

# Bombay Government Gazette.

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## NOTIFICATION.

Bombay Castle, 4th August 1831.

GENERAL DEPARTMENT.

The Right Hon'ble the Governor in Council having sanctioned the publication of a weekly paper to be styled the "BOMBAY GOVERNMENT GAZETTE," notice is hereby given, that after this day all advertisements and other public papers of the government, will be printed in the BOMBAY GOVERNMENT GAZETTE only: and all orders or other public notices, appearing in that paper, under the signature of the secretaries, or other public officers of the government, are hereby ordered and directed to be conform'd to and obeyed accordingly. It is not intended that public intelligence, or private advertisements, and notifications should be inserted in the government gazette.

Bombay Castle, 18th January 1832.

When official notifications from the government are inserted in the BOMBAY GOVERNMENT GAZETTE, no communication on the same subject will be made in writing to any department concerned; but all public officers are required to take notice of such official notifications in the same manner as if they had been directly communicated to them by letter from the secretary's office, and as heads of offices alone will be furnished by government with the BOMBAY GOVERNMENT GAZETTE, they will be expected to communicate to their subordinate officers all orders which may in any manner concern them.

The Bombay Government Gazettes furnished by government to public offices, are to be lodged with the records, and are not to be removed from the office.

Published by order of the Right Hon'ble the Governor in Council.

JOHN BAX, Sec. to Govt.

## MARINE DEPARTMENT.

The Right Honorable the Governor in Council is pleased to direct, that the following Hydrographical notice, be published for general information:—

### EXTRACT FROM THE NAUTICAL MAGAZINE, No. XXXIII.

(Published Monthly, by R. B. Bate, 21, Poultry, London.)  
(Price One Shilling.)

#### SAILING DIRECTIONS AND REMARKS ON THE PORT OF COLOMBO,

by James Stewart, Esq. Master Attendant.

Colombo, the seat of the British Government of the Island of Ceylon, is situated in lat. 6° 57' N. and long. 79° 52' E; it is one of the most healthy places in India, abounding with good water, and other refreshments; its exports to Europe are cardamoms, cinnamon, coffee, cocoa-nut oil, coir cordage, ebony, pepper, plumbago, and satin-wood: several of these articles are increasing yearly.

The land about Colombo is low near the sea, with some hills to the eastward, at a distance in the country. The high mountain, having on it a sharp cone, called Adam's Peak, bears from Colombo E. 7° S., distance twelve leagues and a half. Its height above the level of the sea is estimated at about 7,000 feet, according to a rough trigonometrical measurement by Colonel Willerman. When the atmosphere is clear, it may be seen thirty leagues. During the prevalence of the north-east monsoon, Adam's Peak is generally visible in the morning, and frequently the whole of the day; but it is rarely seen in the south-west monsoon, dense vapours generally prevailing over the island at this season.

Ships approaching Colombo in the night have a brilliant light to direct them, which is exhibited every night from a lighthouse in the fort. The height of the light above the level of the sea is

ninety-seven feet, and may be seen in clear weather as far as the light appears above the horizon.

A steep bank of coral, about half a mile broad, with fifteen fathoms water on it, lies seven miles west from Colombo, extending northward towards Negombo (where its surface is sandy) and a few miles to the southward of Colombo; outside the bank, the water deepens at once to twenty-three fathoms; and in two miles to twenty-eight fathoms, greenish sand, which is not far from the edge of soundings. Within the bank there are twenty-five fathoms, gradually shoaling towards the shore.

A bed of sunken rocks, called the Drunken Sailor,\* lies S. W. by W.  $\frac{1}{2}$  W. from Colombo lighthouse, distance one thousand yards: the length of the ledge may be estimated at one hundred yards, and the breadth twenty yards. On its north end a small spot, about the size of the hull of a twenty ton boat, is said to have only three feet water on it at low-water; but, during several recent visits, when some of the coral from its surface was brought up, there did not appear to be less than seven feet six inches water on the shallowest part. On the other part of the ledge there is four, five, and six fathoms. The sea breaks on the shallow part of these rocks almost constantly during the south-west monsoon; but this is very seldom the case during the north-east monsoon.

