



# Ceylon Government Gazette

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and General Government Notifications.

PART II.—Legal and Judicial.

PART III.—Provincial Administration.

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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,

EVERARD IM THURN,  
Colonial Secretary's Office, Colonial Secretary.  
Colombo, May 14, 1903.

### BENGAL.—No. 121.

*Japan—Kiusiu, West Coast—Sumo nada— Amended  
Position of certain Reefs.*

With reference to Notice to Mariners No. 206, dated August 18, 1900, issued by this office, the British Admiralty has given further notice (No. 220 of 1903) of the existence of the under-mentioned reefs off Ike sima and Matsu sima, viz. :—

1. Mayezone, a rock with a least depth over it of  $3\frac{3}{4}$  fathoms, situated with the north point of Ike sima bearing S.  $72^{\circ}$  E., distant  $5\frac{1}{4}$  cables, and the west point of the same island S.  $33^{\circ}$  W.

Approximate position : lat.  $33^{\circ} 53' 20''$  N., long.  $129^{\circ} 35' 30''$  E.

This rock is steep-to.

2. Fukazone, a rock with a least depth of  $2\frac{3}{4}$  fathoms over it, situated with the westernmost of the two south points of Matsu sima bearing N.  $75^{\circ}$  E., distant  $2\frac{1}{4}$  cables, and west extreme of the same island N.  $32^{\circ}$  W. This rock is steep-to outside, and extends about half a cable in a north and south direction.

Variation,  $4^{\circ}$  westerly in 1900.

Notice is hereby given that the latitude in the above notice should read  $32^{\circ} 53' 20''$  N., and not  $33^{\circ} 53' 20''$  N. as stated.

This notice affects the following Admiralty Charts:—Nagasaki to Karatsu, No. 359 ; also China Sea Directory, vol. IV., 1894, page 500 ; and Supplement, 1898, page 72.

E. J. BEAUMONT, Comdr., R.I.M.,  
Port Officer of Calcutta.

Calcutta, April 20, 1903.

### BENGAL.—No. 122.

*New Zealand—South Island—Awarua or Bluff Harbour—  
Middle Ground Dolphins altered.*

The British Admiralty has given notice (No. 221 of 1903) that the following alterations have been made in the dolphins on the Middle ground, which in line lead into Awarua or Bluff Harbour :—

- (a) The lower dolphin, formerly situated N.  $7^{\circ}$  E.  $1\frac{1}{2}$  cables from the eastern end of the Railway wharf, has been moved  $2\frac{1}{4}$  cables N.  $64^{\circ}$  W. to a position from which the eastern end of the Railway wharf bears S.  $36^{\circ}$  E., distant 3 cables. A green buoy marks the place it previously occupied.

Approximate position : lat.  $46^{\circ} 36' S.$ , long.  $168^{\circ} 22' E.$

- (b) The upper dolphin, formerly situated  $2\frac{1}{2}$  cables N.  $29^{\circ}$  W. from the eastern end of the Railway wharf, has been moved  $2\frac{1}{4}$  cables N.  $64^{\circ}$  W. to a position from which the western extremity of the Railway wharf bears S.  $12^{\circ}$  E., distant  $3\frac{1}{4}$  cables.

Both beacons are Y-shaped and painted in red and white bands.

Variation, 16° easterly in 1903.

This notice affects the following Admiralty Chart:—  
Awarua Bluff harbour, No. 2,540; also New Zealand Pilot, 1901, page 313.

E. J. BEAUMONT, Comdr., R.I.M.,  
Port Officer of Calcutta.

Calcutta, April 20, 1903.

BENGAL.—No. 123.

*Korea—West Coast—Seoul River—Non-existence of Shoals in Approach—Lundy Island—The Sandbank has extended South-Westward.*

With reference to Notice to Mariners No. 285, dated September 30, 1901, issued by this office, the British Admiralty has given further notice (No. 223 of 1903) stating that more recent investigation shows that the shoals mentioned in the above notice in the northern approach to Seoul river, viz:—

- (a) A shoal, with a depth of 2½ fathoms over it, situated with Shoyonphyon Do bearing N. 70° E., distant 14½ miles;
- (b) A shoal, with a depth of 2 fathoms over it, situated with Shoyonphyon Do bearing N. 34° E., distant 14½ miles;
- (c) A shoal, with a depth of 3 fathoms over it, situated with Shoyonphyon Do bearing N. 28° E., distant 15½ miles;

do not exist, and they have therefore been expunged from the charts.

