



# Ceylon Government Gazette

Published by Authority.

No. 5,298—FRIDAY, JULY 6, 1894.

**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,

Colonial Secretary's Office, E. NOEL WALKER,  
Colombo, July 5, 1894. Colonial Secretary.

BENGAL.—No. 113.

*Pacific Ocean—Antipodes Island—Depôt for shipwrecked persons—Amended position of the hut on this Island.*

The British Admiralty has given notice (No. 232 of 1894) that information has been received from Lieutenant and Commander L. G. S. Hancock, H.M.S. Lizard, dated February 22, 1894, that he has determined the position of the hut (depôt for shipwrecked persons) on Antipodes island to be approximately in lat. 49° 39' S., long 178° 50' E.

This position has been adopted on the Admiralty charts.

B. P. CREAGH, Comdr., R.I.M.  
Calcutta, June 11, 1894. Port Officer of Calcutta.

BENGAL.—No. 114.

*India—Uniform System of Buoyage.*

The following notice to Mariners (No. 234 of 1894), issued by the British Admiralty, is republished:—

The following uniform system of buoyage was adopted for Indian waters in 1892, and the Government of India

has given notices that it has since been carried out at the under-mentioned ports, viz., Karachi, Bombay harbour, Madras harbour, Balasore river, Akyab harbour, Bassein river, and Rangoon river.

The system is as follows:—

1. The mariner, when approaching the coast, must determine his position on the chart, and must note the direction of the main stream of flood-tide.

2. The term Starboard Hand shall denote that side which would be on the right hand of the mariner, either going with the main stream of flood or entering a harbour, river, or estuary from seaward; the term Port Hand shall denote the left hand of the mariner under the same circumstances.

3. Buoys showing the pointed top of a cone above water shall be called Conical, and shall always be Starboard Hand buoys as above defined.

4. Buoys showing a flat top above water shall be called Can, and shall always be Port Hand buoys, as above defined.

5. Buoys showing a domed top above water shall be called Spherical, and shall mark the ends of Middle Grounds.

6. Buoys having a tall central structure on a broad base shall be called Pillar buoys, and, like other special buoys, such as Bell buoys, Gas buoys, Automatic Sounding buoys, &c., shall be placed to mark special positions, either on the coast or in the approaches to harbours, &c.

7. Buoys showing only a mast above water shall be called Spar buoys.

8. Starboard Hand buoys shall always be painted a single red colour

9. Port Hand buoys shall be painted of another characteristic colour, either black or parti-colour.

10. Spherical buoys at the ends of Middle Grounds shall always be distinguished by horizontal stripes of white colour.

11. Surrounding topmarks, such as staff and cone, &c., shall always be painted of one dark colour.

12. Staff and cone shall only be used on Starboard Hand buoys; Staff and Cylinder on Port Hand; Globes at the outer ends of Middle Grounds; and Half Globes, round part uppermost, at the inner ends.

13. Buoys on the same side of a channel, estuary, or tideway, may be distinguished from each other by names of consecutive numbers or letters, commencing from seaward, and when necessary by a staff surmounted by the appropriate topmark.

14. Fairway buoys shall always be painted in horizontal stripes of white colour, and shall be surmounted by a staff only.

15. Buoys intended for mooring, &c., may be of shape or colour according to the discretion of the authority within whose jurisdiction they are laid, but for marking submarine telegraph cables the colour shall be green, with the word "Telegraph" painted thereon in white letters.

Buoys and marking of wrecks:—

16. Wreck buoys in the open sea, or in the approaches to a harbour, or estuary, shall be coloured green, with the word "Wreck" painted in white letters on them.

17. When possible the buoy shall be laid near to the side of the wreck next to midchannel.

18. When a wreck-marking vessel is used, it shall, if possible, have its top-sides coloured green, with the word "Wreck" in white letters thereon, and shall exhibit:—

By day—Three balls on a yard 20 ft. above the sea, two placed vertically at one end and one at the other, the single ball being on the side nearest to the wreck.

By night—Three fixed white lights, similarly arranged, but not the ordinary riding light.

19. In narrow waters, or in rivers, harbours, &c., under the jurisdiction of local authorities, the same rules may be adopted, or at discretion, varied as follows:—

When a wreck-marking vessel is used, she shall carry a yard on a mast, with two balls by day, placed horizontally, not less than 6 nor more than 12 ft. apart, and two lights by night, similarly placed.

When a barge or boat only is used a flag or ball may be shown in the day time.

