



# Ceylon Government Gazette

Published by Authority.

No. 5,942—FRIDAY, SEPTEMBER 18, 1903.

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.

	PAGE		PAGE
Board of Trade Notices	...	Returns of Imports, Exports, and Bonded Goods	... 194
Notices to Mariners	... 191	Railway Traffic Returns	... —
Notifications of Quarantine	... —	Trade Marks Notifications	... —

## NOTICES TO MARINERS.

**H**IS 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, September 16, 1903.

CEYLON.

THE lightship at the south end of the North-West Breakwater having been placed in position, it will exhibit a fixed green light from this day instead of the red light as formerly.

G. A. COLBERT,  
Acting Master Attendant.  
Master Attendant's Office,  
Colombo, September 15, 1903.

191

MADRAS.—No. 39 OF 1903.

*India—East Coast—Coconada—Godavari District—  
Wreck Buoy.*

Masters of vessels, pilots, and others are hereby informed that caution should be exercised in coming to an anchorage in Coconada roadstead, the Port Officer of that place having notified that five cargo boats are sunk there. The correct position of the wreck-buoy marking the site is: Vakalapudi lighthouse bearing N. 70° W., Coconada old lighthouse bearing S. 40° W., and the angle taken by sextant between the above two lighthouses 70°.

T. G. R. FINNY, Comdr., R.I.M.,  
Presidency Port Officer.

Presidency Port Office,  
Madras, August 24, 1903.

D 1

## MADRAS.—No. 41 of 1903.

*India—West Coast—Cochin.*

With reference to this office Notice to Mariners, No. 22 of 1903, information has been received from the Port Officer, Cochin, that the bar, spit, and quarantine buoys at Cochin will be replaced in position on September 15, 1903, and that the light at Mallipuram will be discontinued after the 30th idem as usual.

T. G. R. FINNY, Comdr., R.I.M.,  
Presidency Port Officer.

Presidency Port Office,  
Madras, August 25, 1903.

## BENGAL.—No. 279.

*India, South—Ceylon Coast—Batticaloa—Red Buoy marking "Kandalla" Rock not in Position.*

The Master Attendant, Batticaloa, has given notice, dated July 24, 1903, that the red buoy at the Batticaloa Bar marking the Kandalla rock will not be in position for sometime being under repair.

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

Calcutta, August 21, 1903.

## BENGAL.—No. 280.

*Japan—Naikai (Inland Sea)—Hiro Sima Approach—Beacon constructing and Provisional Light at Nishinogoban Sho.*

The British Admiralty has given notice (No. 597 of 1903) that a beacon from which it is intended to exhibit a light is now in course of construction on a  $2\frac{1}{2}$  fathoms patch, named Nishinogoban sho, situated about 14 cables S.  $45^\circ$  W. from the south-western point of Kurahasi sima in the approach to Hiro sima.

Approximate position: lat.  $34^\circ 4' N.$ , long.  $132^\circ 26\frac{1}{4}' E.$

During the construction of the beacon a provisional red fixed light, elevated 15 ft. above high water, will be exhibited on a pole near the base of the projected beacon. This light will be unwatched, and therefore unreliable.

Variation,  $4^\circ$  westerly in 1903.

Further notice will be given when the beacon is completed and the light established.

This notice affects the following Admiralty Charts:—Inland sea, No. 2,875; Misima nada and Iyo nada, No. 83; also List of Lights, part IV., 1903, page 170; China Sea Directory, vol. IV., 1894, page 413; and Supplement, 1898, page 23.

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

Calcutta, August 21, 1903.

## BENGAL.—No. 281.

*New Zealand—North Island—Port Nicholson Entrance—Falcon Shoals in Fairway.*

The British Admiralty has given notice (No. 601 of 1903) of the existence of the under-mentioned shoal heads in the fairway into port Nicholson, now named Falcon shoals, and of a shoal in Lyall bay:—

- (1) A shoal, with a depth of 24 ft. over it at low water, situated with the northern extremity of Ward island, bearing N.  $30^\circ$  E., distant 9 cables, and the outer extremity of the rocks off Kau point N.  $65^\circ$  W.
- (2) A shoal, with a depth of 24 ft. over it at low water, situated with the northern extremity of Ward island, bearing N.  $34^\circ$  E., distant  $10\frac{3}{4}$  cables, and the outer extremity of the rocks off Kau point N.  $59^\circ$  W. This shoal is within the sector of white light shown from Somes island light.

