaranteed, and those wishing the night tidal signals to be made, must give four short blasts with the fog-signal, and, after they have been made, one long blast, showing that they are understood.

Pilots will, if the whether permits, board vessels outside the bar; when this is not the case, vessels should be steered with the leading lights in line, and they will be directed by signals from the flagstaff, as follows:—

- A pennant at eastern yard-arm indicates after course to the eastward.
- A pennant at western yard-arm indicates alter course to the westward.

The pennant will be kept hoisted until it is observed that a safe course is being steered; no signal will otherwise be made.

When unable to go outside, the pilot will, if practicable, come out in a boat and direct the vessel's course by a flag waved on that side of the boat, to which the course is to be altered.

Strangers should not attempt to enter at night, and no sailing vessel should cross the bar on an ebb without a commanding breeze.

Approximate position, Entrance island: lat.  $42^{\circ} 11\frac{1}{2}'$  S., long.  $145^{\circ} 13\frac{1}{2}'$  E.

This notice affects the following Admiralty Chart:—Macquarie harbour, No. 1629; also Australia Directory, vol. I., 1897, page 645.

P. J. FALLE, Comdr., R.I.M.,  
Port Officer of Calcutta.  
Calcutta, July 14, 1899.

## BENGAL.—No. 143.

*Pacific Ocean—Pandora Bank—Shoal sounding near position of.*

The British Admiralty has given notice (No. 337 of 1899) that the Master (Kurtze) of the Norwegian ship Kornmo, reports that in October, 1898, he obtained a sounding of 14 fathoms, in approximately lat.  $12^{\circ} 1' S.$ , long.  $172^{\circ} 9' E.$

This shoal east may be on a part of the Pandora bank, which may be much more extensively than originally supposed, or it may be a separate shoal. It has been marked on the Admiralty Chart as 14 fathoms, 1899.

This notice affects the following Admiralty Charts:—Pacific Ocean, No. 780; Solomon Islands to Ellice Islands, No. 2,901; also Pacific Islands, vol. I., 1890, page 343.

P. J. FALLE, Comdr., R.I.M.,  
Port Officer of Calcutta.  
Calcutta, July 14, 1899.

## BENGAL.—No. 144.

*Cochin-China—Saigon River Entrance—Cape St. James—Shoal Westward of—Buoy.*

The British Admiralty has given notice (No. 343 of 1899) of the existence of a shoal, on which the ss. Ranza struck at the entrance to Saigon river.

This shoal has a depth of  $3\frac{1}{2}$  fathoms over it, and is situated with Cape St. James's lighthouse, bearing N  $62^{\circ}$  E, distant  $9\frac{1}{2}$  cables, and Kangio pile lighthouse N  $37^{\circ}$  W.

A red buoy will be placed to mark this danger. Approximate position: lat.  $10^{\circ} 19' 20''$  N., long.  $107^{\circ} 4' 0''$  E.

Variation,  $3^{\circ}$  easterly in 1899. This notice affects the following Admiralty Charts:—Saigon river to Kam ranh bay, No. 1,261; Saigon or Donnai river, No. 1,269; also China Sea Directory, vol. II., 1889, pages 423, 424; and Supplement, 1893, relating to that work, page 32.

P. J. FALLE, Comdr., R.I.M.,  
Calcutta, July 14, 1899. Port Officer of Calcutta.

## BENGAL.—No. 145.

*Africa, North-East Coast—Gulf of Tajura—Jibuti—  
Colour of front leading Light altered.*

The British Admiralty has given notice (No. 344 of 1899) that in order to better distinguish it from the surrounding lights, on and after June 15, 1899, the colour of the front leading light (Ambuli), at Jibuti, would be altered from white to red, and that it will be visible in clear weather from a distance of 9 miles.

Approximate position : lat. 11° 34' N., long. 43° 8' E.

This notice affects the following Admiralty Charts :— Jabel Jan to Shab Kulangarit, No. 253 ; also List of Lights, part VI., 1899, No. 137 ; Red Sea Pilot, 1892 page 397.

P. J. FALLE, Comdr., R.I.M.,  
Port Officer of Calcutta.

Calcutta, July 14, 1899.

## BENGAL.—No. 146.

*New Zealand, South Island—Otago Harbour—Alteration  
in Leading Lights.*

With reference to Notice to Mariners No. 40, dated February 28, 1899, issued by this office, the British Admiralty has given further notice (No. 357 of 1899) that on and after June 15, 1899, the following alteration would be made in the leading lights in Otago harbour :—

A white fixed light (front) elevated about 24 ft. above high water, would be exhibited from a white beacon, 20 ft. high, recently erected on Harrington point.

Approximate position : lat. 45° 47' 20" S., long. 170° 44' 40" E.

A white fixed light (rear) elevated about 54 ft. above high water, would be exhibited from a white beacon, 30 ft. high, recently erected on a site eastward of Maori Kaik jetty, 2,200 yards S. by E.  $\frac{1}{2}$  E. from the front light.

These lights are visible seaward in clear weather, from a distance of 5 to 6 miles, and in line S. by E.  $\frac{1}{2}$  E., lead through the main channel.

On the same date, the leading lights (white fixed) through the old channel, situated on the sand spit, would be discontinued, but the beacons will remain standing as daymarks.

NOTE.—The present depth into the harbour with the new beacons in line is about 32 ft., and in the old channel 21 $\frac{1}{2}$  ft.

