



Ceylon Government Gazette

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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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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, April 21, 1897.

BENGAL.—No. 60.

Eastern Archipelago—Strait of Makassar—Particulars of Taka Bakang (Teignmouth Bank).

The British Admiralty has given notice (No. 107 of 1897) of the under-mentioned particulars of Taka Bakang, the result of a recent examination by the Netherlands surveying vessel Banda:—

Taka Bakang (Teignmouth bank) of five-sided irregular shape is about 2 miles in length north-west and south-east, and $1\frac{1}{2}$ mile in breadth; it dries at low water, with the exception of part at the west end, and is steep to with soundings of upwards of 100 fathoms round its edge.

85

The dark coral, of which Taka Bakang is composed renders it indistinguishable at high water, when it is completely covered.

Approximate position, east point of Taka Bakang: lat. $4^{\circ} 58' 10''$ S., long. $118^{\circ} 33' 25''$ E.

H. LINDQUIST,
for Port Officer of Calcutta.

Calcutta, March 16, 1897.

BENGAL.—No. 61.

Eastern Archipelago—Sumatra, West Coast—Siberut Strait—Sunken Rock, North-Westward of Ujong Sejeb.

The British Admiralty has given notice (No. 112 of 1897) of the existence of a coral patch, about $1\frac{1}{2}$ cable in diameter, with a least depth of $3\frac{1}{2}$ fathoms on it at low water, situated in Siberut strait, in a position with Pulo Bojo lighthouse bearing N. 70° W., distant $16\frac{1}{2}$ miles; and Ujong Behuden S. 23° W.

Approximate position: lat. $0^{\circ} 45'$ S., long. $98^{\circ} 47'$ E.
The shoals in the immediate vicinity of the above rock were examined, but no less water was found on them than is shown on the charts.

H. LINDQUIST,
for Port Officer of Calcutta.

Calcutta, March 16, 1897.

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BENGAL.—No. 62.

China Sea—Shanghai District—Southern entrance to the Yangtze.

The Coast Inspector, Imperial Maritime Customs, Shanghai, has given notice (No. 65, Special, of 1897) that a survey of a section of the southern entrance to the Yangtze, about 25 miles in length and extending from abreast of the Tuplets to within two miles of the Tungsha lightship, which was completed on December 15, 1896, shows that the deepest and safest channel for vessels is now to the north-eastward of the Kiutoan lightship instead of to the south-westward of her, as formerly.

Directions.

To make the best direct courses: pass two cables to the south-westward of the Tungsha lightship and then bring her to bear about S. 51½° E., true, and keep her so until the Kiutoan lightship is sighted on the opposite bearing, continuing on the same course till the latter is about three miles distant, when House island beacon will bear N. E. Then keep a little to the north-eastward and pass the Kiutoan lightship at a distance of from 1 to 1½ cable; hauling to the westward so as to bring the lightship to bear about S. 63° E., true, by the time she is one mile distant, and keeping her on that bearing till she is 6 miles distant, when the vessel will be a little to the north-eastward of mid-channel, with the Kiutoan small beacon bearing about W. by S. ¼ S., from which position to the Wosung outer bar the present British Admiralty Chart No. 1,602 may be followed.

The least depths of water at low water of spring tides found on the track above indicated were 21 ft. at 2¼ miles inside the Tungsha lightship, then from 22 to 28 ft. till abreast of House island beacon, decreasing to 18 ft. in the vicinity of the Kiutoan lightship, where a bar, 2 miles in width between the 18 ft. contours, has been formed by the junction of the former Middle ground with Blockhouse shoal. After passing this bar the water gradually deepens to 5 fathoms at 4 miles inside the Kiutoan lightship.

Caution.

The Kiutoan lightship has sustained numerous collisions through vessels, most of them steamers, undertaking to cross her bow without making due allowance for the strength of the tide; and those on board of her complain that their lives are frequently imperilled through steamers passing dangerously near, when there is nothing to prevent them keeping a safe distance from the lightship.