The position in which the marking vessel is placed, with reference to the wreck, shall be at the discretion of the local authority having jurisdiction.

Special notices to mariners, Nos. 267 and 562 of 1892, and Nos. 36, 37, and 264 of 1893, have already been given for Karachi, Bombay, Akyab, Rassein, and Rangoon.

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

Calcutta, June 11, 1894.

BENGAL.—No. 115.

*China, East Coast—Yang Tse Kiang—Bank reported on the Northern Approach.*

The British Admiralty has been notice (No. 242 of 1894) that the Master of the British steamer Feilung reports having obtained soundings of 6½ to 7 fathoms, fine sand, for a distance of three miles, then deepening to 13 fathoms, blue mud, on a bank, the centre of which is situated approximately in lat. 32° 18' 30" N., long. 122° 27' E.

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

Calcutta, June 11, 1894.

BENGAL.—No. 116.

*Australia, South Coast—Spencer Gulf—Less water reported on South end of Middle Bank.*

The British Admiralty has given notice (No. 245 of 1894) that the master of the ship Dimsdale, of 21 ft.

draught, reports having grounded at 11h. 30m. A.M., January 18, 1894 (about low water), on Middle bank, in a position with Barn hill bearing E. by N. ¼ N. (N. 76° E.), and Riley point S by E. (S 11° E.).

Approximate position, lat. 33° 40' S., long. 137° 34½' E.

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

Calcutta, June 11, 1894.

BENGAL.—No. 117.

*Japan—Seto Uchi—Herima Nada—Sunken Wreck South-east of Fukube Sima.*

The British Admiralty has given notice (No. 247 of 1894) that a sunken wreck lies in a depth of 17 fathoms, with a mast showing above water, in a position with Fukube sima bearing N W. ¾ W. (N 53° W.), distant 1½ mile; and Ukado (Oskado) point N.E. (N. 45° E.).

Approximate position, lat. 34° 24' 40" N., long. 134° 18' 30" E.

*Aogi seto—Destruction of Ishi guso (Ushigahaye) Beacon.*

Also, that the beacon on Ishi guso, approach to Tadanomi, was nearly destroyed during a gale in January, 1892, and is no longer available as a mark.

Approximate position, lat. 34° 19' 40" N., long. 132° 59' 55" E.

Variation, 5° Westerly in 1894.

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

Calcutta, June 11, 1894.

BENGAL.—No. 118.

*Bay of Bengal—Orissa Coast—Palmyra Reef Buoy placed in Position.*

With reference to Notice to Mariners No. 137, dated June 6, 1893, issued by this office, the Port Officer, Chandbally, has given further notice that the Palmyra reef buoy, painted black, having a spire, and with the letters "P.R." painted in white, has been laid in 84 ft. reduced, Shortt's island lighthouse bearing from the buoy W. 19° S. magnetic. Beacon a little open to S. of lighthouse.

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

Calcutta, June 11, 1894.

BENGAL.—No. 119.

*India, West—Malabar Coast—The Colour of the Kundapur Light will be changed to fixed "White."*

The following Notice to Mariners, issued by the Presidency Port Officer, Madras, is republished:—

On the re-exhibition of the light at Kundapur on September 15, 1894, the colour will be changed from fixed red to fixed "white." If possible, the light will also by that date be moved to a site on the opposite side of the Harbour entrance. On this point a further notice will issue.

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

Calcutta, June 15, 1894.

BENGAL.—No. 120.

*Australia, South Coast—Spencer Gulf—Germein Bay—Intended withdrawal of Light-vessel and Alteration in Jetty Light.*

The British Admiralty has given notice (No. 248 of 1894) that on August 1, 1894, the light-vessel in Germein bay (fixed white light) will be withdrawn, and that the light shown at the extremity of Germein jetty (fixed red) will be altered to a fixed white light, visible from a distance of ten miles.

Approximate position, light-vessel, lat. 33° 3' 45" S., long. 137° 52' 15" E.

Approximate position, jetty light, lat.  $33^{\circ} 2' 15''$  S, long.  $13^{\circ} 59' 30''$  E.

Further notice will be given in due course.

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

Calcutta, June 18, 1894.

BENGAL.—No. 121.

*Japan—Yezo—Seto Uchi—Temporary decreased Power of Noshap Saki Light.*

The British Admiralty has given notice (No. 249 of 1894) that the lens of Noshap (Noyshaf) saki light (white, with red sector) has been damaged by an earthquake, and until further notice the light will be exhibited from the lantern of that lighthouse without the lens.