There appears to be no doubt that the Drunken Sailor is granite or stone of the same description as the rocks on the shore, with its surface incrustated with coral. If there ever was so little water as three feet on it, it may be supposed to be sinking.

The Drunken Sailor should not be approached under nine fathoms during the night, as there are eight fathoms very near to it, and in its stream to the southward.

In the north-east monsoon of 1826, the Hon: Company's brig of war Thetis, Captain Ferrel, touched on the Drunken Sailor, having stood too close to the land in beating up to the anchorage from the southward; but, with common attention

\* See further remarks on the Drunken Sailor in p. 326, No. 23, which perfectly agree with these although made many years ago.

to the depth of water approaching the rock, it may be easily avoided.

The passage within the Drunken Sailor is clear, and some ships have sailed through; but no advantage can be gained by approaching the shore so very near at this point.

The Drunken Sailor lies so near the land, and so far to the southward of the anchorage in Colombo road, as scarcely to form any impediment to ships bound to or from Colombo.

The currents off Colombo are subject to considerable variation; but they are never so strong as to cause inconvenience to ships which may have to communicate with the shore in either monsoon, without coming to anchor.

Colombo road affords good anchorage, free from foul ground, and is frequented at all seasons of the year.

The best anchorage during the prevalence of south-west winds from April to October, is in from seven to eight fathoms, with the lighthouse bearing S. by E.  $\frac{1}{2}$  E.; Dutch Church E. by S. In the north-east monsoon, from November to April, it is more convenient to anchor in six fathoms and a half, with the lighthouse bearing S. or S.  $\frac{1}{2}$  E., and the Dutch Church E. S. E.

Ships requiring pilots to conduct them to the anchorage should make the usual signal; the charge for pilotage is fifteen shillings.

The bar is a bank of sand, with seven feet water on its shallowest part, the northern extremity being about four hundred yards north-west of the Custom-House Point; small vessels that draw less than ten feet water ride within the bar, protected from the south-west wind and sea.

When the sea is high, it breaks with great force on the bar, and renders the passage from the shipping in the outer road dangerous for small boats; the native boats generally pass out and in to the southward of the bar, close to the breakers on the rocky point of the custom-house; but, as the passage is narrow, it should not be attempted by strangers when the sea breaks upon the bar; it is better to proceed round to the northward of the bar, which may be easily distinguished by the breakers.

What is strictly understood by a gale of wind is a rare occurrence at Colombo; this may be owing to the vicinity of the equator, the strong gales which blow on the Malabar coast are felt in small squalls, and a high sea; but there is scarcely wind to endanger vessels properly found in ground tackling; it is true, ships have sometimes required the aid of a second anchor, but in most cases the cause has been attributable to some defect in the first anchor or cable, a light anchor, an anchor breaking, a short chain, or the chain coming unshackled. An instance occurred in Colombo road, of two ships receiving cargo during the south-west monsoon, whose chain-cables came unshackled twice; twice did it occur to each ship.

On the 2d of June 1831, the Hecator drove in a squall: having about eighty fathoms of chain ahead, they let go the second anchor, but finding the ship did not immediately bring up, they made sail, and slipped their cables. This ship stood out of the roads under double-reefed fore and mizen top-sails, and from its size, a single-reefed main-top-sail, foresail, fore and main trysails, and driver, and returned to anchorage on the 4th. Instances of ships putting to sea are rare; and when it is considered, that although the sea is high, the wind is not violent; and, as at these times, the wind having fallen in the interior, strong freshes escape to the south-west, from the Kalany Ganga, it is by no means surprising that Colombo road proves a safe anchorage.

## EXTRACT FROM THE NAUTICAL MAGAZINE, No. XXXIV.

(Published Monthly, by R. B. Bate, 21, Poultry, London.)  
(Price One Shilling.)

