



Ceylon Government Gazette

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PART I.—General: Minutes, Proclamations, Appointments,
and General Government Notifications.

PART II.—Legal and Judicial.

PART III.—Provincial Administration.

PART IV.—Marine and Mercantile.

PART V.—Municipal and Local.

Separate paging is given to each Part in order that it may be filed separately.

Part I.—Minutes, Proclamations, Appointments, &c.

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APPOINTMENTS, &c., BY THE GOVERNOR.

HIS EXCELLENCY THE GOVERNOR has been pleased to direct that the under-mentioned Cadet be attached to the office noted below, with effect from May 1, 1896:—

Mr. F. BARTLETT, Colonial Secretary's Office.

By His Excellency's command,

W. T. TAYLOR,
Acting Colonial Secretary.

Colonial Secretary's Office,
Colombo, April 22, 1896.

PART I.—Page 249

HIS EXCELLENCY THE GOVERNOR has been pleased to issue the following Commission under Ordinance No. 3 of 1861:—

Mr. L. G. E. WOOLLEY to be a Second Lieutenant in the Ceylon Volunteer Corps.

By His Excellency's command,

W. T. TAYLOR,
Acting Colonial Secretary.

Colonial Secretary's Office,
Colombo, April 30, 1896.

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HIS EXCELLENCY THE GOVERNOR has been pleased to make the following appointments:—

✓ Mr. O. JOHNSON to be an Official Member of the Local Board of Kalutara, *vice* Mr. E. DE KRETZER, who has left the station.

✓ Mr. E. DE KRETZER to be an Official Member of the Local Board of Ratnapura, in place of Mr. O. JOHNSON, who has left the District.

✓ Dr. E. GRATIAEN to be an Official Member of the Board of Health, Uva, and Local Board of Badulla, in the place of Dr. C. T. GRIFFIN, who has left the Province.

✓ Mr. CHARLES SILVA, District Engineer, to be an Official Member of the Local Board of Kalutara, *vice* Mr. P. M. BINGHAM, who has left the station.

✓ Mr. J. H. DE SARAM, junior, to be an Unofficial Member of the Local Board of Gampola for the years 1896 and 1897.

The following persons to be Inquirers-into Deaths for the Judicial Division of Avisawélla:—

✓ Senanâyaka Kulawardana Mudiyansefé DON JULIS ABEYESEKARA, of Botale.

✓ ABRAHAM PETER GOONERATNA, of Hanga-watta.

By His Excellency's command,

W. T. TAYLOR,
Acting Colonial Secretary.

Colonial Secretary's Office,
Colombo, April 30, 1896.

HIS EXCELLENCY THE GOVERNOR has been pleased to make the following appointments:—

DON ALLIS DE SILVA RANASINHA to act as Registrar of Marriages, Births, and Deaths of

Ahangama Division, in the District of Galle, with effect from the 20th instant, during the absence of the Registrar, DON THEODORIS DE ALVIS WIJAYASRI GUNAWARDANA, from the station, or until further orders. His office will be at Kurunduwatta in Ahangama.

✓ DON MARTELIS JAYATILAKA, provisionally, to be Registrar of Marriages, Births, and Deaths of Udugampola Division, in the Dasiya pattu of Alutkúru kóralé North, Western Province, *vice* D. C. GUNAWARDANA, deceased, with effect from the 17th instant. His office will be at Delgahawatta in Udugampola.

✓ Wanigasundara DON ELIAS, provisionally, to be Registrar of Marriages, Births, and Deaths of Urapola Division in Siyané kóralé East, in the District of Colombo, with effect from the 1st proximo, during the absence of the Registrar, DON HENDRICK, from ill-health, or until further orders. His office will be at Nugagahawatta in Urapola.

By His Excellency's command,

W. T. TAYLOR,
Acting Colonial Secretary.

Colonial Secretary's Office,
Colombo, April 30, 1896.

✓ **W**ITH reference to the *Gazette* notice dated March 27, 1896, it is hereby notified that the date of commencement of the acting appointment of D. C. GUNAWARDANA, Vidané Arachchi, as Registrar of Marriages, Births, and Deaths of Four Gravets No. 3, Mátara, in the District of Mátara, should be April 3, 1896, and not April 1, 1896, as therein notified.

By His Excellency the Governor's command,

W. T. TAYLOR,
Acting Colonial Secretary.

Colonial Secretary's Office,
Colombo, April 29, 1896.

GOVERNMENT NOTIFICATIONS.

THE following rule made by the inhabitants of the district of Seven Kóralés, under the provisions of section 6, sub-section 6, of the Village Communities' Ordinance, No. 24 of 1889, is published for general information.

Colonial Secretary's Office,
Colombo, April 22, 1896.

By His Excellency the Governor's command,

W. T. TAYLOR,
Acting Colonial Secretary.

Any person finding, or getting possession or charge of, an animal with altered or defaced brandmarks, shall with all reasonable promptitude give information of the fact to the President of the Village Tribunal. Should he fail to give this information within three days he shall be liable to a fine under the Village Communities' Ordinance.

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THE following Regulations made under "The Forest Ordinance, 1885," are published for general information.

Colonial Secretary's Office,
Colombo, April 24, 1896.

By His Excellency the Governor's command,

W. T. TAYLOR,
Acting Colonial Secretary.

Regulations made under section 36 of "The Forest Ordinance, 1885," regarding Village Forests.

IT is declared by the Governor, with the advice of the Executive Council, that the provisions of sub-sections (c), (e), and (f) of section 27 contained in chapter II. of "The Forest Ordinance, 1885," and the following regulations shall apply to the forests which have been or shall be proclaimed under section 34 in the *Government Gazette* to be village forests for the benefit of any village community or group of village communities:—

1. If in the opinion of the Assistant Conservator of the Province the forest cannot bear all the produce claimed in one year by the villagers, the amount granted to each villager shall be reduced proportionately according to the probable yearly outturn of the forest.

2. If in the opinion of the Assistant Conservator, the forest can bear heavier fellings than are required to satisfy the requirements of the villagers, the available balance of produce shall be brought out and sold, and the revenue obtained from the sale utilized for improvements of the village, such as roads, irrigation works, gansabháwas, &c., or on re-afforestation.

3. No villager may claim his share of forest produce except for his own personal requirements.

4. Dead or fallen timber for firewood, grass for litter and thatching, canes and creepers, may be taken by villagers without permit.

5. When any villager requires any forest produce not mentioned in the fourth regulation from, or wishes to pasture cattle in, the forest of his village, he shall apply to the chief headman of his village for a certificate showing that he is entitled to such produce or to graze such cattle. The headman, after satisfying himself that such produce is actually required for the villager's own personal wants, shall give him such certificate. This certificate shall be sent to the local kachchéri with an application for a permit to fell or collect produce or to pasture cattle, as the case may be.

6. The permit shall be substantially in the forms given in appendices B to F of the rules prescribed by the Government Agent under section 41, chapter IV. of Ordinance No. 10 of 1885, and shall provide for the stamping of trees by the headman or forest officer duly empowered in that behalf.

7. A permit to remove timber, for which a permit to fell has been granted, shall be obtained from the Mudaliyár or other chief headman of the district. Such permit, which shall be substantially in the form A given below, shall be granted only on return of the permit to fell with the endorsement of the headman that the conditions of such permit have been observed, and that the timber has been felled and logged.

8. Should it become apparent that the village forest is being systematically pilfered by the villagers or other persons, it shall be lawful for the Government Agent to appoint one or more special officers for the conservancy of the forests, and to charge their pay to revenue obtained from the forest. The privileges of the villagers will then, if necessary, be proportionately reduced.

FORM A. (*Regulation 7.*)

Form of Permit to Remove Timber felled on Village Forests.

Permit to remove Timber.
(Village Forests.)

Counterfoil No. _____

_____ District.

Licensee : _____

Permit issued to _____, of _____,
to remove from _____, in the
_____, the following _____
within _____ days, under the
printed conditions.

Signed _____

Dated _____

Permit to remove Timber felled on Village
Forests.

Foil No. _____

_____ District.

Name of Licensee : _____

PERMISSION is hereby granted to _____, of _____, to
remove from _____, in the _____ District, _____ Division,
the following _____ :-

Description, marks, dimensions, and quantity :

Places from and to which, route by which, and means by which
(if by cart or boat, the registration number of cart or boat)
the _____ is to be removed :

"Forest Officer" by whom to be stamped :

CONDITIONS.

Headman to report number and dimensions of _____ to be
removed, the name and situation of the land on which it has been
felled, and the place to which it is to be removed.

Report to be signed and dated by Principal Headman of _____
before removal of _____.

Report to remain in force for _____.

To be presented or delivered at the places mentioned below, and
returned within _____ days from the date of expiry :

On breach of any condition, the _____ is liable to confiscation,
and the licensee to a penalty under the Ordinance.

Dated _____

Regulations made under Section 44 of Ordinance No. 10 of 1885, as amended by Section 14 of Ordinance
No. 1 of 1892.

1. Forest produce shall not be exported from the Island except from ports which have been appointed as such under the Ordinance relating to the regulation of Customs in the Island.

2. No forest produce shall be moved from any land at the disposal of the Crown, or any place which is adjacent thereto, to any other place, save with a permit from the Government Agent or Assistant Government Agent, or from some officer duly authorized by the Government Agent to issue permits in the district in which the removal is to commence; nor when a permit has been obtained shall any forest produce be moved otherwise than in accordance with the conditions of such permit.

3. The permit above referred to shall be substantially in the form A or B (as the case may be) in appendix hereto annexed.

4. Forest produce collected on permit in or upon any land at the disposal of the Crown shall not be removed from such land without a certificate signed by a forest officer duly empowered in that behalf, showing that all conditions of such permit have been duly carried out. The permit holder, when applying for a certificate of ownership and a permit for removal, shall produce his permit to fell timber, or collect forest produce, and written proof that he has paid all the purchase-money, royalty, fees, or other sums due on account of such forest produce.
5. No permit shall be granted for the removal of timber until it has been felled and logged, or until the forest produce has been made up into bundles or packages ready for transport.
6. The holder of a permit for the removal of forest produce shall produce it for inspection and endorsement at any checking station prescribed therein, and also on the demand of any forest officer, police officer, or headman.
7. The period of time during which any permit for the removal of any forest produce shall be in force shall be at the discretion of the person issuing the permit, but any person who has been allowed insufficient time for the removal of his property may apply for an extension to such officer.
8. Every permit for the removal of forest produce shall be returned to the office of issue within ten days after its expiry. Should any permit expire before the forest produce therein referred to or any portion thereof has been removed, or while the same is in transit, the removal of such forest produce shall not be commenced or continued until the owner or other person in charge has obtained an extension of the time allowed in the permit.
9. No timber shall be moved by any person from any private land to any other place in the Island without such person being in possession of a pass, signed and dated by the owner of the land or other person in charge thereof, showing his proper address, the nature and dimensions of each piece of timber, wherefrom it was transported, and its destination. A true copy of such pass shall be delivered or posted on the day on which it was signed to a superior headman of the district in which such land is situate.
10. It shall be the duty of the person moving such timber to produce the pass and give all such information concerning such timber as lay in his power to any headman, police officer, or officer of the Forest Department whenever called upon to do so.
11. The fees payable for the permit for removal of forest produce from land at the disposal of the Crown shall be according to the scale in appendix C hereto annexed. The officer therein designated shall be entitled to the fees specified, provided that all fees due to salaried forest officers shall be credited to revenue.
12. Any person other than the owner thereof, or person acting on behalf of such owner or of the Crown, who shall loosen or set adrift any floating timber or stranded timber, or any timber raft moored in or to the bank of any river, shall be liable, in addition to the penalties provided in section 45 of Ordinance No. 10 of 1885, to make good all damages and loss that may result from such action.
13. The Government Agent may, in his discretion, on giving notice in the *Government Gazette*, establish checking stations on any roads or rivers in his Province where all forest produce in transit may be checked, and for that purpose may cause to be constructed or put up "booms," chains, toll bars, or any other barriers necessary for that purpose.
14. All persons having charge of forest produce in transit shall be bound to stop at such checking stations and produce their passes for the inspection of the officer in charge. Any attempt on the part of such persons to evade a checking station shall be an offence punishable under section 45 of Ordinance No. 10 of 1885.
15. Any forest produce, in respect of which no permit or pass as hereinbefore provided is produced, may be stopped in transit by any forest or police officer or superior headman, who may thereupon examine and mark such timber, and report the matter to the Government Agent or Assistant Government Agent or to the Assistant Conservator or Forester.
16. The Government Agent may appoint any place or places in his Province where forest produce that has been stopped in transit may be brought, pending his order or that of the Magistrate regarding the final disposal of such produce. The Government Agent may, however, in his discretion, give such produce in charge of the officer seizing it or any other officer of Government.
17. In the event of any cattle being seized on account of any offence under chapter V. of Ordinance No. 10 of 1885, the Government Agent may, on the owner depositing as security the full estimated value of such cattle, allow him to remove such cattle, to be produced whenever he may be called upon to do so.
18. Timber, the property of Government, may be transported across any land, and all acts necessary or convenient for such transport may be done under a written authority of the Government Agent. Compensation shall be paid for any damage done to private property by reason of the transport of such timber, upon assessment of such damage by a superior headman or other competent officer named by the Government Agent.
19. No person shall in any way close up or obstruct or do any act tending to close up or obstruct the channel of any river used for the transit of timber. Any Forest Officer may prevent or remove any obstruction in the channel of any such river; and the cost of such prevention or removal may be recovered from the person, or by the sale of any timber, causing the obstruction.
20. No person shall, without first obtaining a license from the Government Agent or Assistant Government Agent, on the report of the Assistant Conservator or Forester, establish a saw pit or mill within any Crown forest. The license shall be substantially in the form in appendix D hereto annexed.

21. No person, not being a Forest Officer or a person duly empowered by the Government Agent in that behalf (unless he be the owner of the timber, and the mark used be his property mark), shall mark any timber, or possess or carry any implement used for marking timber, and no person not being a Forest Officer duly empowered in that behalf shall supermark, or alter, or efface any mark on any timber.

22. The term "superior headman," when employed in any of the foregoing regulations, will include—

- (a) For the Western Province, a Mudaliyār and a Muhandiram.
- (b) For the Central Province, only a Ratémahatmayá.
- (c) In regard to the Northern Province : for the Jaffna District, a Maniakar and an Udaiyar ; for the Mannár District, an Adigár and an Udaiyar ; for the Mullaittivu District, a Mudaliyār and an Udaiyar ; and for the Vavuniya District, a Mudaliyār, a Ratémahatmayá, Kórála, and an Udaiyar.
- (d) For the Southern Province, a Vidané Arachchi, a Dewapanne Arachchi, a Muhandiram, and a Mudaliyār.
- (e) For the Eastern Province, a Vanniya, a Ratémahatmayá, an Udaiyar, and a Kórála.
- (f) For the North-Western Province, a Ratémahatmayá and a Mudaliyār.
- (g) For the North-Central Province, a Ratémahatmayá and a Kórála.
- (h) For the Province of Uva, a Ratémahatmayá and a Kórála.
- (i) For the Province of Sabaragamuwa, a Ratémahatmayá and a Kórála.

APPENDIX.

A.—Form of Permit to remove Forest Produce from Land at the disposal of the Crown. (Regulation 3.)

Permit to remove Forest
Produce from Land at the
disposal of the Crown.

Counterfoil No. _____

_____ District

Licensee : _____

License to _____

Permit issued to _____ of _____
to remove from _____ in the _____
the following _____ within _____
days, under the printed conditions.

Signed _____

Dated _____

Permit to remove Timber felled on, or other
Forest Produce taken from, Land at the
disposal of the Crown.