The warning given in Notice to Mariners No. 55 (Special), that vessels should not pass between the Tungsha lightship and the south-east spit, is repeated. This locality has not yet been re-surveyed, but a shoal patch has been found there with a depth of only 6 ft. over it at low water, where the latest chart shows 3¼ fathoms.

Aids to Navigation.

The positions of the two lightships and of the Middle ground lower and south-east knoll buoys remain unchanged.

The Middle ground upper buoy will shortly be removed and a conical red buoy surmounted by a black inverted frustrum cage, to be known as the Blockhouse shoal buoy, will be moved on the edge of the shoal between the south-east knoll buoy and the Kiutoan lightship.

B. P. CREAGH, Comdr., R.I.M.,
Port Officer of Calcutta.

Calcutta, March 23, 1897.

BENGAL.—No. 63.

China Sea—Shanghai District—North Channel entrance to the Yangtze.

The Coast Inspector, Imperial Maritime Customs, Shanghai, has given notice (No. 66, Special, of 1897) that systematic sweeping operations having been carried on in the north of Shawsheishan channel for a period of four months, this entrance to the Yangtze is now considered free of all artificial obstructions to navigation, and the following mentioned buoys have been laid down to mark the channel:—

Drinkwater Point Buoy.—A conical 10 ft. red and black horizontally striped fairway buoy, surmounted by a black spherical cage. From the buoy Shawsheishan lighthouse bears No. 86° E., distant 12¼ miles.

Ch'i-Yao Bank Buoy.—A conical 6 ft. red buoy, with a black spherical cage, moored off the south-eastern elbow of Ch'i-Yao bank, to mark the starboard side of the channel entering from sea. From the buoy Drinkwater point surveying beacon bears N., distant 2¼ miles.

Middle Island Buoy.—A conical 6 ft. red and black horizontally striped fairway buoy, with a black inverted frustrum cage, moored in position to guide vessels clear of the bank, which lies to the northward of Middle and Blockhouse islands. From the buoy Middle island surveying beacon bears S. 34° W., distant 4 miles.

Tsung-ming Bank Buoy.—A conical 6 ft. red buoy, with a black spherical cage, moored off the eastern end of Tsung-ming bank, to mark the starboard side of the channel entering. From the buoy Middle island surveying beacon bears S. 5¼° E., distant 3 miles.

Directions.

At the present time and with the buoys in the positions above described, a vessel may round the western end of Bush island at about 2 cables and steer to make an E. by N. ¼ N. course till abreast of Tsung-ming bank buoy, after which she may steer to make direct courses from buoy to buoy, passing each according to its colouring. The narrowest part of the channel and the locality where it appears most liable to change is between the Tsung-ming bank and Bush and Middle islands and their outlying banks, where, for a length of 5 miles, it varies in width from ½ to ¾ of a mile between the 18 ft. contours.

All bearings are magnetic, and distances in nautical miles.

B. P. CREAGH, Comdr., R.I.M.,
Port Officer of Calcutta.

Calcutta, March 23, 1897.

LIST of Persons licensed under Ordinance No. 15 of 1889 during March, 1897, to practise as Auctioneers and Brokers:—

Auctioneers.

32. James Charles Albrecht
33. Phoenix Pompeus
34. Arthur Mildmay Gepp
35. H. Carolis Perera
36. Charles Abraham Perera Samarasekera

Brokers.

33. Robert Edley
34. James Charles Albrecht

35. Phoenix Pompeus
36. Arthur Mildmay Gepp
37. George John
38. A. Don Marthelis de Silva
39. H. Carolis Perera
40. Charles Abraham Perera Samarasekera

R. R. DUNUWILLE,
for Chairman, Municipal Council,
and Mayor of Colombo.

The Municipal Office,
Colombo, April 14, 1897.

TRADE MARKS NOTIFICATIONS.