REMARKS ON THE PASSAGE FROM PORT JACKSON, THROUGH THE BARRIER REEF AND TORRES'S STRAIT. By Mr. R. Towns. With an Extract of a Letter from Captain Blackwood, R. N., on the advantages of the Inner Route. From Captain P. P. King, R. N., F. R. S. &c.

In some of the early numbers\* of this volume of the Nautical Magazine, we gave at length Captain King's description of the north-east coast of Australia, and the reefs lying off it, with its directions for navigating them. We subjoin the following valuable directions of Mr. Towns, for entering the Barrier Reefs, with an extract of a letter from Captain Blackwood, R. N., on the advantage of the inner passage, as proposed by Captain King:—

If a ship sail from Port Jackson before the month of April, or with a northerly wind, an offing should be gained without delay, to avoid the southerly current which invariably prevails from September to March, particularly during fine weather, and when the wind is from the northward. Upon reaching the meridian of 157° or 158°, the course may be directed for the east end of Wreck Reef, with a free wind, as the trade is generally well to the eastward in the early part of the season, and is usually attended by squally weather and thick showers; but if the wind be southerly, or after the middle of April, an offing is not necessary, and the Cumberland's track, or a little more to the eastward of it, will be found sufficient; this, however, ought to be pursued with great caution, as a reef has been reported to the southward of Cato's Bank, by Captain Scarvell, in the Philip Dundas, in 1826, (situation not remembered.)

As you approach Wreck Reef, the greatest caution is requisite to guard against the current; no ship should pass it without sighting Bird Island on its eastern end, because the situation of this reef being correctly ascertained, and corresponding with other dangers as laid down in the best charts, you will obtain thereby a good departure, and, if required, be enabled to correct your chronometers. After leaving Bird Island, the Cumberland's track may be pursued as far as latitude 15° south, with safety, passing between Kenn's and Frederick Reef, and to the eastward of Alert Reef and Diana Bank. Kenn Reef was not generally known to exist, until it be proved fatal in the wreck of the Bonavista, on the 18th of March, 1828. In this vessel, great confidence having been placed in three good chronometers, the mean of which, at 6 p. m., gave the situation of the vessel fifteen miles east of Bird Island, which they passed without sighting it, she was steered N. N. W. for four hours, at five knots per hour, with moderate breezes from the eastward; the weather afterwards became squally, and the wind veered from E. N. E. to E. S. E., with heavy rain, and a cross sea. Having of necessity run to leeward during the squalls, which now (midnight) had become violent, the ship was hauled up to N. by W. to guard against Frederick Reef, naturally expecting the current to be setting to the westward. About thirty minutes after midnight, broken water was seen on the lee-bow; the helm was immediately put down, but, finding the ship could not clear the reef on that tack, and no hopes of the vessel's staying,

\* Nos. 24, 25, 26, 27.

the trysail being down, and a possibility of the vessel's waring, the helm was put up, but before she could veer, had entered the breakers. Although a man was stationed at the mast-head, the danger was first seen from the deck, and in less than three minutes the unfortunate ship was a total wreck. The current was found to set over the reef to the northward, at the rate of four knots, and must have drifted the vessel to the N. E. at least twenty miles, during six hours and a half. The advice given by Captain Flinders cannot therefore be too strictly attended to, *i. e.* *easy sail during the night, and a very strict look-out, as it is impossible to have any idea of the rate and direction of the current in those seas, particularly in stormy weather, which generally occurs with the change or full of the moon.*

