



Ceylon Government Gazette

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

PART II.—Legal and Judicial.

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Part IV.—Marine and Mercantile.

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NOTICES TO MARINERS.

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

By His Excellency's command,

E. NOEL WALKER,
Colonial Secretary.

Colonial Secretary's Office,
Colombo, September 25, 1894.

BENGAL.—No. 166.

*China Sea—Tong King Gulf.—Hainan Strait—Sunken
Rock South-East of Hainan Head.*

The British Admiralty has given notice (No. 410 of 1894) that the master of the steamer Riversdale reports having grounded, June 6, 1894, on a pinnacle rock, with a depth of 18 ft. on it, lying in inner passage, Hainan point, bearing N. W. $\frac{3}{4}$ W. (N. 53° W.), distant $1\frac{1}{10}$ miles; and Single Palm W.S.W. (S. 67° W.)

Approximate position, lat. 20° 8' 40" N., long. 110° 42' 40" E.

Variation 1° easterly in 1894.

H. B. HOOPER, Comdr., R.I.M.,
Acting Port Officer of Calcutta.

Calcutta, September 10, 1894.

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BENGAL.—No. 167.

*Japan—Gulf of Tokio.—Amended position of Buoy near
Fort Northward of Kannon Saki.*

With reference to Notice to Mariners, No. 85, dated April 30 last, issued by this office, the British Admiralty has given further notice (No. 411 of 1894) that the light buoy, showing a fixed red light, moored near the fort constructing northward of Kannon Saki, is situated as formerly, about one cable southward of the fort, and not in the position given in Notice to Mariners No. 158 of 1894.

Approximate position, buoy, lat. 35° 17' 5" N., long. 139° 43' 40".

H. B. HOOPER, Comdr., R.I.M.,
Acting Port Officer of Calcutta.

Calcutta, September 10, 1894.

BENGAL.—No. 168.

*Pacific Ocean—Tonga or Friendly Islands—Falcon Island
now nearly awash.*

With reference to Notice to Mariners, No. 218, dated November 26, 1892, issued by this office, the British Admiralty has given further notice (No. 418 of 1894) that the master of the British schooner Ysabel reports, dated April 19, 1894, that Falcon Island is further washed away

to such an extent that at a distance of 2 miles it has the appearance of a low streak of black rock, which would not be seen at night, and consequently presents a danger to navigation.

Approximate position, lat 20° 19' S., long. 175° 25' W.

H. B. HOOPER, Comdr., R.I.M.,
Acting Port Officer of Calcutta.

Calcutta, September 10, 1894.

BENGAL.—No. 169.

Africa, East Coast—Gulf of Tajura—Jibuti Bay—Light-house constructed and buoyage.

The British Admiralty has given notice (No. 419 of 1894) that a lighthouse has been constructed at fort Ayabele, situated southward of Jibuti bay, exactly on the line joining Direction hill and Pyramid, and with Ambuli house, bearing E. by N. $\frac{3}{4}$ N. (N. 70° E.), distant 1 $\frac{1}{2}$ miles; and Manga Daffa N. W. $\frac{3}{4}$ W. (N. 54° W.).

Approximate position, lat. 11° 33' 15" N., long. 43° 8' E.

Also, that the under-mentioned buoys have been moored in Jibuti bay and its approach; entering from seaward, the red buoys should be left on the starboard hand, and the black buoys on the port hand:—

1. A large flat-topped bell buoy, painted black, has been moored in 8 $\frac{1}{2}$ fathoms at the north-west extreme of the reef, which dries north-westward of Mashah islands, in a position with Scorpion Point, bearing E.S.E. (S. 68° E.), distant 2 $\frac{3}{4}$ miles; and west extreme of Maskali, S.S.W. $\frac{1}{2}$ W. (S. 28° W.).

Approximate position, lat. 11° 44' N., long. 43° 10' 40" E.

2. A large flat-topped buoy, painted black, has been moored in 6 fathoms at the north-west extreme of the reef southward of Maskali, in a position with Maskali west extreme, bearing N. E. by N. (N. 34° E.), distant 9 cables; and south extreme east, Mashah island, E. $\frac{3}{4}$ N. (N. 81° E.).

3. The small conical buoy, painted black, at the north-west extreme of the coral flat westward of plateau du Heron, is now numbered 3, and has been moved to a position in 5 $\frac{1}{2}$ fathoms with Heron Point bearing E. by S. $\frac{3}{4}$ S. (S. 78° E.), distant 8 $\frac{1}{2}$ cables; and Pyramid S. by W. $\frac{1}{2}$ W. (S. 14° W.).