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. T. B. Browne, Limited, have applied for the registration of the following Trade Mark in the name of the Distillers Company, Limited, for Whisky, in Class 43 in the Classification of Goods in the above-mentioned regulations :—



*The Distillers Company Ltd.
Edinburgh*

N.B.—The essentials of the Trade Mark are the words "Highland Club" and the device, and the applicants disclaim any right to the exclusive use of the added matter except their name.

Colonial Secretary's Office,
Colombo, April 3, 1897.

E. NOEL WALKER,
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. T. B. Browne, Limited, have applied for the registration of the following Trade Mark for Cycles in the name of The Rover Cycles Company, Limited, of Meteor Works, West Orchard, Coventry, England, Cycle Manufacturers," in Class 22 in the Classification of Goods in the above-mentioned regulations :—

ROVER

Colonial Secretary's Office,
Colombo, April 6, 1897.

E. NOEL WALKER,
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. T. B. Browne, Limited, have applied for the registration of the following Trade Mark for substances used as food or as ingredients in food, in the name of Cerebos, Limited, of Picton Works, Newcastle-on-Tyne, England, Manufacturers, in Class 42 in the Classification of Goods in the above-mentioned regulations :—

CEREBOS

Colonial Secretary's Office,
Colombo, April 6, 1897.

E. NOEL WALKER,
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. T. B. Browne, Limited, have applied for the registration of the following Trade Mark for Whisky in the name of Robert Brown, Limited, of 107, Holm street, and 25, Hope street, Glasgow, Scotland, Whisky Merchants, in Class 43 in the Classification of Goods in the above-mentioned regulations :—



**BROWN'S
FOUR CROWN BRAND**

Sole Proprietors
ROBERT BROWN & CO. HOPE ST. & HOLM ST. GLASGOW, SCOTLAND

Colonial Secretary's Office,
Colombo, April 6, 1897.

E. NOEL WALKER,
Colonial Secretary.

Total Quantities of the following Articles Exported from the Port of Colombo 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.	Orchilla.	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.	cwt.	lb.	owt.	owt.
COLOMBO.			1897.																								
ss. Preussen	13/4	Bremen	—	—	140	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
ss. Ellora	13/4	Bombay	—	—	—	—	—	—	—	—	—	—	—	—	—	—	704	—	—	—	—	—	—	—	—	—	—
ss. Wardha	14/4	do.	—	—	7640	—	—	—	—	—	—	—	—	—	—	3301	—	—	—	—	—	—	—	—	—	—	—
ss. Bayern	15/4	Bremen	—	—	12197	47	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
ss. Secundra	15/4	Bombay	—	—	4380	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
ss. Roma	15/4	do.	—	—	250	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
ss. Nawab	15/4	Calcutta	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
ss. Glam	15/4	Singapore	—	—	—	—	—	—	—	—	2	3497	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
ss. Polynesien	15/4	Marseilles	—	—	868	—	—	—	—	—	—	8019	—	—	—	—	—	—	—	108	—	—	—	—	—	—	—
ss. Balmoral	15/4	London	—	—	—	243	—	—	—	274490	—	4375	5810	35000*	—	227376	9552	—	5679	—	—	250	1566	—	—	—	—
ss. Sydney	15/4	Marseilles	—	—	3100	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1300	—	—	—	—	—	—
ss. Nurani	15/4	Bombay	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
ss. Lancashire	16/4	Rangoon	1	—	650	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
ss. Orizaba	16/4	Australia	138	6	276315	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	238	69	—	—	—	—
ss. Canton	16/4	London	—	—	699322	—	—	—	—	—	—	—	—	10000†	—	—	—	—	—	—	—	284	13	—	—	—	—
ss. Nubia	16/4	do.	—	—	51692	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
ss. ClanMacIntyre	16/4	do.	354	—	160896	1002	—	—	—	—	464	—	—	236‡	—	—	5356	—	—	—	—	77	246	—	—	40	63
ss. Staffordshire	16/4	Rangoon	—	—	1150	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
ss. Vindabona	16/4	Kobe	25	—	8832	—	—	—	—	—	—	3019	—	—	—	19200	—	—	1008	—	—	144	—	—	—	—	—
ss. Oruba	16/4	London	—	—	402045	—	—	—	—	50050	—	—	—	—	—	—	—	—	—	—	—	113	—	—	—	—	—
ss. Prinz Regent	16/4	Bremen	—	1	7688	52	—	—	—	—	—	—	1400	3700§	—	—	—	—	—	—	—	51	—	—	—	—	—
ss. Luitpold	16/4	do.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
ss. China	17/4	London	—	—	65121	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
GALLE.																											
Nil.																											