Approximate position, lat.  $43^{\circ} 22' 55''$  N., long.  $145^{\circ} 49'$  E.

*Seto Uchi, Osaka—Exhibition of Temposan Permanent Light.*

Also, that on April 15, 1894, the permanent light at Temposan fort, entrance to Aji gawa, would be re-exhibited, and the temporary light (fixed white) discontinued:—

Temposan permanent light is a fixed light, showing white from N.  $61^{\circ}$  W., through north to N.  $74^{\circ}$  E.; red from N.  $74^{\circ}$  E. to N.  $84^{\circ}$  E., over the entrance to Aji gawa; and white from N.  $84^{\circ}$  E., through south to S.  $57^{\circ}$  W. It is elevated 52 ft. above the sea, and visible from a distance of 12 miles in clear weather.

The lighthouse, 30 ft. high, is constructed of wood, hexagonal in shape, and painted white.

Approximate position, lat.  $34^{\circ} 39' 45''$  N., long.  $135^{\circ} 26'$  E.

Variation (2)  $5^{\circ}$  Westerly in 1894.

B. P. CREAGH, Comdr., R.I.M.,  
Calcutta, June 18, 1894. Port Officer of Calcutta.

BENGAL.—No. 122.

*India, West—Malabar Coast—The Allepey Mud Bank shifted to Tircoonnappilly.*

The Master Attendant, Allepey, has given notice that the Allepey mud bank has shifted to Tircoonnappilly,  $17\frac{1}{2}$  miles south of the Allepey light. Vessels can anchor in  $4\frac{1}{2}$  fathoms in smooth water. A temporary flagstaff has been erected on the beach at Tircoonnappilly, to serve as a landmark and for communicating with vessels.

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

Calcutta, June 18, 1894.

BENGAL.—No. 123.

*Bay of Bengal—Chittagong Coast—Depths of Water in certain River Channels.*

The Port Officer, Chittagong, has given notice that the following depths of water were found in the river channels by soundings taken on June 13, and reduced to zero:—

	Ft. in.
No. 1 track, marks on ...	... 10 6
Inner black buoy on leading tree ...	... 12 0
No. 2 track, marks on ...	... 8 6 <sup>a</sup>
No. 3 do. ...	... 18 0
No. 4 do. ...	... 19 0
No. 5 do. ...	... 16 0

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

Calcutta, June 18, 1894.

\* Caution should be observed when crossing No. 2 track, as the sand is at present apparently moving S.E., and the depth may vary from day to day.

THE under-mentioned packages having been left in the Queen's Warehouse beyond the time allowed by law, notice is hereby given that unless the same be immediately cleared or bonded they will be sold by public auction on Friday, August 3, 1894, at 1 o'clock P.M. :—

Date of Landing.	Vessels.	Marks.	Number and Description of Packages.
March 10 ...	ss. Lalpoora	...	1 bag gram
Do. 13 ...	ss. Patna	...	1 bag grain
		Nil	1 bag poonac
Do. 21 ...	ss. Loodiana	...	1 bag gram
Do. 30 ...	ss. Nadir	...	2 bags rice

Customs, Galle,  
July 3, 1894.

ALLAN BEVEN,  
for Collector.