4. A small conical buoy, painted black and numbered 2, has been moored in 6 fathoms southward of buoy No. 3, in a position with Heron Point, bearing E. $\frac{3}{4}$ N. (N. 81° E.), distant 9 $\frac{1}{2}$ cables; and Pyramid S. by W. (S. 11° W.).

5. A large flat-topped buoy, painted black and numbered 1, has been moored in 7 fathoms further southward, in a position with Heron Point, bearing N.E. by E. $\frac{1}{4}$ E. (N. 66° E.), distant 11 $\frac{1}{2}$ cables; and jetty lighthouse S.E. by S. (S. 34° E.).

6. A large flat-topped buoy, painted red, has been moored in 5 $\frac{1}{2}$ fathoms at the south-east extreme of Meteor reef, in a position with plateau du Heron centre, bearing S.E. $\frac{3}{4}$ E. (S. 52° E.), distant 2 $\frac{3}{4}$ miles; and Manga Daffa, S.W. $\frac{3}{4}$ S. (S. 36° E.).

7. A large flat-topped buoy, painted red, has been moored in 6 fathoms at the east extreme of Penguin bank, in a position with plateau du Heron centre bearing S.E. $\frac{3}{4}$ E. (S. 53° E.), distant 2 miles; and Manga Daffa, S.W. $\frac{1}{4}$ W. (S. 48° W.).

8. A small conical buoy, painted red, has been moored in 5 $\frac{1}{2}$ fathoms at the east extreme of the shoal south-west of Penguin bank, and now named Etoile bank, in a position with plateau du Heron centre bearing E. $\frac{3}{4}$ S. (S. 83° E.), distant 3 $\frac{1}{2}$ miles; and Manga Daffa S.S.W. $\frac{3}{4}$ W. (S. 29° W.).

9. A large flat-topped buoy, painted red, has been moored in 6 fathoms on the east side of the large coral bank in Jibuti bay, in a position with Heron Point, bearing E. by N. $\frac{1}{4}$ N. (N. 73° E.), distant 14 $\frac{1}{2}$ cables; and jetty lighthouse S.E. $\frac{1}{4}$ E. (S. 48° E.). This replaces the former conical red buoy.

10. A small conical buoy, painted red, has been moored in 5 $\frac{1}{2}$ fathoms at the east extreme of the southern coral reef in Jibuti bay, in a position with jetty lighthouse, bearing E. by S. $\frac{1}{4}$ S. (S. 76° E.), distant 7 $\frac{1}{2}$ cables; and Heron Point N.E. $\frac{3}{4}$ E. (N. 49° E.).

Variation 4° westerly in 1894.

H. B. HOOPER, Comdr., R.I.M.,
Acting Port Officer of Calcutta.

Calcutta, September 10, 1894.

BENGAL.—No. 170.

China Sea—Formosa, West coast.—Lights at Amping and Takau temporarily discontinued.

The British Admiralty has given notice (No. 421 of 1894) that telegraphic information has been received through the Colonial Office that on August 5, 1894, the light at Amping (fixed white), in approximately lat. 23° 0' 20" N., long. 120° 9' 55" E.; and the light at Saracen head, Takau (fixed white), in approximately lat. 22° 36' 35" N., long. 120° 16' 10" E., were temporarily discontinued.

H. B. HOOPER, Comdr., R.I.M.,
Acting Port officer of Calcutta.

Calcutta, September 10, 1894.

BENGAL.—No. 171.

Bay of Bengal—Burma Coast.—Gulf of Martaban—Intended removal for repairs of the F.L.-V. "Krishna"; and placing the F.L.-V. "Martaban" in position.

The following Notice to Mariners is republished for general information:—

Information has been received from the Assistant Port Officer, Rangoon, dated 14th ultimo, that the floating light-vessel Krishna will be taken to Rangoon for repairs on or about the first week in November, and the floating light-vessel Martaban placed in position until about the first week of December next.

The vessel will be painted red with "Krishna" in white letters on her sides.

The light will be revolving of 10,000 candle-power, showing a red and a white flash alternately every 45 seconds, each flash being of 5 seconds' duration, and will be visible all round the horizon at a distance of about 10 miles.

H. B. HOOPER, Comdr., R.I.M.,
Acting Port Officer of Calcutta.

Calcutta, September 10, 1894.

BENGAL.—No. 172.

Bay of Bengal—Chittagong Coast.—Depths of Water found in the River Channels.

The Port Officer, Chittagong, has given notice that the under-mentioned depths of water were found in the river channels by soundings taken on September 1, and reduced to zero:—

	ft.	in.
Track No. I marks on	10	6
Inner black buoy on leading tree	12	0
Track No. II marks on	9	6
" " III "	18	0
" " IV "	19	0
" " V "	16	0

H. B. HOOPER, Comdr., R.I.M.,
Acting Port Officer of Calcutta.

Calcutta, September 10, 1894.

