



# 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.

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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, October 11, 1894.

### BENGAL.—No. 173.

*Bay of Bengal—Burma Coast—Eastern or Kalwin Point Beacon about to be replaced.*

The Deputy Commissioner, Mergui, has given notice that the Eastern or Kalwin point beacon, which was carried away on December 2, 1893, is about to be replaced during this month.

A further notice will be issued when it is completed.

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

Calcutta, September 15, 1894.

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### BENGAL.—No. 174.

*Bay of Bengal—Burma Coast—Rangoon River entrance—Spit Lightvessel placed in position.*

With reference to Notice to Mariners No. 81, dated April 30 last, issued by this office, the Port Officer, Rangoon, has given notice that the Spit lightvessel at the entrance to Rangoon river has been placed in position in 20 ft. low water springs on the bearings noted:—

Eastern Grove lighthouse ... N. 16° E.  
Elephant Point obelisk ... N. 44° W.

The Eastern Grove lighthouse in line with the Spit lightvessel N. 16° E. leads 100 yards west of the lower eastern buoy. Therefore on the flood tide an allowance must be made to clear the buoy.

All bearings are magnetic.

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

Calcutta, September 17, 1894.

### BENGAL.—No. 175.

*Africa, East Coast—Cape Delgado—Regarding the Light on the Cape; and amendment to Chart No. 690.*

The British Admiralty has given notice (No. 424 of 1894) that in certain copies of Admiralty Chart, cape

Delgado to Mikandani, No. 690, the light on cape Delgado, fixed white, elevated 59 ft., and visible 10 miles (for further details see List of Lights, Part V., 1894, No. 32a), has been omitted.

The lighthouse is situated on the eastern side of the cape N.E. by E.  $\frac{1}{4}$  E. (N.  $59^{\circ}$  E.), distant  $8\frac{1}{2}$  cables, from the high palm on the south side of the cape, or approximately in lat.  $10^{\circ} 41' 15''$  S., long.  $40^{\circ} 38' 50''$  E.

Variation,  $11^{\circ}$  westerly in 1894.

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

Calcutta, September 17, 1894.

BENGAL.—No. 176.

*Australia, South Coast—Spencer Gulf—Germein Bay—Withdrawal of Lightvessel and alteration in Jetty Light.*

With reference to Notice to Mariners No. 120, dated June 18 last, issued by this office, the British Admiralty has given further notice (No. 426 of 1894) that on August 1, 1894, the lightvessel in Germein bay (fixed white light) would be withdrawn; and the light shown from the extremity of Germein jetty would be altered from red to red and white.

Germein jetty light is a fixed light showing white from N.  $80^{\circ}$  E. (southward of Ward spit) to N.  $66^{\circ}$  E. (northward of the dry part of Cockle spit); red from N.  $66^{\circ}$  E. to N.  $12^{\circ}$  E. (over Cockle spit); and white from N.  $12^{\circ}$  E. (eastward of Cockle spit) through north to N.  $10^{\circ}$  W.; it is visible in clear weather from a distance of 10 miles.

The lighthouse is an iron tower, painted red, with a white lantern.

Approximate position, jetty light: lat.  $33^{\circ} 2' 15''$  S., long.  $137^{\circ} 59' 30''$  E.

Approximate position, lightvessel: lat.  $33^{\circ} 3' 45''$  S., long.  $137^{\circ} 52' 15''$  E.

Variation,  $5^{\circ}$  easterly 1894.

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

Calcutta, September 17, 1894.

BENGAL.—No. 177.

*China Sea—Tong King Gulf—Hainan Strait—Flashing Light in Hoi Hau Bay.*

The British Admiralty has given notice (No. 427 of 1894) that a light was exhibited from a lighthouse recently erected in Hoi Hau bay.

Hoi Hau light is a sixth order, dioptric, group flashing white and red light, with a total period of forty-five seconds; the flashes are exhibited in the following order: white flash, one and a half seconds; eclipse, six seconds; white flash, one and a half seconds; eclipse, six seconds; white flash, one and a half seconds; eclipse, thirteen and a half seconds; red flash, one and a half seconds; eclipse, thirteen and a half seconds. It is elevated 73 ft. above the sea, and visible 10 miles in clear weather.

The lighthouse, 22 ft. high, is a cylindrical iron tower, painted white, as are the dwellings and boundary wall, and is situated 464 yards from high-water mark on the south side of the bay.

