



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.

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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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PROCLAMATIONS BY THE GOVERNOR.

IN the Name of Her Majesty VICTORIA, of the United Kingdom of Great Britain and Ireland, Queen, Defender of the Faith.

PROCLAMATION.

By His Excellency the Right Honourable Sir J. WEST RIDGEWAY, Knight Commander of the Most Honourable Order of the Bath; Knight Commander of the Most Exalted Order of the Star of India, Governor and Commander-in-Chief in and over the Island of Ceylon, with the Dependencies thereof.

WEST RIDGEWAY.

WHEREAS by section 3 of Ordinance No. 12 of 1894 it is enacted that it shall be lawful for the Governor, with the advice of the Executive Council, by Proclamation in that behalf made, to bring any court of justice in the Island under the operation of this Ordinance, and such Proclamation to amend, alter, or revoke as and whenever the Governor shall, with the like advice, determine:

And whereas it is expedient to bring the Police Court and Court of Requests of Gampola under the operation of the said Ordinance:

Now know Ye that We, the said Governor, with the advice of the Executive Council, do by this Our Proclamation bring the Police Court and Court of Requests of Gampola under the operation

of the said Ordinance No. 12 of 1894, intituled "An Ordinance to authorize the destruction of valueless Documents preserved in Courts of Justice," as from and after the Fifteenth day of March, 1897.

Given at Nuwara Eliya, in the said Island of Ceylon, this Ninth day of March, in the year of our Lord One thousand Eight hundred and Ninety-seven.

By His Excellency's command,

E. NOEL WALKER,
Colonial Secretary.

GOD SAVE THE QUEEN!

APPOINTMENTS, &c., BY THE GOVERNOR.

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

Mr. H. H. CAMERON to act as Government Agent, Fiscal, Collector of Customs, and Receiver of Wrecks for the Northern Province, in addition to his own duties as District Judge, Jaffna, with effect from March 8, 1897, during the absence of Mr. R. W. LEVERS on leave, or until further orders, and while so acting to be Master Attendant for the several ports in the Northern Province, Superintendent of the Prison at Jaffna, Local Authority under the Petroleum Ordinance for the Northern Province, and a Visitor of the Post Offices in the Northern Province.

Mr. W. A. G. HOOD to act as Assistant at Mannár to the Government Agent, Northern Province, District Judge, Commissioner of Requests, and Police Magistrate, Mannár, Assistant Collector of Customs, Mannár, during the absence on leave of Mr. W. H. JACKSON, or until further orders, and while so acting to be a Visitor of the Post Offices in the District of Mannár and Additional Superintendent of Police, Mannár.

Mr. R. W. BYRDE to act as Office Assistant at Batticaloa to the Government Agent, Eastern Province, during the employment of Mr. W. A. G. HOOD on other duties, or until further orders.

Mr. F. BARTLETT to act temporarily as Assistant at Mátalé to the Government Agent, Central Province, with effect from March 12, 1897, and while so acting to be Additional Commissioner of Requests and Police Magistrate, Mátalé, a Visitor of the Post Offices in the District of Mátalé, and Additional Superintendent of Police, Mátalé.

Mr. R. W. BYRDE to be Additional Commissioner of Requests and Police Magistrate, Batticaloa.

Mr. P. E. PIERIS to be Additional Commissioner of Requests, Puttalam.

Mr. A. MURRAY, Provincial Engineer, Central Province, to be a Visitor of the Prisons in Kandy.

Mr. H. R. SPENCE to be Assistant Superintendent of the Anurádhapura Prison with effect from March 9, 1897, during the absence of Mr. W. H. B. CARBERY from the station.

Mr. R. S. TEMPLETON to be a Member of the Provincial Road Committee, North-Western Province, *vice* Mr. P. D. WARREN, who has left the station.

By His Excellency's command,

E. NOEL WALKER,
Colonial Secretary.

Colonial Secretary's Office,
Colombo, March 12, 1897.

HIS EXCELLENCY THE GOVERNOR has been pleased to make the following appointments with effect from March 10, 1897:—

Mr. E. C. DUMBLETON to act as District Judge, Colombo, during the employment of Mr. D. F. BROWNE on other duty, or until further orders, and while so acting to be a Visitor of the Welikada, Mahara, and Negombo Prisons.

Mr. N. E. COOKE to act as Crown Counsel for the Island, *vice* Mr. E. C. DUMBLETON.

By His Excellency's command,

E. NOEL WALKER,
Colonial Secretary.

Colonial Secretary's Office,
Colombo, March 8, 1897.

HIS EXCELLENCY THE GOVERNOR has been pleased to appoint Mr. RAJAPAKSAPATIRAGE DON SIMAN, Vidané Arachebi of Mámpe, to be, provisionally, Registrar of Marriages, Births, and Deaths of Kesbéwa and Mámpe divisions, in the Palle pattu of Salpiti kóralé, in the Colombo District, with effect from the 1st instant, *vice* Mr. D. C. G. ALWIS, retired. His office will be at Pelangahawatta in Mámpe.

By His Excellency's command,

E. NOEL WALKER,
Colonial Secretary.

Colonial Secretary's Office,
Colombo, March 9, 1897.

GOVERNMENT NOTIFICATIONS.

HIS EXCELLENCY THE GOVERNOR has been pleased to direct that the notification dated March 2, 1897, published in the *Gazette* of the same date, appointing the Chairmen of the Colombo, Galle, and Kandy Municipalities to be Local Authorities for the enforcement of the regulations of the same date, be cancelled.

Colonial Secretary's Office,
Colombo, March 8, 1897.

By His Excellency's command,
E. NOEL WALKER,
Colonial Secretary.

WHEREAS by section 10 of "The Toll Ordinance, 1896," it is enacted that it shall be lawful for the Governor, acting with the advice of the Executive Council, by resolution to be notified in the *Government Gazette*, to abolish any existing tolls or any tolls which may hereafter be legally established, and determine at what places tolls shall be collected, and alter such places and other places appoint for the collection thereof :

And whereas a toll was established under the provisions of the said Ordinance on the road from Jā-ēla to Henaratgoda :

And whereas it is expedient to alter the place of collection of toll on the said road :

It is hereby notified that the following resolution was passed by the Governor, acting with the advice of the Executive Council, on the 22nd day of February, 1897, viz., "That the toll now being collected at a place near the 21st milepost shall be collected at a spot between the 18th and 19th mileposts on the said road, as from and after the 15th day of March, 1897."

Colonial Secretary's Office,
Colombo, March 12, 1897.

By His Excellency's command,
E. NOEL WALKER,
Colonial Secretary.

THE following regulations made by the Governor, with the advice and consent of the Executive Council, in pursuance of the powers vested in him by sections 18 and 21 of "The Cemeteries Ordinance, 1862," as respects the General Cemetery known as the Liveramentu Cemetery, situated in the village Nārāhēnpita in Pallē pattu of Salpiti koralē, in the District of Colombo, Western Province, are hereby published for general information.

Colonial Secretary's Office,
Colombo, March 6, 1897.

By His Excellency's command,
E. NOEL WALKER,
Colonial Secretary.

REGULATIONS.