Also that the 3-fathom patch shown on the charts 23½ miles S. 47° W. from Shoyonphyon Do does not exist.

Also that the sandbank from Lundy island has extended south-westward about 3 miles, and has a depth of 2½ fathoms at its extremity, situated with Shoyonphyon bearing N. 22° E., distant 13½ miles, and the summit of Bayly bluff, Suny Do, N. 42° W. At a distance of 1½ mile S. 64° W. from this 2½ fathoms is a sand patch with a depth of 3 fathoms over it.

Approximate position: Shoyonphyon Do, lat. 37° 36½' N., long 125° 42½' E.

Variation, 4° westerly in 1903.

This notice affects the following Admiralty Charts:—  
Pe chili and Laiu tung gulfs, No. 1,256; approaches to Seoul, No. 1,258; also China Sea Directory, vol. IV., 1894, page 51.

E. J. BEAUMONT, Comdr., R.I.M.,  
Port Officer of Calcutta.

Calcutta, April 20, 1903.

BENGAL.—No. 124.

*Korea—East Coast—Gensan Bay—Rock reported.*

The British Admiralty has given notice (No. 224 of 1903) of the existence of a rock, with a depth of 3 fathoms over it, in the western anchorage in Gensan bay; it is situated with the red light in the foreign settlement bearing S. 53° W., distant 3½ cables, and the summit of Chotokuto S. 54° E.

Approximate position: lat. 39° 11' N., long. 127° 25¾' E.

There are depths of 3¾ and 4 fathoms around the rock.

Variation, 5° westerly in 1903.

This notice affects the following Admiralty Chart:—  
Port Lazaref, &c., No. 3,037; also China Sea Directory vol. IV., 1894, page 141; and Supplement, 1898, page 7.

E. J. BEAUMONT, Comdr., R.I.M.,  
Port Officer of Calcutta.

Calcutta, April 20, 1903.

BENGAL.—No. 125.

*Japan—Kiusiu, North Coast—Yobuko Harbour—Rocks in Approach.*

The British Admiralty has given notice (No. 226 of 1903) of the existence of the under-mentioned rocks in the approach to Yobuko harbour:—

- (1) A rock, named Maruzone, with a depth of 4½ fathoms over it, situated with Taka sima

lighthouse bearing N. 42° W., distant 3½ cables, and Yebese bana (Yobuko saki) S. 67° W.

- (2) A rock, named Menoha ze, with a depth of 3 fathoms over it, situated with Taka sima lighthouse bearing S. 52° E., distant 3 cables, and Kabe sima summit (412 ft.) S. 54° W.

There is another rock, named Bayna se, with a depth of 4½ fathoms over it, situated six-tenths of a cable S. 52° E. from Menoha ze, and a depth of 5 fathoms, eight-tenths of a cable S. 31° E. from the same rock.

Approximate position: Taka sima lighthouse, lat. 33° 33½' N., long. 129° 54' E.

Variation, 4° westerly in 1903.

This notice affects the following Admiralty Charts:—  
Hirado no Seto to Shimonseki strait, No. 127; Yobuko harbour, No. 141; also China Sea Directory, vol. IV., 1894, page 526, and Supplement, 1898, page 30.

E. J. BEAUMONT, Comdr., R.I.M.,  
Port Officer of Calcutta.

Calcutta, April 20, 1903

BENGAL.—No. 126.

*Japan—Kiusiu, West Coast—Hiroda Shima—Yebukura no Minato—Rocks.*

The British Admiralty has given notice (No. 227 of 1903) of the existence of the under-mentioned rocks in Oo Suka (Usuka wan), Yebukura no Minato:—

A rock, named Mebaru se, with a least depth of 4½ fathoms over it, situated with the western point of Hirago (Karako) sima bearing N. 69° E., distant 2½ cables, and the southern extremity of To o ra (Tawara) sima S. 37° E. There are depths of from 5 to 7 fathoms around this rock.

Approximate position: lat. 33° 23' N., long. 129° 32' E.

There is another rock of the same name, with a least depth of 5½ fathoms over it, and 7 to 9 fathoms around, situated one cable S. 25° E. from the above rock.

Variation, 4° westerly in 1903.

This notice affects the following Admiralty Charts:—  
Mat's sima to Atsusi no osima, No. 14; Hirado no seto, No. 139; also China Sea Directory, vol. IV., 1894, page 517; and Supplement, 1898, page 30.

E. J. BEAUMONT, Comdr., R.I.M.,  
Port Officer of Calcutta.

Calcutta, April 20, 1903.

BENGAL.—No. 127.