Approximate position, lat.  $20^{\circ} 1' 15''$  N., long.  $110^{\circ} 16' 10''$  E.

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

Calcutta, September 17, 1894.

BENGAL.—No. 178.

*Japan—Seto Uchi—Akoshi no seto—Re-exhibition of Hira iso Light.*

With reference to Notice to Mariners No. 163, dated September 1, issued by this office, the British Admiralty has given further notice (No. 429 of 1894) that on June 30, 1894, Hira iso beacon light (fixed red) would be re-exhibited.

Approximate position: lat.  $34^{\circ} 38'$  N., long.  $135^{\circ} 4'$  E.

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

Calcutta, September 17, 1894.

BENGAL.—No. 179.

*Java Sea—Makassar Strait—Dayang Dayangan—Amended position of Light.*

With reference to Notice to Mariners No. 292, dated December 16, 1893, issued by this office, the British Admiralty has given further notice (No. 431 of 1894) that information has been received from the Commander of the British steam-vessel Saladin, dated July 5, 1894, that Dayang Dayangan light (fixed white) is situated on the east, and not on the south-west point of Dayang Dayangan, or approximately on chart No. 1,293 in lat.  $5^{\circ} 23' 30''$  S., long.  $119^{\circ} 11' 5''$  E.

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

Calcutta, September 17, 1894.

GOVERNMENT OF JAPAN.

*Ogasawara Guntou.—Chichijima.—Leading Marks into Futami kou.*

Information has been received from Lieut. T. Arao Capt. T. Kurooka of H. I. M. S. Tsukuba that a triangular-shaped tripod mark, 21 ft. high, painted white, has been erected on a side (200 ft. high) of Maruyama opposite to Kaname-iwa, Futami kou. This mark's position is as follows:—

Angle subtended by Kuro-iwa's centre  
and Kaname-iwa's centre ...  $38^{\circ} 59'$   
Angle subtended by Kaname-iwa's  
centre and Susakai north point ...  $12^{\circ} 51'$

NOTE.—The beacon in line (east) with a white painted patch of Kaname-iwa leads midway between Horton shoal and South shoal.

*A Channel Eastward of Kaname-iwa.*

With reference to Notice of Mariners No. 620 (1630) of 1894, the same Lieutenant reports that there is an easy boat passage more close to Kaname-iwa between this rock and the mainland eastward of it.

*Korea, West Coast—Conference Group.—Palos Harbour—Amendment to Position of Doubtful Reef—Existence of New Reef.*

Information has been received from Capt. K. Miyoshi of H.I.M.S. Tsukushi, dated May 25, 1894, that—

(1) According to the examination made by Lieut. K. Tuchi, I.N., the doubtful reef off east point, Palos harbour, marked on the Naval Chart No. 74, does not exist, but a rock which dries 7 or 8 ft. at low water exists 50 yards W. by N. of the east point. Moreover, the fishermen of the locality state that there is no other reef except the new found rock, therefore it appears highly probable that this rock is identical with the former reef.

The doubtful reef has, therefore, been expunged from the Naval Charts.

2. The same Lieutenant reports that a sunken reef exists off a pinnacle rock (70 ft. high) near the south-east extremity of Guerin island.

This reef consists of three rocks, and dries about 6 ft. at low water. Its approximate position is as follows:—

East extreme of Guerin island ... N.  $\frac{1}{4}$  W.  
West entrance point of Palos harbour... N. W.  $\frac{3}{4}$  W.

NOTE.—In entering Palos harbour steer north course for a small triangular rocky island (partially wooded) near the head of the harbour, and anchor as convenient inside the harbour.

*Nansai Shoto—Amami Oshima.—Yakiuchi wan—Discovery of a Sunken Reef in Amuro kou.*

The master of the Nippon Yusen Kaisha steamer Mutsu Maru reports that on March 12, 1894, he has found a sunken reef, with least depth of  $1\frac{1}{2}$  fathom on it, and deepening to 4 or 5 fathoms at a distance of few cables from its east and west sides, in Amuro kou, Yakiuchi wan, but owing to bad weather the extent of the danger could not be accurately determined. Its approximate position is as follows:—

Centre of a small islet off Yadon  
zakai ... N.  $58^{\circ}$  W.  
Rock inside Amuro kou ... N.  $84^{\circ}$  W.  
Taken zakai, the east point of  
Amuro kou ... N.  $25\frac{1}{2}^{\circ}$  E.  
Aprox. lat.  $28^{\circ} 15' 27''$  N., long.  $129^{\circ} 12' 50''$  E.