1. All applications for graves are to be made to the keeper of the cemetery within six hours of the time fixed for the burial of the person for whom the grave is wanted.
2. The keeper must intimate the line to be followed by a funeral party on arriving at the cemetery, and if more than one come at the same time the order in which they are respectively to move to the graves.
3. Should it be necessary, for the purpose of preventing the disturbance of one funeral party by the other, and not otherwise, the keeper of the cemetery may require that one burial service should be concluded before another can be commenced.
4. The keeper of the cemetery shall be entitled to keep order within the cemetery, and his commands are to be obeyed.
5. No grave is to be less than 3 ft. in depth or at a less distance than 4 ft. from another. No grave shall be re-opened within a year, nor vault within six months, from the last interment therein.
6. The keeper of the cemetery shall send weekly to the Registrar-General a copy or transcript of the burials as the same are registered in the register book in respect of burials of the inhabitants of Ward No. 9, known as the Kollupitiya Ward, within the Municipal limits of Colombo.
7. The keeper of the cemetery shall not permit the interment of the dead body of a person resident in Ward No. 9, until the production of a certificate signed by a Registrar of Deaths appointed under the provisions of the Ordinance No. 20 of 1891.

Fees.

8. The following fees are to be paid by applicants for graves in respect of the burial of dead bodies of residents of Ward No. 9 :—

	Rs.	c.
For digging a large size grave	3	0
For digging a grave for a child under 10 years	2	0
For digging a grave for a child under 5 years	1	50

In respect of inhabitants outside the Municipal limits :—

For digging a large size grave	1	50
For digging a grave for a child under 10 years	0	75
For digging a grave for a child under 5 years	0	50

9. The dead bodies of such persons whose friends are not able to pay the regulated fees may be interred free of all charges on production to the keeper of the cemetery of a certificate signed by a Christian minister or by the Mudaliyar of the district.

10. Parties may choose the person to perform the burial service, and to him his fee shall be payable by the parties.

HIS EXCELLENCY THE GOVERNOR has been pleased to direct the publication of the following circular, together with the Order in Council and the regulations therein referred to, for preventing collisions at sea.

Colonial Secretary's Office,
Colombo, March 4, 1897.

By His Excellency's command,
E. NOEL WALKER,
Colonial Secretary.

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

Circular.

Downing street, January 20, 1897.

SIR,—AT the request of the Board of Trade, I have the honour to transmit to you, for the information of your Government, copies of an Order in Council, dated 27th November, 1896, by which important alterations are made in the International Regulations for preventing collisions at sea; together with copies of a circular promulgating the new regulations. These regulations have been accepted by the principal maritime powers, and will come into operation on the 1st July, 1897; and the Board of Trade, considering it of great importance that the masters and officers of all British vessels should be made acquainted with the new rules before that date, have caused notices to be distributed at all ports in the United Kingdom and at some of the principal consular ports abroad, and, in order that the distribution may be as complete as possible, have requested that copies of their circular may be furnished to the masters of all British vessels in colonial ports which are not expected to be in the United Kingdom before the 1st July, 1897. Vessels which reach the United Kingdom before that date will be furnished with copies of the regulations by the various mercantile marine offices.

I shall be glad, therefore, if you will take such steps as are in your power to ensure compliance with the request of the Board of Trade.

I have, &c.,
J. CHAMBERLAIN.

Regulations for preventing Collisions at Sea.

Board of Trade, Marine Department,
December, 1896.

ON and after the 1st July, 1897, the rules contained in the schedule to the Order in Council of 11th August, 1884, with the exception of Article 10, will be annulled, and the rules contained in the schedules to the Order in Council of 27th November, 1896, a copy of which is attached, will be substituted for them.

Where the new regulations differ materially from those at present in force the words are printed within brackets.

Article 10 of the Order of 11th August, 1884, and the Orders dated 30th December, 1884, 24th June, 1885, and 18th August, 1892, copies of which are attached, will remain in force.

INGRAM B. WALKER,
Assistant Secretary.

At the Court at Windsor, the 27th day of November, 1896.

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

WHEREAS by section 418 of the Merchant Shipping Act, 1894, Her Majesty is empowered from time to time, on the joint recommendation of the Admiralty and the Board of Trade, by Order in Council, to make regulations for preventing collisions at sea:

And whereas by section 434 of the said Act Her Majesty is empowered from time to time, by Order in Council, to make rules as to signals of distress:

And whereas by an Order in Council dated the 11th day of August, 1884, and expressed to be made in pursuance of the Merchant Shipping Act Amendment Act, 1862, and on the joint recommendation of the Admiralty and the Board of Trade, Her Majesty was pleased to direct that, on and after the 1st day of September, 1884, the regulations contained in the schedule thereto (being regulations for preventing collisions at sea and as to signals of distress) should be substituted for the regulations contained in the first schedule to an Order in Council made under the same Act and on such joint recommendations as aforesaid and dated the 14th day of August, 1879:

And whereas the Admiralty and the Board of Trade have jointly recommended to Her Majesty that the regulations for preventing collisions at sea contained in the schedule to the said Order in Council dated the 11th day of August, 1884, except the Article numbered 10 in such regulations, should on and after the 1st day of July, 1897, be annulled, and that the regulations for preventing collisions at sea contained in Schedule I. hereto annexed should, on and after the last-mentioned date, be substituted therefor, with the exception aforesaid, and come into operation as regards British ships and boats:

And whereas it has been made to appear to Her Majesty that it is expedient that the regulations or rules as to signals of distress contained in the schedule to the said Order in Council, dated the 11th day of August, 1884, should, on and after the said 1st day of July, 1897, be annulled, and that the rules as to signals of distress contained in Schedule II. hereto annexed should, on and after the last-mentioned date, be substituted therefor, and come into operation as regards British ships and boats:

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 power vested in Her by section 418 of the Merchant Shipping Act, 1894, and on the joint recommendation of the Admiralty and the Board of Trade, and by and with the advice of Her Privy Council, is pleased to direct that, on and after the 1st day of July, 1897, the regulations for preventing collisions at sea contained in the schedule to the said Order in Council, dated the 11th day of August, 1884, except the Article numbered 10 in such regulations, shall be annulled, and the regulations for preventing collisions at sea contained in Schedule I. hereto annexed shall be substituted therefor (with the exception aforesaid), and come into operation as regards British ships and boats.

And Her Majesty is further pleased, by virtue of the power vested in Her by section 434 of the Merchant Shipping Act, 1894, and by and with the advice of Her Privy Council, to direct that, on and after the 1st day of July, 1897, the regulations or rules as to signals of distress contained in the schedule to the said Order in Council, dated the 11th day of August, 1884, shall be annulled, and the rules as to signals of distress contained in Schedule II. hereto annexed shall be substituted therefor, and come into operation as regards British ships and boats.

C. L. PEEL.

SCHEDULE I.

Preliminary.

[These rules shall be followed by all vessels upon the high seas and in all waters connected therewith, navigable by sea-going vessels.]

In the following rules every steam vessel which is under sail and not under steam is to be considered a sailing vessel, and every vessel under steam, whether under sail or not, is to be considered a steam vessel.

[The word "steam vessel" shall include any vessel propelled by machinery.]

[A vessel is "under way" within the meaning of these rules, when she is not at anchor, or made fast to the shore or ground.]

Rules concerning Lights, &c.

[The word "visible" in these rules, when applied to lights, shall mean visible on a dark night with a clear atmosphere.]

ARTICLE 1.—The rules concerning lights shall be complied with in all weathers from sunset to sunrise, [and during such time no other lights which may be mistaken for the prescribed lights shall be exhibited.]

ARTICLE 2.—A steam vessel when under way shall carry—

- (a) On or in front of the foremast, [or if a vessel without a foremast, then in the fore part of the vessel,] at a height above the hull of not less than 20 ft., and if the breadth of the vessel exceeds 20 ft., then at a height above the hull not less than such breadth, so, however, that the light need not be carried at a greater height above the hull than 40 ft., a bright white light, so constructed as to show an 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 vessel, viz., from right ahead to 2 points abaft the beam on either side, and of such a character as to be visible at a distance of at least 5 miles.
- (b) On the starboard side a green light so constructed as to show an 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 2 points abaft the beam on the starboard side, and of such a character as to be visible at a distance of at least 2 miles.
- (c) On the port side a red light so constructed as to show an 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 2 points abaft the beam on the port side, and of such a character as to be visible at a distance of at least 2 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.
- (e) A steam vessel when under way may carry an additional white light similar in construction to the light mentioned in subdivision (a). These two lights shall be so placed in line with the keel that one shall be at least 15 ft. higher than the other, and in such a position with reference to each other that the lower light shall be forward of the upper one. The vertical distance between these lights shall be less than the horizontal distance.]