*Africa, South and East Coast—British and Portuguese Colonies—Alteration in Standard Time.*

The British Admiralty has given notice (No. 230 of 1903) that the Governments of Cape Colony, Transvaal, Orange River Colony, Rhodesia, and the Government of Portuguese East Africa have agreed that, on and after March 1, 1903, the time of the 30th meridian of east longitude, or two hours fast on Greenwich mean time, would be adopted as standard time in their respective colonies, instead of the mean time of the meridian of 22½° E. formerly in use in Cape Colony.

The Government of Cape Colony has given further notice, dated February 10, 1903, that, in consequence of the adoption of the above standard time, all time signals in that Colony will be made at 0h 0m 0s standard time, corresponding to 1Ch 0m 0s Greenwich mean time.

This notice affects the following Admiralty Charts:—  
Table bay to Cape Agulhas, No. 2,082; Table bay, Nos. 123, 1,920; Simons bay, No. 1,849; Port Elizabeth, No. 641; Kowie river entrance, No. 1,223; Buffalo river, No. 1,843; also List of Time Signals, 1901, Nos. 39 to 44; Africa Pilot, part III, 1897, pages 57, 74, 122, 139, 153; and Africa Pilot, part II, 1901, pages 329, 345.

E. J. BEAUMONT, Comdr., R.I.M.,  
Port Officer of Calcutta.

Calcutta, April 20, 1903.

## BENGAL.—No. 128.

*Australia—Cleveland Bay—Townsville—Beacons down and Buys out of Position.*

The Portmaster, Brisbane, has given notice (No. 2 of 1903) cautioning masters of vessels that, as a result of the recent heavy weather experienced at the Port of Townsville, the leading beacons are down and all buoys out of position.

The aids to navigation herein referred to will be restored as soon as practicable.

Chart affected:—No. 1,102; Australian Directory, vol. II.

E. B. BEAUMONT, Comdr., R.I.M.,  
Port Officer of Calcutta.

Calcutta, April 20, 1903.

## BENGAL.—No. 129.

*Persian Gulf—Bushire—Shat-el-Arab—The "Marakat Abadan" Spit Buoy replaced in Position.*

With reference to notice to Mariners No. 301, dated October 14, 1902, issued by this office, the Officiating Political Resident in the Persian Gulf has given further notice that the "Marakat Abadan" Spit buoy (red cask with staff and ball 8 ft. high) has been replaced in position, viz, from Spit buoy No. 1, buoy sea is N. 45° W. (true), distance 3 ft., and the Outer bar buoy sea is S. 41° E. (true), distance 3 ft. The assumed position of Outer bar buoy is in latitude 29° 48' 0" N., long. 48° 42' 30" E. The Spit buoy was placed in six feet O. L. W. S., and the sounding obtained when passing close to the Outer bar buoy was 14 ft. reduced to O. L. W. S. The Spit buoy, which is visible 3 miles, should be passed 1 mile to starboard when entering from seaward.

E. J. BEAUMONT, Comdr., R.I.M.,  
Port Officer of Calcutta.

Calcutta, April 21, 1903.

## BENGAL.—No. 130.

*India, West—Madras Coast—Vizagapatam Light*

With reference to notice to Mariners No. 99, dated March 23, 1903, issued by this office, the Presidency Port Officer, Madras, has given further notice as follows:—

For "S 55 W" read "S 55 E."

E. J. BEAUMONT, Comdr., R.I.M.,  
Port Officer of Calcutta.

Calcutta, April 21, 1903.

## BENGAL.—No. 131.

*India, West—Malabar Coast—Mangalore Light—Character altered.*

With reference to notice to Mariners No. 24, dated January 10, 1903, issued by this office, the Presidency Port Officer, Madras, has given further notice (No. 17 of 1903) that the alteration to the light at Mangalore as described therein was carried out on March 15, 1903.

This notice affects the following Admiralty Charts:—India (sheet 2), West Coast, Vengurla to Cape Comorin, No. 827; and India, West Coast, Viziadrag to Cochin with the Laccadive Archipelago, No. 2,737.

E. J. BEAUMONT, Comdr., R.I.M.,  
Port Officer of Calcutta.

Calcutta, April 21, 1903.

## BENGAL.—No. 132.

*India, West—Bombay Coast—Alleppy Road—Correct Positions of the Lighthouse, Port Pillar, and Triangular Beacons.*

The Bombay Government has given notice (No. 25 of 1903) that the following information has been received from the Master Attendant, Alleppy, dated March 19, 1903:—

*Lighthouse.*—N. 35° W., distance  $\frac{3}{4}$  of a cable from the old position and S. 42° 30' E. from north port pillar 25 ft. high.