*Korea, West Coast.—Alteration of the Soundings, &c., at Masanpho and its Vicinity.*

According to the recent examination of Lieut. O. Kamimura of H.I.M.S. Yamoto there does not exist other rocks as marked in Notice to Mariners No. 634, except the rocky ledge of Shokaiso jima, south-west side, and the soundings of 6 or 7 fathoms were obtained in the red line marked in the notice referred to above, near Shokaiso jima (Entrance I.), northward of Seifuto. (Chanoine I.).

Also, it has been found that the tongue sand between Taibuto and Shobuto extends farther southward than has heretofore been charted.

*Korea, West Coast.—Chemulpho Anchorage—Alteration in the Colour of North Watcher Beacon.*

According to the report of Lieut. O. Kamimura of H.I.M.S. Yamato, May, 1894, North Watcher beacon is the checkered black and white painted beacon instead of the red and black.

*Korea, East Coast.—Fusan Harbour.—(1) Existence of a Sunken Reef off Unose. (Channel Rock.)*

Information has been received from Capt. R. Sawa of H.I.M.S. Takao that during the recent examination of shoal spots off 8 ft. rock inside Fusan harbour, Korea east coast, he has found a sunken reef lying 2½ cables E.N.E. of this rock.

This reef, 6 or 8 ft. in width, extends about ½ cable towards 8 ft. rock with 5 to 4½ fathoms for 2 cables around. A least depth of 3¼ to 4 fathoms was obtained on it, but there is probably less water.

Angle subtended by Unose beacon and Tondari beacon	...	77° 21' 40"
Angle subtended by Tondari beacon and 8 ft. rock top	...	37° 23'

Also, a sounding of 2½ fathoms near the 8 ft. rock was obtained, but its position has not been ascertained.

*(2) Power of Shinsorio leading Beacon Lights*

According to the report of the same captain, the front one, a fixed red light in two Shinsorio leading lights, is not visible until approached within 1½ mile of it, and the rear, a fixed white light can be seen from the outside of Fusan harbour, but it is difficult to distinguish it from the village lights.

NOTE.—Leading mark line, therefore, "Beacon lights in line," has been temporarily expunged from the Naval chart No. 60.

*Setouchi—Suo Nada.—Removal of Sunken Wreck off Motoyama Zuki.*

With reference to Notice to Mariners No. 613 of 1894, information has been received that this wreck is in course of removal, and her mast has already been removed.

Caution.—Until further notice is issued to the effect that the wreck no longer forms a danger to navigation, vessels should exercise great caution when nearing its vicinity.

*Setouchi—Bingo Nada.—Non-existence of a Stone Beacon Eastward of Kodono-Shima.*

According to the report of Lieut. K. Kamimura of H.I.M.S. Maya, dated June 22, 1894, a stone beacon on a rock nearly 3 cables E by N. ¼ N. from the north-east point of Kodono-shima is no longer in existence.

*Kiushu, West Coast.—Yatsushiro Sea—(1) Existence of a Sunken Reef in Zozono-seto.*

According to the report of the steamer Meiji Maru dated June 17, 1894, she has found a sunken rock with 2½ fathoms (at high water) over it in Zozono-seto, Yatsushiro sea. It lies on the following bearings:—

Terajima west extreme	...	N. 35° W.
Tobasejima south point	...	S. 44° E.
Senzokujima (427 ft. Δ)	...	S. 78° W.

*(2) Existence of a Sunken Reef in Matsuzaki-wan, Hachiman Seto.*

Also, the same steamer has found a rock with 2 fathoms on it at low water, lying about 4 cables N. 69° W., from Kabuto-bana the north point of Matsuzaki-wan. Approximate position: lat. 32° 13' 43" N.; long. 130° 4' 38" E.

*Japan—Ogasawara Guntou.—Chichijima—Existence of Sunken Reefs outside of Futami Kou and amendment in Sailing Direction.*

The master of Nippon Yusen Kaisha steamer Tokai Maru reports the existence of the under-mentioned two sunken reefs lying off Minamijima, and another rock (Shinmori-ia) near Nihon-ia outside of Futami kou.