Foil No. _____

_____ District.

Name of Licensee : _____

No. of License to _____

PERMISSION is hereby granted to _____, of _____, to
remove from _____, in the _____ District, _____ Division,
the following _____ :—

Description, marks, dimensions, and quantity :

Places from and to which, route by which, and means by which
(if by cart or boat, the registration number of cart or boat),
the _____ is to be removed :

Forest Officer by whom to be stamped : _____

Total fees received : Rs. _____

CONDITIONS.

Royalty in full to be paid.

Headman (after notice to him of intention to remove) to report
due performance of conditions of license to _____ and return of said
license to the Kachchéri.

To be signed and dated by Principal Headman of _____
before removal of _____

Permit to remain in force for _____ .

To be presented or delivered at the places mentioned below,
and returned within _____ days from the date of expiry :

On breach of any condition, the _____ is liable to confiscation,
and the licensee to a penalty under the Ordinance.

Dated _____

B.—Form of Permit to remove Forest Produce from any Land adjacent to Land at the disposal of the Crown. (Regulation 3.)

Permit to remove Timber
from any Land adjacent to
Land at the disposal of
the Crown.

Counterfoil No. _____

_____ District.

Licensee: _____

Permit issued to _____ of _____
to remove from _____ in the
_____ the following _____
within _____ days, under the
printed conditions.

Signed _____

Dated _____

Permit to remove Timber felled on, or other Forest
Produce taken from, any Land adjacent to Land
at the disposal of the Crown.

Foil No. _____

_____ District

Name of Licensee: _____

PERMISSION is hereby granted to _____, of _____, to
remove from _____, in the _____ District, _____ Division, the
following _____ :-

Description, marks, dimensions, and quantity :

Places from and to which, route by which, and means by which
(if by cart or boat, the registration number of cart or boat)
the _____ is to be removed :

"Forest Officer" by whom to be stamped :

Total fees received : Rs. _____

CONDITIONS.

Headman to report number and dimensions of _____ to be
removed, the name of the owner of the land on which it has been felled,
and the place to which it is to be removed.

To be signed and dated by Principal Headman of _____ before
removal of _____.

To remain in force for _____ .

To be presented or delivered at the places mentioned below, and
returned within _____ days from the date of expiry :

On breach of any condition, the _____ is liable to confiscation,
and the licensee to a penalty under the Ordinance.

Dated _____

C.—Scale of Fees referred to in Regulation 11 for removal of Forest Produce.

I.—UNWROUGHT TIMBER.

For logs over 4 ft. in circumference at base, 2 cents each.

For poles or sticks under 4 ft., 1 cent for ten.

For warrichies, bamboos, ini, or riti ; 25 cents per cart or boat load ; 50 cents per raft.

II.—WROUGHT TIMBER.

For sawn planks over 10ft. in length, 1 cent each.

Do. under-10 ft. in length, 1 cent for ten pieces.

For reepers, 1 cent for ten.

For shingles, 1 cent for 1,000.

III.—OTHER FOREST PRODUCE.

For firewood, 1 cent for 5 cart loads or less.

For canes, 1 cent for a pingo load.

For leaves and creepers, 1 cent for a cart load.

D.—*License to establish a Saw Pit or Mill. (Regulation 20.)*

Book No. _____
 License No. _____
 Name of Licensee _____
 Resident at _____

Permission is granted to _____ to establish a saw pit (or mill) for _____ saws at _____, to saw up logs indicated in the margin hereto bearing the following marks :—

Subject to the following conditions :—

- (1) This license expires on _____, 189 —
- (2) The use of this license for logs other than those specified in the margin is prohibited.
- (2) This license shall be produced by the holder whenever he is called upon to do so by any forest or police officer, or headman.
- (4) The saw pit (or mill) shall be always open to inspection by any of the officers enumerated above.

Date : _____

(Signed) (G. A. or A. G. A.)

Regulations made under Section 56, Chapter VI., of Ordinance No. 10 of 1885, as amended by Section 16 of Ordinance No. 1 of 1892.

1. The finder or salvor of all such timber as is described in section 51 of the Ordinance No. 10 of 1885, as amended by section 16 of Ordinance No. 1 of 1892, shall deliver it to a Forest Officer or other person entitled to collect the same.

2. Before delivery of salvaged timber, the salvor shall be entitled to be paid such salvage fees as shall from time to time be fixed by the Government Agent with the consent of the Governor.

3. No person other than a Forest Officer shall collect or dispose of salvaged timber, except under and subject to the conditions of a license substantially in the form appearing below, to be issued by the Government Agent or Assistant Government Agent :—

Form of License.

License to collect drift timber has been granted to _____, who is permitted to pay bank salvage and collect the logs bearing the marks entered below, within the following limits, from _____ 189, to _____ 189, under the following conditions :—

1. That bank salvage be paid at the rate fixed by the Government Agent.
2. That only the person in whose name the license is issued shall collect timber under this license, and that at the time of collection the license shall be in his actual possession.
3. That the timber be brought to and reported at such places as may be entered on the reverse.

Breach of any of the conditions of this license will render the holder liable to forfeiture of the license, and to the punishment provided in the Forest Regulations.

Regulation made under Section 74 of Ordinance No. 10 of 1885.

The following fines shall be levied in respect of "cattle" trespassing on a forest plantation which is under the control and management of Forest Officers :—

	Rs.	c.
(a) For each elephant, a sum not exceeding	10	0
(b) For each buffalo, a sum not exceeding	5	0
(c) For each bull, bullock, or cow, a sum not exceeding	2	0
(d) For each goat or sheep or pig, a sum not exceeding	1	50
(e) For each calf, lamb, kid, ass, or pony, a sum not exceeding	0	75

Regulations made under Section 80, Chapter X., of Ordinance No. 10 of 1885.

1. No person below the rank of a Forest Guard shall be entrusted with the stamping of timber, unless specially authorized by the Government Agent or Assistant Government Agent on that behalf.

2. The powers to be exercised by Forest Officers under sections 48 and 49 of the Ordinance, and under the Regulation numbered respectively 12, 15, and 18 framed under section 44, shall not be granted to officers lower in rank than a Vidané Arachchi in maritime districts, a Kórála in the Kandyan Provinces, and an Udaiyár in the Tamil districts.

3. In case of the conviction of any person of a forest offence, the convicting Magistrate may award to the Forest Officer by whose means, or the informer on whose information, such conviction was obtained, any portion not exceeding Rs. 100 of the proceeds of any fine inflicted, or confiscation incurred under the provisions of the Ordinance by reason of such conviction.

4. In case of the acceptance, under section 71 of the Ordinance, by any Forest Officer duly empowered in that behalf, of any sum of money by way of *compensation* for a forest offence, the Government Agent may, with the sanction of the Governor, award to such officer or to any informer, by reason of whose information the offence was discovered, any portion of such sum not exceeding Rs. 100.

THE following by-laws for the markets of the Mannár District, made by the Mannár Market Committee under the Ordinance No. 19 of 1891, and confirmed by His Excellency the Governor in Executive Council, are published for general information.

By His Excellency's command,

Colonial Secretary's Office,
Colombo, April 28, 1896.

W. T. TAYLOR,
Acting Colonial Secretary.

By-laws for the Markets of the Mannar District, framed under "The Markets Ordinance, 1891."

Public Markets.

1. Public markets shall be open daily from 5 A.M. to 9 P.M.
2. Every stall-keeper, boutique-keeper, or occupier of any hut or building paying rent for the ground, or occupation of a stall in a building in a public market, shall clean or sweep the same daily, and shall keep it in a clean and wholesome state.
3. No fish or meat of any description shall be brought into, exposed for sale, or sold in any places except those set apart for the sale of fish or of meat in each public market in which such sale is allowed, and such places shall be used exclusively for the keeping, exposing, or selling of such fish or meat respectively.
4. The Committee may mark off in each market such spaces for stalls as may seem to it necessary.
5. The Committee may, through the Chairman, enter into leases, which may extend to twelve months, on lease bonds containing such terms as the Committee thinks just, and as may be agreed to by the lessees.
6. Rents or fees shall be paid to the persons appointed by the Committee to recover them.
7. Commission may be paid to such persons at rates fixed by the Committee.
8. The Chairman or any person authorized by him may put up to public auction the right to occupy for twelve months the several stalls in the buildings or lots in the spaces other than the spaces set apart under section 4 of the Ordinance. The Chairman may, at his discretion, accept the offers of the highest bidders, or accept lower offers, or reject all offers made, provided that the offers made and accepted shall not be less than at the rate of one cent per square foot of floor area per month, and that the bidders whose offers are accepted shall thereupon enter into the required bonds referred to in by-law No. 5.
9. The Chairman may let any vacant stall or lot of ground in the spaces not set apart under section 4 of the Ordinance for any less period than twelve months on payment of a rent or fee at the rate of one cent per square foot of floor area per month.
10. A statement of all such sales and lettings as are referred to in by-laws Nos. 5, 8, and 9 shall be laid before the Committee at their next meeting.
11. Any occupier of the space set apart in section 4 of the Ordinance neglecting or refusing to remove his building, hut, or shed within the time fixed in the Ordinance, shall be liable to the penalty provided by section 8 of the Ordinance.

Private Markets.

12. The fee for a license to hold a private market shall be one rupee a year.

General.

13. No person shall take any cattle, sheep, goats, swine, or other animals into any part of the market, except into such places as may be set apart therefor, and no person shall allow his cart, carriage, or other conveyance to stand in any part of the market ground except when being loaded or unloaded.
14. No person affected with, or suffering from, any cutaneous disease shall occupy any stall, or expose for sale any provisions whatsoever.
15. No person shall throw offal, dirt, filth, or rubbish, or commit nuisance by easing himself on any market ground or in any building, hut, or shed in such ground, or on the high roads bordering the same.
16. No person shall kill any animal, or flay or disembowel any carcase within the limits of any market, or on the high roads bordering the same.

Market-Keepers, &c.

17. It shall be lawful for the Committee to appoint, to remunerate, to dismiss, and to make rules for the duties of market-keepers, inspectors, and others necessary for the conservancy of the markets.
18. Any person obstructing the market-keeper or other person employed by the Committee in the lawful execution of his duty shall be liable to the penalty provided by section 8 of the Ordinance.

By-laws for Market-keepers, &c.

1. The market-keeper shall reside within half a mile of the market.
2. He shall see that the buildings, huts, or sheds referred to in clause 4 of the Ordinance are removed within the time fixed.
3. He shall see that the market is kept clean, and that the by-laws and the provisions of the Ordinance are observed by persons frequenting the market and report any infringement thereof to the Chairman.

கடிக்க ம ஆண்டு கக ம இலக்கக் கட்டளைச்சட்டத்தின் வரைவுபாடுகளுக்கு அடக்கமாக மன்னர் டிஸ்திரி க்கின் மாற்கற் சந்தைகளைப்பற்றிய கட்டளைச்சட்டம் அதாவது :—

1. பிரசித்த சந்தைகள் நாள்தோறும் காலமே ரு மணி தொடங்கிப் பின்னேரம் க மணி வரையும் திறந் திருக்கும்.

2. ஒரு பிரசித்த சந்தையில் நிலத்துக்கு வர்டைக கொடுத்துவரும் அல்லது சந்தைக் கட்டிடத்தில் ஒரு சாலையைப் பாவிப்பதற்கு வாடகை கொடுத்துவரும் ஒவ்வொருசாலையுடையவன், கடைக்காரன், அல்லது கொட்டில் கட்டிடம் பாவிப்போன் அவற்றை நாள்தோறும் பெருக்கித் துப்பரவுபண்ணி துப்பரவாய் செளக்கியத்துக் கடுத்த நிலைபரத்திலும் வைத்திருக்க வேண்டும்.

3. ஒவ்வொரு சந்தையிலும் மீன் இறைச்சிகள் விற்பதற்காக உத்தரவுபண்ணப்பட்டுப் புறம்பாக விடப் பட்டிருக்கும் இடங்களில் அல்லாமல் மற்று யிடங்களிலே மீனவை எந்த வசையான இறைச்சியாவது கொண்டுவர வும், விற்கவும், விற்பனவுக்கென்று வைத்திருக்கவுங் கூடாது. அவ்விதம் புறம்புபண்ணப்பட்ட இடங்களில் மீன் இறைச்சி மாதிரிமே வைத்து விற்கலாம்.

4. ஒவ்வொரு சந்தையிலும் தேள்வைக்குத்தக்கதாகச் சாலையைக் கொயிற்றி கூட்டத்தார்தானே நியமித் துக்கொள்ளலாம்.

5. கொயிற்றிக் கூட்டத்தார்தானே தாம் நீதியென்று காண்கிற பொருத்தப்படியும் குத்தகை வாங்குவோ ர் சம்மதித்துக்கொண்டபடியும் கஉ மாதக் காலத்துக்குத் தங்கள் கொயிற்றித் தலைவர் வளியா யக்குத்தகை உறு திகள் எழுதிக்கொள்ளலாம்.

6. வாடகைகள் அல்லது சலார்கள் அவற்றை அறவிடுதற்காகக் கொயிற்றியாரால் நியமிக்கப்பட்ட ஆளிட ம கொடுக்கப்பட வேண்டியது.

7. அப்படிப்பட்ட ஆட்களுக்குக் கொயிற்றியாரால் நியமிக்கப்பட்ட வீதப்படி கழிவு கொடுக்கப்படலாம்.

8. சந்தைக் கட்டிடங்களிலுள்ள சாலையை அல்லது சந்தைக் கட்டளைச்சட்டத்தின் ச ம பிரிவின்படி புற மபாக்கி விடப்படாத மற்று யிடங்களி லிருக்கும் துண்டுகளை கஉ மாதக் காலத்துக்குப் பாவித்தற்கான உரித்தைப் பிரசித்த ஏலத்திலே கொயிற்றித் தலைவராவது அல்லது அவரால் அதிகாரங்கொடுக்கப்பட்ட வேறொருவராவது வி ற்கலாம். கொயிற்றித் தலைவர் தமது பகுத்தறிவின்படி உயர்ந்த கேள்வியாவது குறைந்த கேள்வியாவது ஏற்கலாம், அல்லது எல்லாக் கேள்வியையும் தள்ளியும் விடலாம். ஆனால் ஏற்றுக்கொள்ளப்படும் கேள்விகள் ஒரு சதூ அடி நிலத்துக்கு ஒரு மாதத்துக்கு க சதத்துக்குக் குரையா திருக்க வேண்டும். ஏற்றுக்கொள்ளப்பட்ட கே ள்விக்காரன் பைலோஸ என்னும் ரு ம உபவிதியின்படி வேண்டிய உறுதிகளை எழுதுவித்துக்கொள்ள வேண்டியது.

9. கட்டளைச்சட்டத்தின் ச ம பிரிவின்படி புறம்புபடுத்தப்படாமல் உள்ள தானங்களில் இருக்கும் யா தொரு சாலையை அல்லது நிலத்துண்டை கஉ மாதத்துக்குக் குறைந்த காலத் துக்கு மாதமொன்றுக்கு ஒரு சதூ அ டிக்கு க சத வீதமாகக் கொயிற்றித் தலைவர் வாடகைக்கு கொடுக்கலாம்.

10. எ ம, அ ம, க ம இலக்க விதிகளிற் சொல்லியபடி செய்யப்படும் விற்பனவுக்கும் வாடகைகளின் கண க்குக்கும் விபரம் அடுத்த கொயிற்றி கூட்டத்தில் காட்டப்பட வேண்டியது.

11. கட்டளைச்சட்டத்தின் ச ம பிரிவிற் புறம்புபடுத்தப்பட்டிருக்கும் நிலத்தை வாடகைக்கு வாங்கிப் பா விப்பவர்கள் அந்த கட்டளைச்சட்டத்திற் சொல்லிய காலத்துக்குள்ளே தரீங்கள் கட்டிய கட்டிடங்களைப் பிடுங்கி அ சட்டைபண்ணினால் அல்லது உடன்படாவிட்டால் கட்டளைச்சட்டத்தின் அ ம பிரிவின்படி தண்டத்துக்குள்ளாவா ர்கள்.