* And Chips 30,800 lb.

† And Chips 14,168 lb.

‡ And Chips 2,473 lb.

§ And Chips 1,064 lb.

Importation of Rice from Indian Ports during the Week.

TO COLOMBO:—

From Calcutta	...	Bags	4,347
Japan	...	"	20
Southern India	...	"	83,125
Total	...	Bags	87,492

TO GALLE:—

From Southern India ... Bags 14,670.

Customs, Colombo, April 21, 1897.

LIONEL F. LEE,
Principal Collector.

Ceylon Government Railways.—Comparative Statement of Traffic for the Week ended March 21, 1897.

Earnings from	Seven days ended March 24, 1895.			Seven days ended March 23, 1896.			Seven days ended March 21, 1897.			Increase—1897 over 1896.			Decrease—1897 below 1896.		
	No.	Rs.	c.	No.	Rs.	c.	No.	Rs.	c.	No.	Rs.	c.	No.	Rs.	c.
Passengers, Ordinary	80,914	33,592	84	95,635	37,137	59	91,682	50,564	52	207	13,426	93	3,953	—	—
Coolies	1,732	1,768	71	2,349	2,352	33	2,556	2,112	4	—	—	—	—	240	29
Season Tickets	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total Passengers	82,646	35,361	55	97,984	39,489	92	94,238	52,676	56	—	13,186	64	3,746	—	—
Parcels	6,396	3,933	94	7,982	2,122	4	8,533	2,400	48	551	278	44	—	—	—
Horses	68	444	67	100	593	9	97	532	14	—	—	—	3	60	95
Carriages	18	171	94	25	326	14	25	277	36	—	—	—	—	48	78
Bicycles, &c.	11	10	50	28	24	6	121	80	13	93	56	7	—	—	—
Dogs	106	76	0	116	87	75	95	75	25	—	—	—	21	12	50
Other small Animals	4	2	50	14	19	8	1	1	5	—	—	—	13	18	3
Neat Cattle	1	3	40	—	—	—	—	12	82	—	12	82	—	—	—
Mails	—	936	53	—	997	77	—	995	14	—	—	—	—	2	63
Miscellaneous Coaching	—	40	39	—	48	32	—	58	44	—	10	12	—	—	—
Goods (Tons)	8,044	78,458	2	7,838	76,626	96	9,239	86,291	55	1,401	9,664	59	—	—	—
Miscellaneous Goods	—	92	70	—	185	78	—	121	14	—	—	—	—	64	64
Live Stock	398	206	0	468	158	25	343	191	75	—	33	50	125	—	—
General Miscellaneous	—	523	93	—	313	1	—	100	93	—	—	—	—	212	8
Total for the Week	—	118,262	7	—	120,992	17	—	143,814	74	—	22,822	57	—	—	—
Forward from previous Return	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total from Jan. 1	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total same period last Year	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Increase compared with previous Year	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Decrease do. do.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Traffic Train Mileage this Week	21,708	—	—	21,311	—	—	22,704	—	—	1,393	—	—	—	—	—
Forward from last Return	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total from Jan. 1	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total same period last Year	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Increase compared with previous Year	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Decrease do. do.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Particulars of Goods Conveyed,	Seven days ended March 21, 1897.				Seven days ended March 23, 1896.				Increase in 1897.				Decrease in 1897.			