1. A rock, with 5 fathoms on it, lies in line (N. by E.) with Ototojima N. W. extreme and Nishijima E. extreme with Minamijima north extreme bearing E. by S. ¼ S. and Yagijima N. W. extreme N. E. ½ N.

2. A rock, with 7 fathoms on it, lies in line (N. N. E. ¼ E.) with Yeboshi-ia west extreme and Mikadzuki-yama summit, with Nishijima west extreme bearing N. and Minamijima north extreme S. E. by E. ¼ E.

3. A rock, with about 1 fathom on it, lies with Nihon-ia (North rock) bearing S. by W. ¾ W. and Yagijima N. W. extreme N. E. by N. ½ N. and Manju-zaki N. E. by E. ¾ E.

Directions.—In consequence of the above-mentioned rocks existing off Minamijima and Nihon-ia, vessels leaving Futami kou bound to the southward should steer to westward until the highest peak in the centre of Ototojima is just open of the west extreme of Nishijima, and then the course be altered to the southward.

*Kiushu—West Coast.—Omura-wan approach—Existence of a Sunken Reef off Hashino-Shima.*

According to the report of Lieut. H. Kawase, I. N., dated July, 1894, he has found a reef with 3 ft. of water over it at low water, and 6 to 12 ft. all round, not indicated on the charts; off Hashino-shima, the approach to Omura-wan. This reef lies on the following alignment, N. ¾ E. about 1½ cable distant from the east extreme of Hashino-shima.

Nakashima east extreme in line with Oshima north extreme.

All bearings are magnetic.

*Bay of Tokyo—Buoys and Beacon Light.*

Notice is hereby given that for the purpose of indicating the limit of the space off Yokosuka Harbour, Bay of Tokyo, where torpedoes have been laid by Naval Department, 2 buoys have been placed along a straight line drawn from the point of Hashiri-mizu, northward of Kannonsaki lighthouse, to Honmoku buoy, off Honmoku (Treaty Point), and also on and after August 21, 1894, a fixed red beacon light will be shown from a tower erected at the point of Hashiri-mizu.

Buoys.—The buoys are made of iron, conical in shape, and surmounted by cages; one of the buoys being painted red, and the other with black and white horizontal bands.

The black and white buoy is moored at the point where a line drawn from the point of Hashiri-mizu to Honmoku buoy and another line drawn from Tato-Gasaki near Yokosuka with the north end of Sarushima in a line, cut each other; and where the depth of water is 28 fathoms. The buoy stands 14½ ft. about the sea.

The red buoy is moored at the point where a line drawn from the point of Hashiri-mizu to Honmoku buoy and another line drawn from Koshiba-saki (Fillmore point) to Hitomi-Yama, in Kaisarazu, Province of Kazusa, cut each other, and where the depth of water is 28½ fathoms.

The buoy stands 12 ft. above the sea.

Beacon Light.—The tower is a square wooden framework, painted white, and is 15 ft. high from the base to the centre of the lantern.

The light will be visible through an arc of 5° between the bearings of north 16° 25' west and north 21° 25' west, illuminating the west side of the line drawn from Hashiri-mizu to Honmoku buoy. The bearings are true and as observed from the light.

The light will be 91 ft. high above the sea, and in clear weather will be seen for a distance of 6 nautical miles.

The position of the light, according to the Japanese Admiralty Chart No. 90, is—

Latitude	...	35° 16' 3" North
Longitude	...	138° 42' 55" East of Greenwich

NOTE.—The space where the torpedoes are laid, being to the westward of the line drawn from the point of Hashiri-mizu to Honmoku buoy, and the southward of the line

drawn from Koshiha-saki (Fillmore point) to Hitomi-Yama, in Kisarazu, Province of Kazusa, vessels should take care not to run into that space of the sea.

COUNT KURODA KIYOTAKA,  
Minister of State for Communications.

Tokyo, August 21, 1894.

*Uraga Channel Lighted Buoy—Change of position.*

Notice is hereby given that on August 22, 1894, the lighted buoy moored at the northern entrance of Uraga channel, Bay of Tokyo, will be shifted  $9\frac{1}{2}$  cables south  $10^\circ$  west, true bearing, of its present position, and where the depth of water is 37 fathoms.

The new position of the buoy will be as follows:—

Kannon-saki light	... } $59^\circ 45'$
North point of Hasiri-mizu	... }
North point of Hashirim-izu	... } $30^\circ 45'$
Matsu-saki	... }

COUNT KURODA KIYOTAKA,  
Minister of State for Communications.