இறையாளர் சந்தை.

12. பிரசித்த சந்தையல்லாத இறையாளர் சந்தை வைக்கிறதற்கு உத்தரவுபெறுதற்கு சலார் வருஷ மொ ணுக்கு ரூபாய் க.

பொது விதிகள்.

13. சந்தையிலே அதற்கென்று விடப்பட்டிருக்கும் இடங்களில்லாமல் மற்ற விடங்களில் யாதொரு ஆடு மாடு, பன்றி அல்லது வேறெந்த மிருகங்கையாவது கொண்டிபோகப்படாது. இன்னும் யாதொரு வண்டி, கரத்தைகளை சாமானிற்சும்போது ஏற்றும்போதல்லாமல் மற்றப்படி சந்தை நிலத்தில் ஏங்கேயாகுதல் விட்டுக் கொண்டிருக்கப்படாது.

14. தோர்புரை வியாதிகள்உள்ள யாராகுதல் சந்தையில் யாதொரு சாலையைப் பாவிக்க அல்லது யாதொ ரு சாமானை விற்கப்படாது.

15. சந்தை நிலத்திலாவது அல்லது அந்த நிலத்திலுள்ள கொட்டில் குடிப் முதலிய எந்த கட்டிடத்திலா வது அல்லது அதற்கடுத்த பிரசித்த ரேட்டிலாவது மலம், அழுக்கு, குப்பை முதலியவற்றை எரியவாவது, அல்லது மலசலங்கழிக்கவாவது கூடாது.

16. சந்தை எல்லைக்குள்ளாவது அல்லது அதையடுத்த ரேட்டிலாவது யாதொரு மிருகத்தைக் கொல்ல அல்லது கொன்ற மிருகத்தை உரித்துச் செப்பமபண்ணவுங் கூடாது.

சந்தை காவற்காரர் முதலாயினோர்.

17. சந்தைக் காவற்காரரையும் சோதனைக்காரர்களையும் இன்னும் சந்தையைப் பேணுவதற்காக வேண்டிய வேறு ஆட்களையும் நியமிக்கவும் சம்பளங்கொடுக்கவும் அவர்களைத் தள்ளவும், அவர்களின் கடமையைப்பற்றிய பிரமாணங்களை உண்டாக்கவும் கொயிற்றிக் கூட்டத்தாருக்கு அதிகாரமுண்டு.

18. சந்தைக் காவற்காரரை அல்லது கொயிற்றியாரால் நியமிக்கப்பட்ட யாதொருவரை அவர்கள் கட மையை நியாயமான முறைமையாக நிறைவேற்றுஞ் சமையம் தடைசெய்கிறவர்கள் கட்டளைச்சட்டத்தின் அ ம பிரிவிற் சொல்லப்பட்ட தண்டத்துக்குள்ளாவார்கள்.

சந்தைக்காவற்காரர் முதலியோர் கவனிக்கவேண்டிய பிரமாணங்கள்.

1. சந்தைக் காவற்காரர் சந்தையிலிருந்து அரைக்கட்டைக்குள் குடியிருக்கவேண்டியது.

2. கட்டளைச்சட்டத்தின் ச ம பிரிவிற் சொல்லிய கட்டிடம் கொட்டில் குடிசை நியமிக்கப்பட்ட காலத், தில் பிடுங்கப்படுதோவென்று பார்த்துக்கொள்ளவேண்டியது.

3. சந்தை சுத்தமாக வைக்கப்பட்டிருக்குதோவென்றும் சந்தைக்குவந்து பிளங்குபவர்களால் இந்த விதிகள் அல்லது கட்டளைச்சட்டத்தின் ஏற்பாடுகள் கவனிக்கப்பட்டு வருகுதோவென்றும் பார்த்துக்கொள்ளவேண்டியது. மீதுதுண்டானால் அதைக் கொயிற்றித் தலைவருக்கு அறிவிக்கவேண்டியது.

WITH reference to the *Gazette* notice of September 20, 1889, the following circular despatch, received from the Secretary of State for the Colonies, together with the Order of the Queen in Council referred to therein, is published for general information.

Colonial Secretary's Office,
Colombo, April 27, 1896.

By His Excellency the Governor's command,
W. T. TAYLOR,
Acting Colonial Secretary.

The Right Honourable the SECRETARY OF STATE to the OFFICER ADMINISTERING
THE GOVERNMENT OF CEYLON.

Circular.

Downing street, March 11, 1896.

SIR,—WITH reference to Lord Knutsford's circular despatch of the 13th August, 1889, I have the honour to transmit to you, for information and publication in the Colony under your Government, copies of an Order of the Queen in Council, dated the 22nd February last, respecting the tonnage measurement of ships of the German Empire.

I have, &c.,
J. CHAMBERLAIN.

Enclosure.

At the Court at Windsor, the 22nd day of February, 1896.

Present:—The QUEEN'S Most Excellent Majesty in Council.

WHEREAS by an Order in Council, dated the 23rd day of July, 1889, made by Her Majesty in exercise of the powers conferred upon Her by the Merchant Shipping Act Amendment Act, 1862, Her Majesty was pleased, by and with the advice of Her Privy Council, to direct as follows:—

- (1) As regards sailing ships, that merchant sailing ships of the German Empire, the measurement whereof after the 1st day of January, 1873, has been ascertained and denoted in the registers and other national papers of such sailing ships, testified by the date thereof, shall be deemed to be of the tonnage denoted in such registers and other national papers in the same manner and to the same extent, and for the same purpose in, to, and for which the tonnage denoted in the certificate of registry of British sailing ships is deemed to be the tonnage of such ships.
- (2) As regards steamships, that merchant ships belonging to the said German Empire, which are propelled by steam or any other power requiring engine room, the measurement whereof shall, after the said 1st day of January, 1873, have been ascertained and denoted in the registers and other national papers of such steamships, testified by the dates thereof, shall be deemed to be of the tonnage denoted on such registers or other national papers in the same manner and to the same extent, and for the same purpose in, to, and for which the tonnage denoted in the certificate of registry of British ships is deemed to be the tonnage of such ships. Provided, nevertheless, that if the owner or master of any such German steamship desires the deduction for engine room in his ship to be estimated under the rules for engine room measurement and deduction applicable to British ships instead of under the German rule, the engine room shall be measured and the deduction calculated according to the British rules; and that, in the event of any such steamship possessing a certificate of tonnage or other national paper issued as aforesaid on or after the 20th day of June, 1888, denoting the net registered tonnage of such ship under the British rules, the ship shall be deemed to be of the tonnage so denoted thereon.

And whereas by section 84 of the Merchant Shipping Act, 1894, it is enacted that, whenever it appears to Her Majesty the Queen in Council that the tonnage regulations of that Act have been adopted by any foreign country, and are in force there, Her Majesty in Council may order that the ships of that country shall, without being re-measured in Her Majesty's dominions, be deemed to be of the tonnage denoted in their certificates of registry or other national papers in the same manner, to the same extent, and for the same purposes as the tonnage denoted in the certificate of registry of a British ship is deemed to be the tonnage of that ship:

And whereas it has been made to appear to Her Majesty in Council that the tonnage regulations of the Merchant Shipping Act, 1894, have been adopted by the Government of His Majesty the German Emperor, and such regulations are now in force in the German Empire, having come into operation on the 1st day of July, 1895:

And whereas there still are or may be ships belonging to the German Empire to which the hereinbefore recited Order of the 23rd July, 1889, may apply, and it is expedient not to revoke the same, but to let the said recited Order remain in force so long as there are any ships to which the same may so apply:

And whereas the provisions of section 1 of the Rules Publication Act, 1893, have been complied with:

Now therefore Her Majesty (in pursuance and exercise of the powers hereinbefore mentioned) is hereby pleased, by and with the advice of Her Privy Council, to direct that the merchant ships of the German Empire the measurement whereof shall, after the 1st day of July, 1895, have been ascertained and denoted in the registers and other national papers of such ships, shall be deemed to be of the tonnage denoted in their certificates of registry or other national papers in the same manner, to the same extent, and for the same purposes as the tonnage denoted in the certificate of registry of a British ship is deemed to be the tonnage of that ship.

C. L. PERL.

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WITH reference to the *Gazette* notice of the 15th May, 1893, the following circular despatch, received from the Secretary of State for the Colonies, regarding the screening of ships' side lights, is published, together with its enclosure, for general information.

Colonial Secretary's Office,
Colombo, April 27, 1896.

By His Excellency the Governor's command,

W. T. TAYLOR,
Acting Colonial Secretary.

The Right Honourable the SECRETARY OF STATE to the OFFICER ADMINISTERING THE
GOVERNMENT OF CEYLON.

Circular.

Downing street, March 20, 1896.

SIR,—WITH reference to the Marquess of Ripon's circular despatch of the 12th April, 1893, forwarding copies of Orders in Council, dated the 18th August, 1892, and the 30th January, 1893, modifying the regulations for the prevention of Collisions at Sea, I have the honour to transmit to you a copy of a letter from the Board of Trade, with its enclosures, from which you will observe that the Order in Council of the 30th January, 1893, has been revoked by the new Order in Council of 8th February last, which should be published in the Colony under your Government.

Copies of the report of the Committee on the screening of ships' side lights referred to in the Board of Trade letter are enclosed, but it has not been considered necessary to forward to you the minutes of evidence and appendices, which form a separate and somewhat bulky volume.

I have, &c.,
J. CHAMBERLAIN.

Enclosure.

The BOARD OF TRADE to the UNDER SECRETARY OF STATE.

Board of Trade (Marine Department),
7, Whitehall Gardens, London, S.W.,
March 9, 1896.

No. 3,061.

SIR,—WITH reference to the letter from this Department of the 29th March, 1893, forwarding copies of an Order in Council of the 30th January, 1893, explanatory of Articles 3 and 5 of the International Regulations for the prevention of Collisions at Sea as regards the screening of ships' side lights, I am directed by the Board of Trade to State, for the information of Mr. Secretary Chamberlain, that a Committee was appointed by Mr. Bryce on the 18th March, 1895, to report on the screening of ships' side lights, and I am to transmit herewith a copy of their report, together with the minutes of evidence and appendices.

The Board, upon the issue of the report, decided to adopt forthwith the recommendations numbered 1 to 4 in page 17, and issued interim instructions to their surveyors on the subject, copies of which are forwarded herewith.

Subsequently Her Majesty was pleased, by an Order in Council of the 8th ultimo, to rescind the Order in Council of the 30th January, 1893, above referred to, and I am to transmit herewith copies of the rescinding Order in question, and to suggest for Mr. Chamberlain's consideration that the various Colonial Governments may be so informed, and that the copies of the Board's Instructions to Surveyors and of the Order in Council which accompany this letter may be forwarded to them for their information.

I am to add that the Board of Trade propose shortly to revise their General Instructions to Surveyors with respect to ships' lights on the lines of the suggestions made by the Committee, and that copies of the revised instructions will be forwarded to you as soon as they are published.

I am, &c.,
INGRAM B. WALKER.

Sub-Enclosure No. 1.

At the Court at Osborne House, Isle of Wight, the 8th day of February, 1896.

Present:—The Queen's Most Excellent Majesty in Council.

WHEREAS by an Order in Council made in pursuance of the Merchant Shipping Act Amendment Act, 1862, and dated the 11th day of August, 1884, Her Majesty, on the joint recommendation of the Admiralty and the Board of Trade, was pleased to direct that on and after the 1st day of September, 1884, the regulations contained in the schedule thereto should, so far as regards British ships and boats, be substituted for the regulations contained in the first schedule to an Order in Council made as aforesaid, and dated the 14th day of August, 1879:

And whereas by two Orders in Council made in pursuance of the said Act, and on such joint recommendation as aforesaid, and dated respectively the 30th day of December, 1884, and the 24th day of June, 1885, certain modifications and additions were made to the said regulations contained in the schedule to the said recited Order in Council of the 11th day of August, 1884, as regards British fishing vessels and boats:

And whereas by another Order in Council made in pursuance of the said Act, and on such joint recommendation as aforesaid, and dated the 18th day of August, 1892, certain modifications and additions were made to the said regulations contained in the schedule to the said recited Order in Council of the 11th August, 1884, as regards steam pilot vessels :

And whereas by the said regulations contained in the schedule to the said Order in Council of the 11th day of August, 1884, it is amongst other things provided as follows :—

Article 3—A sea-going steamship when under way shall carry—

- (a) On or in front of the foremast, at a height above the hull of not less than 20 ft., and if the breadth of the ship exceeds 20 ft., then at a height above the hull not less than such breadth, a bright white light, so constructed as to show an uniform and unbroken light over an arc of the horizon of 20 points of the compass, so fixed as to throw the light 10 points on each side of the ship, viz., from right ahead to two points abaft the beam on either side, and of such a character as to be visible on a dark night, with a clear atmosphere, at a distance of at least five miles.
- (b) On the starboard side, a green light, so constructed as to show an uniform and unbroken light over an arc of the horizon of 10 points of the compass, so fixed as to throw the light from right ahead to two points abaft the beam on the starboard side, and of such a character as to be visible on a dark night, with a clear atmosphere, at a distance of at least two miles.
- (c) On the port side, a red light, so constructed as to show an uniform and unbroken light over an arc of the horizon of 10 points of the compass, so fixed as to throw the light from right ahead to two points abaft the beam on the port side, and of such a character as to be visible on a dark night, with a clear atmosphere, at a distance of at least two miles.
- (d) The said green and red side lights shall be fitted with inboard screens projecting at least 3 ft. forward from the light, so as to prevent these lights from being seen across the bow.

And whereas by another Order in Council, made in pursuance of the said Act, and on such joint recommendation as aforesaid, and dated the 30th day of January, 1893, the said regulations contained in the schedule to the said Order in Council of the 11th day of August, 1884, were further modified by the addition to the said recited Article 3 of the provisions contained in the schedule to the said Order in Council now in recital and set out in the schedule hereto :

And whereas the Admiralty and the Board of Trade have jointly recommended to Her Majesty that the said recited order in Council of the 30th day of January, 1893, should be rescinded to the intent that the modifications and additions made to the said recited Article 3, and set out in the schedule hereto, should no longer continue in operation :

And whereas Her Majesty was pleased, by and with the advice of Her Privy Council, on the 12th day of December, 1895, by a *Provisional* Order within the meaning of the Rules Publication Act, 1893, to rescind the said Order in Council of the 30th January, 1893 :

And whereas the provisions of section 1 of the Rules Publication Act, 1893, have been complied with :

Now therefore Her Majesty, by virtue of the powers vested in Her by the Merchant Shipping Act, 1894, and by and with the advice of Her Privy Council, is pleased to rescind the said recited Order in Council of the 30th day of January, 1893, and to direct that from the date of this Order the provisions contained in the schedule to the last-mentioned Order and to this Order shall cease to be in operation, and the said recited Article 3 of the said regulations contained in the said Order in Council of the 11th day of August, 1884, shall have effect as if the said Order in Council of the 30th day of January, 1893, had never been made.

C. L. PEEL.

SCHEDULE.

(e) To ensure that the red and green side lights shall show an uniform light from right ahead of the ship to two points abaft the beam on the port and starboard sides respectively, and shall not show across the bow of the ship itself; the said lights must be fixed and the screens fitted, so that the rays from the red and green lights shall cross the line of the ship's keel projected ahead of the ship at a reasonable distance ahead of the ship.

With regard to all vessels whose lights are inspected by the officers of the Board of Trade the red or green side light will not be deemed to be fixed and fitted in accordance with the regulations unless it is so fixed and screened that a line drawn from the outside edge of the wick to the foremost end of the inboard screen of such light shall make an angle of 4 degrees or as near thereto as may be practicable with a line drawn parallel with the keel of the ship from the outside edge of the wick.