- (3) A shoal, with a depth of 23 ft. over it at low water, situated with the northern extremity of Ward island, bearing N.  $39^\circ$  E., distant  $11\frac{1}{2}$  cables, and the outer extremity of the rocks off Kau point N.  $54^\circ$  W.
- (4) A shoal, with a depth of 26 ft. over it at low water, situated with the northern extremity of Ward island, bearing N.  $44^\circ$  E., distant  $14\frac{1}{2}$  cables, and the outer extremity of the rocks off Kau point N.  $40^\circ$  W.
- (5) A shoal, with a depth of 27 ft. over it at low water, situated with the northern extremity of Ward island, bearing N.  $17^\circ$  E., distant  $11\frac{1}{2}$  cables, and the outer extremity of the rocks off Kau point N.  $58^\circ$  W.
- (6) A shoal, with a depth of 18 ft. over it at low water, situated with the northern extremity of Ward island, bearing N.  $2^\circ$  E., distant  $11\frac{1}{2}$  cables, and the outer extremity of the rocks off Kau point N.  $61^\circ$  W.
- (7) Hope shoal, 5 cables S.  $41^\circ$  W., from the northern extremity of Ward island, has a depth of 5 ft. at low water springs, and not 10 ft. as shown on the Chart.
- (8) There are several patches of from 7 to 10 ft. between Hope shoal and Ward island.
- (9) The depths in the passage eastward of Ward island between it and Robinson bay have decreased to 10 ft. in places.

Lyall bay:—

A shoal, with a depth of 16 ft. over it at low water, exists in Lyall bay,  $4\frac{1}{2}$  miles south-westward of Ward island, situated with the signal station, bearing N.  $46^\circ$  E., distant 17 cables, and Mount Albert N.  $49^\circ$  W. Foul ground, with depths of from 21 to 27 feet over it, extends for a distance of  $1\frac{1}{2}$  cable S.S.E. from this shoal.

Approximate position, northern extremity of Ward island: lat.  $41^\circ 17\frac{1}{2}' S.$ , long.  $174^\circ 52\frac{1}{4}' E.$

Variation,  $15^\circ$  easterly in 1903.

Note.—A new edition of Chart No. 1,423 will be issued. This notice affects the following Admiralty Chart:—Port Nicholson, No. 1,423; also New Zealand Pilot, 1901, pages 167 to 170; and Supplement, 1903, page 22.

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

Calcutta, August 21, 1903.

## BENGAL.—No. 282.

*New Zealand—North Island West Coast—Kawhia Harbour—Leading Beacons and Lights.*

The British Admiralty has given notice (No. 611 of 1903) that a beacon, 35 ft. high, has been erected on the south-western extremity of Te Motu, and another, 26 ft. high, on the rising ground  $1\frac{1}{2}$  mile S.  $62^\circ$  E. from it. These beacons in line S.  $62^\circ$  E. lead over the bar in a depth of 12 ft. at low water ordinary springs.

On and after July 1, 1903, when vessels are expected or leaving the harbour, a white fixed lantern light, elevated 13 ft. above high water, will be exhibited from the front beacon, and a white fixed lantern light, elevated 60 above high water, from the rear beacon. These lights should be visible 2 miles outside the bar.

The former beacon on Te Motu and that on the rock off South head have been removed.

Approximate position: lat.  $38^\circ 4\frac{3}{4}' S.$ , long.  $174^\circ 49' E.$

Caution.—The Kawhia harbour bar is subject to change, so that, although these leading marks are available now, it is possible that they may not be so hereafter.

Variation,  $14^\circ$  easterly in 1903.

This notice affects the following Admiralty Chart:—Kawhia harbour, No. 2,524; also New Zealand Pilot, 1901, page 261.

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

Calcutta, August 21, 1903.

## BENGAL.—No. 283.

*Australia—Torres Strait—Normanby Sound—  
Discontinuance of Leading Lights.*

With reference to Notice to Mariners No. 323, dated November 7, 1902, issued by this office, the Port Master, Brisbane, has given further notice (No. 6 of 1903) that on and after August 1 the leading lights in Normanby Sound, Port Kennedy, will be discontinued.

Charts affected—Nos. 347 and 691; Australia Directory, vol. II.

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

Calcutta, August 21, 1903.