JAPAN.

Japan—Honshu, South Coast—Tokyo Gulf—Torpedo laid down.

Notice is hereby given that as a torpedo has been laid down within the following area, or the west side of an imaginary line joining Hashirimidzu point with Honmoku buoy, and the south side of a line joining Koshiba-zaki (Oshiba-zaki) with Hitomi-yama (Kisaradzu), it is ordered that every vessel afterwards leaving or entering the Gulf of Tokyo and passing between the light buoy (moored in midway between Kannon-zaki and Futtsu-zaki) and Futtsu-zaki shall pass eastward of this area with a good berth.

NOTE.—This area will be marked by two buoys to be moored in line joining Honmoku buoy with Hashirimidzu point, and a red light to be exhibited on this point. When the buoys and lights are set, further notice will be given.

By order of Vice-Admiral S. Kabayama,
Captain K. KIMOTSUKI, I.N.,
Hydrographer.

Hydrographic Office,
Tokyo, Japan, August 9, 1894.

JAPAN.

Japan—Seto Uchi—Harima Nada—Sunken Wreck off Shodo Jima.

With reference to Notice to Mariners, No. 627 (1645) of 1894, on the sunken wreck off Shodo jima, further notice has been received from Lieutenant R. Kajikawa of H. I. M. S. Yoshino, that no mast was appearing above water while passing this vicinity on March 15, 1894.

Korea, West Coast—Chemulpho Approaches—A Rock off Warren Islet.

Commander Y. Geki of H. I. M. S. Oshima reports that on March 22, 1894, he saw a rock which dries 2 or 3 ft. in the vicinity of a rock (dries 5 ft.) to the eastward of Warren islet, and the following approximate bearings were taken, though it has not been closely examined as she was running :—

Black rock	N. by E. $\frac{3}{4}$ E.
A remarkable tree (205 ft. high) near east end of Sho-i cheup-tau	W. by N.
Warren islet	E. by N. $\frac{1}{4}$ N. distant 3 cables.

NOTE.—This rock is supposed to be probably the same one which was seen by H. I. M. S. Tenriu in 1892 (Notice to Mariners No. 545).

The bearings are magnetic

Captain M. YOKO-O, I. N.,
Hydrographer.

Hydrographic Office,
Tokyo, Japan, April 12, 1894.

CHINA.

Foochow District—Torpedoes in Min River.

Whereas the Provincial authorities are about to place torpedoes in the Min river: Notice is hereby given that the starboard side of the Torpedo channel, entering from the sea, will be marked by a line of sampans which are to fly a red flag by day and show a bright light by night.

Vessels should pass between these sampans and Salamis island. Men will be appointed to board ships to pilot them through the passage, for which purpose shipmasters should slow down before reaching Temple Rock buoy coming in, and at Kuan Tow going out.

H. A. McINNES,
Harbour Master.

Custom House,
Foochow, August 13, 1894.

STRAITS SETTLEMENTS.

Singapore—Western Approach to New Harbour—Salat Sinki.

The construction of a lighthouse on the Sultan shoal is about to commence. The beacon on the shoal will be pulled down as the work progresses. A hulk painted yellow with one mast will be moored alongside the shoal during the construction.

C. Q. G. CRAUFURD, Retd. Comdr., R.N.,
Master Attendant.

Master Attendant's Office,
Singapore, August 21, 1894.

HONGKONG.

The following telegraphic instructions issued by the Governor of Formosa have been received from the British Consul at Tainan :—

“During the continuance of the war between China and Japan all men-of-war and steamers of friendly powers must on arrival at Anping, Takow, and the Pescadores show their national flags if arriving during the day, and blow their whistles and hoist lights if arriving during the night, and that a vessel which has not shown her flag must answer at once if signalled to “from the shore, in order to prevent mistakes.”

R. MURRAY RUMSEY, Retd. Comdr., R.N.,
Harbour Master, &c.

Harbour Department,
Hongkong, August 24, 1894.

HONGKONG.

Directions for Vessels passing through the entrance to the Gulf of Tokio.

1. Every vessel bound for Yokohama passing through the entrance to the Gulf of Tokio shall stop her progress at a short distance before reaching a straight line connecting Ise-yama on the south side of Uraga, and Kokubonohana, Awa.

And, also, every vessel coming from Yokohama and passing through the entrance to the Gulf of Tokio shall stop her progress at a short distance before reaching a straight line connecting Tadozaki and the northern extremity of Sarushima.

In either case the vessel shall ask for pilotage by making the under-mentioned signals :—

- Steamships to give three long blasts of steam whistle in succession, and hoist “M” flag of International Code of Signals.
- Sailing ships to heave to, and hoist “M” flag of International Code of Signals.