Sub-Enclosure No. 2.

To the Right Honourable the PRESIDENT OF THE BOARD OF TRADE :

November 13, 1895.

SIR,—IN compliance with the Minute of the 18th March we have considered :—

1. Whether the rule laid down in the Order in Council of January 30, 1893, is in accord with, and calculated to secure compliance with, the requirements of Articles 3 and 15 of the International Regulations for Preventing Collisions at Sea, as to the fixing and screening of the side-lights of vessels.

2. Whether it is desirable in the interests of safety, and in order to secure due compliance with the above-mentioned Articles, that any, and what, alterations should be made in the instructions issued by the Board of Trade to their surveyors in the matter.

The Order in Council of January 30, 1893, in order to explain the Regulations contained in the schedule to an Order in Council of August 11, 1884 (which are known as the International Regulations), modifies them by the addition to Article 3 of the following provision:—

“To ensure that the red and green side-lights shall show an uniform light from right ahead of the ship to two points abaft the beam on the port and starboard sides respectively, and shall not show across the bow of the ship itself, the said lights must be fixed, and the screens fitted, so that the rays from the red and green lights shall cross the line of the ship’s keel projected ahead of the ship at a reasonable distance ahead of the ship.

“With regard to all vessels whose lights are inspected by the officers of the Board of Trade, the red or green side-light will not be deemed to be fixed and fitted in accordance with the Regulations, unless it is so fixed and screened that a line drawn from the outside edge of the wick to the foremost end of the inboard screen of such light shall make an angle of 4 degrees, or as near thereto as may be practicable, with a line drawn parallel with the keel of the ship from the outside edge of the wick.”

It is, therefore, no part of the duty of this Committee to consider whether any amendment of the International Regulations be desirable, nor does the provision just quoted profess to effect any alterations in, but only to explain, the previous Order in Council. But it is clear that the later places an interpretation on the earlier Order, and further proceeds to decide a question of fact raised by such interpretation. The Order of January, 1893, declares, in effect, that, according to the true construction of the Regulations, and in order to comply with them so understood, the rays from the red and green lights must cross the line of the ship’s keel projected ahead of the ship at a reasonable distance from the ship; and, secondly, it determines what is such reasonable distance by ordering that the lights shall be screened to an angle of 4 degrees, or as near thereto as may be practicable, from the outside edge of the wick. The question at issue, and that to which all discussion on the interpretation of the Articles in question leads up, is at what angle, with regard to the light, should the screen be placed? It is, therefore, necessary, in the first place, to endeavour to ascertain how far the language of the International Regulations affords guidance on the subject.

Article 3 (a) provides as follows:—

“A seagoing steamship when under way shall carry—

“On or in front of the foremast at a height above the hull of not less than 20 ft., and if the breadth of the ship exceeds 20 ft., then at a height above the hull not less than such breadth, a bright white light, so constructed as to show an uniform and unbroken light over an arc of the horizon of 20 points of the compass, so fixed as to throw the light 10 points on each side of the ship, viz., from right ahead to two points abaft the beam on either side, and of such a character as to be visible on a dark night with a clear atmosphere of a distance of at least five miles.”

This Article prescribes the construction, the position, and the character of the light, that is to say, the construction and position of the lantern with the light, or source of light, within it, and the character or power of that source of light. The lantern is to be so constructed as to show an uniform and unbroken light over an arc of the horizon of 20 points. It is obvious that this is intended to be secured by the width of the aperture containing the glass lens, or, in other words, that the edges of the frame containing the lens shall, by their relation to the source of light, allow that light to be uniformly exhibited over 20 points of the compass. Next, the position of the lantern is to be such that these 20 points are the 20 points from two points abaft the beam on one side, round, and ahead of, the ship to two points abaft the beam on the other side. The construction of the lantern determines the magnitude of the equally illuminated arc; the position of the lantern determines the situation of that arc. We need not at present concern ourselves with the power of the light.

Then follow provisions as to the side-lights clearly intended to be consonant with those as to the masthead light.

Article 3 (b) provides as to the green light, Article 3 (c) making a corresponding provision as to the red light, as follows:—

“On the starboard side, a green light so constructed as to show an uniform and unbroken light over an arc of the horizon of 10 points of the compass, so fixed as to throw the light from right ahead to two points abaft the beam on the starboard side, and of such a character as to be visible on a dark night with a clear atmosphere at a distance of at least two miles.”

It would seem indisputable, but it is most important to observe, that, as in the case of the masthead light, the lantern of the green lamp is to be so constructed as to determine the magnitude of the arc over which an uniform light is to be exhibited. It is to show such a light over 10 points, and 10 points only, of the horizon. Then it, and the corresponding red light, are so to be placed that together they exhibit their light uniformly over 20 points of the horizon, clearly the same 20 points as are illuminated by the uniform strength of the masthead light, as the limits abaft the beam are identical.

The question has been much discussed whether the words “right ahead” in Article 3 (b) and (c) mean ahead of the light or ahead of the ship. The Committee think it probable that the framers of the Article did not intend to draw any distinction between ahead of the lamp and ahead of the ship, did not consider that the phrase “right ahead” should be limited to the line of the ship’s keel projected, and treated anything within the space formed by two lines parallel with the keel and separated by the breadth of the beam as ahead of the ship. But the question does not appear to be of practical importance. When once it is understood to be directed that by means of the relation between the two edges of the lens and the source of light in the lantern, the exhibition of the light in its full volume shall take place over an arc of 10 points, neither more nor less, it is obvious that, strictly and

theoretically, a direction that the full light shall be exhibited from right ahead of the stem of the ship to two points abaft the beam of the ship cannot be complied with, nor if right ahead be understood to mean right ahead of the lamp, can the direction be complied with unless the lamp be placed precisely amidships. It cannot have been intended that such a position should be the only permissible position of the light. The inference is that the terms of the rule are to be followed only with the best practicable exactness; and they certainly are so complied with, if, wherever, on or near the ship's bulwarks, the light is exhibited, the full volume of light is thrown forward in a line parallel with the keel of the vessel. So placed, the two side lamps will together, so far as is possible, show their full volume of light over the same 20 points as those over which the full light of the masthead light is exhibited. Of course if the lights be placed even, as possibly in some cases originally they were placed, at the stem of the vessel, the full light will not be shown within a space ahead of the ship equal to the breadth between the lights, but on whatever part of the ship's side the lamp be placed, so much of the light will be seen on a centre line from the ship's stem at no great distance from it as to have practically the same effect as the whole.

It is obvious, however, that if the red and green lights respectively throw a uniform or full light over two equal arcs of the horizon, such arcs meeting, or nearly meeting, right ahead of the ship, not the whole, but a part, of the lights of the two lamps must cross somewhere on a projected line of the ship's keel. Article 15 indicates, and the same thing will be presently shown to have been the express object of those by whom screens were first introduced, that both lights should not be seen at the same moment from any direction but that of right ahead, or, in other words, when the lights are exhibited by a vessel approaching end on or nearly end on. Unless the area within which both lights are visible be closely limited, it is clear that this object would be frustrated, and that those on board a vessel seeing both lights of another would have imperfect information as to her direction, and would be ignorant how, with regard to her, their own course should be directed.

It was therefore provided by Article 3 (d) :—

“The said green and red side lights shall be fitted with inboard screens projecting at least 3 ft. forward from the light, so as to prevent these lights from being seen across the bow.”

Now, from these words, can it be gathered in what position the screens should be placed as regards the lights, that is to say, the sources of light in the lanterns? The Committee think that it can. It is in their opinion clear that no part of the screen must impede the full light being seen ahead where otherwise it would be exhibited, or, in other words, the foremost end of the screen must not pass a line drawn from the inside edge of the source of light parallel to the keel, because, if it does, the preceding provision as to the uniform light of a lamp in the prescribed position being seen over 10 points of the horizon is infringed. That gives the extreme permissible limit of the foremost end of the screen outwards from the ship. As regards its position in the reverse direction, or away from the source of light, there is no express provision. But the object being, as has been said, to confine the area within which both lights can be seen, it would seem, in the absence of directions to the contrary, that the arrangement which limits it most closely is the one intended. Again, the minimum length of the screen is prescribed. It is to be at least 3 ft. long. Unless the position of the screen as regards the light be postulated this is a meaningless provision; and the reasonable conclusion would appear to be that it was assumed that the edge of the screen would, like the edge of the lens, be in a line with the edge of the source of light and parallel with the keel. In that view, the provision is intelligible and consistent. The screen is not to prevent any part of the full light being seen ahead, but, without doing this, it is to cut off as much of the crossing light as can be intercepted by a screen of at least 3 ft. long, the discretionary extension of length beyond 3 ft. being, probably, intended to meet special cases. Its foremost edge, therefore, must be in a line right ahead, or parallel with the keel from the inner edge of the source of light.

It was said above that a lamp showing a full light with theoretical exactness ahead of itself in a line parallel with the ship's keel will show a light of almost the same power ahead of the stem at a short distance from it. It will do nearly the same thing even if screened as just suggested. The Committee have thought it desirable to make careful experiments on this point, and the result, beyond question, is that lights so screened* are in every case seen in their full strength ahead of the lamp, and, at distances of and over 500 yards, are seen in full, or almost full, strength on the line of the ship's keel projected, and, to anyone approaching the ship on that line, remain clearly visible to a distance of about 60 yards from the lamps themselves. The electric light† so screened can be seen at 500 yards, and upwards, in full strength on the centre line, and remains visible, as the ship is approached, on that line to about 55 yards from the lamps. It has been urged, with regard to the finer degrees of screening, that there would be produced in front of the stem a space within which no light would be visible, which has been, in popular language, described as a “dark lane.” It is clear from the results of the experiments of the Committee that the mode of screening recommended by them will, in fact, create no such dark lane. Within every distance that is material, the lights on a vessel remain perceptible on a projected line of her keel.

The Committee have up to this time used the phrase “source of light” in order not to prejudice the question whether, in an oil lamp, the position of the screen should be regulated with regard to the wick or its flame. But, at this point, they may conveniently say that, though authorities deserving respect have considered that the flame should be treated as the source of light, they see no reason to differ from the view of the Board of Trade that the wick may, for practical purposes, be so treated. The breadth of the flame beyond the wick of an oil lamp varies so

* The experiments were conducted with a wick 15-16th of an inch broad, placed at an angle of 44° from the line of the keel, and a screen 3 ft. long from the wick, and a distance of 45 ft. between the lamps. See appendix 9.

† See appendix 12.

considerably in different lamps, and under changing circumstances, that it would be difficult, if not impossible, to frame a workable rule in reference to it, and the Committee do not think any theoretical error of sufficient practical importance to render it necessary to make the attempt. The wick, in an oil lamp, may, therefore, be treated as the source of light, and will be hereinafter so referred to.

The Committee think that the interpretation of Article 3, which commends itself to their minds, derives material support from reference to the earlier Orders in which the regulations were embodied.

Attention was drawn to the want of a uniform system of night signals for steamers by the reports of a Committee of the House of Commons and a Royal Commission in 1831 and 1836, and the general adoption of side-lights was recommended in a report made to the Board of Trade in 1839.* On the 11th of July, 1848, the Admiralty, under the powers of the Act 9 & 10 Vict. c. 100, made an Order† which, so far as is material in regard to the masthead and side-lights of steamships under weigh, and the screening of side-lights, was as follows :—

“(1) The masthead light to be visible at least 5 miles in a clear dark night, and the lantern to be so constructed as to show an uniform and unbroken light over an arc of the horizon of 20 points of the compass, viz., from right ahead to two points abaft the beam on each side of the ship. (2) The coloured side-lights to be visible at a distance of at least 2 miles in a clear dark night, and the lanterns to be so constructed as to show an uniform and unbroken light over an arc of the horizon of 10 points of the compass, viz., from right ahead to two points abaft the beam, on their respective sides. (3) The side-lights to be, moreover, fitted with inboard screens of at least 3 ft. long to prevent them from being seen across the bow. The screens to be placed in a fore-and-aft line with the inner edge of the side-lights.”

Before the promulgation of this Order the Admiralty had issued a paper,‡ which is of importance as an authoritative statement explaining the purpose and effect of screens at their first introduction. It was pointed out in this document that the objects of lights are to indicate not only whether an approaching vessel be a steamer, and whether she be under weigh, but also the direction of her head, and diagrams were subjoined showing the masthead light and the red and green lights, and then the paper proceeds to say :—

“The manner of fixing the coloured lights should be particularly attended to. They would require to be fitted each with a screen of wood or canvas on the inboard side, in order to prevent both being seen at the same moment from any direction but that of right ahead. This is important, for without the screens (a principle first introduced with this plan) any plan of bow lights would be ineffective as a means of indicating the direction of steering.”

On the 1st of May, 1852,† under the powers of the Act 14 & 15 Vict. c. 79, the Admiralty again issued orders on the subject of ships' lights. The only alteration other than verbal which it is material to observe is that the direction, “the screens to be placed in a fore-and-aft line with the inner edge of the side-lights,” was omitted.

On the 5th March, 1858,‡ revised regulations were issued by the Admiralty, which differ only verbally from those previously in force. For them were substituted regulations practically identical as to screening in 1862; and from that time until the Order in Council of January, 1893, no change was made in the regulations on this subject.

It would seem, therefore, clear that from 1849 to 1893 the regulations as regards side-lights and their screening were intended to be in effect the same. We find that at all times the magnitude of the arc on the horizon over which an uniform light is to be shown is to be determined by the construction of the lantern; and we find also that, on the first introduction of screens, their object was to prevent “both lights being seen at the same moment from any direction but that of right ahead,”§ and that this was to be accomplished by the direction, “the screens to be placed in a fore-and-aft line with the inner edge of the side-lights.”¶ It appears to the Committee impossible to avoid the inference, that the intention of this direction was that the screens should be placed so as to intercept as much of the cross light as possible consistently with the full light being thrown ahead.

Two views differing from the interpretation which the Committee place on the language of the regulations have been maintained.

Both of these views rest on the construction placed on the words “so as to prevent the light from being seen across the bow.”

The advocates of the first view understand the words “the light” to mean not the full light only but any rays of it, and the words “across the bow” not to be limited to a point on the stem of the vessel but to extend to all distances ahead of the stem. Accordingly they contend that the lights must be screened in a line parallel with the keel from the outer edge of the wick. But to this view there appears to be the grave objection that it renders Article 3 (d) inconsistent with (b) and (c). If the light be so screened its full power will not be exhibited right ahead either of the lamp or the ship, and the ten points over which the uniform light is to be shown is reduced. It may indeed be said that Article 3 (d) is to be read as modifying (b) and (c). But the language is not apt for that purpose. It is clear that the prescribed length of the screen is to promote the stated object of the provisions. But if the whole wick be screened the longer the screen the less the area of obscuration ahead.¶ Again: there are practical objections to such a mode of screening which appear to render the interpretation on which it is based improbable. In this case there is no doubt a space within which no light can be seen, or, what has been called, a “dark lane” ahead of the ship. Different views may be entertained of the weight of the practical objections to it, but it is difficult

* Questions 6 and 7.

† See appendix 1, No. 1.

‡ See questions 10 to 13.

§ See question 13.

¶ A sketch illustrating this will be found in appendix 22.

to suppose that the framers of the regulations, when they said that the lights should not be seen across the bow, meant that neither light should be seen ahead of it. The Committee do not dwell longer on this view because it has not received any general support.