	Tons	cwt.	qr.	lb.	Tons	cwt.	qr.	lb.	Tons	cwt.	qr.	lb.	Tons	cwt.	qr.	lb.
First class Goods	8	4	3	11	3	11	2	7	4	13	1	4	—	—	—	—
Kerosine Oil	22	13	1	3	18	12	1	27	4	0	3	4	—	—	—	—
Other 2nd class Goods	212	5	2	0	180	19	2	7	31	5	3	21	—	—	—	—
Rice	1,760	17	2	14	1,595	2	2	9	165	15	0	5	—	—	—	—
Arrack	34	1	0	17	22	3	2	0	11	17	2	17	—	—	—	—
Tea leaf	15	11	0	3	25	0	3	2	—	—	—	—	9	9	2	27
Cinnamon	1	17	2	11	1	1	1	18	0	16	0	21	—	—	—	—
Cacao	38	4	2	16	27	9	0	20	10	15	1	24	—	—	—	—
Cardamoms	11	12	0	27	3	3	1	13	8	8	3	14	—	—	—	—
Salt	81	3	0	12	47	7	0	4	33	16	0	8	—	—	—	—
Tobacco	11	3	3	11	26	12	1	10	—	—	—	—	15	8	1	27
Beer, 3rd class	3	15	1	20	—	—	—	—	3	15	1	20	—	—	—	—
Tea Packing, 3rd class	10	6	1	6	4	11	1	27	5	14	3	7	—	—	—	—
Manure, 3rd class	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Plumbago, 3rd class	3	10	0	0	11	1	3	14	—	—	—	—	7	11	3	14
Other 3rd class Goods	790	3	1	27	790	2	1	17	0	1	0	10	—	—	—	—
Cinchona	3	2	0	0	3	3	0	0	—	—	—	—	0	1	0	0
Coffee	29	6	1	27	11	16	1	26	17	10	0	1	—	—	—	—
Cocoanuts	154	10	3	19	114	4	1	5	40	6	2	14	—	—	—	—
Cocoanut Oil	35	18	0	24	26	16	1	27	9	1	2	25	—	—	—	—
Copperah	44	7	2	26	4	14	3	18	39	12	3	8	—	—	—	—
Cotton	0	8	1	0	—	—	—	—	0	8	1	0	—	—	—	—
Poonac	108	11	3	9	111	16	0	18	—	—	—	—	3	4	1	9
Staves	—	—	—	—	5	11	0	21	—	—	—	—	5	11	0	21
Tea	1,184	5	3	6	997	6	0	12	186	19	2	22	—	—	—	—
Timber, wrought	41	0	2	3	9	4	1	12	31	16	0	24	—	—	—	—
Other 4th class Goods	327	3	0	18	293	16	3	9	33	6	1	9	—	—	—	—
Timber at 5th class rate	16	16	2	18	56	8	2	23	—	—	—	—	39	12	0	5
Other 5th class Goods	208	17	2	13	202	0	1	3	6	17	1	10	—	—	—	—
Timber at 6th class rate	5	10	0	0	—	—	—	—	5	10	0	0	—	—	—	—
Tea Packing, 6th class	175	17	2	6	212	16	3	8	—	—	—	—	36	19	1	2
Manure, 6th class	132	11	2	25	155	14	3	9	—	—	—	—	23	3	0	12
Plumbago, 6th class	294	1	3	0	331	14	3	24	—	—	—	—	37	13	0	24
Beer, 6th class	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Staves, 6th class	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Other 6th class Goods	243	2	3	19	164	13	1	5	78	9	2	14	—	—	—	—
Bulky Articles and Road Metal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Railway Material	382	8	2	16	103	0	1	13	279	8	1	3	—	—	—	—
Public Works Material	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Prison Department Material	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Breakwater Material	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Petroleum	2,813	14	0	0	2,257	16	0	0	555	18	0	0	—	—	—	—
Free Goods	31	6	2	0	18	11	0	0	12	15	2	0	—	—	—	—
Total	9,238	12	1	20	7,838	5	2	16	1,579	1	0	5	178	14	1	1

Colombo, April 14, 1897.

W. CANTRELL, Acting General Manager.