Tokyo, August 22, 1894.

The following information has been received from H.M.S. Porpoise.

*Shopaiul Island.*

The wreck of the s.s. Kowshing lies 1 mile S. W. by S. of south end of Shopaiul island, in latitude  $37^\circ 0' 45''$  N., longitude  $125^\circ 58' 45''$  E., approximate.

Two masts show 30 ft. above high water. Her position is dangerous to navigation.

*Approaches to Chemulpho.*

H.M.S. Linnet reports a depth of 10 ft. at low water on the three-fathom patch in Chart 1,258,  $\frac{1}{4}$  mile south of Munkap tan. Extremes of Munkap tan bore N.  $73^\circ$  E. and N.,  $18^\circ$  W.

Latitude  $37^\circ 9' 40''$  N., longitude  $126^\circ 5' 35''$  E.

F. R. FREMANTLE,  
Vice-Admiral.

“Centurion,” at Cheffo,  
August 24, 1894.

GOVERNMENT OF JAPAN.

*Setouchi—Hiroshima Wan—Existence of a Sunken Rock off Konashami Jima.*

According to the Hydrographic Office survey (1894), a sunken rock, with 9 fathoms on it at low water, exists between Onashami-jima and Konashami-jima,  $6\frac{1}{2}$  cables distant from Yenma-bana, the west extreme of the former island. Its position is as follows:—

Angle subtended by Tsukune-jima and the centre of Ando-jima (34 ft. high) lying eastward of Onashami-jimi ...	... 90°
Angle subtended by Ando-jima and Yenma-bana, west extreme of Onashami-jima	105°

*Kiushu, North Coast—Tsushima—Ajiro Wan—Existence of Sunken Rocks.*

According to the report of Lieut. M. Nakamura, I.N., he has seen the several sunken rocks not indicated on charts scattering about 2 cables north-eastward of Tosaki, but time did not permit close examination.

*Kiushu, West Coast—Approaches to Nagasaki-Kou—Channels prohibited from passing.*

As both Onaka Seto (Oki channel) and a channel (South channel) between Koyaki-jima and the main, have been filled up with dangerous obstacles for defence, every vessel is prohibited from passing the above-mentioned channels.

*Honshu, South Coast—Tokyo Gulf—Buoys and light showing a boundary of Mine Field.*

Referring to Notice to Mariners No. 661 of 1894, the following two buoys and a red light have been situated to show the boundary of the submarine mine field in Tokyo Gulf.

A black and white horizontal striped conical iron buoy surmounted by a spherical cage (14 ft. 7 in. high) has been moored in 23 fathoms at the intersection of a line drawn from Tado-zaki passing north end of Sarushima with a line from Hashirimidzu point to Honmoku buoy.

A red conical iron buoy surmounted by a spherical cage (12 ft. high) has been moored in  $28\frac{1}{2}$  fathoms at the intersection of a line drawn from Koshiha-zaki to Hitomi-yama (Kisaradzu) with a line drawn from Hashirimidzu point to Honmoku buoy.

A lighthouse has been erected on Hashirimidzu point (its position lat.  $35^\circ 16' 3''$  N.; long.  $139^\circ 43' 55''$  E. by the Naval chart No. 90).

The light is a fixed red light, and illuminates an arc of  $5^\circ$  between the bearings S.  $12^\circ$  E. and S.  $17^\circ$  E., covering the westward of a line from Hashirimidzu point to Honmoku buoy.

The light is shown at an elevation of 91 ft. above the sea, and should be visible in clear weather from a distance of 6 miles.

The lighthouse, 15 ft. high, is a wooden tower square in shape, and painted white.

The light will be shown on and after August 21, 1894.

*West Coast of Kiushu—Odate-shima and Shirase Lighthouses—Odate-shima Lighthouse.*

Notice is hereby given that on and after August 28, 1894, a fixed white light with two red sectors will be exhibited from a tower erected on Odate-shima, southward of Hirado-shima, west coast of Kiushu.

The light will be visible all round. A red sector will extend from north  $46^\circ 40'$  west to north  $30^\circ 40'$  west, covering the rock Irose; and another red sector will extend from south  $56^\circ 50'$ , east to south  $31^\circ 50'$  east, covering Kodate-shima and the dangers of its vicinity. The bearings are true and as observed from the light.