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.	1 arabatio. Coffee.	Native Coffee.	Tea.	Cacao.	Trunk Cinchona.	Branch Cinchona.	Cinchona Chips.	Cocoanuts.	Copperah.	Cocoanut Oil.	Cocoanut Poona.	Cinnamon.	Cinnamon Oil.	Citronella Oil.	Cardamom.	Ebony.	Plumbago.	Coir Rope.	Coir Junk.	Coir Yarn.	Coir Fibre.	Sapan-wood.	Orechilla.	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.
<b>COLOMBO.</b>			1894.																								
ss. Japan	27/6	Bombay	—	—	—	—	—	—	—	—	—	15	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
ss. Clan Buchanan	29/6	London	—	—	117059	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
ss. Glengyle	30/6	do.	34	—	256775	172	79212	—	—	63505	—	2802	—	16352*	—	—	676	—	423	—	—	50	539	—	—	—	
ss. Ophir	30/6	Australia	263	38	103130	—	—	—	—	—	—	320	—	—	—	3960	—	—	62	—	120	—	—	1400	—	39	
ss. Shanghai	30/6	China	—	—	8552	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
sq. Thomas A Goddard	30/6	New York	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	2383	—	—	—	—	—	—	—	
ss. Clan McArthur	30/6	Calcutta	1	—	—	—	—	—	—	—	—	3004	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
ss. Dorunda	30/6	Brisbane	60	—	17899	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
ss. Cheshire	30/6	Rangoon	1	—	520	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
ss. Bengal	2/7	Calcutta	9	—	1236	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
ss. Orotava	2/7	London	—	—	558996	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	204	—	—	—	—	—	
ss. Dictator	2/7	London and Liverpool	40	—	724349	—	—	—	—	25050	—	—	—	—	—	—	—	540	2242	—	—	—	—	—	—	—	
ss. Hohenzollern	2/7	Bremen	1	—	1237	—	—	—	—	—	—	1590	1601	22500†	—	—	—	—	—	—	—	—	—	—	—	—	
ss. Malacca	3/7	London	—	—	295839	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
ss. Clyde	3/7	China	—	—	4258	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
ss. Oceana	3/7	Australia	209	—	87514	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
ss. Hiroshima Maru	3/7	Bombay	—	—	25196	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
ss. Ulysses	3/7	London	342	—	418344	100	3244	—	—	127970	—	—	—	—	—	—	—	176	602	—	300	150	—	—	—	—	
ss. Khedive	3/7	do.	1	—	198344	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
ss. Valetta	3/7	do.	—	—	244024	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
ss. Holyrood	3/7	New York	58	—	—	—	210214	—	—	—	—	6406	—	16000	—	185856	—	—	2503	—	—	—	132	—	—	—	
ss. Karlsruhe	3/7	Shanghai	—	—	200	80	—	—	—	—	—	—	—	10000	—	—	—	605	—	—	—	—	—	—	—	—	
<b>GALLE.</b>																											
ss. Glenfruin	27/6	London	—	—	—	—	—	—	—	19995	17	—	—	—	—	—	—	—	560	83	—	2965	—	—	—	—	

\* Chips.

† And Chips 11,200 lb.

Importation of Rice from Indian Ports during the above periods.

TO COLOMBO:—

From Calcutta	... Bags	20,771
Rangoon	... "	3,800
Bombay	... "	2,035
Southern India	... "	16,259
<b>Total</b>	<b>... Bags</b>	<b>42,865</b>

GALLE:—

From Calcutta	... Bags	2,040
Southern India	... "	200
<b>Total</b>	<b>... Bags</b>	<b>2,240</b>

Customs, Colombo, July 6, 1894.