*Port Pillar.*—N. 64° 30' W., distance  $\frac{1}{4}$  cable from the old position; N. 50° 00' W. from the new position of the lighthouse; N. 15° 00' W. from the triangular beacon.

*Triangular Beacon.*—N. 5° 00' W., distance  $\frac{3}{4}$  of a cable from south port pillar; S. 3° 00' E. from the new position of the lighthouse.

The north and south port pillars 25 ft. high do not exist.

The bearings given are magnetic.

This notice affects the following Admiralty Charts:—India, West Coast, sheet XII, Cundacudon to Anjengo, No. 750; Cochin to Cape Comorin, No. 2,738, and Bay of Bengal, No. 70; also West Coast of Hindustan Pilot, 4th Edition, 1898, page 126, and List of Lights, part VI., 1902, No. 271.

E. J. BEAUMONT, Comdr., R.I.M.,  
Port Officer of Calcutta.

Calcutta, April 21, 1903.

## BENGAL.—No. 133.

*Persian Gulf—Abu Shahr or Bushire—Buoy placed to mark the end of the Rakat-as-Saffi Shoal.*

The Bombay Government has given notice (No. 26 of 1903) that information has been received from the Commander, R.I.M.S. Lawrence, dated March 16, 1903, that an iron cask buoy, painted red, has been placed in 12 ft. of water, ordinary low water spring on the north-west end of the Rakat-as-Saffi shoal, inner anchorage, Bushire, and bears N. 35° 30' W., distance 2 miles and  $\frac{1}{2}$  cable from the Residency flagstaff, and N. 9° 30' W. from the tower near Mufka village.

The bearings are true.

This notice affects the following Admiralty Charts:—Abu Shahr or Bushire, No. 27; and Persian Gulf, Northern portion, No. 2,837b; also Persian Gulf Pilot, 4th Edition, 1898, page 271.

E. J. BEAUMONT, Comdr., R.I.M.,  
Port Officer of Calcutta.

Calcutta, April 21, 1903.

## BENGAL.—No. 134.

*India, West—Malabar Coast—Cannanore Light—Character altered.*

The Presidency Port Officer, Madras, has given notice (No. 15 of 1903) that on July 1, 1903, the character of the light at Cannanore will be altered from D. 6th order red fixed visible 6 miles to D. 4th order white occulting showing four occultations every minute, each eclipse lasting 5 $\frac{1}{2}$  seconds, separated by light of 6 seconds and followed by light of 20 seconds' duration, visible 11 miles in clear weather from N. 45° W. through E. to S. 70° E.

The light will be exhibited from a masonry tower, and will be 66 ft. above H. W. O. S.

This notice affects the following Admiralty Charts:—India (sheet 2), West Coast, Vengurla to Cape Comorin, No. 827; and India, West Coast, Viziadrag to Cochin with the Laccadive Archipelago, No. 2,737.

Bearings are magnetic and from seaward.

E. J. BEAUMONT, Comdr., R.I.M.,  
Port Officer of Calcutta.

Calcutta, April 22, 1903.

## BENGAL.—No. 135.

*India, West—Malabar Coast—Tellicherry Light—Character altered.*

The Presidency Port Officer, Madras, has given notice (No. 16 of 1903) that on June 1, 1903, the character of the light at Tellicherry will be altered from D. 6th order white fixed visible 8 miles to D. 4th order white occulting showing six occultations every minute, each eclipse lasting 3 $\frac{1}{2}$  seconds, separated by light of 5 seconds' and followed by light of 14 seconds' duration, visible 11 miles in clear weather from S. 59° E. through E. to N. 33° W.

The light will be exhibited from a small masonry tower, and will be 83 ft. above H. W. O. S.

This notice affects the following Admiralty Charts:—  
India (sheet 2), West Coast, Vengurla to Cape Comorin,  
No. 827; and India, West Coast, Viz'adrag to Cochin  
with the Laccadive Archipelago, No. 2,737.

Bearings are magnetic and from seaward.

E. J. BEAUMONT, Comdr., R.I.M.,  
Port Officer of Calcutta.

Calcutta, April 22, 1903.

BENGAL.—No. 136.

*India, West—Malabar Coast—Narakal and  
Mallipuram Lights.*

The Presidency Port Officer, Madras, has given notice  
(No. 20 of 1903) that the Narakal flagstaff in lat. 10° 03'  
0" N., long. 76° 12' 0" E. will be dismantled and removed  
on or before May 15, 1903, and will not be again erected.