## BENGAL.—No. 284.

*Arabia, North-East Coast—Persian Gulf—Bahrein  
Harbour—Colour of Buoys.*

The Bombay Government has given notice (No. 76 of 1903) that information has been received from the Agent, B.I.S.N. Company, dated August 10, 1903, that the buoys in Bahrein harbour will be painted in accordance with the uniform system of buoyage, viz., Starboard hand buoys red and Port hand buoys black. Thus: Outer, Inner, and West Spit red; and Ras Khaseifa black.

This notice affects the following Admiralty Charts:—Bahrein harbour, No. 20, and Persian Gulf (Western Sheet) No. 28,376; also Persian Gulf Pilot, 1898, page 138.

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

Calcutta, August 21, 1903.

## BENGAL.—No. 285.

*China, East Coast—Amoy, Inner Harbour, Impérieuse rock  
—Buoy marking the Rock placed to the north-eastward.*

With reference to Notice to Mariners No. 273, dated August 14, 1903, issued by this office, the British Admiralty has given further notice (No. 614 of 1903) that the rock situated three-quarters of a cable north-eastward of Impérieuse rock has been marked by a black conical buoy, surmounted by staff and ball, moored in a depth of  $6\frac{1}{2}$  fathoms a quarter of a cable eastward of the rock, with Cornwallis stone bearing N.  $64^{\circ}$  E., distant  $3\frac{1}{4}$  cables. Vessels should pass to the eastward of this buoy.

Approximate position: lat.  $24^{\circ} 26' N.$ , long.  $118^{\circ} 4\frac{1}{2}' E.$   
The previous information received and published in the last of the above-mentioned notices that this buoy marked the Impérieuse rock is therefore erroneous.

Notice is also given that a pinnacle rock, with a depth of 15 ft. over it at low water, exists about 50 yards north-eastward of Impérieuse rock, situated with Cornwallis stone bearing N.  $67^{\circ}$  E., distant 4 cables.

Variation, nil in 1903.

This notice affects the following Admiralty Charts:—Amoy harbour, Nos. 1,767, 1,764; also China Sea Directory vol. III., 1894, page 177; and Supplement, 1898, page 15.

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

Calcutta, August 29, 1903.

## BENGAL.—No. 286.

*China Sea—Tong King Gulf—Kao Tao Islands—Dangers  
between—*

The British Admiralty has given notice (No. 616 of 1903) of the existence of the under-mentioned dangers between the Kao Tao islands:—

(a) A shoal, with a depth of 2 fathoms over it, situated with the northern extremity of Tsham shao bearing N.  $73^{\circ}$  E., distant  $1\frac{1}{2}$  mile, and the western extremity of Tankan shao N.  $33^{\circ}$  W.

(b) A shoal, with a depth of 2 fathoms over it, situated with the cone (541 ft.) on Sha Pak Wan island bearing S.  $87^{\circ}$  W., distant  $2\frac{1}{8}$  miles, and the eastern extremity of Afo shao N.  $21^{\circ}$  W.

(c) A shoal, with a depth of 2 fathoms over it, situated with the cone (541 ft.) on Sha Pak Wan island bearing N.  $79^{\circ}$  W., distant  $2\frac{1}{8}$  miles, and the eastern extremity of Afo shao N.  $13^{\circ}$  W.

(d) A rock awash, situated with the cone (541 ft.) on Sha Pak Wan island bearing S.  $15^{\circ}$  E., distant  $2\frac{1}{4}$  miles, and the northern extremity of Uli pai N.  $85^{\circ}$  W., distant  $1\frac{1}{8}$  miles.

Approximate position: lat.  $21^{\circ} 3' N.$ , long.  $107^{\circ} 43' E.$   
Variation,  $2^{\circ}$  easterly in 1903.

This notice affects the following Admiralty Charts:—Kua Lacht to Kao Tao islands, No. 1965; Shieng Mun to Trako island, No. 776; also China Sea Directory, vol. II., 1899, page 459.

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

Calcutta, August 29, 1903.

## BENGAL.—No. 287.

*Pacific Ocean, North—Caroline Islands—Guam Islands—  
Banks to the south-westward.*

The British Admiralty has given notice (No. 622 of 1903) that the following banks were found by Lieutenant F. H. Schofield, Commanding U.S.S. *Supplv.*, when searching for Galvez and Santa Rosa reefs, to the south-westward of Guam Island:—

(1) A bank, about  $2\frac{1}{4}$  miles long in an easterly and westerly direction, and  $1\frac{1}{2}$  mile broad, with depths of from 22 to 40 fathoms over it, the centre being approximately lat.  $12^{\circ} 58' N.$ , long.  $144^{\circ} 22' E.$

(2) A bank of small extent, with depths of from 22 to 32 fathoms over it in approximately lat.  $13^{\circ} 2' N.$ , long.  $144^{\circ} 26' E.$

(3) A bank extending about  $1\frac{1}{2}$  mile in a northerly and southerly direction, with depths of from 28 to 46 fathoms over it in approximately lat.  $13^{\circ} 4' N.$ , long.  $144^{\circ} 25' E.$

This notice affects the following Admiralty Chart:—Plan of Mariana or Ladrone islands on Chart No. 1,101; also Pacific Islands, vol. I., 1900, pages 444, 445.