R. REID,  
Acting Principal Collector.

## Ceylon Government Railways.—Comparative Statement of Traffic for the Week ended June 10, 1894.

Earnings from	Seven Days ended June 12, 1892.			Seven Days ended June 11, 1893.			Seven Days ended June 10, 1894.			Increase— 1894 over 1893.			Decrease— 1894 below 1893.		
	No.	Rs.	c.	No.	Rs.	c.	No.	Rs.	c.	No.	Rs.	c.	No.	Rs.	c.
Passengers, Ordinary	78,023	30,536	6	64,447	25,386	67	82,064	31,006	71	17,617	5,620	4	—	—	—
Coolies	2,322	1,803	4	1,750	1,015	70	1,379	1,045	14	—	29	44	371	—	—
Season Tickets	12	33	1	36	106	76	87	245	86	51	139	10	—	—	—
<b>Total Passengers</b>	<b>80,357</b>	<b>32,372</b>	<b>11</b>	<b>66,233</b>	<b>26,509</b>	<b>13</b>	<b>83,530</b>	<b>32,297</b>	<b>71</b>	<b>17,297</b>	<b>5,788</b>	<b>58</b>	—	—	—
Parcels	4,308	1,238	89	4,470	1,132	62	5,552	1,443	3	1,082	310	41	—	—	—
Horses	41	154	31	26	203	47	37	237	25	11	33	78	—	—	—
Carriages	9	120	93	5	123	57	9	87	97	4	—	—	—	—	35.60
Dogs	76	52	50	93	56	0	101	65	0	8	9	0	—	—	—
Other small Animals	30	21	46	32	45	89	14	18	31	—	—	—	18	27.58	—
Neat Cattle	2	10	17	—	—	—	2	29	86	2	29	86	—	—	—
Mails	—	454	33	—	835	78	—	846	73	—	10	95	—	—	—
Miscellaneous Coaching	—	44	33	—	30	46	—	56	4	—	25	58	—	—	—
Goods (Tons)...	4,955	64,484	87	4,937	60,110	75	5,962	75,842	69	1,025	15,731	94	—	—	—
Miscellaneous Goods	—	66	56	—	69	47	—	72	87	—	3	40	—	—	—
Live Stock	202	75	25	425	112	50	325	137	25	—	24	75	100	—	—
General Miscellaneous	—	643	53	—	166	25	—	1,266	47	—	1,100	22	—	—	—
<b>Total for the Week</b>	<b>—</b>	<b>99,739</b>	<b>24</b>	<b>—</b>	<b>89,395</b>	<b>89</b>	<b>—</b>	<b>112,401</b>	<b>18</b>	<b>—</b>	<b>23,005</b>	<b>29</b>	—	—	—
Brought forward from previous Return	—	2021488	26	—	2075605	99	—	2266016	28	—	190,410	29	—	—	—
<b>Total from Jan. 1 to June 10</b>	<b>—</b>	<b>2121227</b>	<b>50</b>	<b>—</b>	<b>2165001</b>	<b>88</b>	<b>—</b>	<b>2378417</b>	<b>46</b>	<b>—</b>	<b>213,415</b>	<b>58</b>	—	—	—
Total corresponding period of previous Year	—	1999360	99	—	2121227	50	—	2165001	88	—	—	—	—	—	—
Increase compared with previous Year	—	121,866	51	—	43,774	38	—	213,415	58	—	—	—	—	—	—
Decrease do. do.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Traffic Train Mileage this Week	14,854	—	—	16,604	—	—	20,349	—	—	3,745	—	—	—	—	—
Brought forward from last Return	316,211	—	—	359,329	—	—	407,757	—	—	48,428	—	—	—	—	—
<b>Total from Jan. 1 to June 10</b>	<b>331,065</b>	—	—	<b>375,933</b>	—	—	<b>428,106</b>	—	—	<b>52,173</b>	—	—	—	—	—
Corresponding period of previous Year	309,204	—	—	331,065	—	—	375,933	—	—	—	—	—	—	—	—
Increase compared with previous Year	21,861	—	—	44,868	—	—	52,173	—	—	—	—	—	—	—	—
Decrease do. do.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Particulars of Goods Conveyed.	Seven days ended June 10, 1894.			January 1 to June 10, 1894.			January 2 to June 11, 1893.			Increase in 1894.			Decrease in 1894.		
	Tons	cwt.	qr. lb.	Tons	cwt.	qr. lb.	Tons	cwt.	qr. lb.	Tons	cwt.	qr. lb.	Tons	cwt.	qr. lb.