The elevation of the light, above the sea, will be 200 ft., and in clear weather the light will be seen from a distance of 6 nautical miles.

The tower is built of wood, square in shape, and is painted white. It is 22 ft. high from the base to the centre of the lantern.

The position of the light, according to the Japanese Admiralty Chart No. 38, is:—

Latitude.....  $33^\circ 1' 20''$  North  
Longitude.....  $129^\circ 26' 4''$  East of Greenwich

*Shirase Lighthouse.*

Also that, on and after the same date, a fixed white light with a red sector will be exhibited from a tower erected on Shirase, entrance of Sasebo harbour, west coast of Kiushu.

The light will be visible all round. The red sector will extend from south  $58^\circ 20'$  east to south  $81^\circ 40'$  west, covering the dangers of Kanise and Nakase. The bearings are true and as observed from the light.

The elevation of the light above the sea will be 45 ft., and in clear weather the light will be seen from a distance of 6 nautical miles.

The tower is built of wood, square in shape, and is painted white. It is  $11\frac{1}{2}$  ft. high from the base to the centre of the lantern.

The position of the light, according to the Japanese Admiralty Chart No. 187, is:—

Latitude.....  $33^\circ 5' 40''$  North.  
Longitude.....  $129^\circ 37' 30''$  East of Greenwich

NOTE.—These two lights will be kept burning day and night by self-feeding arrangement without the attendance of a keeper. Should the lights go out by accident, there may be some delay before re-lighting them.

*Mitsu-shima Lighthouse—Korea Straits.*

Notice is hereby given that on and after August 28, 1894, a sixth order fixed white light will be exhibited from a square wooden tower erected on Mitsu-shima, a small island close to the northern extremity of Tsu-shima, Korea Strait

The light will be visible through an arc of  $262^\circ 40'$  between the bearings of south  $51^\circ 20'$  west to south  $46^\circ$  East. The light will be elevated 52 ft. above the sea, and in clear weather will be seen from a distance of 8 nautical miles.

The tower is painted black, and is 18 ft. high from the base to the centre of the lantern.

The position of the light, according to the Japanese Admiralty Chart No. 143, is :—

Latitude..... 34° 43' 15" North.

Longitude.. .....129° 25' 30" East of Greenwich

NOTE.—The rocks called Karasaki run out for a distance of about 1½ mile from the lighthouse in a north-easterly direction.

GOVERNMENT OF INDIA.

*India—West Coast—South Canara.*

Information has been received from the Port Officer, Mangalore, that the southern boundary pillar of that

port has been washed away by the erosion of the Ullal sandspit.

H. D. BADDELEY,  
for Presidency Port Officer.

Presidency Port Office,  
Madras, July 27, 1894.

*India—West Coast.*

In continuation of this Office Notification No. 15, dated May 23, 1894, it is now notified that on re-exhibition of the light at Kundapur it will be shown from a site 50 ft. to the northward of the southern boundary pillar of the port.

WALTER POWELL, Comdr., R.I.M.,  
Presidency Port Officer.

Presidency Port Office,  
Madras August 1, 1894.

Ceylon Government Railways.—Comparative Statement of Traffic for the Week ended September 23, 1894.