The light exhibited from the Narakal flagstaff during  
the south-west monsoon will in future be exhibited from  
the Mallipuram flagstaff in lat. 10° 01' N., long. 76° 13'  
10" E.

The Mallipuram light will be visible from seaward  
between the bearings from north through east round to  
south-east at a distance of 10 miles in clear weather.

The Narakal boundary pillar in lat. 10° 2' 0" N., long.  
76° 12' 50" E., will be removed west 850 ft. and will be  
replaced in position before May 15, in lat. 10° 2' 0" N.,  
long. 76° 12' 42" E.

E. J. BEAUMONT, Comdr., R.I.M.,  
Port Officer of Calcutta.

Calcutta, April 25, 1903.

BENGAL.—No. 137.

*Red Sea, Eastern Shore—Kamaran Approach—Isa Bay  
—Bank to the Westward.*

The British Admiralty has given notice (No. 238 of  
1903) of the existence of a bank of shoal water to the  
westward of Isa bay. This bank appears to be about 3  
miles long in a north north-westerly and south south-  
easterly direction. A depth of 9 fathoms was obtained  
at the northern end and 7 fathoms at its southern end,  
the latter sounding is situated at a distance of 1½ miles  
S. 23° E. from Risha island beacon.

Approximate position: lat. 15° 1½' N., long. 42° 38½' E.  
Variation, 3° westerly in 1903.

This notice affects the following Admiralty Charts:—  
Red Sea, No. 8d; and Jebel Tier to Perim island, No.  
143; also Red Sea and Gulf of Aden Pilot, 1900, page 334.

E. J. BEAUMONT, Comdr., R.I.M.,  
Port Officer of Calcutta.

Calcutta, April 25, 1903.

BENGAL.—No. 138.

*Africa, East Coast—Zanzibar Island—Zanzibar Harbour—  
Positions of Leading Marks constructing.*

The British Admiralty has given notice (No. 247 of  
1903) that leading marks are being constructed as guides  
through the English and Southern passes to Zanzibar in  
the following positions:—

- (1) Bet-el-Ras beacons.—The front mark will be 20  
ft. high, and situated at a distance of 66  
yards S. 13° W. from the white stone pillar,  
36 ft. high. The back mark, 42 ft. high, is  
situated with the front mark bearing S. 50°  
W., distant 245 yards, and the south-west  
corner of Bet-el-Ras palace (ruins) N. 39° W.

These two marks in line N. 50° E. lead from Zanzibar  
to the English pass.

- (2) Marubi palace garden beacons.—The front mark  
on the coast about 3 cables south-westward of  
Mtoni village is situated with the tower at the  
northern corner of the palace gardens, bearing  
N. 53° E., distant 280 yards, and the tower in  
the centre of the same gardens half a cable  
north-eastward of the palace S. 4° E. This  
latter tower is utilized as the back mark, and  
in line S. 4° E. with the front mark will lead  
through the English pass.

Approximate position: front mark, lat. 6° 8½' S., long.  
39° 12½' E.

- (3) Southern pass beacons.—The back mark, 42 ft.  
high, is situated south-eastward of Kiungani  
mission station, with the white stone pillar,  
36 ft. high, bearing S. 75° W., distant 140  
yards, and Kiungani mission flagstaff N. 61° W.

The front mark is situated on the reef at a distance of  
4 cables S. 41° W. from the back mark.

These two marks in line N. 41° E. will lead through the  
Southern pass.

The two white fixed leading lights 3 cables to the  
southward of Bet-el-Ras palace have been discontinued.

Variation, 7° westerly in 1903.

This notice affects the following Admiralty Chart:—  
Zanzibar harbour, Nos. 665, 3,211; also List of Lights,  
part VI., 1903, No. 64; Africa Pilot, part III., 1897, pages  
438, 440, 430; and Supplement, 1900, page 30.

E. J. BEAUMONT, Comdr., R.I.M.,  
Port Officer of Calcutta.

Calcutta, April 25, 1903.

BENGAL.—No. 139.

*New Zealand—North Island, West Coast—New Plymouth—  
Alteration in Signals.*

The British Admiralty has given notice (No. 248 of  
1903) that the following signals for entering New  
Plymouth harbour have been substituted for those  
formerly in use.