First class Goods	5	17	0 16	131	12	1 22	119	17	0 24	11	15	0 26	—	—	—
Second class Goods	176	13	3 10	3,039	0	2 19	2,713	15	2 2	325	5	0 17	—	—	—
Rice	1,593	14	1 15	35,889	18	0 12	34,895	0	3 6	494	17	1 6	—	—	—
Tea	1,200	3	2 4	19,887	0	0 20	17,844	10	1 3	2,042	9	3 17	—	—	—
Tea leaf	16	8	1 9	322	5	2 17	732	0	1 17	—	—	—	409	14	3 0
Arrack	1	5	2 0	651	0	2 4	665	1	2 11	—	—	—	14	1	0 7
Salt	72	2	1 17	1,531	17	2 4	1,652	4	3 17	—	—	—	120	7	1 13
Cinnamon	5	18	2 22	83	5	0 9	18	18	3 27	64	6	0 10	—	—	—
Cacao	26	8	1 9	427	9	1 1	965	3	3 13	—	—	—	537	14	2 12
Cardamoms	2	12	1 12	80	12	3 2	65	8	1 15	15	4	1 15	—	—	—
Tobacco	21	1	2 12	220	18	0 18	254	19	0 14	—	—	—	34	0	3 24
Beer, 3rd class	3	18	1 20	109	8	3 24	69	2	2 8	40	6	1 16	—	—	—
Tea Lead and Shooks, 3rd class	15	3	1 20	182	8	1 10	340	4	2 14	—	—	—	157	16	1 4
Manure, 3rd class	—	—	—	28	2	0 9	14	7	3 18	13	14	0 19	—	—	—
Plumbago, 3rd class	—	—	—	—	—	—	13	14	2 14	—	—	—	13	14	2 14
Other 3rd class Goods	564	18	3 19	12,438	19	1 12	11,242	7	1 1	1,196	12	0 11	—	—	—
Other 4th class Goods	245	15	3 0	5,576	8	3 20	4,309	7	1 9	1,204	1	2 11	—	—	—
Other 5th class Goods	132	1	2 20	2,748	5	1 27	2,264	7	3 14	483	17	2 13	—	—	—
Cinchona	9	18	3 4	342	11	0 11	554	13	2 25	—	—	—	212	2	2 14
Coffee	61	16	0 10	928	15	0 0	1,281	6	1 22	—	—	—	352	11	1 22
Cotton	10	7	0 6	28	17	3 3	73	6	2 15	—	—	—	44	8	3 12
Cocoanuts	70	16	1 9	1,450	0	2 8	1,608	17	0 2	—	—	—	153	16	1 22
Cocoanut Oil	33	10	1 26	634	5	0 1	703	12	2 23	—	—	—	69	7	2 22
Copperah	100	3	0 17	834	1	3 11	523	1	2 28	311	0	0 16	—	—	—
Poonac	131	10	2 16	2,489	12	1 24	2,409	15	1 26	79	16	3 26	—	—	—
Kerosine Oil	38	19	2 9	515	6	0 0	513	12	2 1	1	13	1 27	—	—	—
Staves	14	4	2 21	136	0	0 12	147	15	0 26	—	—	—	11	15	0 14
Timber, wrought	16	0	0 10	449	19	1 12	434	2	1 19	15	16	3 21	—	—	—
Timber at 5th class	17	10	3 0	521	16	3 05	510	13	2 23	11	3	0 10	—	—	—
Timber at 6th class	—	—	—	1	7	1 0	43	12	0 10	—	—	—	42	4	3 10
Tea Lead and Shooks, 6th class	185	11	0 1	4,261	17	2 18	3,510	17	2 4	751	0	0 44	—	—	—
Manure, 6th class	20	9	0 0	1,743	15	2 1	1,330	12	2 1	413	3	0 0	—	—	—
Plumbago, 6th class	216	13	3 7	4,892	18	1 8	5,697	14	3 7	—	—	—	804	16	1 27
Beer, 6th class	—	—	—	7	19	1 0	—	—	—	7	19	1 0	—	—	—
Staves, 6th class	—	—	—	9	8	1 0	20	11	3 0	—	—	—	11	3	2 0
Bulky Articles and Road Metal	13	5	3 0	584	11	0 8	564	7	2 0	20	3	2 8	—	—	—
Other 6th class Goods	118	13	2 0	3,211	12	0 8	1,966	7	3 7	1,245	4	1 1	—	—	—
Railway Material	680	15	0 2	8,733	17	2 3	13,716	14	3 6	—	—	—	4,982	17	1 3
Public Works Material	—	—	—	1,932	10	0 0	4,081	3	0 0	—	—	—	2,148	13	0 0
Prison Dept. Material	—	—	—	1,173	14	0 0	447	13	0 0	726	1	0 0	—	—	—
Breakwater Material	—	—	—	—	—	—	580	0	0 0	—	—	—	580	0	0 0
Contractor's Material (Stone)	134	2	0 0	917	19	0 0	—	—	—	917	19	0 0	—	—	—
Royal Engineer's Material	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
<b>Total</b>	<b>5,961</b>	<b>12</b>	<b>0 7</b>	<b>118,651</b>	<b>9</b>	<b>1 27</b>	<b>118,961</b>	<b>5</b>	<b>2 19</b>	<b>10,396</b>	<b>10</b>	<b>3 4</b>	<b>10,706</b>	<b>6</b>	<b>3 24</b>