ARTICLE 3.—A steam vessel when towing another vessel shall, in addition to her side lights, carry two bright white lights in a vertical line one over the other, not less than [6 ft.] apart, [and when towing more than one vessel shall carry an additional bright white light 6 ft. above or below such lights, if the length of the tow, measuring from the stern of the towing vessel to the stern of the last vessel towed, exceeds 600 ft.] Each of these shall be of the same construction and character, and shall be carried in the same position as the white light mentioned in Article 2 (a), [except the additional light, which may be carried at a height of not less than 14 ft. above the hull.]

[Such steam vessel may carry a small white light abaft the funnel or aftermast for the vessel towed to steer by, but such light shall not be visible forward of the beam.]

ARTICLE 4.—(v) A vessel which from any accident is not under command, shall carry at the same height as the white light mentioned in Article 2 (a), where they can best be seen, and, if a steam vessel, in lieu of that light, [two] red lights, in a vertical line one over the other, not less than [6 ft.] apart, and of such a character as to be visible all round the horizon at a distance of at least 2 miles; and shall by day carry in a vertical line one over the other, not less than [6 ft.] apart, where they can best be seen, [two] black balls or shapes, each 2 ft. in diameter.

(b) A vessel employed in laying or in picking up a telegraph cable shall carry in the same position as the white light mentioned in Article 2 (a), and, if a steam vessel, in lieu of that light, three lights in a vertical line one over the other, not less than 6 ft. apart. The highest and lowest of these lights shall be red, and the middle light shall be white, and they shall be of such a character as to be visible all round the horizon, [at a distance of at least 2 miles.] By day she shall carry in a vertical line one over the other, not less than 6 ft. apart, where they can best be seen, three shapes not less than 2 ft. in diameter, of which the highest and lowest shall be globular in shape and red in colour, and the middle one diamond in shape and white.

(c) The vessels referred to in this Article, when not making way through the water, shall not carry the side lights, but when making way shall carry them.

(d) The lights and shapes required to be shown by this Article are to be taken by other vessels as signals that the vessel showing them is not under command and cannot therefore get out of the way.

These signals are not signals of vessels in distress and requiring assistance. Such signals are contained in Article 31.

ARTICLE 5.—A sailing vessel under way, [and any vessel being towed,] shall carry the same lights as are prescribed by Article 2 for a steam vessel under way, with the exception of the white lights mentioned therein, which they shall never carry.

ARTICLE 6.—Whenever, as in the case of small vessels under way during bad weather, the green and red side lights cannot be fixed, these lights shall be kept at hand lighted and ready for use; and shall, on the approach of or to other vessels, be exhibited on their respective sides in sufficient time to prevent collision, in such manner as to make them most visible, and so that the green light shall not be seen on the port side nor the red light on the starboard side, [nor, if practicable, more than two points abaft the beam on their respective sides.]

To make the use of these portable lights more certain and easy, the lanterns containing them shall each be painted outside with the colour of the light they respectively contain, and shall be provided with proper screens.

[ARTICLE 7.—Steam vessels of less than 40, and vessels under oars or sails of less than 20 tons, gross tonnage, respectively, and towing boats, when under way, shall not be obliged, to carry the lights mentioned in Article 2 (a), (b), and (c), but if they do not carry them, they shall be provided with the following lights:—

[1. Steam vessels of less than 40 tons shall carry—

[(a) In the fore part of the vessel, or on or in front of the funnel, where it can best be seen, and at a height above the gunwale of not less than 9 ft., a bright white light constructed and fixed as prescribed in Article 2 (a), and of such a character as to be visible at a distance of at least 2 miles.

[(b) Green and red side-lights constructed and fixed as prescribed in Article 2 (b) and (c), and of such a character as to be visible at a distance of at least 1 mile, or a combined lantern showing a green light and a red light from right ahead to two points abaft the beam on their respective sides. Such lantern shall be carried not less than 3 ft. below the white light.]

[2. Small steamboats, such as are carried by sea-going vessels, may carry the white light at a less height than 9 ft. above the gunwale, but it shall be carried above the combined lantern, mentioned in subdivision 1 (b).]

[3. Vessels under oars or sails, of less than 20 tons, shall have ready at hand a lantern with a green glass on one side and a red glass on the other, which, on the approach of or to other vessels, shall be exhibited in sufficient time to prevent collision, so that the green light shall not be seen on the port side nor the red light on the starboard side.]

[4. Rowing boats, whether under oars or sail, shall have ready at hand a lantern showing a white light, which shall be temporarily exhibited in sufficient time to prevent collision.]

[The vessels referred to in this Article shall not be obliged to carry the lights prescribed by Article 4 (a) and Article 11, last paragraph.]

ARTICLE 8.—Pilot vessels, when engaged on their station on pilotage duty, shall not show the lights required for other vessels, but shall carry a white light at the masthead, visible all round the horizon, and shall also exhibit a flare-up light or flare-up lights at short intervals, which shall never exceed fifteen minutes.

[On the near approach of or to other vessels they shall have their sidelights lighted, ready for use, and shall flash or show them at short intervals, to indicate the direction in which they are heading, but the green light shall not be shown on the port side, nor the red light on the starboard side.]

[A pilot vessel of such a class as to be obliged to go alongside of a vessel to put a pilot on board may show the white light instead of carrying it at the masthead, and may, instead of the coloured lights above-mentioned, have at hand ready for use a lantern with a green glass on the one side and a red glass on the other, to be used as prescribed above.]

Pilot vessels, when not engaged on their station on pilotage duty, shall carry lights similar to those of other vessels [of their tonnage].

ARTICLE 9.*

ARTICLE 10.—A vessel which is being overtaken by another shall show from her stern to such last-mentioned vessel a white light or a flare-up light.

[The white light required to be shown by this Article may be fixed and carried in a lantern, but in such case the lantern shall be so constructed, fitted, and screened that it shall throw an unbroken light over an arc of the horizon of 12 points of the compass, viz., for 6 points from right aft on each side of the vessel, so as to be visible at a distance of at least 1 mile. Such light shall be carried as nearly as practicable on the same level as the side-lights.]

ARTICLE 11.—A vessel [under 150 ft. in length,] when at anchor, shall carry [forward,] where it can best be seen, but at a height not exceeding 20 ft. above the hull, a white light in a lantern so constructed as to show a clear, uniform, and unbroken light visible all round the horizon at a distance of at least 1 mile.

[A vessel of 150 ft. or upwards in length, when at anchor, shall carry in the forward part of the vessel, at a height of not less than 20, and not exceeding 40 ft. above the hull, one such light, and at or near the stern of the vessel, and at such a height that it shall be not less than 15 ft. lower than the forward light, another such light.]

[The length of a vessel shall be deemed to be the length appearing in her certificate of registry.]

[A vessel aground in or near a fairway shall carry the above light or lights and the two red lights prescribed by Article 4 (a).]

* This Article will deal with regulations affecting fishing boats, and will be the subject of another Order, which will be submitted to Her Majesty for approval at a later date.

[ARTICLE 12.—Every vessel may, if necessary in order to attract attention, in addition to the lights which she is by these rules required to carry, show a flare-up light or use any detonating signal that cannot be mistaken for a distress signal.]