They are made from the staff at the end of the wharf—  
By Day:—

- |   |   |
|---|---|
| 1. Letter B (Burgee) on the<br>flagstaff signifies                        | Take up berth on east<br>side, bow out. |
| 2. Letter D (pennant) on the<br>flagstaff signifies                       | ... Wait until next tide.               |
| 3. Letter F (pennant) on the<br>flagstaff signifies                       | ... Anchor.                             |
| 4. Letter C (pennant) over B<br>at the yardarm signifies                  | Come straight in west<br>side.          |
| 5. Letter F (pennant) over<br>W (square flag) at the<br>yardarm signifies | Come straight in east<br>side.          |

By Night:—

- |   |                                |
|---|--------------------------------|
| 1. Two red lights in line of<br>wharf signifies   | Take up berth on east<br>side. |
| 2. Two green lights in line<br>of wharf signifies | Take up berth on west<br>side. |
| 3. White light over red light<br>signifies        | ... Wait for daylight.         |
| 4. Red light over green light<br>signifies        | ... Do not wait, go on.        |

Approximate position: lat. 39° 3½' S., long. 174° 5½' E.

This notice affects the following Admiralty Chart:—  
Manukau harbour to Cape Egmont, No. 2,535; also New  
Zealand Pilot, 1901, pages 192 and 193.

E. J. BEAUMONT, Comdr., R.I.M.,  
Port Officer of Calcutta.

Calcutta, April 25, 1903.

BENGAL.—No. 140.

*China Sea—Labuan—Pulo Pappan Light—Character  
altered.*

The British Admiralty has given notice (No. 250 of  
1903) that the light on Pulo Pappan, Victoria harbour  
approach, has been altered from red fixed to a white fixed  
light, visible in clear whether from a distance of 10 miles  
between the bearings of N. 55° W., through north and  
and S. 35° W., but it is obscured over Pulo Pappan.

Approximate position: lat. 5° 15' N., long. 115° 16' E.  
Variation, 2° easterly in 1903.

This notice affects the following Admiralty Charts:—  
Barren point to Nosong point, No. 2,109 Labuan island,  
No. 1,844: Victoria harbour, No. 9;

Lights, part VI., 1903, No. 564; China Sea Directory, vol. II., 1899, page 161; and Supplement, 1901, page 6.

E. J. BEAUMONT, Comdr., R.I.M.,  
Port Officer of Calcutta.

Calcutta, April 25, 1903.

BENGAL.—No. 141.

*Japan—Kiusiu, West Coast—Koshiki Islands—Rock to the Eastward.*

The British Admiralty has given notice (No. 252 of 1903) of the existence of a rock, with a depth of  $4\frac{1}{2}$  fathoms over it, eastward of Koshiki islands, situated with Naka no so bearing N.  $39^{\circ}$  E., distant 6 cables, and Kura Kami N.,  $42^{\circ}$  W.

Approximate position: lat.  $31^{\circ} 50\frac{1}{2}'$  N., long.  $130^{\circ} 2'$  E.  
Variation,  $4^{\circ}$  westerly in 1903.

This notice affects the following Admiralty Charts:—Kiusiu and Nipon, No. 358; Amakusa islands, No. 836; also China Sea Directory, vol. IV., 1894, page 477.

E. J. BEAUMONT, Comdr., R.I.M.,  
Port Officer of Calcutta.

Calcutta, April 25, 1903.

BENGAL.—No. 142.

*Eastern Archipelago—Sumatra—Sunda Strait—Flat Cape Light temporarily altered.*

The British Admiralty has given notice (No. 254 of 1903) that telegraphic information has been received that the white fixed and flashing light exhibited at Flat cape (Vlakke Hock) is out of repair, and has in consequence been temporarily replaced by a white fixed light, visible in clear weather from a distance of 20 miles.

Approximate position: lat.  $5^{\circ} 55\frac{1}{2}'$  S., long.  $104^{\circ} 33'$  E.

This notice temporarily affects the following Admiralty Charts:—Tyingkok bay to Sunda strait, No. 2,761; Sunda strait, No. 2,056; also List of Lights, part VI., 1903, No. 466; China Sea Directory, vol. I., 1896, page 357; Eastern Archipelago, part II., 1893, page 46; and Supplement, 1899, page 6.

E. J. BEAUMONT, Comdr., R.I.M.,  
Port Officer of Calcutta.

Calcutta, April 25, 1903.

BENGAL.—No. 143.