On pursuing the Cumberland's track until you reach latitude  $15^{\circ}$  south, and longitude  $151^{\circ}$  east, you will then have passed Alert Reef, and Diana Bank, the only dangers known in this route. On the former, the brig Venus was wrecked in 1826: on this occasion, the weather being moderate, the Venus was drifted so close to the reef shortly after midnight, that she grounded before they could make sail, and almost directly went to pieces. They found the current setting over the reef at the rate of four or five knots. The other two vessels being a little to windward, escaped by making sail. Having gained the latitude  $15^{\circ}$  south, as before recommended, a more westerly course should be steered gradually towards Sir Charles Hardy Island, so as to gain the latitude  $12^{\circ}$  or  $12^{\circ} 10'$  S., in the longitude of  $145^{\circ}$  E., then steer west for the Barrier Reef where several safe passages will be found between  $12^{\circ} 10'$  and  $11^{\circ} 56'$ . As you approach them, a detached reef will be made, or rather should be made, in latitude  $12^{\circ}$ , longitude  $143^{\circ} 55'$ , where an open space will be seen on either side: this reef appears about three or four miles in circumference, with smooth water in the centre, and several small stones or rocks on the north-west side; off its eastern end, breakers will be seen from aloft, bearing N. E. by N., about ten miles distant, trending to the westward. At the same time, the reefs to the southward will bear about S. or S. by W., distant eight or ten miles, trending to the westward and northward. Passing to the northward of this detached reef, at one and a half or two miles distant, steer west for the Grand Barrier, which is about eight miles therefrom, and trends north and south, or rather forms a very deep sinuosity. When within a mile or a mile and a half from it, edge off to the northward, keeping a good look-out from aloft for detached rocks. If the weather be clear, one or two sandhills will be seen inside the main reef; the southernmost of the two is a guide for the passage. In running to the northward, along the reef, several openings or passages will be seen through, in a S. W. and W. S. W. direction, and they are probably safe; but the one about to be described, which I have passed twice, will be distinguished by the following remarks:—

After having passed two or three small openings, and approached the reef where it begins to trend to the N. E., with high breakers, the two last or most northern passages will be seen. The more northern one of the two opens at N. W. by W., or W. N. W.; and appears very clear; but about two miles to the southward of it is the passage mentioned. Its latitude is  $11^{\circ} 56'$ , or  $11^{\circ} 57'$ , and extends through the reef W. S. W.: as you open it, haul up for mid-channel, and if the weather be clear, the

more southern sandhill will be seen bearing about W. by S., about a sail's length on with the S. W. point of the reef which forms the northern side of the channel. When in the fair way, Sir Charles Hardy Island will be seen W.  $\frac{1}{2}$  N. Should the weather be hazy, so that you cannot see the sandhills, it will be satisfactory to notice the following marks:—As you enter the channel, you will see a small sand patch on the N. E. point of the reef, which forms the south side, and two large black stones, resembling turtles at a distance, on the west side, and a dry sand-bank on that of the north-west, which forms the north side: these are sufficient to distinguish this passage from any other one; yet I am of opinion that the one to the northward, running W. N. W. is equally clear, and more direct, having observed it from both sides of the reef.

Having entered the channel as above, keep a little to the northward of mid-channel, to avoid discoloured water which will be seen from aloft, although I have passed over it in twelve fathoms, it will be advisable to give it a berth; as there is plenty of room to the northward. When through, you have a fine clear, smooth sea, as far as the eye can reach; steer round the south-west point of the northern reef, and at half a mile off, and thence steer W. by N. northerly, until you make the second sandhill; pass this on the north side, at three quarters of a mile distant; you will then see a third sandhill, smaller and lower than the two former, bearing about W. N. W.; pass this also to the northward, and at the same distance. All these sandhills have reefs projecting to the south-east and north-west. Before we proceed farther, it is necessary to remark on the time of passing the Barrier Reef. If in the morning, or before noon, with a good breeze, you will reach Bird Island before night; but if the entrance be not passed until afternoon, it will be advisable to anchor under the second or third sandbank, in nine or ten fathoms; or else, if there be time, you may anchor under Sir Charles Hardy Island: this last, however, should only be adopted in cases of emergency, because, in getting under weigh to proceed, you will have to haul out to the N. E. by E. to clear Cockburn Reef, and gain the fair way; and if the wind be far easterly, you will find some difficulty in doing so; although, while at anchor in the Asia, off Sir Charles Hardy Island, we found regular tides, the flood setting to the westward, and ebb to the E. N. E. By anchoring under the second sandhill, you will be in the fair way, and a W. by N., or more northerly course, will clear the east end of Cockburn Reef, which bears from Sir Charles Hardy Island N. E. by N., and from Cockburn Island E. Give this reef a berth from half a mile to a mile, passing to the northward of it, and then steer west, until you approach the extensive reef to the north-west of Cockburn Island, keeping a good look-out from aloft at all times, in case of detached patches; steer along this reef at a prudent distance, edging to the northward, with the lead going, until you make a small sandbank to the W. N. W. When this bank bears W. by S., if the weather be clear, Bird Island will be visible open to the northward of it; then haul up for Bird Island, giving the bank a wide berth; pass between it and another sandbank and reef, which bears from the former about N. W. six miles, over a clear channel of sixteen or nineteen fathoms.