Colombo, June 28, 1894.

W. T. PEABCE, General Manager.

## Ceylon Government Railways.—Comparative Statement of Traffic for the Week ended June 17, 1894.

Earnings from	Seven Days ended June 19, 1892.			Seven Days ended June 18, 1893.			Seven Days ended June 17, 1894.			Increase—1894 over 1893.			Decrease—1894 below 1893.			
	No.	Rs.	c.	No.	Rs.	c.	No.	Rs.	c.	No.	Rs.	c.	No.	Rs.	c.	
Passengers, Ordinary	61,338	24,325	98	63,326	24,778	52	88,941	34,181	22	25,615	9,402	70	—	—	—	
Coolies	2,198	1,873	30	1,624	926	93	1,638	1,181	21	14	254	28	—	—	—	
Season Tickets	2	—	—	6	—	—	10	14	4	4	—	—	—	—	—	
Total Passengers	63,538	26,208	68	64,956	25,715	35	90,589	35,376	47	25,633	9,661	12	—	—	—	
Parcels	4,153	1,090	79	4,797	1,102	62	5,593	1,416	27	796	313	65	—	—	—	
Horses	33	255	11	50	337	77	33	237	25	—	—	—	17	100	2	
Carriages	6	—	—	13	182	85	8	96	41	—	—	—	5	86	44	
Dogs	72	50	75	83	52	50	109	79	75	26	27	25	—	—	—	
Other small Animals	8	4	50	25	14	78	18	25	61	—	10	39	7	—	—	
Neat Cattle	—	—	—	1	8	44	2	33	30	1	24	86	—	—	—	
Mails	—	454	33	—	835	78	—	927	13	—	91	35	—	—	—	
Miscellaneous Coaching	—	25	39	—	39	50	—	19	70	—	—	—	—	—	19	80
Goods (Tons)	5,178	65,406	17	5,536	64,125	10	5,639	68,563	81	103	4,438	71	—	—	—	
Miscellaneous Goods	—	65	54	—	53	69	—	92	40	—	68	71	—	—	—	
Live Stock	423	12	50	567	173	0	484	191	0	—	18	0	83	—	—	
General Miscellaneous	—	3,777	93	—	45	99	—	—	—	—	—	—	—	—	45	99
Total for the Week	—	97,553	64	—	92,687	37	—	107,059	60	—	14,372	23	—	—	—	—
Brought forward from previous Return	—	212,127	50	—	216,500	88	—	237,847	46	—	213,415	58	—	—	—	—
Total from Jan. 1 to June 17	—	221,871	14	—	225,768	25	—	248,547	6	—	227,787	81	—	—	—	—
Total corresponding period of previous Year	—	209,097	53	—	221,871	14	—	225,768	25	—	—	—	—	—	—	—
Increase compared with previous Year	—	12,774	61	—	3,897	11	—	22,779	81	—	—	—	—	—	—	—
Decrease do.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Traffic Train Mileage this Week	15,081	—	—	16,853	—	—	20,334	—	—	3,481	—	—	—	—	—	—
Brought forward from last Return	331,065	—	—	375,933	—	—	428,106	—	—	52,173	—	—	—	—	—	—
Total from Jan. 1 to June 17	346,146	—	—	392,786	—	—	448,440	—	—	55,654	—	—	—	—	—	—
Corresponding period of previous Year	322,650	—	—	346,146	—	—	392,786	—	—	—	—	—	—	—	—	—
Increase compared with previous Year	23,496	—	—	46,640	—	—	55,654	—	—	—	—	—	—	—	—	—
Decrease do.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
• Particulars of Goods Conveyed.	Seven days ended June 17, 1894.			January 1 to June 17, 1894.			January 2 to June 18, 1893.			Increase in 1894.			Decrease in 1894.			
	Tons	cwt.	qr.	lb.	Tons	cwt.	qr.	lb.	Tons	cwt.	qr.	lb.	Tons	cwt.	qr.	lb.
First class Goods	7	17	0	1	139	9	1	23	123	1	3	5	16	7	2	18
Second class Goods	130	19	3	8	3,170	0	1	27	2,862	1	3	20	308	18	2	7
Rice	1,411	8	1	4	36,801	6	1	16	36,645	11	3	21	155	14	1	23
Tea	1,039	9	3	25	20,926	10	0	17	18,539	9	2	7	2,387	0	2	10
Tea leaf	16	17	2	5	339	3	0	22	764	10	0	26	—	—	—	—
Arrack	39	10	1	14	690	10	3	18	696	5	2	11	—	—	—	—
Salt	85	18	1	6	1,617	15	3	10	1,754	5	0	10	—	—	—	—
Cinnamon	7	11	0	13	90	16	0	22	20	19	1	1	69	16	3	21
Cacao	22	17	3	16	450	7	0	17	1,019	9	1	13	—	—	—	—
Cardamoms	0	19	3	17	81	12	2	19	66	10	1	17	15	2	1	2
Tobacco	32	6	1	17	253	4	2	7	274	1	0	13	—	—	—	—
Beer, 2nd class	0	13	3	12	110	2	3	8	74	9	3	21	35	12	3	15
Tea Lead and Shooks, 3rd class	8	5	2	13	190	13	3	23	351	16	1	25	—	—	—	—
Manure, 3rd class	0	5	2	12	28	7	2	21	14	7	3	18	13	19	3	3
Plumbago, 3rd class	7	13	0	0	7	13	0	0	15	10	3	5	—	—	—	—
Other 3rd class Goods	561	3	2	8	13,000	2	3	20	11,765	9	2	5	1,234	13	1	15
Other 4th class Goods	231	4	3	5	5,807	13	2	25	4,582	15	1	13	1,224	18	1	12
Other 5th class Goods	128	12	3	11	2,876	18	1	10	2,419	10	2	1	457	7	3	9
Cinchona	24	1	3	0	366	12	3	11	558	7	0	2	—	—	—	—
Coffee	86	7	3	0	1,015	2	3	0	1,293	8	3	10	—	—	—	—
Cotton	4	6	2	3	33	4	1	6	84	19	2	14	—	—	—	—
Cocoanuts	72	11	1	8	1,522	1	3	16	1,709	4	0	2	—	—	—	—
Cocoanut Oil	30	13	2	1	664	18	2	2	749	11	1	25	—	—	—	—
Copperah	81	12	0	13	915	13	3	24	586	6	3	2	329	7	0	22
Poonac	95	17	2	4	2,585	10	0	0	2,505	12	2	10	79	17	1	18
Kerosine Oil	43	2	0	8	558	8	0	8	532	5	2	9	26	2	1	27
Staves	11	18	2	20	147	18	3	4	150	6	1	5	—	—	—	—
Timber, wrought	33	19	3	25	438	19	1	9	450	19	2	26	32	19	2	11
Timber at 5th class	2	12	2	0	524	9	1	5	510	13	2	23	13	15	2	10
Timber at 6th class	2	14	3	0	4	2	0	0	44	12	3	10	—	—	—	—
Tea Lead and Shooks, 6th class	159	3	0	23	4,421	0	3	13	3,609	10	1	12	811	10	2	1
Manure, 6th class	51	10	3	8	1,795	6	1	9	1,386	11	0	16	408	15	0	21
Plumbago, 6th class	161	2	1	0	5,054	0	2	8	5,890	9	3	7	—	—	—	—
Beer, 6th class	—	—	—	—	7	19	1	0	—	—	—	—	7	19	1	0
Staves, 6th class	—	—	—	—	9	8	1	0	20	11	3	0	—	—	—	—
Bulky Articles and Road Metal	—	—	—	—	584	11	0	8	655	9	1	0	—	—	—	—
Other 6th class Goods	93	11	2	5	3,305	9	2	13	2,084	12	0	26	1,220	11	1	15
Railway Material	949	9	2	11	9,683	7	0	14	14,575	11	0	13	—	—	—	—
Public Works Material	—	—	—	—	1,932	10	0	0	4,081	3	0	0	—	—	—	—
Prison Dept. Material	—	—	—	—	1,173	14	0	0	447	13	0	0	726	1	0	0
Breakwater Material	—	—	—	—	—	—	—	—	580	0	0	0	—	—	—	—
Contractor's Material	—	—	—	—	917	19	0	0	—	—	—	—	917	19	0	0
Royal Engineer's Material	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
	5,638	11	3	8	124,290	1	1	7	124,497	6	3	24	10,494	11	1	8
	—	—	—	—	—	—	—	—	—	—	—	—	10,701	16	3	25