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

Calcutta, August 29, 1903.

## BENGAL.—No. 288.

*Australia—Torres Strait, Western Approaches—Proudfoot  
Shoal Light Ship removed.*

The Portmaster, Brisbane, has given notice (No. 7 of 1903) that on and after January 31, 1904, the light exhibited from the lightship at Proudfoot Shoal, Western Approach to Torres Strait, will be discontinued, and the lightship will be withdrawn.

The shoal patch of  $1\frac{1}{2}$  fathom marked P.D. on charts south-easterly from the lightship is believed to be identical with the Bramble Patches. There is no evidence to the contrary, the report of its existence being extremely vague.

Masters of vessels approaching Torres Strait from the westward are recommended to get on the parallel of 10 degrees 45 minutes south before reaching the 20-fathom contour, and continue on that parallel until Booby Island is visible bearing north-easterly, then to steer to pass 2 miles to the north of the Island and thence continue as hitherto.

Vessels bound to the westward after passing Booby Island are recommended to steer south-west magnetic 16 miles, then to steer west half south until a safe direction can be made for their destined port.

NOTE.—Booby Island is visible a distance of 14 or 15 miles; the light (a second order) is visible 17 to 19 miles by night from an ordinary ship's bridge.

Charts affected.—Nos. 447 and 1,043; Australia Directory, vol. II.

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

Calcutta, August 29, 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	Tee.	Cacao.	Trunk Cinchona.	Branch Cinchona.	Cinchona Chips.	Cocoanuts.	Coppersh.	Cococant Oil.	Cococant Ponnac.	Cinnamon.	Cinnamon Oil.	Citronella Oil.	Cardamoms.	Ebony.	Plumbago.	Coir Rope.	Coir Junk.	Coir Yarn.	Coir Fibre.	Sapan-wood.	Orchilla.	Kittul Fibre.	Deer Horns.	
<b>COLOMBO.</b>	1903.																											
ss. Palermo	7-9	Calcutta			6657																							
ss. Muttra	7-9	Bombay		38	234																							
ss. Ehundara	7-9	do.			474																							
ss. Promethus	8-9	Liverpool								49770																		
ss. Ducalion	8-9	Penang			31961									16000														
ss. Vorenej	8-9	Odessa			112847																							
ss. Ekaterinoslav	9-9	do.			144364																							
ss. Omrah	9-9	Australia		6	214647																							
ss. Isaura	9-9	Brisbane			31074																							
ss. Yorkshire	9-9	London		166	656347																							
ss. Australien	10-9	China			750																							
ss. Zietan	10-9	Yokohama		12	198971																							
ss. Sirdhana	10-9	Bombay																										
ss. E. Frunz Ferdinand	11-9	China			47565																							
ss. Nairung	11-9	Calcutta																										
ss. Saunki Maru	11-9	London			150479					214036																		
ss. Cian Macalister	12-9	do.																										
ss. Varzin	12-9	Hamburg																										
ss. Japan	12-9	London			209742																							
ss. China	12-9	do.			71260																							
ss. Syria	12-9	do.			103821																							
<b>GALLE.</b>																												
ss. Cian Shaw	12-9	London																										
ss. Cian Macalister	12-9	do.			524																							
ss. Nawab	12-9	Bombay																										
ss. Kohinur	12-9	Calcutta																										

\* And Chips 14,000 lb.

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

TO COLOMBO:—	TO GALLE:—
From Adrampatam ...	From Calcutta ...
Ammapatam ...	Southern India ...
Bombay ...	... Nil
Calcutta ...	... 6,907
Cocoonada ...	... Total Bags ...
Cuddalore ...	... 6,907
False Point ...	
Karikal ...	
Madras ...	
Matupet ...	
Negapatam ...	
Total ...	... 89,951

H. M. Customs,  
Colombo, September 14, 1903.

H. L. CRAWFORD,  
Principal Collector.