ARTICLE 13.—Nothing in these rules shall interfere with the operation of any special rules made by the Government of any nation with respect to additional station and signal lights for two or more ships of war or for vessels sailing under convoy, [or with the exhibition of recognition signals adopted by shipowners, which have been authorized by their respective Governments and duly registered and published.]

[ARTICLE 14.—A steam vessel proceeding under sail only, but having her funnel up, shall carry in daytime, forward, where it can best be seen, one black ball or shape 2 ft. in diameter.]

Sound Signals for Fog, &c.

[ARTICLE 15.—All signals prescribed by this Article for vessels under way shall be given—

- [(1) By "steam vessels" on the whistle or siren.
- [(2) By "sailing vessels and vessels towed" on the foghorn.]

[The words "prolonged blast" used in this Article shall mean a blast of from 4 to 6 seconds' duration.]

A steam vessel shall be provided with an efficient whistle [or siren,] sounded by [steam or some substitute for steam,] so placed that the sound may not be intercepted by any obstruction, and with an efficient foghorn, to be sounded by mechanical means, and also with an efficient bell.* A sailing vessel [of 20 tons gross tonnage or upwards] shall be provided with a similar foghorn and bell.

In fog, mist, falling snow, [or heavy rain storms,] whether by day or night, the signals described in this Article shall be used as follows, viz. :—

- (a) A steam vessel having way upon her, shall sound, at intervals of not more than 2 minutes, a prolonged blast.
- [(b) A steam vessel under way, but stopped and having no way upon her, shall sound, at intervals of not more than 2 minutes, two prolonged blasts, with an interval of about 1 second between them.]
- (c) A sailing vessel under way shall sound, at intervals of not more than [1] minute, when on the starboard tack one blast, when on the port tack two blasts in succession, and when with the wind abaft the beam three blasts in succession.
- (d) A vessel, when at anchor, shall, at intervals of not more than [1] minute, ring the bell [rapidly for about 5 seconds.]
- [(e) A vessel when towing, a vessel employed in laying or in picking up a telegraph cable, and a vessel under way, which is unable to get out of the way of an approaching vessel through being not under command, or unable to manoeuvre as required by these rules, shall, instead of the signals prescribed in subdivisions (a) and (c) of this Article, at intervals of not more than 2 minutes, sound three blasts in succession, viz., one prolonged blast followed by two short blasts. A vessel towed may give this signal and she shall not give any other.]

[Sailing-vessels and boats of less than 20 tons gross tonnage shall not be obliged to give the above-mentioned signals, but if they do not, they shall make some other efficient sound-signal at intervals of not more than 1 minute.]

Speed of Ships to be moderate in Fog, &c.

ARTICLE 16.—Every vessel shall, in a fog, mist, falling snow, [or heavy rain storms,] go at a moderate speed, [having careful regard to the existing circumstances and conditions.]

[A steam vessel hearing, apparently forward of her beam, the fog-signal of a vessel, the position of which is not ascertained, shall, so far as the circumstances of the case admit, stop her engines, and then navigate with caution until danger of collision is over.]

Steering and Sailing Rules.

Preliminary—Risk of Collision.

[Risk of collision can, when circumstances permit, be ascertained by carefully watching the compass bearing of an approaching vessel. If the bearing does not appreciably change, such risk should be deemed to exist.]

ARTICLE 17.—When two sailing vessels are approaching one another, so as to involve risk of collision, one of them shall keep out of the way of the other, as follows, viz. :—

- (a) A vessel which is running free shall keep out of the way of a vessel which is close-hauled.
- (b) A vessel which is close-hauled on the port tack shall keep out of the way of a vessel which is close-hauled on the starboard tack.
- (c) When both are running free, with the wind on different sides, the vessel which has the wind on the port side shall keep out of the way of the other.
- (d) When both are running free, with the wind on the same side, the vessel which is to windward shall keep out of the way of the vessel which is to leeward.
- (e) A vessel which has the wind aft shall keep out of the way of the other vessel.

ARTICLE 18.—When two steam vessels 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 vessels are meeting end on, or nearly end on, in such a manner as to involve risk of collision, and does not apply to two vessels 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 vessels is end on, or nearly end on, to the other; in other words, to cases in which, by day, each vessel 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 vessel 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 vessel sees another ahead crossing her own course; or by night, to cases where the red light of one vessel is opposed to the red light of the other, or where the green light of one vessel 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.

ARTICLE 19.—When two steam vessels are crossing, so as to involve risk of collision, the vessel which has the other on her own starboard side shall keep out of the way of the other.

* In all cases where the rules require a bell to be used a drum may be substituted on board Turkish vessels, or a gong where such articles are used on board small sea-going vessels.

ARTICLE 20.—When a steam vessel and a sailing vessel are proceeding in such directions as to involve risk of collision, the steam vessel shall keep out of the way of the sailing vessel.

ARTICLE 21.—Where by any of these rules one of two vessels is to keep out of the way, the other shall keep her course [and speed].

[*Note.*—When, in consequence of thick weather or other causes, such vessel finds herself so close that collision cannot be avoided by the action of the giving-way vessel alone, she also shall take such action as will best aid to avert collision. (See Articles 27 and 29.)]

[ARTICLE 22.—Every vessel which is directed by these rules to keep out of the way of another vessel shall, if the circumstances of the case admit, avoid crossing ahead of the other.]

ARTICLE 23.—Every steam vessel [which is directed by these rules to keep out of the way of another vessel] shall, on approaching her, if necessary, slacken her speed or stop or reverse.

ARTICLE 24.—Notwithstanding anything contained in these rules, every vessel overtaking any other shall keep out of the way of the overtaken vessel.

[Every vessel coming up with another vessel from any direction more than two points abaft her beam, *i.e.*, in such a position, with reference to the vessel which she is overtaking that at night she would be unable to see either of that vessel's sidelights, shall be deemed to be an overtaking vessel; and no subsequent alteration of the bearing between the two vessels shall make the overtaking vessel a crossing vessel within the meaning of these rules, or relieve her of the duty of keeping clear of the overtaken vessel until she is finally past and clear.]

[As by day the overtaking vessel cannot always know with certainty whether she is forward of or abaft this direction from the other vessel, she should, if in doubt, assume that she is an overtaking vessel and keep out of the way.]

ARTICLE 25.—In narrow channels every steam vessel shall, when it is safe and practicable, keep to that side of the fair-way or mid channel which lies on the starboard side of such vessel.

[ARTICLE 26.—Sailing vessels under way shall keep out of the way of sailing vessels or boats fishing with nets or lines, or trawls. This rule shall not give to any vessel or boat engaged in fishing the right of obstructing a fair-way used by vessels other than fishing vessels or boats.]

ARTICLE 27.—In obeying and construing these rules, due regard shall be had to all dangers of navigation [and collision,] and to any special circumstances which may render a departure from the above rules necessary in order to avoid immediate danger.

Sound Signals for Vessels in sight of one another.

[ARTICLE 28.—The words "short blast" used in this Article shall mean a blast of about 1 second's duration.]
When vessels are in sight of one another, a steam vessel under way, in taking any course authorized or required by these rules, [shall] indicate that course by the following signals on her whistle [or siren] viz. :—

One short blast to mean, "I am directing my course to starboard."

Two short blasts to mean, "I am directing my course to port."

Three short blasts to mean, ["My engines are] going full speed astern."

No Vessel under any circumstances to neglect proper Precautions.

ARTICLE 29.—Nothing in these rules shall exonerate any vessel, or the owner, or master, or crew thereof, from the consequences of any neglect to carry lights or signals, or of any neglect to keep a proper look-out, or of the neglect of any precaution which may be required by the ordinary practice of seamen, or by the special circumstances of the case.