The second view, in order to avoid inconsistency between Article 3 (d) and (b) and (c), suggests that the words "to prevent the lights from being seen across the bow" mean from being seen across the bow at the stem, and that, therefore, a screen would comply with these provisions of the Article if it prevented the most convergent rays of light being seen at the actual head of the vessel. This interpretation has received the sanction of Law Officers of the Crown, and it is probably the construction upon which the present Order in Council is based. But the Committee not only feel the greatest difficulty in limiting the phrase "across the bow," well understood as it is in ordinary use, to a special meaning of a line crossing the actual stem, but other arguments appear to them to militate against the above view. If the intention was only to prevent the light being seen at the stem it would have been easy to have said so, and unnecessary to have prescribed any length for the screen. It is an even more forcible consideration that no responsible authority has, so far as the Committee are aware, yet advocated the light crossing at the bows of the vessel. On the contrary, the terms of the present Order, and the discussions which led up to it, repudiate such a practice.

The Committee now turned to the Instructions to Surveyors which were issued by the Board of Trade in order to secure compliance with the Regulations for Preventing Collisions at Sea. The first of them appeared in 1868,* and successive Instructions, each superseding the former, were issued in 1872, 1875, 1879, 1884, 1887, and 1891. In 1868 the attention of the authorities of the Board of Trade was called to the difficulty which existed in determining how the screens should be fixed and to the diversity of practice which prevailed as to the angle at which the side-lights were screened. After consultation with the Admiralty and with the Trinity House, Instructions, accompanied with diagrams, were issued by the Board of Trade in September, 1868. The terms of these Instructions, so far as is material in reference to this present question, were repeated with only one significant variation, and the diagrams without variation, until Instructions similar to those at present in force were issued in 1892. It may be doubted whether the conditions of the question presented themselves very clearly to the minds of the framers of the earliest Instructions. The problem is thus stated in language that is certainly obscure and even self-contradictory: "The real points to be studied in fixing and arranging the inboard screens appear to be—

"*First*.—To ensure that the rays of the red and green side-lights do not cross each other immediately on leaving the ship, nor at all more than is possible;

"*Secondly*.—To ensure that the distance ahead within which neither light is seen is not greater than can be avoided."

Of these two requirements the former would seem to insist on the dark space ahead of the ship being as large, the second on its being as small as possible. The Instructions proceeded to direct that the screens should obscure the light in a line parallel with the keel from the inner edge of the lens. Now, had the lamps been constructed as in strictness they should have been, that is to say, with the inner edge of the lens in a line parallel with the keel in relation to the inner edge of the wick, such an Instruction would have ensured uniformity, and would have produced the results which the Committee think were intended by the Regulations for Preventing Collisions at Sea.†

But it is remarkable that, though the Instructions prescribed screening to the inner edge of the lens, nothing was said from which the position of the inner edge of the lens relative to the wick was to be gathered. It is difficult to suppose that unless it was assumed that the edge of the lens had some fixed relation to the source of light there should have been such an omission, or that it should have escaped observation that, with that relation left undetermined, the Instructions would fail to give any direction of utility to the surveyors, or to produce uniformity in the effect of screening. The obvious inference is that originally it was taken for granted that the edge of the lens would be in a line drawn parallel with the keel from the inner edge of the wick, and this inference is strengthened by the fact that in the editions of the Instructions issued in 1875, 1879, and 1884, and not altered till 1887, the following direction occurs:—"Surveyors will probably find that if the inboard edge of the wick touch a line that is parallel with the keel of the ship, and that cuts the outer edge of the forward end of the inboard screen, the rays will cross suitably. Surveyors should give this subject their serious consideration." We have been assured‡ that this is a printer's error of "wick" for "lens," but the acceptance of this view leads the Committee to think that no distinction between the two was supposed to exist. No doubt the diagrams and text illustrated by them, which remained unchanged throughout, tend to indicate, though imperfectly, that a screening to the inner edge of the lens was intended, and that the inner edge of the wick was not contemplated as being, necessarily at least, in a direct fore-and-aft line with it. We have, however, been informed§ by a naval officer, whose attention was specially directed to this subject in 1868, and who was in communication with the Board of Trade after that date, that he understood that, at that time, the responsible advisers of the Board agreed with his own view, that the screening should be to the inner edge of the wick. And, unless for this purpose, the terms "wick" and "lens" were considered convertible, it is not easy to see how such an error escaped immediate observation, and, certainly the direction to the surveyors would have been too inexact to serve the purpose it professed to accomplish. Further, it is

* See appendix 1, No. 2.

† See evidence of Mr. Corry, questions 1257 and 1287; and Mr. Harvie, questions 3677-9.

‡ Evidence of Sir Digby Murray, questions 64, 209. See also evidence of Mr. Ramsay, question 742; and of Captain Chalmers, question 904.

§ Evidence of Vice-Admiral Colomb, question 2548.

clear that any discrepancy between "wick" and "lens" remained unnoticed for twelve years, and through two renewed editions of the Instructions. During that time many of the surveyors must have directed screening to the inner edge of the wick without correction from their superiors. It would also appear, from answers to questions addressed by ourselves, that several leading firms of shipowners* and a lamp maker of the greatest experience,† as well as practical seamen,‡ were, and still are, under the impression that, before the present Order in Council, the Instructions directed screening to the inner edge of the wick, a belief apparently shared by at least one foreign country.§

In 1887 the whole sentence just quoted, containing the directions as to screening to the inside edge of the wick, was withdrawn from the Instructions then issued. The same indication as before was given by the diagrams and the accompanying text, as to screening to the edge of the lens. Further, a table was introduced showing the distances at which the most convergent rays would cross in vessels of 20 and 40 ft. beam respectively, with different lengths of screens and different positions of the most convergent ray of light in the lamp in regard to what was termed "the line of reference," that is to say, a line drawn through the inner edge of the lens parallel with the keel. But nothing was said to guide the decision of the surveyor as to what length of screen, or what distance of the most convergent ray from the line of reference, should be selected, and so no guide as to the angle of screening was afforded. It would appear, therefore, that the principle of screening to the inner edge of the wick at one time, though perhaps imperfectly, apprehended, had been forgotten, or departed from, and no other principle, determining the angle of screening, adopted in its place.

It was the natural result, and beyond question was the case, that under the Instructions in force before the present orders, great variety of screening prevailed.¶ The facts as to the actual screening in force before the present Order in Council have received much investigation, and the result would appear to be that, while in many instances and specially in the cases of vessels of high class, and belonging to wellknown lines of steamers, a finer angle than the 4 degrees prescribed by the present Order existed; in a very great number of vessels the screening was at a greater angle. We were informed by Sir Digby Murray¶ that in the case of lamps of the pattern in use previous to 1892, screening to the inner edge of the lens would give an angle equivalent, in the mean, to one not exceeding 4 degrees from the outer edge of the wick. The Committee are inclined to think that in many, perhaps the majority of cases, sailors believed that the lights were screened more finely than in fact was the case, and that the light from the side-lights was seen but little across the path of the vessel. It may well be that similar beliefs were entertained by surveyors of the Board of Trade, and that for this reason the great divergence of practice failed to attract the attention which it would otherwise have excited.

The regulations for preventing collisions at sea assumed an international character by virtue of an agreement between England and France in 1862, and a very large number of the Powers subsequently acceded to them. The International Marine Conference assembled at Washington in October, 1889. As regards the screening of side-lights, the Conference did not recommend any alteration of the International Regulations, but they passed a resolution in the following terms:—"Side-lights should be so screened as to prevent the most convergent rays of the light being seen more than half a point across the bow."** The authority of this resolution is invoked by those who advocate the degree of screening enforced by the Order in Council of January, 1893. But a perusal of the proceedings of the Conference will show that it was not so much the proper angle of screening that was insisted on, as the necessity of some of the rays of light crossing at some point ahead of the vessel, and the advantages of an uniform rule on the subject. Indeed, it would appear that the Conference proceeded in the belief that the Board of Trade had laid down a rule that the rays should not cross at a less distance from the ship than five†† times a breadth of the beam, and based the half point recommended by them on their view of these Instructions, whereas no such direction was, as we have seen, issued by the Board of Trade, and in fact the figures in the table above described give a result varying from $5\frac{1}{4}$ to $13\frac{1}{2}$ beams, the average being about $8\frac{1}{2}$ beams. But the actual angle of screening was clearly not considered of importance. The representative of Germany, by which Power the resolution was proposed, appears to have said‡‡:—"If half a point would not be acceptable to any of the Governments, I think it would be very easy to alter it accordingly, or so as to make it one point. I would state here that it really makes but very little difference whether the limit is given at half a point or a point, or a point and a half, if only one can rely upon it that in every ship the limit is complied with." The representative of France said§§: "Two systems are in the are in the presence of each other, one in which the lights do not cross except at an infinite distance, the other when the lights cross at a defined distance. But what matters the system provided the solution be uniform?"

The present Order was issued on January 30, 1893. At the close of that year it was with other matters submitted to the consideration of a Departmental Committee of the Board of Trade, consisting of persons of high authority. The Committee reported,¶¶ on December 8, 1893: "We consider that the rule now in force under the Order in Council of January, 1893, merely confirms the previous practice of the Board of Trade, and that the method of measurement now laid down is better calculated to ensure uniformity of screening, and as this practice has up to the present time worked well we see no necessity for the rule being altered. At the same time we desire to point out that no strict uniformity of the angle at which the full strength of the lights is in practice

* Appendix No. 19.

§ Parl. Paper, C 6869, pp. 137, 138.

** Parl. Paper, C 6255, p. 198.

† Evidence of Mr. Harvie, 3565.

‡ See questions 283-6.

†† See question 3185.

‡ Questions 2033, 2953.

¶ Questions 73, 105, 4920, 5057-9.

‡‡ Parl. Paper, C 6255, 189.

§§ Parl. paper, C.6255, p. 197.

¶¶ See appendix 1, No. 4.

visible is possible so long as a great variety of patterns of lamps are in use, and in view of this fact, as well as of the great improvements which have been and are being made in the construction of lamps and in the power of illuminants, and of the great increase in the size and speed of ships, we think that the Board of Trade should in certain cases, upon the request of the shipowner, have power to allow the angle of screening to be reduced to 3 degrees, or in special cases to even less than that angle."

It will be seen, therefore, that, though following different paths of reasoning, the Committee find themselves in agreement not only with the framers of the Order of January 30, 1893, but with the Washington Conference, and the Committee just referred to, to the effect that, under the International Regulations, some portion of the rays from the side-lights must cross at some point directly ahead of the stem of the vessel. They further agree with the principle carried out by the Order of January 30, 1893, of fixing the position of the screen by relation to the wick.

Proceeding on their view of the interpretation of the International Regulations, the Committee find themselves at variance with the practical conclusion of the present Order to the extent of the difference between a screening of 4 degrees from the outside edge of the wick and a screening from the inside edge of the wick, a difference which with an inch wick and a 3-foot screen amounts to about two degrees and a half. But the Committee do not consider that the Washington Conference, or the Committee of 1893, gave the weight of their authority so completely to any particular angle of screening, though no doubt both bodies approved a degree of screening broader than that which commends itself to the Committee, as to impress the Committee with the sense of serious difference from them on this point.

The Committee would, however, have hesitated to attach to the International Regulations the sense which they have suggested, had it failed to commend itself, in its practical application and consequences, to the minds of men of nautical knowledge. The Committee are also the more anxious to bring the matter to the test of practical experience, because, if they have the misfortune to differ from the construction of the regulations adopted in the Order in Council under consideration, it will be observed that the only conclusion drawn by the framers of the Order from their interpretation of the regulations is that "the rays from the red and green lights shall cross the line of the ship's keel projected ahead of the ship at a reasonable distance ahead of the ship." What then, is such a reasonable distance, and how is its attainment to be regulated? The answer supplied by the Order is that the rule should be contained in a direction to screen at an angle of 4 degrees from the outside of the wick, and the question arises, is this the best angle of screening?

The Committee have given the most careful consideration in their power to the question presenting itself to them in this form.

The question confines itself practically within narrow limits. The authority of the Order is given to an angle of 4 degrees from the outside of the wick. It may be safely said that, with the exception of the Washington Conference, no important authority has countenanced any broader angle than this. On the other hand, although a screening which obscures a part or the whole of the wick from being seen from right ahead of it has found favour with some persons of experience, the Committee consider it not only excluded by the terms of the Regulations, but also not supported by sufficient weight of practical authority to necessitate prolonged consideration.

The Committee entertain no doubt that as between a broader and a finer mode of screening the balance of nautical knowledge and experience is in favour of the finer. It cannot be doubted that the present Order in Council was received, and is regarded, by shipowners, and by those practically engaged in navigation, with general disapproval. We have investigated this point with care, and the evidence before us has placed the fact of this disapproval, in our opinion, beyond question.

It is said, however, that this disapproval, general as it may be, rests on a mistaken appreciation of the facts, and that in reality the degree of screening prescribed by the present Order is a finer, and not a broader, angle than that in very many, or even the majority of, cases previously existing. There is no doubt great force in this observation. As was said above, the Instructions of the Board of Trade before the present Order were not calculated to produce, and did not produce, uniformity. The Committee do not doubt that many shipowners, many masters, and many pilots were unaware of the angle of screening of the vessels they owned or navigated; it was indeed, a widespread belief that the side-lights were not seen on the opposite bow. But the Committee are nevertheless not disposed to undervalue the general opinion of men of practical experience when, though perhaps for the first time, the matter is brought clearly to their attention, and sufficient time has elapsed to allow opinion to be fairly formed upon it.

The points at issue have been subjected to much practical discussion, but the result may be stated shortly.

One main consideration appears to underlie the views of those who advocate a screening as broad as 4° from the outside edge of the wick, and especially of the advisers of the Board of Trade. It is that with a finer screening each of two vessels approaching each other on opposite and parallel courses might see only one light of the other, and yet the two vessels keeping their courses would collide. Thus, it is said, would arise a position of danger in which the International Regulations afford no guide. Nay, more, the inference from them—correctly, it is contended—expressed in the well-known verses of Mr. Thomas Gray:—

Green to green, or red to red,
Perfect safety, go ahead;

would become mistaken and misleading. A vessel having the green light of another vessel opposed to her own green light would not be in perfect safety if the courses of both vessels remain unaltered.

In support of this argument reference is made to the 15th Article of the International Regulations. That Article provides :—

“If two ships under steam are meeting end on, or nearly end on, so as to involve risk of collision, each shall alter her course to starboard, so that each may pass on the port side of the other.

“This Article only applies to cases where ships are meeting end on, or nearly end on, in such a manner as to involve risk of collision, and does not apply to two ships which must, if both keep on their respective courses, pass clear of each other.

“The only cases to which it does apply are, when each of the two ships is end on, or nearly end on, to the other; in other words, to cases in which by day each ship sees the masts of the other in a line, or nearly in a line, with her own; and by night to cases in which each ship is in such a position as to see both the side-lights of the other.

“It does not apply by day to cases in which a ship sees another ahead crossing her own course; or by night to cases where the red light of one ship is opposed to the red light of the other, or where the green light of one ship is opposed to the green light of the other, or where a red light without a green light, or a green light without a red light, is seen ahead, or where both green and red lights are seen anywhere but ahead.”

In view of this Article it is argued that the position of ships with regard to each other which imposes by day the obligation on each to port is intended to impose the same obligation by night, but that the latter obligation will not arise unless the lights be so screened that two vessels see both lights of each other in every case in which by day-light they would be visibly end on, or nearly end on. Then it is said that vessels approaching each other at angles up to and including 4 degrees would in daytime be considered by competent navigators end on or nearly end on, and so should port.

What is substantially the same argument has been forcibly expressed* in the following form :—
“Let me put two questions. A. is a steamship steering due W.; B. is a steamship two degrees on A.'s starboard bow, and steering E. two degrees S., *i.e.*, directly for A. Are these two ships meeting end on or nearly end on? Again, A. is a steamship steering due W.; B. is a steamship four degrees on A.'s starboard bow and steering E. four degrees S. Are these two ships meeting end on or nearly end on? In my opinion in both cases the answer should be in the affirmative, and both ships should port.”