Earnings from	Seven Days ended September 25, 1892.			Seven Days ended September 24, 1893.			Seven Days ended September 23, 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	59,027	22,627	76	67,622	27,387	84	77,387	31,287	70	9,765	3,899	86	—	—	—
Coolies	2,352	840	92	1,526	662	22	1,289	788	66	—	126	44	237	—	—
Season Tickets	2	12	71	—	—	—	3	6	12	3	6	12	—	—	—
Total Passengers	61,318	23,481	39	69,148	28,050	6	78,679	32,082	48	9,531	4,032	42	—	—	—
Parcels	4,041	1,107	13	5,499	1,447	97	5,800	1,522	2	301	74	5	—	—	—
Horses	57	289	72	89	518	2	50	300	91	—	—	—	39	217	11
Carriages	13	150	60	16	110	30	13	152	72	—	42	42	3	—	—
Dogs	57	34	75	83	59	0	105	67	97	22	8	97	—	—	—
Other small Animals	35	23	35	19	16	20	21	21	72	2	5	52	—	—	—
Neat Cattle	—	—	—	1	11	25	—	—	—	—	—	—	1	11	25
Mails	—	454	34	—	887	32	—	920	55	—	33	23	—	—	—
Miscellaneous Coaching	—	8	24	—	9	46	—	25	41	—	15	95	—	—	—
Goods (Tons)	7,193	66,713	58	6,529	60,760	49	7,361	65,137	36	832	4,376	87	—	—	—
Miscellaneous Goods	—	54	86	—	74	64	—	88	8	—	13	44	—	—	—
Live Stock	244	113	25	341	159	45	332	148	0	—	—	—	9	11	45
General Miscellaneous	—	1,518	21	—	478	28	—	300	7	—	—	—	—	178	21
Total for the Week	—	93,949	42	—	92,582	44	—	100,767	29	—	8,184	85	—	—	—
Brought forward from previous Return	—	3344453	11	—	3475663	86	—	3866542	1	—	390,878	15	—	—	—
Total from Jan. 1 to Sept. 23...	—	3438402	53	—	3568246	30	—	3967309	30	—	399,063	0	—	—	—
Total corresponding period of previous Year	—	3261200	79	—	3438402	53	—	3568246	30	—	—	—	—	—	—
Increase compared with previous Year	—	177,201	74	—	129,843	77	—	399,063	0	—	—	—	—	—	—
Decrease do. do.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Traffic Train Mileage this Week	15,471	—	—	18,150	—	—	20,470	—	—	2,320	—	—	—	—	—
Brought forward from last Return	543,145	—	—	626,135	—	—	717,953	—	—	91,818	—	—	—	—	—
Total from Jan. 1 to Sept. 23...	558,616	—	—	644,285	—	—	738,423	—	—	94,138	—	—	—	—	—
Corresponding period of previous Year	509,233	—	—	558,616	—	—	644,285	—	—	—	—	—	—	—	—
Increase compared with previous Year	49,383	—	—	85,669	—	—	94,138	—	—	—	—	—	—	—	—
Decrease do. do.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Particulars of Goods Conveyed.	Seven days ended September 23, 1894.				January 1 to September 23, 1894.				January 2 to September 24, 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	6	16	1	21	222	4	3	24	189	10	3	5	32	14	0	19	—	—	—	—				
Second class Goods	150	14	2	14	5,188	0	2	25	4,525	5	0	18	662	15	2	7	—	—	—	—				
Rice	1,421	13	0	20	58,573	0	3	14	57,268	6	3	19	1,304	13	3	23	—	—	—	—				
Tea	437	4	3	23	29,873	14	1	5	27,674	19	1	14	2,198	14	3	19	—	—	—	—				
Tea leaf	19	6	0	14	587	15	1	15	1,139	8	0	7	—	—	—	—	—	—	—	551	12	2	20	
Arrack	28	8	3	12	1,289	11	3	11	1,224	10	3	2	65	1	0	9	—	—	—	—	94	11	2	6
Salt	68	14	0	20	2,584	5	0	13	2,678	16	2	19	—	—	—	—	—	—	—	—	—	—	—	—
Cinnamon	4	16	2	13	168	8	3	23	59	3	1	3	109	5	2	20	—	—	—	—	—	—	—	—
Cacao	0	13	3	13	712	1	2	24	1,163	14	2	22	—	—	—	—	—	—	—	—	451	12	3	26
Cardamoms	3	10	0	27	103	17	3	2	90	13	3	12	13	3	3	18	—	—	—	—	—	—	—	—
Tobacco	15	13	2	1	457	7	0	3	444	4	3	20	13	2	0	11	—	—	—	—	—	—	—	—
Beer, 3rd class	5	13	2	0	164	16	3	11	119	12	1	10	45	4	2	1	—	—	—	—	—	—	—	—