Reservation of Rules for Harbours and Inland Navigation.

ARTICLE 30.—Nothing in these rules shall interfere with the operation of a special rule, duly made by local authority, relative to the navigation of any harbour, river, or inland waters.

SCHEDULE II.

Distress Signals.

ARTICLE 31.—When a vessel is in distress and requires assistance from other vessels or from the shore, the following shall be the signals to be used or displayed by her, either together or separately, viz. :—

In the daytime—

- (1) A gun [or other explosive signal] fired at intervals of about a minute ;
- (2) The International Code signal of distress indicated by N C ;
- (3) The distant signal, consisting of a square flag, having either above or below it a ball or anything resembling a ball ;
- [(4) A continuous sounding with any fog-signal apparatus.]

At night—

- (1) A gun [or other explosive signal] fired at intervals of about a minute ;
- (2) Flames on the vessel (as from a burning tar-barrel, oil-barrel, &c.) ;
- (3) Rockets or shells, throwing stars of any colour or description, fired one at a time, at short intervals.
- [(4) A continuous sounding with any fog-signal apparatus.]

At the Court at Osborne House, Isle of Wight, the 11th day of August, 1884.

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

Whereas by Order in Council made in pursuance of the Merchant Shipping Act Amendment Act, 1862, and dated the Fourteenth day of August, One thousand Eight hundred and Seventy-nine, Her Majesty, on the joint recommendation of the Admiralty and the Board of Trade, was pleased to direct that, on and after the First day of September, One thousand Eight hundred and Eighty, the regulations for preventing collisions at sea contained in an Order in Council, dated the Ninth day of

January, One thousand Eight hundred and Sixty-three, and the additions by an Order in Council, dated the Thirtieth day of June, One thousand Eight hundred and Sixty-eight, made thereto, should be annulled, and that there should be substituted therefor the new regulations contained in the first schedule to the said first-named Order in Council, and that the same should, from and after the First day of September, One thousand Eight hundred and Eighty, apply to ships of the countries mentioned in the said second schedule thereto, whether within British jurisdiction or not :

And whereas by the Orders in Council dated, respectively, the Twenty-fourth day of March, One thousand Eight hundred and Eighty ; the Twenty-sixth day of August, One thousand Eight hundred and Eighty-one ; the Eighteenth day of August, One thousand Eight hundred and Eighty-two ; the Twenty-third day of August, One thousand Eight hundred and Eighty-three ; and the Second day of February, One thousand Eight hundred and Eighty-four, Her Majesty was pleased to direct that the operation of the Article numbered 10 of the new regulations contained in the first schedule of the said Order in Council of the Fourteenth day of August, One thousand Eight hundred and Seventy-nine, should be suspended from time to time :

And whereas the Admiralty and the Board of Trade have jointly recommended to Her Majesty that, so far as regards British ships and boats, the regulations hereinafter set forth shall be substituted for the regulations contained in the first schedule to the said Order in Council of the Fourteenth day of August, One thousand Eight hundred and Seventy-nine :

Now therefore Her Majesty, by virtue of the powers vested in Her by the said recited Act, and by and with the advice of Her Privy Council, is pleased to direct that, on and after the First day of September, One thousand Eight hundred and Eighty-four, the regulations contained in the schedule hereto shall, so far as regards British ships and boats, be substituted for the regulations contained in the first schedule to the said Order in Council of the Fourteenth day of August, One thousand Eight hundred and Seventy-nine.

C. L. PEEL.

Schedule referred to in this Order.

ARTICLE 10.—Open boats and fishing vessels of less than 20 tons net registered tonnage, when under way and when not having their nets, trawls, dredges, or lines in the water, shall not be obliged to carry the coloured sidelights ; but every such boat and vessel shall in lieu thereof have ready at hand a lantern with a green glass on the one side and a red glass on the other side, and on approaching to or being approached by another vessel such lantern shall be exhibited in sufficient time to prevent collision, so that the green light shall not be seen on the port side nor the red light on the starboard side.

The following portion of this Article applies only to fishing vessels and boats when in the sea off the coast of Europe lying north of Cape Finisterre :—

- (a) All fishing vessels and fishing boats of 20 tons net registered tonnage, or upwards, when under way and when not required by the following regulations in this Article to carry and show the lights therein named, shall carry and show the same lights as other vessels under way.
- (b) All vessels when engaged in fishing with drift nets shall exhibit two white lights from any part of the vessel where they can be best seen. Such lights shall be placed so that the vertical distance between them shall be not less than 6 ft. and not more than 10 ft. ; and so that the horizontal distance between them measured in a line with the keel of the vessel shall be not less than 5 ft. and not more than 10 ft. The lower of these two lights shall be the more forward, and both of them shall be of such a character, and contained in lanterns of such construction as to show all round the horizon, on a dark night with a clear atmosphere, for a distance of not less than 3 miles.
- (c) A vessel employed in line fishing with her lines out shall carry the same lights as a vessel when engaged in fishing with drift nets.
- (d) If a vessel when fishing becomes stationary in consequence of her gear getting fast to a rock or other obstruction, she shall show the light and make the fog signal for a vessel at anchor.
- (e) Fishing vessels and open boats may at any time use a flare-up in addition to the lights which they are by this Article required to carry and show. All flare-up lights exhibited by a vessel when trawling, dredging, or fishing with any kind of drag net shall be shown at the after part of the vessel, excepting that, if the vessel is hanging by the stern to her trawl, dredge, or drag net, they shall be exhibited from the bow.
- (f) Every fishing vessel and every open boat when at anchor between sunset and sunrise shall exhibit a white light visible all round the horizon at a distance of at least 1 mile.
- (g) In fog, mist, or falling snow, a drift net vessel attached to her nets, and a vessel when trawling, dredging, or fishing with any kind of drag net, and a vessel employed in line fishing with her lines out, shall at intervals of not more than 2 minutes make a blast with her foghorn and ring her bell alternately.

At the Court at Osborne House, Isle of Wight, the 30th day of December, 1884.

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 in the schedule thereto should, so far as regarded British ships and boats, be substituted for the regulations for preventing collisions at sea contained in the first schedule to an Order in Council made as aforesaid and dated the 14th day of August, 1879 :

And whereas by the regulations contained in the schedule to the same Order in Council of the 11th day of August, 1884, it is provided as follows, viz. :—

Article 3.—A seagoing 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 2 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 5 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 2 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 2 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 2 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 2 miles.
- (d) The said green and red sidelights 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.

Article 6.—A sailing ship under way, or being towed, shall carry the same lights as are provided by Article 3 for a steamship under way, with the exception of the white light, which she shall never carry.

Article 10.—

- (a) All fishing vessels and fishing boats of 20 tons net registered tonnage, or upwards, when under way and when not required by the following regulations in this Article to carry and show the lights therein named, shall carry and show the same lights as other vessels under way :

And whereas the Admiralty and the Board of Trade have, in pursuance of the said recited Act, jointly recommended to Her Majesty that the regulations contained in the schedule to the said recited Order in Council of the 11th day of August, 1884, shall, as regards British fishing vessels and boats when in the sea off the coast of Europe, lying north of Cape Finisterre, be modified and added to in manner following ; that is to say,—

That as regards steam vessels engaged in trawling, such vessels, if of 20 tons gross register tonnage or upwards, and having their trawls in the water, and not being stationary in consequence of their gear getting fast to a rock or other obstruction, should, if they do not carry the lights required by the said recited Article 3 of the regulations aforesaid, be permitted to carry and show in lieu thereof and in substitution therefor, but not in addition thereto, whilst so engaged in trawling, and having their trawls in the water, and not being stationary as aforesaid, other lights of the description set forth in Part I. of the schedule hereto ; and that when under way, and not having their trawls in the water, they should carry and show the lights required by Article 3 above recited :

And that as regards sailing vessels engaged in trawling, such vessels, if of 20 tons net register tonnage or upwards, and having their trawls in the water, and not being stationary in consequence of their gear getting fast to a rock or other obstruction, should, if they do not carry the lights required by the said recited Article 6 of the regulations aforesaid, be permitted to carry and show in lieu thereof and in substitution therefor, but not in addition thereto, whilst so engaged in trawling, and having their trawls in the water, and not being stationary as aforesaid, other lights of the description set forth in Part II. of the schedule hereto ; and that when under way, and not having their trawls in the water, they should carry and show the lights required by Article 6 above recited.