The Committee do not doubt that, speaking generally, it is the intention of the regulations that the direction to port imposed on ships in a certain position by day should apply to ships in the same position by night. It is they think also beyond question desirable, were it practicable, that the regulations should be so applied as to direct the course of a ship in every position of danger, but should not affect them when in positions free from risks of collision, still less convert positions of safety into positions of danger. But it would appear that in the case of vessels approaching each other end on, or nearly end on, this ideal is, in theory at least, unattainable for the reason that, as we have seen, the side-lights must cross somewhere ahead of the ship. If a screening as broad as four degrees be adopted, the cases in which vessels approaching each other on parallel and opposite courses, but not each seeing both lights of the other, would, if they keep their courses, come into collision, are rare, but, with vessels of extreme breadth, they exist. On the other hand, with that screening, there are cases in which two vessels so approaching each other would see both lights of each other, and yet, if they keep their courses, would pass clear. If a finer screening than four degrees be adopted, the former class of cases—namely, those in which a strict keeping of the course would involve risk—becomes more numerous; but, on the other hand, the latter class—namely, those in which an alteration of the course introduces risk—become, correspondingly, less numerous. These results are, in theory, inevitable so long as side lights cross in the line of the ship's path.

Again, dealing with the specific instances of vessels approaching each other above quoted, the matter resolves itself into this, that unless the position of “end on or nearly end on” be exactly defined, it is always possible to put cases of vessels approaching each other at certain angles, and to raise the question whether under such circumstances they should port. No doubt, if the answer be in the affirmative with regard to vessels so meeting at night, it is tantamount to saying the lights should be screened so that both should show at that angle; but in the absence of any authoritative guidance at what angle of bearing from each other vessels should port at night, the matter is carried no further. And as the breadth of vessels differs greatly, there remains the consideration that no such angle can be fixed without its being either in many cases more than is needful, or in some cases less than perfect safety may, in theory, be supposed to require.

Of the two dangers, that incident to broad screening of two ships which would, if they kept their courses pass clear of each other, being brought into a position of risk by porting, and that incident to fine screening of two ships approaching on opposite courses, and coming into dangerous proximity, the great majority of sailors appear to think the latter the less formidable. The Committee share that opinion. It seems to them hardly conceivable that two ships, each seeing the green light of the other slightly on her starboard bow, should advance on opposite courses so exactly as to bring their starboard sides into collision when a slight touch on the starboard helm of both or either would carry them clear. It is true that the regulations do not prescribe the use of the starboard helm in such cases. But it is never to be forgotten, and the regulations themselves prescribe (Articles 23 and 24), that in obeying and construing them “due regard shall be had to all dangers of navigation,” and that nothing in them “shall exonerate any ship from the consequences ... of the neglect of any precaution which may be required by the ordinary practice of seamen or by the special circumstances of the case.” The Committee do not doubt that the ordinary practice of seamen would prescribe the use of the starboard helm when necessary to avert

* Question 4931.

collision in the supposed case. On the other hand, the Committee think that reasonable apprehensions arise in the case of a screening of side lights as broad as four degrees. There is imposed on ships the obligation of crossing each other's bows, and this is a proceeding necessarily of extreme risk, especially when the vessels are at no great distance from each other and moving at a high rate of speed. Stress has also been laid by pilots and others on this risk in narrow waters, and it has been strongly urged that, in such situations especially, the speedier indication of a change of course afforded by finer screening is of great value. It may be that in the case of some rivers special regulations and the practice of local pilots go far to render the regulation of porting to both lights inapplicable or unnecessary. But there are many places in which ships in considerable numbers meet on opposite courses within limits practically narrow, and in such cases it appears to the Committee of importance, as it has appeared to almost every witness of practical experience called before them, that a vessel should not be compelled unnecessarily to cross the bows of another, with perhaps the result of thus bringing herself into a position in which the operation has to be repeated in regard to one or more successive vessels.

It was stated by several witnesses to the Committee, and no doubt is the fact, that vessels in steering their course always yaw to some, and often to a considerable, extent. Inasmuch as the practical effect of a ship's yawing is to show each light alternately at an increased distance across her course, and thus to magnify the angle of screening, whatever it be, it appears to the Committee that this consideration points to the superior advantage of a finer angle of screening.

The Committee desire to point out that the considerations in favour of the finer screening apply with increased force to the electric light as compared with that of the oil lamp.

The Committee found by their experiments* that with electric lights screened to four degrees from the outside of their filaments, at the distance of one mile (a critical distance in collision cases), the field in which both side-lights could be seen in their full strength was considerably wider with the electric lights than it was with oil lamps, and the field of visibility of the extreme rays was wider, though not to the same extent, with the electric lights than with oil lamps. At a distance of two miles (a distance at which the full light of the lamps is of special importance) the field in which both electric side-lights could be seen in their full strength was considerably wider than with oil lamps, but the field of visibility of the extreme rays appeared about the same with oil and electric lights.† It is, indeed, conceded by the advocates of the broader screening that such results of the electric light might render finer screening in the case of that light desirable.‡ But the experiments of the Committee also showed that the method of screening recommended by the Committee hereafter does not involve wide variations of the fields of visibility of the two types of light. With such method of screening, therefore, the advantages of one rule for oil and electric lights can be retained.§

The Committee have thought it desirable to inquire into the practice of screening side-lights pursued in the Royal Navy. They find that the practice has not been changed in consequence of the present Order in Council, and that it is not governed by any principle which can be considered as certain. The rule appears to be|| that the screening of the side-lights is so regulated that the full light is clearly seen at a distance of 200 yards in the case of large vessels, and 150 yards in the case of small vessels, on a projected line of the ship's keel. It is obvious that, as on board men-of-war the side-lights are necessarily placed at very different distances from each other, the angle of screening in various cases must be very different; but it would seem that the result is to give an angle of screening in many cases less than four degrees from the outside of the wick. The practice, therefore, of the Royal Navy, while it adds further authority to the opinion that the side-lights should cross somewhere ahead of the ship, offers no material assistance in determining with precision the best angle of screening. But the Committee had the advantage of learning the opinion of four officers of the Royal Navy of great experience in practical navigation, and though they had not come to any exact conclusion as to the best angle of screening, they concurred in thinking an angle of four degrees too broad.¶ To the opinion of these officers the Committee attach great value.

The Committee are impressed with the importance of uniformity existing in the practice of other nations with that of Great Britain. They do not desire to express a decided opinion, but they cannot regard it as free from doubt, whether a direction to screen to four degrees from the outside of the wick might not be regarded by foreign courts of Admiralty as a contravention of the International Regulations. But they do not anticipate that such a result could follow the introduction of a direction to screen on a fore-and-aft line to the inside of the wick; on the contrary, they know of nothing in the past or present practice of other nations to prevent such a direction from obtaining general acceptance. Before the present Order it would appear that the Instructions of the Board of Trade were reproduced by other foreign nations, and that thus the principle of lights crossing before the bow of the vessel may be considered to have been generally approved. But in some cases further directions were given. The Swedish Regulations** were a translation of the English Regulations, but with the following addition:—"The rays from the side-lights may be considered to cross each other at a proper distance ahead of the vessel, and both lights to be seen only from right ahead, if an imaginary line, drawn from the inner edge of the wick, parallel with the midship line of the vessel is a tangent to the outer edge corner of the screen": words which not only lay down principles of screening from the inner edge of the wick, but seem to place on the Board of Trade Instructions

* See appendices 9 and 12.

† At 2,000 yards a 32 candle-power lamp was substituted for the 16 candle-power lamp used at the 2 miles range.

‡ Evidence of Captain Mensing, 3327 to 3333; and of Sir Digby Murray, 5093.

§ See diagram, appendix 23.

|| Question 5170, appendix 14, No. 3.

¶ Evidence of Staff Commander Phillips, questions 5186, 5194; of Commander Noel, question 5241; of Staff Commander Edwards, questions 5294-5; Staff Commander Keigwin, question 5461.

** Parliamentary Paper, C.-6133, p. 110.

before the present Order an interpretation amounting to a direction to that effect. In Denmark* a rule was adopted of screening so that the rays crossed at a distance of a cable's length in front of the bow, an effect secured, it would seem, in the opinion of the authorities of that country, by a screening to the inner side of the flame. The Committee do not think it necessary to refer at length to the views expressed by foreign governments as to the present Order, but they notice that it has met with decided opposition from those of Denmark and the Netherlands,† and they see no reason to doubt that a general agreement can be obtained on the basis of the screening they suggest more readily than on that directed by the present Order.

In view of the use, probably destined to increase, of electricity, the Committee thought it right to turn their attention to this mode of illuminating side-lights. The evidence before them appears to show that this mode of lighting is practically at least as regular and secure as that by mineral or vegetable oil. The Committee conducted some experiments with a view to ascertain whether a screening to the inner edge of the filament of an incandescent lamp produces similar results to those of screening to the inner edge of a wick, and they find that for practical purposes the effects may be considered as identical. But the Committee were impressed with the inferior appearance of the green light when equal candle power to that of the red light was employed, and it appears to them that, whether oil or electricity be used, a greater power should be employed in the green than in the red lamp. The Committee found that 16 candle power in the red, as against 32 candle power in the green, produces an excellent result. It further appears to the Committee that the masthead light should not be so powerful as to diminish the visibility of the side-lights. The Committee were also impressed with the importance of the best shade of green glass being employed, but they think further experiments directed to this point necessary to determine the exact shade which exhibits the most effective light. They think it desirable that the colour should be supplied by a separate glass placed within the lens.

The attention of the Committee was directed to the effect of a permanent list of a ship on the side lights. There is no doubt that, especially with particular cargoes, vessels do navigate with several degrees of list, and it was suggested that this, by altering the relative position of the flame in the lantern, would affect the amount of the rays thrown across the end of the screen. The Committee made some experiments on this point, with the result that they did not find the effect so marked as to necessitate any special rule on the subject.

In order that the screen should maintain a uniform position in relation to the wick, the Committee think it is of great importance that means should be taken to regulate the distance of the wick from the inboard face of the lantern. The Committee would suggest that to meet the cases of vessels of different sizes, several classes of standard lamps should be sanctioned, the distance of the inner edge of the wick from the inboard face of the lantern in each class of lamp being prescribed.

If side-lights are mounted in lighthouses, the Committee think that facilities should be provided by means of apertures in those structures for direct measurement from the wick to the centre of the ship, for the purpose of properly adjusting the screens.

The Committee have considered whether, in order to counteract the effect in widening the area within which the lights are seen ahead of wicks, or electric filaments, of unusual breadth, resort should be had to the discretion conferred by the terms of the regulations of extending the length of the screen in such cases. But they are clearly of opinion that it would, for practical reasons, be highly undesirable to render it necessary to alter the length of the screen to suit different lamps. The same result can be obtained by dealing with the breadth of the wicks or filaments, and, in their judgment, all difficulty will be sufficiently met by directing that no wicks, or filaments (treating the breadth of filaments as that between the extreme edges of their curves), shall exceed two inches in breadth. It is probably not necessary to prescribe a minimum in the case of wicks, but the Committee consider that neither wicks nor filaments should be less than one inch or more than two inches in breadth when measured at right angles to the fore-and-aft line of the ship.

If the screens be placed as the Committee suggests, there is, of course, no objection to the lens embracing an angle of 120 degrees, as recommended by the Instructions of the Board of Trade,‡ the limitation of the full power of the light to two points abaft the beam being maintained by a proper construction of the lantern. We have no doubt that there are practical advantages in the lens being of this size.

Several members of the Committee have visited some of the principal ports of the kingdom in order to ascertain by personal observation the actual condition of lamps and their screening. The reports of these gentlemen will be found in the appendix.§ The Committee have arrived at the conclusion that the fixing and fitting of the screens, and the lights, both permanent and spare, require much more careful supervision than they have hitherto received.

The Committee desire to express their acknowledgment to the officers of the Board of Trade for the very able and candid manner in which they placed their information and opinions at the service of the Committee.

In conducting their experiments at Shoeburyness the Committee derived invaluable assistance from the Commandant, from Major Elmslie, and from the other officers of the Royal Artillery. They are also greatly indebted for the assistance rendered by Mr. Peter Samson of the Board of Trade. The experiments directed by the Committee were not intended to be exhaustive, but were selected in order to verify certain special points, and to form a basis of calculations. They were conducted with great care, and the Committee believe that the facts stated in the two reports in the appendix may be taken as correct.

* Parliamentary Papers, C-6255, p. 139; C-6869, p. 138.

† Parliamentary Paper, C-6869, pp. 138, 140.

‡ See App. 2, No. 1.

§ See App. No. 20.

The Committee desire to express their obligations to their Secretary, Mr. Hipwood, of the Board of Trade. His acquaintance with the subject as well as his ability has been of the greatest service to them.

Our colleague, Captain Thompson, was rendered unable, by absence on service in the Mediterranean, to be present at the later meetings of the Committee and at the experiments conducted by us. He has authorized us to append his name to the report subject to any memorandum he may desire to subjoin.*

In conclusion, the Committee make the following recommendations, which are limited to the matters directly involved in the questions submitted to them:—

1. That the Order in Council of January 30, 1893, be cancelled.
2. That in the case of oil lamps the forward edge of the screen, or chock on it, should be in a line parallel to the keel with the inside edge of the wick.
3. That in the case of electric lights there should be a similar screening in regard to the inside edge of the filament.
4. That the breadth of the wick or system of wicks of each oil lamp, and of the filaments in the case of the electric light, should be not more than two inches nor less than one inch, measured at right angles to the fore-and-aft line of the ship.
5. That the visibility of the green light should, as nearly as possible, be equalized to that of the red by the employment of higher candle-power, and that the masthead light should not be so powerful as to diminish the visibility of the side lights.

We have, &c.,

F. H. JEUNE.
H. G. ANDOE.
D. WILSON BARKER.
JAMES BOLAM.
JOHN S. CASTLE.
FRANCIS EVANS.
H. HUGHES HALLETT.
E. J. HARLAND.
THOMAS H. ISMAY.
THOMAS SCRUTTON.
A. S. THOMSON.

C. HIPWOOD,
Secretary.

Sub-Enclosure No. 3.

Board of Trade, Marine Department,
December, 1895.

INSTRUCTIONS TO SURVEYORS AS TO SCREENING OF SIDE LIGHTS.

The Committee appointed by the Board of Trade under Minute of the 18th March, 1895, to consider the question of the screening of side lights, have reported, *inter alia*:—

- (1) That the Order in Council of January 30, 1893, be cancelled.
- (2) That in the case of oil lamps the forward edge of the screen, or chock on it, should be in a line parallel to the keel with the inside edge of the wick.
- (3) That in the case of electric lights there should be a similar screening in regard to the inside edge of the filament.

That the breadth of the wick of oil lamps, and of the filaments in the case of the electric light, should be not more than two inches, nor less than one inch, measured at right angles to the fore-and-aft line of the ship.

The Board having decided to adopt the above recommendations, the surveyors are informed that the instructions as to the screening of side lights contained in the present issue of "Instructions as to the Survey of Passenger Accommodation, Master's and Crew Spaces," "Lights and Fog-signals," so far as they have either direct or indirect reference to the lights being screened to an angle of convergence of 4° from the outside edge of the wick, are no longer to be put in force, but instead thereof the surveyors are to carry out the directions as to screening contained in above paragraphs numbered 2, 3, and 4.

When form Surveys 69 is issued, the remarks as to the mode of screening at present contained therein are to be obliterated.

Circular No. 470 is withdrawn.

COUNTENAY BOYLE, Secretary.
INGRAM B. WALKER, Assistant Secretary.

* Captain Thomson subsequently conveyed his intention not to subjoin any separate memorandum.

MISCELLANEOUS DEPARTMENTAL NOTICES.

PUBLICATIONS FOR SALE at the Government Record Office, Colombo :—

LEGISLATIVE ENACTMENTS, REVISED EDITION.