*Japan—Nankai (Inland Sea)—Shodo (Sozu) Shima—Rock marked by Light in Sakate Bay.*

The British Admiralty has given notice (No. 259 of 1903) of the existence of a rock named Sowaye, in Sakate bay, with a least depth of 3 ft. over it, situated with Ko sima summit bearing S.  $11^{\circ}$  E., distant  $5\frac{1}{2}$  cables, and the rock off the south-eastern extremity of Hagiri saki, east side of entrance to Uchi no Umi, S.  $70^{\circ}$  W. This rock is half a cable in extent.

Approximate position: lat.  $34^{\circ} 27\frac{1}{2}'$  N., long.  $134^{\circ} 19'$  E.

A red fixed light is exhibited from an iron post, 6 ft. high, erected on the shoalest part of the rock.

Variation,  $5^{\circ}$  westerly in 1903.

This notice affects the following Admiralty Charts:—Ozuchi sima to Funoko sima, No. 1,969; Harima nada, No. 137; also List of Lights, part VI., 1903, page 174; China Sea Directory, vol. IV., 1894, page 365; and Supplement, 1898, page 18.

E. J. BEAUMONT, Comdr., R.I.M.,  
Port Officer of Calcutta.

Calcutta, April 25, 1903.

BENGAL.—No. 144.

*China, East Coast—Shantung—Kyan Chau—Tsintau—Standard Time adopted—Time Signal altered.*

The British Admiralty has given notice (No. 261 of 1903) that on and after January 15, 1903, the standard time of the 120th meridian of east longitude would be adopted throughout the German protectorate of Kyan chau, consequently the time ball at Tsintau observatory will in future be dropped  $1^m 13.2^s$  later than before, viz., at  $0^h 0^m 0^s$  standard time or  $0^h 1^m 13.2^s$  P.M. local mean time, corresponding to  $16^h 0^m 0^s$  Greenwich mean time.

A gun is fired simultaneously with the dropping of the ball.

Approximate position: lat.  $35^{\circ} 4'$  N., long.  $120^{\circ} 18\frac{1}{2}'$  E.

This notice affects the following Admiralty Chart:—Kyauchau bay, No. 857; also List of Time Signals, 1901, page 40, No. 87; China Sea Directory, vol. III., 1894, page 526; and Supplement, 1898, page 28.

E. J. BEAUMONT, Comdr., R.I.M.,  
Port Officer of Calcutta.

Calcutta, April 25, 1903.

**L**IST of persons licensed during April, 1903, under Ordinance No. 15 of 1889, to practise as Brokers

*Brokers.*

45. Arthur Benjamin Claessen.

46. Lawrie Clement Berenger.

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

The Municipal Office,  
Colombo, May 18, 1903.

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

Vessel.	Date of Clearing.	For what Port.	Plantation Coffee.	Native Coffee.	Tea.	Ch. a.o.	Trunk Cinchona.	Branch Cinchona.	Cinchona Chips.	Oceanuts.	Copperah.	Cocanut Oil.	Cocanut Foo nac.	Cinna mon.	Cinnamon Oil.	Citronella Oil.	Cardamoms.	Ebony.	Pum-bago.	Cair Rope.	Cair Junk.	Cair Yarn.	Cair Fibre.	Sapan-wood.	Orchilla.	Kitcool Fibre.	Deer Horns.	
<b>COLOMBO.</b>	1903.																											
ss. Vindobona	11-5	China			6496																							
ss. Nizam	12-5	Bombay			1950																							
ss. Kamakura																												
ss. Maru	12-5	London			335014	909				85610	2000	3490	3003				7927	5	1502				1121					
ss. Karlruhe	12-5	Sydney			31384																							
ss. Candia	12-5	London			548805					54165	1000	7286	6011				8919		589				70					
ss. Kiev	13-5	Odessa			382739																							
ss. Orontes	13-5	London			273489																							
ss. Moravia	13-5	China			69702																							
ss. Mombassa	14-5	London			240057																							
ss. Rome	14-5	Australia			496965																							
ss. Swazi	14-5	New York			425648																							
ss. Prinsz Heinrich	14-5	Hamburg			6536																							
ss. Patrician	15-5	London			437694					270260																		
<b>GALLE.</b>	1903.																											
ss. Siroa	13-5	Bombay																										
ss. Nizam	13-5	do.																										
ss. Boodana	14-5	Calcutta																										

\* Chips.