Now therefore Her Majesty, by virtue of the powers vested in Her by the said Act, and by and with the advice of Her Privy Council, is pleased to direct that on and after the 1st day of January, 1885, the regulations contained in the schedule to the said recited Order in Council of the 11th day of August, 1884, shall, as regards British fishing vessels and boats when in the sea off the coast of Europe, lying north of Cape Finisterre, be modified and added to as follows, viz. :—

As regards steam vessels engaged in trawling when under steam, such vessels, if of 20 tons gross register tonnage or upwards, and having their trawls in the water, and not being stationary in consequence of their gear getting fast to a rock or other obstruction, shall between sunset and sunrise either carry and show the lights required by the said recited Article 3 of the regulations aforesaid, or shall carry and show in lieu thereof and in substitution therefor, but not in addition thereto, other lights of the description set forth in Part I. of the schedule hereto :

As regards sailing vessels engaged in trawling, such vessels, if of 20 tons net register tonnage or upwards, and having their trawls in the water, and not being stationary in consequence of their gear getting fast to a rock or other obstruction, shall between sunset and sunrise either carry and show the lights required by the said recited Article 6 of the regulations aforesaid, or shall carry and show in lieu thereof and in substitution therefor, but not in addition thereto, other lights of the description set forth in Part II. of the schedule hereto.

The red and green lights, which are by this Order permitted as aforesaid to be carried in lieu of the lights required by Articles 3 and 6 of the said recited regulations respectively, shall be of such a character as to be visible at a distance of not less than two miles on a dark night, with a clear atmosphere.

And Her Majesty is pleased further to direct that steam vessels of 20 tons gross register tonnage or upwards, and sailing vessels of 20 tons net register tonnage or upwards, engaged in trawling, when under way between sunset and sunrise, but not having their trawls in the water, shall, if steamships, carry and show the lights required by Article 3 above recited, and if sailing ships shall carry and show the lights required by Article 6 above recited: Provided, however, that the modifications and additions set forth in Parts I., II., of the schedule hereto shall not be applicable to the fishing vessels and boats of any foreign country, unless and until the same shall have been made applicable thereto by Order in Council.

C. L. PEEL.

SCHEDULE.

Part I.—Steam Vessels.

(1) On or in front of the foremast head and in the same position as the white light which other steamships are required to carry, a lanthorn, showing a white light ahead, a green light on the starboard side, and a red light on the port side, such lanthorn shall be so constructed, fitted, and arranged as to show an uniform and unbroken white light over an arc of the horizon of 4 points of the compass, an uniform and unbroken green light over an arc of the horizon of 10 points of the compass, and an uniform and unbroken red light over an arc of the horizon of 10 points of the compass, and it shall be so fixed as to show the white light from right ahead to two points on the bow on each side of the ship, the green light from two points on the starboard bow to 4 points abaft the beam on the starboard side, and the red light from 2 points on the port bow to 4 points abaft the beam on the port side; and (2) a white light in a globular lanthorn of not less than 8 in. in diameter, and so constructed as to show a clear, uniform, and unbroken light all round the horizon; the lanthorn containing such white light shall be carried lower than the lanthorn showing the green, white, and red lights as aforesaid, so, however, that the vertical distance between them shall not be less than 6 ft. nor more than 12 ft.

Part II.—Sailing Vessels.

(1) On or in front of the foremast head a lanthorn having a green glass on the starboard side and a red glass on the port side, so constructed, fitted, and arranged that the red and green do not converge, and so as to show an uniform and unbroken green light over an arc of the horizon of 12 points of the compass, and an uniform and unbroken red light over an arc of the horizon of 12 points of the compass, and it shall be so fixed as to show the green light from right ahead to four points abaft the beam on the starboard side, and the red light from right ahead to 4 points abaft the beam on the port side; and (2) a white light in a globular lanthorn of not less than 8 in. in diameter, and so constructed as to show a clear uniform and unbroken light all round the horizon, the lanthorn containing such white light shall be carried lower than the lanthorn showing the green and red lights as aforesaid so, however, that the vertical distance between them shall not be less than 6 ft. and not more than 12 ft.

At the Court at Windsor, the 24th day of June, 1885.

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 30th day of December, 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 January 1885, the regulations contained in the schedule to an Order in Council made as aforesaid, and dated the 11th day of August, 1884, should, as regards British fishing vessels and boats, when in the sea off the coast of Europe lying north of Cape Finisterre, be modified and added to, *inter alia*, as follows, viz.:—

As regards sailing vessels engaged in trawling, such vessels, if of 20 tons net register tonnage or upwards, and having their trawls in the water, and not being stationary in consequence of their gear getting fast to a rock or other obstruction, shall between sunset and sunrise either carry and show the lights required by Article 6 of the regulations aforesaid, or shall carry and show in lieu thereof, and in substitution therefor, but not in addition thereto, other lights of the description set forth in Part II. of the schedule to the said recited Order in Council of the 30th day of December, 1884.

And whereas the Admiralty and the Board of Trade have, in pursuance of the said recited Act, jointly recommended to Her Majesty that the regulations contained in the schedule to the said recited Order in Council of the 11th day of August, 1884, shall, as regards sailing vessels when engaged in trawling, be further modified and added to in manner following; that is to say,—

As regards sailing vessels engaged in trawling, such vessels having their trawls in the water and not being stationary in consequence of their gear getting fast to a rock or other obstruction, if they do not carry and show the lights required by Article 6 of the

regulations aforesaid, or the other lights of the description set forth in Part II. of the schedule to the said recited Order in Council of the 30th of December, 1884, shall carry and show in lieu of the lights required by Article 6 of the regulations aforesaid, or the other lights of the description set forth in paragraph 2 of the schedule to the said recited Order, other lights as follows; that is to say,—

A white light in a globular lanthorn of not less than 8 in. in diameter, and so constructed as to show a clear uniform and unbroken light all round the horizon, and visible on a dark night, with a clear atmosphere, for a distance of at least 2 miles; and also a sufficient supply of red pyrotechnic lights which shall each burn for at least 30 seconds, and shall, when so burning, be visible for the same distance under the same conditions as the white light. The white light shall be shown from sunset to sunrise, and one of the red pyrotechnic lights shall be shown on approaching, or on being approached by, another ship or vessel in sufficient time to prevent collision.

Now therefore Her Majesty, by virtue of the powers vested in Her by the said Act, and by and with the advice of Her Privy Council, is pleased to direct that on and after the 24th day of June, 1885, the regulations contained in the schedule to the Order in Council of the 11th day of August, 1884, shall, as regards British sailing fishing vessels and boats, when in the sea off the coast of Europe lying north of Cape Finisterre, be further modified and added to accordingly; that is to say, such sailing vessels shall, whatever be their tonnage, be at liberty to carry the substituted lights hereinbefore described in lieu of, and in substitution for, but not in addition to, the lights prescribed to be carried by such sailing vessels by the Orders in Council dated respectively the 11th day of August, 1884, and the 30th day of December, 1884.