	Rs.	c.
Vol. I., 1799 to 1882.—Bound in leather	...	7 50
Unbound	...	5 50
Vol. II., 1883 to 1889.—Bound in leather	...	7 50
Unbound	...	5 50
Vol. III., 1889 to 1894.—Bound in leather	...	7 50
Unbound	...	5 50

NEW SERIES.

Vol. IV., Part I., 5 of 1894 to 3 of 1895	...	0 75
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OLD EDITION.

Old Volume I.

All Proclamations, Regulations, and Ordinances in force in the Colony on 12th January, 1870	...	15 0
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Old Volume II.

Part	From	To	Rs.	c.
1	6 of 1870	9 of 1871	...	1 0
2	10 of 1871	28 of 1871	...	1 0
3	1 of 1872	7 of 1873	...	1 0
4	8 of 1873	23 of 1873	...	1 0
5	1 of 1874	3 of 1875	...	1 0
6	4 of 1875	3 of 1876	...	1 0
7	4 of 1876	4 of 1877	...	1 0
8	5 of 1877	8 of 1877	...	0 50
9	9 of 1877	23 of 1877	...	1 0
10	1 of 1878	16 of 1878	...	1 0
11	1 of 1879	15 of 1879	...	1 0

Old Volume III.

1	1 of 1880	17 of 1880	...	1 0
2	1 of 1881	18 of 1881	...	1 0
3	1 of 1882	16 of 1882	...	1 0
4	1 of 1883	18 of 1884	...	3 0
5	19 of 1884	11 of 1885	...	1 0

Old Volume IV.

1	12 of 1885	8 of 1886	...	1 0
2	9 of 1886	7 of 1887	...	1 0
3	8 of 1887	2 of 1888	...	0 40
4	3 of 1888	15 of 1889	...	2 70

Old Volume V.

1	16 of 1889	8 of 1890	...	0 85
2	9 of 1890	1 of 1891	...	0 45
3	2 of 1891	8 of 1892	...	0 95
4	9 of 1892	28 of 1892	...	0 60
5	1 of 1893	4 of 1894	...	0 55

Special Editions of the following, with Tables of Sections and Indices, in paper covers, are obtainable :—

The Penal Code (2 of 1883)...	...	2 0
The Criminal Procedure Code (3 of 1883) ...	...	3 0
The Courts Ordinance (1 of 1889) ...	...	0 50
The Civil Procedure Code (2 of 1889) ...	...	5 0
The Penal Code, in Sinhalese or in Tamil ...	...	1 0
The Criminal Procedure Code, in Sinhalese or in Tamil ...	...	1 50

Books of Ordinances passed in the following Sessions (old Quarto Edition) can be had, price Re. 1 each :—1836, 1842, 1843, 1846, 1848, 1849, 1850, 1851, 1854, 1855, 1856, 1857, 1860, 1863-4, 1866-7, 1867-8, 1869-70, 1870-1, 1872-3, 1873.

Separate copies of Ordinances in English (and, where translations have been published, in Sinhalese and Tamil) may be obtained at 5 cents for every 8 pages or portion thereof.

The Evidence Act, 1895, with Index	...	0 60
Municipal Councils' Ordinance, No. 7 of 1887	...	0 50
Regulations under the Merchandise and Trade Marks Ordinance of 1888	...	0 15
Petroleum Rules, 1896	...	0 10

Copies of Government Minutes, Notifications, and Rs. c.		
Regulations, &c. (where available), for every 8 pages octavo or 4 pages quarto	...	0 5
Epitome of Government Minutes, Circulars, and Notifications, 1872-87	...	1 0
Schedule of Proclamations, &c., promulgated during 1894	...	1 0
Colonial Office Lists (annual)	...	4 0
Ceylon Civil Lists (annual)	...	1 0
Ceylon Blue Books (annual)	...	10 0
Administration Reports (annual), bound volumes	...	10 0
Do. single reports	each 4 pp.	0 5
Sessional Papers, bound volumes	...	10 0
Do. single papers	each 4 pp.	0 5
Customs Annual Returns	...	1 0
Customs Tariff	...	0 10
Customs Regulations	...	0 25
Census of Ceylon, 1891	...	12 0
Dr. Müller's Report on Inscriptions of Ceylon :—		
Text	...	5 0
Plates	...	5 0
Architectural Remains of Anurádhapura (with Plates), by J. G. Smither, F.R.L.B.A. :—		
In boards	...	40 0
In cloth	...	60 0
Return of Architectural and Archæological Remains and other Antiquities in Ceylon	...	1 20
Reports on the Archæological Survey of Ceylon :—		
Kégalla District	...	6 0
Anurádhapura (I.)	...	0 50
Do. (II.)	...	1 0
Do. (III.)	...	1 60
Do. (IV.)	...	1 0
Do. (V.)	...	2 25

The Maháwansa :—

Original Páli Text, Part I.	...	7 50
Do. Part II.	...	7 50
Sinhalese Translation, Part I.	...	5 0
Do. Part II.	...	5 0
Wijesinha's English Translation of Part II., with Turnour's Translation of Part I.	...	7 50
The Mahawansa Tika, with Mahawansa Páli, bound in stiff covers	...	7 50
Do. do. unbound	...	6 50
Saddharmalankaraya	...	2 0
Extracts from the "Pújáwaliya" (English)	...	1 0
Do. do. (Sinhalese)	...	0 75
Nitinighanduwa, English	...	1 0
Do. Sinhalese	...	1 0
The Tésawalamai	...	0 50
Report on Brown Scale (or Bug) on Coffee	...	1 0
The Green-Scale Bug in connection with the Cultivation of Coffee.—Observations by Mr. E. Ernest Green (illustrated)	...	1 0

The Flora of Ceylon, by Dr. Trimen :—

Parts I. and II. combined (with plates)	...	38 50
Part III. (with plates)	...	20 0
Lapidarium Zeylanicum	...	31 50
Lepidoptera of Ceylon, in 13 Parts, with coloured plates	each part	14 50
Dravidian Comparative Grammar	...	13 0
Páli Grammar	...	5 0
Glossary of Native Words occurring in Official Documents (second edition)	...	0 50
Do. (third edition)	...	0 30
Catalogue of Páli, Sinhalese, and Sanscrit Manuscripts in Temple Libraries	...	0 50
Alwis's Descriptive Catalogue of Sanscrit, Páli, and Sinhalese Works	...	5 0
Rules of the Public Service Mutual Guarantee Association	...	0 10
Rámanáthan's Reports, 4 vols.	each vol.	22 0
Reports of the Temple Lands Commissioners, 1857 to 1865	...	0 50
Papers relating to Buddhist Temporalities, 1876	...	1 0
Itinerary of Ceylon Roads :—		
Part II.—Minor Roads (1888), with Map	...	8 0
Do. do. without Map	...	3 0

	Rs. c.
Gazetteer of the Western Province ...	0 50
District Manuals :—	
Mannár, by the late W. J. S. Boake, C.C.S. ...	1 0
Uva, by H. White, C.C.S. ...	2 50
Nuwara Eliya, by C. J. R. Le Mesurier, C.C.S. ...	5 0
Vanni Districts, by J. P. Lewis, C.C.S. ...	5 0
Register of Books printed in Ceylon and registered under Ordinance No. 1 of 1885 :—	
Part I., 1885-88 ...	1 25
Part II., 1888-92 ...	1 40
Part III., 1892-94 ...	1 50
Tables for calculating Pensions, under the Widows' and Orphans' Pension Fund ...	0 25
Exchange Compensation Tables ...	0 50
Pybus's Mission to Kandy ...	0 50

Application for any publication in the above List should be made to the *Government Recordkeeper*, at the Colonial Secretary's Office, Colombo, and should be accompanied by payment in advance.

Payment should be made by Post Office Order, Government Draft, or uncrossed Cheque on a Colombo Bank. *Stamps will not be accepted in payment.*

J. J. THORBURN,
Acting Government Recordkeeper.

January, 1896.

THE CEYLON GOVERNMENT GAZETTE is published every *Friday* at the Government Printing Office, Colombo.

The Subscription, Rs. 3 per quarter, is payable in advance, and can only be booked to terminate at the end of a quarter.

Single copies, when available, 25 cents each.

Charges for approved Advertisements, payable in advance.

	Rs. c.
A column ...	7 50
Two-thirds of a column ...	5 0
Half a column ...	4 0
For small notices not exceeding 20 lines ...	2 50

Second and third insertions (consecutive), two-thirds and one-half, respectively, of the above rates.

Cheques on outstation Banks must include usual Bank commission.

Advertisements should reach the Government Printer before noon on *Thursday*.

THE NEW LAW REPORTS, issued by authority Subscription, Rs. 10 per volume of twelve parts, payable in advance to the Government Printer.

Back Numbers and Volumes of **THE SUPREME COURT CIRCULAR** (publication of which was discontinued on December 31, 1891) are also on sale at the Government Printing Office, as follows :—

	Rs. c.
Volume I.	3 25
Volumes II. to IX., each ...	6 50
Separate Numbers, each ...	0 25

For all other Government Publications application should be made to the Recordkeeper, at the Government Record Office, Colombo.

G. J. A. SKEEN,
Government Printer.

THE "KEW BULLETIN" of miscellaneous information is issued as an occasional publication from the Royal Gardens at Kew.

It contains notes on the economic products of plants which have been made the subject of particular study and investigation at Kew, and it is intended to be a means of communication to persons interested in Botanical subjects and products in India and the Colonies.

The "Bulletin" is published by Messrs. Eyre and Spottiswoode, East Harding street, London, E.C., and may be obtained directly from them or through any bookseller.

Price 2*d.* per copy. By post : United Kingdom, 2*d.*, Foreign Countries and Colonies, 3*d.* per copy.

Colonial Secretary's Office,
Colombo, January, 1896.

NOTICE is hereby given that a Meeting of the Congregation of St. James's Church, Chilaw, will be held at the temporary place of worship on Saturday, May 9, 1896, at 4.30 P.M., for the purpose of electing a new Trustee in place of Mr. E. M. de C. Short, who has left the District.

N. J. MARTIN,
H. P. SAMARAKONE,
C. B. PAULICKPULLE,

Trustees of St. James's Church, Chilaw.

Chilaw, April 18, 1896. &

FROM and after May 1, 1896, and until further notice, a coach will run daily between Panadura and Horana for the conveyance of mails and passengers, as below :—

Leave Panadura ...	5.30 A.M.
Arrive Horana ...	8 "
Leave Horana ...	4 P.M.
Arrive Panadura ...	6.30 "

F. W. VANE,
Acting Postmaster-General.

Postmaster-General's Office,
Colombo, April 29, 1896.

IT is hereby notified that from and after May 15, 1896, the office of Mr. J. W. A. Wright, Registrar of Deaths of Locality No. 1, comprising the Maradána, Pettah, St. Sebastian, and New Bazaar Wards, in the town of Colombo, will be held at 11, Abbotsford House, Darley road, Maradána.

P. ARUNACHALAM,
Acting Registrar-General.

Registrar-General's Office,
Colombo, April 28, 1896.

Memorandum of Arrivals and Departures of Coolies during the Month of March, 1896.

Ports.	Arrivals.	Departures.	Since the commencement of the year.	
			Arrivals.	Departures.
<i>Colombo.</i>				
Men ...	2,855	7,220	9,139	17,999
Women ...	560	1,814	1,532	4,351
Children ...	438	704	1,445	1,729
<i>Negombo.</i>				
Men ...	110	63	181	134
Women ...	51	36	65	65
Children ...	13	4	17	14
<i>Vankalai.</i>				
Men ...	716	1,101	1,375	3,457
Women ...	186	260	369	898
Children ...	65	80	121	284
	4,994	11,282	14,244	28,931

Customs, Colombo,
April 24, 1896.

F. R. ELLIS,
Acting Principal Collector.

UNIVERSITY OF CAMBRIDGE LOCAL EXAMINATIONS, 1895.

THE following is the Local List, in order of merit, as furnished by the Syndicate, of Senior and Junior Students who satisfied the Examiners.

Office of the Director of Public Instruction,
Colombo, April 22, 1896.

J. B. CULL,
Director.

SENIOR BOYS.

- | | |
|---|--|
| 1 E. B. Redlich, Wesley College. | 14 V. S. Wickremenayake, St. Thomas's College. |
| 2 E. E. Davidson, Royal College. | 15 F. L. de Alwis, Royal College. |
| 3 R. F. Honter, Wesley College. | 16 C. Ariyanayagam, St. Thomas's College. |
| 4 W. A. Weerakoon, St. Thomas's College. | 17 R. B. Jansz, All Saints' School. |
| 5 R. C. Aldons, Royal College. | 18 R. A. Perera, Trinity College. |
| 6 W. H. Perera, Royal College. | 19 A. W. P. de Silva, Royal College. |
| 7 V. J. Gomis, St. Benedict's Institute. | 20 A. de Abrew, Royal College. |
| 8 D. W. C. Subesinghe, Royal College. | 21 C. E. F. Koch, Royal College. |
| 9 J. Homer, St. Thomas's College. | 22 J. Sittampalam, Royal College. |
| 10 J. L. Obeyesekera, St. Thomas's College. | 23 H. M. Greason, St. Thomas's College. |
| 11 W. N. Fernando, Royal College. | 24 A. A. S. Kats, Royal College. |
| 11 A. St. V. Jayawardana, Royal College. | 27 G. E. de Alwis, Trinity College. |
| 12 R. T. Joseph, St. Thomas's College. | 28 C. L. Wickremesinghe, Wesley College. |
| 13 E. A. de Alwis, Trinity College. | 32 S. C. Albrecht, St. Thomas's College. |

JUNIOR BOYS.