Tea Lead and Shooks, 3rd class	14	8	0	3	298	7	0	23	506	4	2	9	—	—	—	—	—	—	—	—	207	17	1	14
Manure, 3rd class	3	15	3	19	62	5	3	2	19	16	1	5	42	9	1	25	—	—	—	—	—	—	—	—
Plumbago, 3rd class	—	—	—	—	40	15	1	24	15	12	1	19	25	3	0	5	—	—	—	—	—	—	—	—
Other 3rd class Goods	582	16	0	4	21,205	12	1	7	18,196	12	3	24	3,008	19	1	11	—	—	—	—	—	—	—	—
Other 4th class Goods	414	9	3	6	10,108	6	2	22	7,779	18	1	25	2,328	8	0	25	—	—	—	—	—	—	—	—
Other 5th class Goods	174	11	1	16	4,948	12	1	19	4,150	9	0	15	798	3	1	4	—	—	—	—	—	—	—	—
Cinchona	25	1	2	17	581	6	1	0	749	9	2	13	—	—	—	—	—	—	—	—	163	3	1	13
Coffee	15	6	3	21	1,612	1	2	6	1,980	4	3	11	—	—	—	—	—	—	—	—	368	3	1	5
Cotton	6	14	0	9	125	15	1	8	133	17	3	14	—	—	—	—	—	—	—	—	8	2	2	6
Cocoanuts	130	1	0	20	2,713	18	1	17	2,723	11	1	20	—	—	—	—	—	—	—	—	9	13	0	3
Cocoanut Oil	22	15	0	8	1,130	7	2	13	1,123	13	1	24	6	14	0	17	—	—	—	—	—	—	—	—
Copperah	73	2	3	15	2,574	4	3	23	1,704	5	0	5	869	19	3	18	—	—	—	—	—	—	—	—
Poonac	98	11	2	18	4,170	2	2	16	3,947	3	0	4	222	19	2	12	—	—	—	—	—	—	—	—
Kerosine Oil	42	6	2	5	1,002	10	2	23	849	5	1	9	153	5	1	14	—	—	—	—	—	—	—	—
Staves	10	7	0	21	287	0	1	24	254	12	1	17	32	8	0	7	—	—	—	—	—	—	—	—
Timber, wrought	30	4	1	25	809	11	0	5	766	2	0	27	43	8	3	6	—	—	—	—	—	—	—	—
Timber at 5th class	16	0	2	0	731	7	1	15	803	2	2	15	—	—	—	—	—	—	—	—	71	15	1	0
Timber at 6th class	—	—	—	—	10	14	0	0	55	8	0	21	—	—	—	—	—	—	—	—	44	14	0	31
Tea Lead and Shooks, 6th class	71	4	0	15	6,475	15	1	5	5,537	17	3	13	937	17	1	20	—	—	—	—	—	—	—	—
Manure, 6th class	267	5	2	9	3,993	19	1	2	2,975	5	0	18	1,018	14	0	12	—	—	—	—	—	—	—	—
Plumbago, 6th class	314	10	2	8	8,457	2	2	11	9,082	16	1	16	—	—	—	—	—	—	—	—	625	13	3	5
Beer, 6th class	—	—	—	—	13	2	3	0	3	2	2	5	10	0	0	23	—	—	—	—	—	—	—	—
Staves, 6th class	—	—	—	—	23	1	2	7	37	6	0	0	—	—	—	—	—	—	—	—	—	—	—	—
Bulky Articles and Road Metal	28	16	1	0	959	7	2	8	1,110	19	2	0	—	—	—	—	—	—	—	—	—	—	—	—
Other 6th class Goods	146	13	1	10	5,145	7	1	4	3,249	1	1	3	1,896	6	0	1	—	—	—	—	—	—	—	—
Railway Material	705	10	0	9	18,959	15	2	5	28,656	18	1	3	—	—	—	—	—	—	—	—	9,697	2	2	26
Public Works Material	—	—	—	—	1,932	9	0	0	11,542	12	0	0	—	—	—	—	—	—	—	—	9,610	3	0	0
Prison Dept. Material	—	—	—	—	1,173	14	0	0	447															

THE following person was licensed under Ordinance No. 15 of 1889, in September, 1894, to practise as a Broker :—

*Broker.*

37. John D. Vanderstraaten.

C. E. D. PENNYCUICK,  
Mayor and Chairman,

The Municipal Office,  
Colombo, October 9, 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 We Oya Tea Company, Limited.

AN Extraordinary General Meeting of the Shareholders of this Company will be held at the registered office of the Company at 2.30 P.M. on Thursday, the 8th November, when the subjoined resolution, which was passed at the Extraordinary General Meeting of the Company held on the 6th day of October last, will be submitted for confirmation as a special resolution :—

*Resolution.*

“That the capital of the Company be increased from Rs. 105,000 to Rs. 150,000 by the creation of 450 new shares of Rs. 100 each.”

By order of the Directors,

WHITTALL & Co.,  
Agents and Secretaries.

Colombo, October 11, 1894.