Variation, 16° easterly in 1899.

This notice affects the following Admiralty Chart :— Otago harbour, No. 2,411 ; also List of Lights, Part VI. 1899, page 238, Nos. 1,482, 1,483 ; New Zealand Pilot 1891, page 306 ; and Hydrographic Notice No. 2, 1895 relating to that work, page 11.

P. J. FALLE, Comdr., R.I.M.,  
Port Officer of Calcutta.

Calcutta, July 17, 1899.

## BENGAL.—No. 147.

*Pacific Ocean—Samoa Islands—Falealili Harbour—  
Detached Reef.*

The British Admiralty has given notice (No. 360 of 1899) of the existence of a detached coral patch at the entrance to Falealili Harbour, Upolo Island.

This patch, which is about three-quarters of a cable long, N.E. by E. and S.W. by W., has a depth of 6 ft. least water on it. It is situated about 80 yards from the north-west edge of the reef extending from Satalo, and from its north-eastern edge the north point of Satalo bears S. 75° E., distant 3 cables, and the church N. 5° E.

Approximate position : lat. 14° 0' 10" S., long. 171° 39' 20" W. Variation, 9° easterly in 1899.

This notice affects the following Admiralty Chart :— Samoa or Navigator Islands, No. 1,730 ; also Pacific Islands, vol. II, 1891, page 77.

P. J. FALLE, Comdr., R.I.M.,  
Port Officer of Calcutta.

Calcutta, July 17, 1899.

Total Quantities of the following Articles Exported from the Ports of Colombo and Galle during the under-mentioned periods.

Vessels.	Date of Clearing.	For what Port.	Plantation Coffee.	Native Coffee.	Tea.	Cacao.	Trunk Cinchona.	Branch Cinchona.	Cinchona Chips.	Cocoanuts.	Copperah.	Cocconut Oil.	Cocconut Poona.	Cinnamon.	Cinnamon Oil.	Citronella Oil.	Cardamoms.	Ebony.	Plumbago.	Coir Rope.	Coir Junk.	Coir Yarn.	Coir Fibre.	Sapan-wood.	Ochilla.	Kittool Fibre.	Deer Horns.
			cwt.	cwt.	lb.	cwt.	lb.	lb.	lb.	No.	cwt.	cwt.	cwt.	lb.	oz.	oz.	lb.	cwt.	cwt.	cwt.	cwt.	cwt.	cwt.	lb.	lb.	cwt.	cwt.
<b>COLOMBO.</b>																											
ss. Tambor ...	31-7	S. Petersburg	—	—	—	—	—	—	—	—	19585	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
ss. Clan Robertson	31-7	London	—	—	178819	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
ss. Prinz Heinrich	1-8	Singapore	—	—	140650	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
ss. Clan Graham	1-8	London	—	—	344895	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
ss. Teucer	1-8	Straits and China	—	—	1900	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
ss. Clan Ross	1-8	London	—	—	75175	413	—	—	—	50135	394	1200	—	11300*	—	—	—	—	—	—	—	—	—	—	—	—	—
ss. Orient	1-8	London	—	—	460077	115	—	—	—	—	—	—	—	11000	—	—	3414	—	201	—	—	—	—	—	—	—	—
ss. Clan Alpine	2-8	London	—	—	93183	430	9610	—	—	10000	368	—	—	28411†	—	—	3581	—	—	—	—	—	—	—	—	—	—
ss. Hakata Maru	2-8	London	537	—	310918	481	7492	—	—	125235	872	2968	—	3465‡	—	—	3255	1179	203	—	—	—	—	—	—	—	—
ss. Cheshire	2-8	London	—	—	1487938	—	—	—	—	137105	—	—	—	—	—	—	3290	379	5402	—	—	—	—	—	—	—	—
ss. Ellora	3-8	Bombay	—	—	5537	—	—	—	—	—	—	—	—	—	—	—	140	—	—	—	—	—	—	—	—	—	—
ss. Congella	3-8	Cape Ports	—	—	5500	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
ss. Merkara	5-8	Bombay	—	—	6209	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
ss. Victoria	5-8	Australia	32	—	361985	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
ss. Omrah	5-8	Australia	165	—	354159	—	—	—	—	—	—	—	—	1120§	—	—	—	—	—	—	—	—	—	—	—	—	—
<b>GALLE.</b>																											
ss. Clan Chisholm	2-8	London	—	—	18845	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
ss. Clan Mackay	5-8	London	—	—	—	—	—	—	—	15300	—	1724	—	—	—	—	—	—	—	3914	—	—	—	—	—	—	—

\* And Chips 2,528 lb.

† And Chips 5,844 lb.

‡ And Chips 1,650 lb.

§ Chips.

Importation of Rice from Indian and other Ports during the Week.

TO COLOMBO :—

From Coconada	...	Bags	625
Rangoon	...	"	500
Bombay	...	"	122
Cuddalore	...	"	1,511
Valangam	...	"	3,168
Amapatam	...	"	538
Karikal	...	"	4,098
Tinnivasal	...	"	320
Calcutta	...	"	60,850
Southern India	...	"	10,526

Total ... Bags 82,258

TO GALLE :—

From Southern India	...	"	2,184
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H. M Customs,  
Colombo, August 8, 1899.

W. H. JACKSON,  
for Principal Collector.