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

TO COLOMBO :—		TO GALLE :—	
From Calcutta	Bags	From Calcutta	Bags
Tirumalvasal	8,923	Southern India	170
Bombay	9,824	"	1,400
Poorie	35		
Cuddalore	900		
Karikal	60		
False Point	2,500		
Coconada	2,635		
Southern India	250		
	16,553		
<b>Total</b>	<b>41,680</b>	<b>Total</b>	<b>1,570</b>

H. M. Customs,  
Colombo, May 18, 1903.

K. MACLEOD,  
for Principal Collector.

**Ceylon Government Railways—Comparative Statement of Traffic for the Month ended  
March 31, 1903.**

Receipts from	Month ended March 31, 1903.			Month ended March 31, 1903.			Increase— 1903 over 1902.			Decrease— 1903 below 1902.		
	No.	Rs.	c.	No.	Rs.	c.	No.	Rs.	c.	No.	Rs.	c.
Passengers, Ordinary and Special	434,208	224,538	79	469,636	233,930	37	35,428	9,391	58	—	—	—
Coolies ...	6,137	9,066	96	7,068	9,074	95	931	7	99	—	—	—
Season Tickets ...	2,312	6,602	17	2,595	7,826	64	283	1,224	47	—	—	—
Parcels and Mails ...	44,339	18,932	56	43,609	18,604	85	—	—	—	730	327	71
Horses, Carriages, and other Coaching Traffic ...	2,019	3,495	7	1,792	3,048	25	—	—	—	227	446	82
Goods (Tons) ...	39,567	378,217	70	46,174	444,211	70	6,607	65,994	0	—	—	—
Live Stock ...	2,429	2,846	0	3,255	1,628	75	826	—	—	—	1,217	25
Miscellaneous ...	—	4,832	2	—	5,035	12	—	203	10	—	—	—
<b>Total for the Month</b> ...	—	648,531	27	—	723,360	63	—	74,829	36	—	—	—
Brought forward from previous return ...	—	1,244,417	12	—	1,383,625	19	—	139,208	7	—	—	—
<b>Total from Jan. 1 to March 31</b> ...	—	1,892,948	39	—	2,106,985	82	—	—	—	—	—	—
Corresponding period of previous year ...	—	—	—	—	1,892,948	39	—	—	—	—	—	—
Increase ...	—	—	—	—	214,037	43	—	—	—	—	—	—
Decrease ...	—	—	—	—	—	—	—	—	—	—	—	—
Traffic Train Mileage, January 1 to March 31, 1903 ...	—	—	—	381,625	—	—	—	—	—	—	—	—
Corresponding period of previous year ...	—	—	—	326,859	—	—	—	—	—	—	—	—
Increase ...	—	—	—	54,766	—	—	—	—	—	—	—	—
Decrease ...	—	—	—	—	—	—	—	—	—	—	—	—

Particulars of Goods conveyed.	Month ended March 31, 1902.	Month ended March 31, 1903.	Increase in 1903.	Decrease in 1903.	Net Increase or Decrease from January 1 to March 31, 1903.	
	Tons.	Tons.	Tons.	Tons.	Increase in 1903.	Decrease in 1903.
First class Goods...	52	66	14	—	4	—
Kerosine Oil, 2nd class ...	154	250	96	—	42	—
Other 2nd class ...	939	993	54	—	78	—
Rice, 3rd class ...	8,267	10,566	2,299	—	4,451	—
Arrack, 3rd class...	146	238	92	—	146	—
Cacao, 3rd class ...	198	193	—	5	333	—
Salt, 3rd class ...	252	383	131	—	517	—
Other 3rd class ...	4,182	5,130	948	—	1,532	—
Coffee, 4th class ...	35	20	—	15	—	45
Cocoanut produce, 4th class ...	1,389	2,055	666	—	2,427	—
Poonac, 4th class...	600	739	139	—	409	—
Tea, 4th class ..	5,912	6,130	218	—	1,520	—
Timber, all classes ...	662	389	—	273	—	766
Other 4th class ...	1,733	2,015	282	—	890	—
Other 5th class ...	960	1,132	172	—	611	—
Tea packing, 3rd and 6th classes ...	1,249	1,431	182	—	629	—
Manure, 3rd and 6th classes ...	2,216	3,276	1,060	—	3,908	—
Plumbago, 3rd and 6th classes ...	1,708	1,563	—	145	—	295
Other 6th class ...	1,075	1,618	543	—	901	—
Breakwater Material ...	5,443	4,021	—	1,422	—	6,432
Railway Material for extension ...	119	652	533	—	2,973	—
Railway Material for existing line ...	1,920	2,912	992	—	2,034	—
Bulk Petroleum ...	306	348	42	—	179	—
Free Goods ...	50	54	4	—	96	—
	39,567	46,174	8,467	1,860	23,680	7,538

Colombo, May 15, 1903.

G. P. GREENE,  
General Manager.