2. Pilot vessels having officers of the Imperial Japanese Navy on board have for their sign “N” flag of International Code of Signals hoisted on their mainmasts.

Directions for Vessels Entering or Leaving Nagasaki Harbour.

1. Every vessel leaving Nagasaki harbour shall hoist “M” flag of International Code of Signals as soon as she has weighed her anchor, and, if such vessel is a steamer, she shall give three long blasts of steam whistle in succession, and, when she has reached Kosuge-bana, she shall pass the harbour under the guidance of a pilot vessel until she comes to Hirase abeam.

2. Every vessel entering Nagasaki harbour shall stop her progress outside of a straight line connecting Hirase and Nikkose, and shall ask for pilotage by making the under-mentioned signals :—

- Steamship to give three long blasts of steam whistle in succession, and hoist “M” flag of International Code of Signals.
- Sailing ships to heave to, and hoist “M” flag of International Code of Signals.

3. Pilot vessels having officers of the Imperial Japanese Navy on board have for their sign “N” flag of International Code of Signals hoisted on their mainmasts.

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.	Cocoanut Oil.	Cocoanut Poonac.	Cinnamon.	Cinnamon Oil.	Citronella Oil.	Cardamoms.	Ebony.	Plumbago.	Coir Rope.	Coir Junk.	Coir Yarn.	Coir Fibre.	Sapan-wood.	Orehilla.	Kitool 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.
COLOMBO.	1894.																										
ss. Vita ...	28/9	Negapatam	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	42	—	—	—	—	—
ss. Essen ...	28/9	Hamburg ...	—	—	—	—	—	—	—	46830	—	—	3503	—	—	—	—	—	—	—	—	—	190	—	—	—	—
ss. Vita ...	29/9	Negapatam	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	15	—	—	—	—	—
ss. Port Pirie ...	29/9	London ...	178	—	439839	19	—	—	—	—	—	6222	—	*12950	—	—	—	—	—	—	—	—	495	—	—	—	—
ss. Nuddea ...	1/10	Bombay ...	—	—	830	—	—	—	—	—	—	—	—	—	—	—	—	719	—	—	—	—	—	—	—	—	—
ss. Kangra ...	1/10	Calcutta ...	—	—	160	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
ss. Rewa ...	1/10	do. ...	—	—	7786	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
ss. Orient ...	1/10	London ...	—	—	556816	—	7020	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
ss. Fultala ...	2/10	Mauritius ...	91	—	13082	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
ss. Staffordshire ...	2/10	Liverpool ...	279	—	302353	22	6012	—	—	40200	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
ss. Rohilla ...	2/10	Bombay ...	—	—	8117	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
ss. Mirzapore ...	2/10	Calcutta ...	—	—	2890	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
GALLE.																											
Nil.																											

* And Chips 750 lb.

† And Chips 939 lb.

‡ And Chips 22,400 lb.

Importation of Rice from Indian Ports during the above periods.

TO COLOMBO:—

From Calcutta	... Bags	31,055
Rangoon	... "	12,696
Gopalpore	... "	2,281
Bombay	... "	20
Southern India	... "	18,238
Total	... Bags	64,290

GALLE:—

From Calcutta	... Bags	4,270
Southern India	... "	6,013
Total	...	10,283

Customs, Colombo, October 4, 1894.

LIONEL LEE,
Acting Principal Collector.

IT is hereby notified that the under-mentioned person has been licensed during September, 1894, under clause 9 of the Ordinance No. 15 of 1889 :—

Licensed Surveyor.

No. 108 ... K. W. Marcelinu Fernando,
Surveyor ... Negombo

F. H. GRINLINTON,
Acting Surveyor-General.

Surveyor-General's Office,
Colombo, October 4, 1894.

NOTICE is hereby given that in accordance with Ordinance 4 of 1861 (Joint Stock Companies) a General Meeting of the Shareholders of the Colombo Laundry Company, Limited, in liquidation, will be held at 21, Baillie street, on Monday, October 15, 1894, at 3 P.M.,

for the consideration of the liquidator's account showing the manner in which the Company has been wound up.

F. MACINDOE,
Liquidator, Colombo Laundry Company.

The Havelock Racecourse Company, Limited.

THE following debentures have been drawn, and will be redeemed, with interest accrued, at the Company's office, No. 7, Queen street, Fort.

These bonds will not carry interest after January 5, 1895. Nos. 31, 32, 36, 69, 79, 96, 116, 145, 159, 160, 163, 180.

L. E. EDWARDS,
Honorary Treasurer, Havelock Racecourse.

Colombo, October 4, 1894.