C. L. PEEL.

At the Court at Osborne House, Isle of Wight, the 18th day of August, 1892.

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 Eleventh day of August, One thousand Eight hundred and Eighty-four, Her Majesty, on the joint recommendation of the Admiralty and the Board of Trade, was pleased to direct that on and after the First day of September, One thousand Eight hundred and Eighty-four, 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 Fourteenth day of August, One thousand Eight hundred and Seventy-nine:

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 Thirtieth day of December, One thousand Eight hundred and Eighty-four, and the Twenty-fourth day of June, One thousand Eight hundred and Eighty-five, certain modifications and additions were made to the said regulations contained in the schedule to the said recited Order in Council of the Eleventh day of August, One thousand Eight hundred and Eighty-four, as regards British fishing vessels and boats:

And whereas by the said regulations contained in the schedule to the said Order in Council of the Eleventh day of August, One thousand Eight hundred and Eighty-four, it is, amongst other things, provided as follows, namely:—

Article 9.—A pilot vessel, when engaged on her station on pilotage duty, shall not carry the lights required for other vessels, but shall carry a white light at the masthead, visible all round the horizon, and shall also exhibit a flare-up light or flare-up lights at short intervals, which shall never exceed fifteen minutes.

A pilot vessel, when not engaged on her station on pilotage duty, shall carry lights similar to those of other ships.

And whereas the Admiralty and the Board of Trade have, in pursuance of the said recited Act, jointly recommended to Her Majesty that the said regulations contained in the schedule to the said Order in Council of the Eleventh day of August, One thousand Eight hundred and Eighty-four, should be further modified by adding to the said recited Article 9 thereof the provision contained in the schedule hereto:

Now therefore Her Majesty, by virtue of the powers vested in her by the said Act, and by and with the advice of Her Privy Council, is pleased to direct that from the date of this Order the regulations contained in the schedule to the said Order in Council of the Eleventh day of August, One thousand Eight hundred and Eighty-four, shall be further modified by the addition to the said recited Article 9 thereof of the provisions contained in the schedule hereto.

C. L. PEEL.

SCHEDULE.

A steam pilot vessel, exclusively employed for the service of pilots licensed or certified by any pilotage authority or the committee of any pilotage district in the United Kingdom, when engaged on her station on pilotage duty and in British waters and not at anchor shall, in addition to the lights required for all pilot boats, carry at a distance of 8 ft. below her white masthead light a red light visible all round the horizon and of such a character as to be visible on a dark night, with a clear atmosphere, at a distance of at least 2 miles, and also the coloured sidelights required to be carried by vessels when under way.

When engaged on her station on pilotage duty and in British waters and at anchor she shall carry, in addition to the light required for all pilot boats, the red light above-mentioned, but not the coloured sidelights.

When not engaged on her station on pilotage duty she shall carry the same lights as other steam vessels.

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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.

February, 1897.

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
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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:—

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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 in London by Messrs. Eyre & Spottiswoode, East Harding street, Fleet street, E. C., and 32, Abingdon street, S.W., and it may be obtained directly from them or through any Bookseller.

Price 4d. per copy. By post: 5d. per copy.

Back numbers, previous to January, 1893, 2d. per copy, when available.

The price of the Annual Volume of the "KEW BULLETIN" for each year, with rates of postage, is as follows:—

Year.	Price.	Price (including Postage).		
		United Kingdom.	Foreign and Colonial.	
	s. d.	s. d.	s. d.	s. d.
1891 ...	3 0	3 4½	3	6½
1892 ...	3 0	3 4½	3	6½
1893 ...	3 0	3 4½	3	6½
1894 ...	3 0	3 4½	3	7½
1895 ...	3 0	3 4½	3	6½

The Annual Volumes for 1887 to 1890 are out of print, and cannot now be supplied.

The Index to the first five volumes, being Appendix IV. 1891, may be had separately, price 2d.

The Bulletin is also sold by John Menzies & Co., of Edinburgh and Glasgow, and Hodges, Figgis & Co., Limited, of Dublin.

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

NOTICE is hereby given that in the list of contracts published in the *Gazette* of January 15, 1897, the name of Mr. J. R. de Silva Wijeratne, under the head "Building Materials, Colonial Store," for the supply of rookattana planks, millilla and hora posts, is erased, as he has failed to comply with the requirements of his tender.

T. TWYNAM,
Acting Colonial Storekeeper.

Colombo, February 24, 1897.

Return of Immigrants and Emigrants at the Port of Colombo during the Week ended March 10, 1897.

	Men.	Women.	Children.	Infants.	Total.
Immigrants (coolies) ...	472	128	96	43	739
Emigrants (all classes) ...	2,082	440	72	17	2,611

J. G. O. REYNOLDS,
for Master Attendant.

NOTICES CALLING FOR TENDERS.

SEALÉD Tenders, marked on the envelopes "Tender for the Conveyance of Mails," will be received at the Postmaster-General's Office up to 12 o'clock noon on Monday, April 19, 1897, for a period of four years from May 1, 1897, to April 30, 1901.

For the conveyance of Mails by steamer or other boat between Batticaloa and Kiddanki and by runner service between Kiddanki and Kalmunai, once daily each way.

The tenders must be made in duplicate: the original is to be forwarded by the tenderers direct to the Postmaster-General, while the duplicate shall be sent on the same day to the Hon. the Auditor-General.

The tenders must be made upon forms which will be supplied on application to the Postmaster-General, and no tender will be considered unless it is furnished on the recognized form.

Any alterations in a tender must bear the initials of the tenderer or tenderers, otherwise it will be rejected.

A deposit of Rs. 250 will be required before any form of tender is issued, and should any person decline to enter into the contract and bond after he has tendered, or fail to furnish approved security, such deposit will be forfeited to the Crown. All other deposits will be returned upon signature of the contract.

Security to the amount of Rs. 2,000 will be required. From this sum the Postmaster-General will meet the cost of carrying on the service when he may deem it to be necessary to incur expenditure on account of the contractors' failure to comply with the conditions of the contract.

Security must be completed by May 1, 1897, by the deposit of the above amount in cash.

The person whose tender is accepted will be required to bear the expense of having the security bond prepared for the due performance of his contract, which bond will be subject to the approval of the Attorney-General, but may be drawn by the tenderers' own lawyers.

The contractor will be liable to a fine not exceeding Rs. 10 a day for using or allowing to be used for the service under this contract a boat which has been condemned by the Postmaster-General or any of his Assistants, or by any other competent officer.

The hours of arrival and departure of the boats to be fixed from time to time by the Postmaster-General.

A penalty not exceeding Rs. 50 will be imposed by the Postmaster-General or by any of his Assistants on the contractor for carrying in his boat more passengers than are allowed by the terms of the license.

Extra boats must be supplied at all times when required, without any charge.

Fines will be imposed by the Postmaster-General for all delays and irregularities.

The Government reserves to itself the right of rejecting, without question, any tender or any portion of a tender.

In case of repeated delays or irregularities the contract will be cancelled.

Further particulars can be obtained on application at the Postmaster-General's Office, Colombo.

By order,

F. W. VANE,

Assistant Postmaster-General.

Postmaster-General's Office,
Colombo, February 23, 1897.

SEALÉD Tenders, marked on the envelopes "Tender for the Electric Lighting of the Goods Yard at Colombo Station, Maradana," will be received up to 12 noon on Monday, the 29th instant, from persons willing to contract—

(a) For the supply and erection of seven 15-ampere arc lamps on 45 ft. standards, provided with suitable hoisting gear, as per specification to be seen at this Office.

Shades to be fluted or cut in the most approved manner for the complete diffusion of the light. Each standard to

be provided with the means of switching out the light independently of all others.