IT is hereby notified that the Power of Attorney by the Ceylon Land and Produce Company, Limited, of 101, Leadenhall street, in the City of London, in favour of Mr. David Edwards of Hatton, has been revoked and determined by the Company as from and after June 30, 1894.

The Ceylon Land and Produce Company, Limited; by their Attorney,

St. George's House, King street,  
Kandy, July 2, 1894.

A. PHILIP.

UNDER instructions from the Administrator of the Estate of Kawana Kana Pana Adappa Chetty alias Kuna Pana Awana Thana Adappa Chetty, late of

Kandy, deceased, we shall sell by public auction at 24, Ward street, Kandy, on Saturday, July 14, 1894, at 2 P.M., the following :—

1. An undivided half share of land called Wagalawatta, situated at Yatawara in Pallegampaha of Lower Dumbara, with the buildings standing thereon, of about 15 acres more or less in its entirety.
2. House and ground bearing assessment No. 227, situated at Colombo street, Kandy.
3. House and ground bearing assessment No. 100, situated at Colombo street, Kandy, in extent about 2,100 square perches.

For further particulars apply to

JANSEN & Co.,  
Auctioneers.

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. Robert Porter & Co., of 77 and 79, Pancras road, London, Export Bottlers, have applied for the registration of the following Trade Mark for Beer in Class 43 in the Classification of Goods in the above-mentioned regulations :—



Colonial Secretary's Office.  
Colombo, July 4, 1894.

E. NOEL WALKER,  
Colonial Secretary.