- | | |
|--|---|
| 1 J. S. Jayawardene, Royal College. | 53 D. Obeyesekera, Royal College. |
| 2 C. B. Kumarakulasinghe, Royal College. | 57 G. T. Rajapakse, Royal College. |
| 3 C. V. Honter, Wesley College. | 58 L. B. Jacolyn, St. Benedict's Institute. |
| 4 A. P. Savandranayagam, Royal College. | 59 D. W. Dias, Richmond College. |
| 5 Æ. A. Beling, Royal College. | 59 G. F. Gooneratne, St. Thomas's College. |
| 6 W. M. Muller, St. Benedict's Institute. | 61 Don A. Goonewardene, St. Thomas' College. |
| 7 A. A. Perera, Royal College. | 62 D. B. Dabrera, St. Benedict's Institute. |
| 8 M. T. Akbar, Royal College. | 63 M. E. Munasinghe, Ananda College. |
| 9 A. E. Wijesinghe, Royal College. | 63 N. P. Nimalasuriya, St. Thomas's High School,
Matara. |
| 10 T. V. Sepion, Wesley College. | 65 John L. C. Perera, St. Benedict's Institute. |
| 11 W. M. Fernando, Royal College. | 65 W. H. Stork, Royal College. |
| 12 R. V. Attygalle, Royal College. | 67 T. E. W. P. Wijeyagoonewardene, Royal College. |
| 13 E. C. Spaar, Wesley College. | 67 L. M. W. Wilkins, St. Edward's School, Nuwara Eliya. |
| 14 R. L. Pereira, Royal College. | 69 J. T. P. Abayewardene, Royal College. |
| 15 G. L. Cooray, St. John's School, Panadure | 70 B. J. P. Pulle, St. Benedict's Institute. |
| 16 R. E. C. Roomsalecocq, St. Paul's School, Kandy. | 70 M. F. P. Gunaratne, Royal College. |
| 16 E. P. Crozier, Wesley College. | 72 G. S. Felsing, St. Thomas's College. |
| 18 J. Jacob, St. Patrick's College, Jaffna. | 72 A. T. Evarts, Wesley College. |
| 19 D. J. E. Fernando, Wesley College | 74 H. A. E. de Vos, Royal College. |
| 20 E. C. E. van Eyck, Royal College. | 74 W. G. McCarthy, St. Thomas's College. |
| 21 E. G. Mack, Royal College. | 76 H. E. Dias, St. Thomas' College. |
| 22 C. H. W. Kannangara, Royal College. | 76 L. E. Martinus, St. Thomas's College. |
| 23 Edmund Peiris, Royal College. | 76 G. L. Andree, All Saints' School, Galle |
| 24 O. L. de Kretser, Royal College. | 79 J. J. Walker, St. Edward's School, Nuwara Eliya. |
| 24 E. A. Cooray, Prince of Wales's College. | 79 B. F. de Silva, St. Thomas's College. |
| 26 E. W. Ekanayake, Trinity College. | 81 J. W. Wickremesinghe, St. Thomas's College. |
| 27 G. S. Peiris, St. John's School, Panadure. | 82 H. K. W. Dornhorst, Royal College. |
| 27 T. de Silva, St. Benedict's Institute. | 82 J. A. Wickramasingha, Royal College. |
| 29 A. McG. C. Tampoe, St. Thomas's College. | 82 J. P. P. Samarasinghe, Royal College. |
| 29 F. L. Goonawardene, St. Thomas's College. | 85 C. E. A. Dias, St. Thomas's College. |
| 31 T. P. C. F. Goonawardene, St. John's School,
Panadure. | 85 J. E. Philips, St. Benedict's Institute. |
| 31 G. E. V. Tillekeratne, Royal College. | 85 G. C. Stephens, Wesleyan Central Institution,
Batticaloa. |
| 33 W. A. Samarasinghe, Royal College. | 88 S. T. Wait, Wesley College. |
| 35 T. F. Garvin, Royal College. | 89 J. A. Sethukavaler, St. Thomas's College. |
| 36 M. H. Jayatilleke, Royal College. | 89 W. J. A. Bilsborough, Royal College. |
| 37 M. M. J. Péreira, Wesley College. | 91 D. J. Paules, Royal College. |
| 38 J. K. de Silva, Royal College. | 92 R. E. Perera, Royal College. |
| 38 S. C. Fernando, Private Study. | 92 C. C. Silva, Royal College. |
| 40 W. H. Samarasinghe, Royal College. | 94 C. A. de Alwis, Wesley College. |
| 41 L. H. de Alwis, Trinity College. | 94 S. de Fry, St. Benedict's Institute. |
| 41 W. A. D. W. Perera, Royal College. | 96 E. F. C. Ludowyk, All Saints' School, Galle. |
| 41 O. C. Tillekeratne, Royal College. | 96 L. P. Felsing, St. Thomas's College. |
| 41 H. de Silva, Private Study. | 96 E. L. Raffel, Royal College. |
| 45 E. A. de LaHarpe, Maligakanda High School. | 99 A. E. A. Poulier, Kandy Boys' High School. |
| 45 A. E. Herat, Private Study. | 104 R. B. Gooneratne, St. Thomas's College |
| 47 Geo. P. Perera, Private Study. | 105 S. E. W. Daundesekera, St. Thomas's College. |
| 48 S. T. Gunesekara, Trinity College. | 106 J. A. Vandendriesen, City College. |
| 49 A. B. Perera, Royal College. | 108 F. R. de Zilva, St. John's School, Panadure. |
| 50 C. de Silva, Ananda College. | 110 C. E. M. Lyford, Richmond College |
| 51 J. W. Eknelligoda, Trinity College. | 110 E. A. S. Martin, St. Thomas's College. |
| 51 J. F. Pieris, Royal College. | 113 D. Heberton, Christ Church High School, Matara. |
| 53 J. McG. Hall, St. Thomas's College. | 113 P. H. Perera, Trinity College. |
| 53 R. A. Perera, Richmond College. | 113 A. R. Murphy, St. Paul's High School, Kandy. |
| 53 H. Van L. Wallbeoff, Kandy Boys' English School. | |

116 H. A. S. Mendis, St. Thomas's College.
118 A. H. Goonetilleke, Trinity College.
120 S. Abayasuriya, Richmond College.

120 G. E. Paranagama, Trinity College.
122 W. Jayawira, Mahinda College.
126 P. R. Palipane, Trinity College.

SENIOR GIRLS.

1 C. A. Nathanielsz, Kollupitiya Girls' High School. | 3 E. L. Blacker, Pettah Girls' High School.
2 F. G. A. Rouse, Queen's College, Kandy. | 4 F. E. Marshall, Kandy Girls' High School.

JUNIOR GIRLS.

1 M. G. Jayatilleke, Queen's College, Kandy.
2 M. C. Wallbeoff, Queen's College, Kandy.
3 F. M. Keyt, Kandy Girls' High School.
4 E. M. Leembruggen, Convent School, Jaffna.
5 C. J. Garwin, Queen's College, Kandy.
6 E. M. Moorhouse, Convent School, Kandy.
7 E. L. de Hoëdt, Wolfendahl Girls' School.
8 F. M. Ohlmus, Pettah Girls' High School.
9 M. C. B. Smith, Queen's College, Kandy.
10 N. J. Wright, Queen's College, Kandy.
10 A. M. Braine, Convent School, Kurunegala.
12 F. M. H. Dornhorst, Private School, Miss Johnson.
13 M. V. Keyt, Queen's College, Kandy.
13 M. Dias, Panadure Girls' High School.

15 L. R. Heyzer, Galle Girls' School.
16 E. de Vos, Galle Girls' School.
19 V. E. Vanderstraaten, Kandy Girls' High School.
21 J. F. Soysa, Kandy Girls' High School.
22 D. E. Jansz, Galle Girls' School.
22 L. J. L. Vanderstraaten, Private School, Miss Johnson.
24 E. M. Obeyasekara, Bishop's College.
26 A. E. Albrecht, Pettah Girls' High School.
26 A. G. M. de Mell, Private School, Miss Johnson.
30 R. V. Crozier, Private Study.
31 L. de Silva, Panadure Girls' High School.
32 M. H. Horan, Kandy Girls' High School.

SCHOLARSHIPS.

Senior Boys.

The "University Scholarship" of £150 per annum, tenable for four years at an approved University in the United Kingdom, is awarded to—

E. B. Redlich ... Wesley College

Junior Boys.

The Exhibitions of Rs. 240, Rs. 120, and Rs. 120, per annum, tenable for three years, are awarded respectively to—

1. J. S. Jayawardene ... Royal College
2. C. B. Kumarakulasinghe ... do.
3. C. V. Honter ... Wesley College

Senior Girls.

The Scholarship of Rs. 240 per annum, tenable for three years, is awarded to—

Miss F. G. A. Rouse ... Queen's College, Kandy

Junior Girls.

The two Scholarships of Rs. 120 per annum each, tenable for three years, are awarded respectively to—

1. Miss M. S. Jayatilleke ... Queen's College, Kandy
2. Miss F. M. Keyt ... Kandy Girls' High School

NOTE.—Miss C. A. Nathanielsz, placed first in order of merit at the Senior Examination, is, on account of age, not eligible for the Scholarship for Senior Girls. Miss M. C. Walbeoff, placed second in order of merit at the Junior Examination, being already the holder of a similar Scholarship, is not eligible for the second Scholarship for Junior Girls.

The Senior Mathematical Prize, awarded by Government to the candidate who passes the best examination in Mathematics at the Senior Examination, is won by—

R. T. Joseph ... St. Thomas's College

A BSTRACT of Cooly Labourers on Estates in the several Provinces during the Quarter ended December 31, 1895 :—

District.	No. of Estates.	No. of Immigrants.	No. of Births.	No. of Deaths.
Western Province :—				
Kalutara ...	37	6,700	27	55
North-Western Province :—				
Kurunegala ...	55	1,535	1	8
Southern Province :—				
Galle and Matara ...	26	3,074	26	38
Central Province :—				
Kandy ...	437	94,895	731	559
Matale ...	78	12,885	94	98
Nuwara Eliya ...	252	64,804	502	409
Province of Uva :—				
Badulla ...	93	16,628	179	103
Province of Sabaragamuwa :—				
Ratnapura ...	50	5,662	46	40
Kegalla ...	98	26,677	155	206

SALES OF UNSERVICEABLE ARTICLES.

NOTICE is hereby given that the private property of long-sentenced and deceased prisoners of Welikada Jail will be sold by public auction at the Welikada Jail premises on May 30, 1896, at 12 noon.

Lot.	Reg. No.	List of Property.
1	B 4,091	1 old sarong and 1 old merino banian.
2	C 16	1 old torn sarong and one piece of cloth.
3	C 19	1 old chintz cloth, 1 old white cloth, and 1 old coloured silk handkerchief.
4	B 4,092	1 old sarong and 1 old chintz banian.
5	B 4,093	1 old sarong and 1 old merino banian.
6	B 4,094	1 old white cloth.
7	B 4,095	1 old sarong and 1 old chintz banian.
8	B 4,096	1 old sarong and 1 old merino banian.
9	C 62	1 old chintz cloth, 1 old sarong, and 1 old leather belt.
10	C 50	1 old sarong.
11	C 67	1 old sarong and 1 old merino banian.
12	C 72	1 old white shirt, 1 old white banian, 1 old white pocket handkerchief, 1 old white coat, 1 pair old white trousers, 1 velvet cap, 1 pair shoes, 1 pair socks, 4 bone buttons mounted with silver, 1 pair mother-of-pearl links, 4 bone buttons, and 1 waist silver chain.
13	C 77	1 old white cloth.
14	C 78	1 old sarong, 1 old white cloth, and 1 old leather belt.
15	C 80	1 old white cloth.
16	C 91	1 old sarong.
17	C 92	1 old chintz cloth.
18	C 93	1 old white cloth.
19	C 99	1 old sarong and 1 old white coat.
20	C 101	2 old sarongs and 2 old handkerchiefs.
21	C 102	2 old white cloths.
22	C 117	1 old sarong, 1 old merino banian, and 1 old handkerchief.
23	C 125	1 old sarong, 1 old white banian, and 1 old leather belt.
24	C 126	2 old white cloths and 1 old cap.
25	C 127	1 vettie cloth only.
26	C 132	1 old sarong only.
27	C 133	1 old sarong and 1 old banian.
28	C 134	1 old sarong, 1 old white banian, 1 old purse, and 1 old elastic belt.
29	C 135	1 old sarong, 1 old banian, and 2 old handkerchiefs.
30	C 156	1 vettie and 1 pocket handkerchief.
31	C 238	1 old sarong, 1 old chintz cloth, and 1 old towel.
32	C 249	1 old sarong and 1 old leather belt.
33	C 347	1 old white cloth.

Deceased Prisoner's Private Property.

1	B 2,985	1 old red sarong and 1 old red handkerchief.
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Welikada Prison,
Colombo, April 25, 1896.

H. LLOYD,
Acting Superintendent.

THE under-mentioned unserviceable books, &c., belonging to the Department of Public Instruction will be sold by public auction at the Office of the Director of Public Instruction at 12 noon on Saturday, May 16, 1896 :—

- 1 Tyndal's Light
- 1 Hooker's Botany
- 1 Deschinel's Natural Philosophy
- 1 Thwaites' Plants (Ceylon)
- 1 Hemphray's Botany
- 1 R. Brown's Botany
- 1 Tyndal's "Heat, a mode of motion"
- 1 Practical Chemistry (Clowe's)
- 1 Black's Atlas
- 1 Farnthorpe's Physical Atlas
- 12 Church's Laboratory Guide
- 1 Roseo's Lessons in Elementary Chemistry
- 1 Roseo's Chemistry Primer
- 1 Hamblin Smith's Algebra
- 1 Do. Arithmetic
- 1 Todhunter's Euclid
- 1 Agricultural Primer
- 1 Midsummer Night's Dream
- 1 Mason's Grammar
- 1 Edith Thompson's History of England
- 1 Lamb's Tales from Shakespeare
- 1 Shakespeare's Tempest
- 1 Dixon's Botany Primer
- 1 Mackay's Geography
- 1 Johnston's Travels of St. Paul
- 1 Do. Spain and Portugal

- 1 Johnston's France
- 1 Do. Australia
- 1 Smith's India
- 8 Johnston's Illustrations of Botany
- 1 Do. Europe (physical)
- 1 Do. World (unlettered)
- 1 Smith's Ceylon
- 1 Johnston's United States
- 1 Physical wall map
- 1 Paley's Natural Theology
- 1 Swift's, Richardson's, and Carlyle's Lectures
- 1 Southey's Life of Nelson
- 1 Prescott's History of Peru
- 1 Bunyan's Pilgrim's Progress
- 1 A First Year in Canterbury Settlement
- 1 Chambers' Information for the People
- 1 Slate Globe
- 2 Terrestrial Globes
- 1 Collin's specimen examination papers (set)
- 1 Do. second grade free-hand test papers (set)
- 1 Do. first do do
- 1 Do. second Geometrical test papers (set)
- 129 Vere Foster's drawing copy-books
- 1 Collin's first grade Practical Geometry test papers
- 1 Bradley's Elements of Practical Geometry, Parts 1 and 2
- 1 Moffat's test papers, second grade, free-hand
- 1 Do. Geometry (set)
- 1 Do. Perspective (set)
- 1 Free-hand drawing lessons for B. board (set)
- 1 Treatise on Linear Perspective drawing by Yule.

- 22 Vere Foster's free-hand, first grade drawing cards (set No. 2)
 42 Vere Foster's Free-hand first grade drawing cards (set No. 3)
 4 Vere Foster's drawing cards (set No. 1)
 4 Do. (set No. 2)
 2 Do. (set No. 3)
 54 Collin's free-hand drawing cards, first grade, No. 48
 60 Drawing plates, miscellaneous
 4 Free-hand drawing cards by Yule (set)
 6 Objects of forms in pottery
 1 Drawing cards, miscellaneous (set)
 5 T square
 1 Models for drawing
 1 Specimens of drawing boards
 1 Stand with universal joint to show models

J. B. CULL,
 Director of Public Instruction.

Office of the Director of Public Instruction,
 Colombo, April 30, 1896.

THE under-mentioned unserviceable articles belonging to the School of Agriculture will be sold by public auction in the school premises at 2 P.M. on Monday, May 18, 1896 :—

2 boxes	5 table spoons (strong metal)
6 chairs (including seats)	20 dessert spoons (strong metal)
4 clothes horses	6 table forks
3 desks (students')	3 table knives
2 rollers	

J. B. CULL,
 Director of Public Instruction.

Office of the Director of Public Instruction,
 Colombo, April 30, 1896.

NOTICE is hereby given that the under-mentioned unserviceable articles belonging to the Public Works Department will be sold by public auction at the Public Works Department Office, Ratnapura, on June 6, 1896, at 1 P.M. :—

1 adze	5 lanterns, hurricane
6 augers	450 mamoties
1 axe, hand	1 mason's spirit-level
18 barrels, tar, empty	400 pickaxes
3 billhooks and coytas	7 powder canisters
11 block, iron	1 quart measure
70 buckets, water, galvanized, iron	22 rammers, copper-tipped
11 brushes, whitewashing	1 rivetting dolly
2 brushes, tar	1 saw, hand
30 cans, tin	1 saw, frame
20 cans, iron	8 sifters
3 chisels of sorts	3 spanners, shifting
3 crowbars, claw	2 trowels, masons'
1 file, large, rubber	1 vice, standing
30 files, of sorts	<i>Transport.</i>
1 forge, portable	4 hand carts
1 gouge	5 road rollers
100 hammers, hand	<i>Instruments.</i>
10 hammers, sledge, iron	1 tape, 50 ft.
15 do steel	1 drawing pen
6 do half	2 cartboard protectors
20 do miners'	

F. J. PIGOTT,
 for Director of Public Works.

Public Works Department,
 Colombo, April 25, 1896.