(b) For the upkeep, lighting, cleaning, and trimming of the above-mentioned lamps (and any others that may be hereafter erected) for a period not exceeding ten years from the date of signing of contract.

Light at full power will be required in each lamp for about 4 hours per diem on all working days, viz., from 6 to 10 P.M.

Tenders must be submitted in duplicate, the original being forwarded to the General Manager of the Railway and the duplicate direct to the Hon. the Auditor-General, both being required to be forwarded at the same time.

The tenders are to be made on forms which will be supplied upon personal application at the Office of the General Manager, and no tender will be considered unless it is furnished on the recognized form.

A deposit of Rs. 1,000 will be required before any form of tender is issued; and should any person decline to enter into the contract and bond after he has tendered, or should he fail to furnish the required security, such deposit of Rs. 1,000 will be forfeited to the Crown. All other deposits will be returned upon signature of a contract.

The security required will be Rs. 5,000 in cash, and any further information required can be obtained on personal application at the Office of the General Manager.

The Government reserves to itself the right, without question, of rejecting any or all tenders, and is further not bound to accept the lowest tender.

The person whose tender is accepted by the Government will be required to bear the expenses of having the security bond prepared for the due performance of the contract, which bonds will be subject to the approval of the Attorney-General, but may be drawn by the tenderer's own lawyers, the name or stamp of whom should be affixed to the document.

Every alteration should bear the initials of the tenderer, and all tenders containing alterations not bearing the tenderer's initials will be treated as informal and rejected.

W. T. PEARCE,
General Manager.

General Manager's Office,
Colombo, March 8, 1897.

SEALÉD Tenders, marked on the envelopes "Tender for the supply of Firewood for the use of the Railway for 1897," will be received up to 12 noon on Tuesday, March 23 next, from persons willing to contract for the above service in the quantities and at the places specified below:—

	Cubic Yards per Month.
Nawalapitiya to Hatton:—	
Galboda wood stages	750
Watawala wood stages	570
Nawalapitiya Station or firewood special	1,000

Wood must be cut into lengths of 3 ft., and not less than 9 in. nor more than 24 in. in girth.

The following woods will not be accepted: atamata, amba or mango, gedumba, loommadala, rukkattana, durkaduwa, kadju, walkaduru, cotton, aruboda.

Tenders must be submitted in duplicate, the original being forwarded to the General Manager of the Railway and the duplicate direct to the Hon. the Auditor-General, both being required to be forwarded at the same time.

The tenders are to be made on forms which will be supplied upon personal application at the office of the General Manager, and no tender will be considered unless it is furnished on the recognized form.

A deposit of Rs. 20 will be required before any form of tender is issued, and should any person decline to enter into the contract and bond after he has tendered, or

should he fail to furnish the required security, such deposit of Rs. 20 will be forfeited to the Crown. All other deposits will be returned upon signature of a contract.

Security in cash at the rate of Rs. 5 per 100 yards of firewood to be supplied will be required from each contractor.

The Government reserves to itself the right, without question, of rejecting any or all tenders, and is further not bound to accept the lowest tender.

The person whose tender is accepted by the Government will be required to bear the expenses of having the security bond prepared for the due performance of the contract, which bond will be subjected to the approval of the Attorney-General, but may be drawn by the tenderer's own lawyers, the name or stamp of whom should be affixed to the document.

Every alteration should bear the initials of the tenderer, and all tenders containing alterations not bearing the tenderer's initials will be treated as informal and rejected.

General Manager's Office,
Colombo, March 9, 1897.

W. T. PEARCE,
General Manager.

SEALD Tenders (in duplicate), marked on the envelopes "Tender for Victualling the Negombo Jail," will be received up to noon on Monday, March 29, 1897, from persons willing to contract for victualling the Negombo Jail from April 16, 1897, up to December 31, 1897.

2. The tenders should be submitted in duplicate, the original being forwarded to the Inspector-General of Prisons and the duplicate direct to the Hon. the Auditor-General, both being required to be forwarded at the same time.

3. The tenders are to be made upon forms which will be supplied upon application to the office of the above-named jail and the Inspector-General of Prisons, and no

tender will be considered unless it is furnished on the recognized form.

4. A deposit of Rs. 100, which must be made at the Treasury or Kachcheri, will be required before any form of tender is issued; and should any person fail (within a fortnight after he has been written to or notified to the address given by him of the acceptance of his tender), or decline to enter into the contract and bond after he has tendered, or fail to furnish approved security, such deposit will be forfeited to the Crown. All other deposits will be returned upon signature of a contract.

5. When required, samples must be deposited. Sufficient securities will be required to join in a bond for the due fulfilment of the contract.

6. The amount of the bond, and all other necessary information can be ascertained upon application at the offices specified.

7. The Government reserves to itself the right, without question, of rejecting any or all tenders, and the right of accepting any portion of a tender.

8. Persons whose tenders are accepted by Government will be required to bear the expenses of having the security bonds prepared for the due performance of their contract, which bonds will be subject to the approval of the Attorney-General, but may be drawn by the tenderers' own lawyers.

9. When bonds have been drawn by the tenderers' own lawyers, the name or stamp of the Proctor who drafted the bond should be affixed to the document.

10. Every alteration should bear the initials of the tenderers, and all tenders containing alterations not bearing the tenderers' initials will be treated as informal and rejected.

11. Every tenderer should write his address on his tender, giving the name of the street and the number of the house he lives in.

L. F. KNOLLYS,
Acting Inspector-General of Prisons.
Prisons Office,
Colombo, March 9, 1897.

SALES OF UNSERVICEABLE ARTICLES.

NOTICE is hereby given that the under-mentioned articles belonging to the Public Works Department will be sold by public auction at the Public Works Department Store, Nuwara Eliya, on Saturday, April 10, 1897, at 2 P.M. :—

1 door and frame	1 lot joists
1 lot shingles	1 piece of old gate
1 lot jungle posts and rafters	1 lot planks
2 lots reepers	2 verandah posts
	3 old locks

On the same date, at the Public Works Department Store, Kandy, 64 pieces old timber.

H. WARD,
for Director of Public Works.

Public Works Department,
Colombo, March 5, 1897.

TO be sold by public auction at Surveyor-General's Office, Colombo, at 2 o'clock P.M., on Wednesday, March 24, 1897 :—

10 5-inch theodolites	2 plain ebony 15-in. sliding parallel rulers
4 aneroid barometers	1 brass bound 12-in. sliding parallel rulers
6 reconnoitering telescopes	1 flat ebony ruler, 12-in. with ivory edges
4 drawing instrument boxes	1 brass bound 18-in. rolling parallel ruler
13 brass bound 18-in. sliding parallel rulers	

2 ebony 6-in. parallel rulers	1 zinc bucket
3 ivory 6-in. parallel rulers	2 canvas tents
8 boxwood 12-in. plotting scales	1 levelling staff
16 boxwood 2-in. off-set scales	24 surveying poles
1 set square	28 cattles
1 reading-glass	60 mamoties
1 brass 12-in. plotting scale	32 axes
6 ivory 6-in. diagonal scales	14 common hammers
2 Suaris' co-ordinate set squares	2 sledge hammers
8 beam compass, 4 ft., mahogany	6 hand saws
1 achromatic glass with pedestal	12 files
2 dateboxes	11 chisels
1 boxwood footrule	1 bradawl
1 bull's-eye lantern	2 gimlets
1 enamelled drinking cup	2 turnscrows
	15 padlocks
	11 jumpers
	1 old pump (incomplete)
	3 rat traps
	1 set stencil plates
	1 old camera
	1 standard chain, 100 ft.
	17 measuring tapes
	4 boxes for tapes

P. D. WARREN,
for Surveyor-General.

Surveyor-General's Office,
Colombo, March 3, 1897.