If entering the Barrier before noon, and pushing for the anchorage at Bird Island, great caution is requisite, should the sun be far westward; but should necessity require, you have anchorage the

whole passage through from the Barrier towards Booby Island; if it be very late in entering, and not daylight to reach the sandhills, you may come to immediately inside the reef; but if at anchor under the sandhills, weigh at daylight, and, with the ordinary breeze, you will reach good anchorage at Mount Adolphus, Turtle Island, or Cairncross Islands. The passage immediately to the northward of Cockburn Island, discovered in the Asia, Captain T. F. Stead, is decidedly the best yet known, and, with common care, may be termed perfectly safe, and obviates the objection hitherto made against that by Sir Charles Hardy Island, namely, the rocky grounds and extensive reefs which lie to the westward of it, which we sounded, in order to buoy a channel for the Asia, and found unsafe; but notwithstanding, many spots may be found where vessels may cross it in three, four, or five fathoms, by conning the course from aloft, whence the rocks are easily distinguished; the risk, however, is great, particularly with a large ship. I passed over the reefs in the Bonavista, in 1827, and had three fathoms and a half in the shoalest part; the western side of it is very steep, with from five and fifteen to twenty fathoms. A deep channel runs between this and Cockburn Main Reef. The Ship Lalla Rookh passed to the southward of this danger; but this cannot be done with the wind far from the south. Should a vessel be obliged to attempt this passage from necessity, or otherwise, the following remarks may be serviceable.—Steer from Sir Charles Hardy Island W. by S. and W. S. W., along a very extensive bank, with the lead going; you will carry regular soundings from eight to six fathoms. As you approach the rocky ground, which lies about six miles therefrom, the vessel should be under easy sail, to enable you to see the rocks in time to avoid them, especially if the sun be a-head. When a dry sand-bank, which will be seen to the southward, bore south, when in the Bonavista, I found that she had crossed the danger, and was in deep water; she was then steered along at two cables' length from the south side of Cockburn's Reef, carrying twelve fathoms. The reef is dry in many parts: a middle ground lies between it and the islands off Cape Grenville. About two miles to the westward of the dry sand-bank, on which I had a cast of five fathoms, I edged to the north-ward, and deepened into twelve, and then followed the course of this reef, until nearly abreast of Sunday Island, when Bird Island was seen bearing N. N. W., under the N. W. side of which I anchored in ten fathoms, sand and coral.

After passing these dangers, King's charts will be found very correct. They will direct you through a fine open channel, from six to ten miles wide, between the main land of Australia and the reefs and islands fronting the coast, which form the channel and shelter from the sea.

Extract from a letter from Captain Blackwood, of H. M. Ship Imogene, dated "At sea, 28th September, 1833," addressed to Capt. P. P. King, R. N.:

"In the foregoing sheets I have made some observations respecting the inner route through Torres' Strait, which I hope may prove useful.

"I consider, with you, the inner passage far preferable in all respects, to that of the outer one by the Barrier Reef. In adopting the former you always insure yourself safe anchorage, and, I should say, fine weather; whereas, in choosing the latter, until after entering the Barrier Reef, you have no anchorage, with a very great uncer-

tainty as to weather. The Imogene's striking is no proof that the inner route is not to be preferred, as she struck on two sunken, and apparently isolated rocks, and, by the bearings of the Low Islands, to the eastward of the eastwardmost of your tracks. Such an accident might happen in the Irish Channel, or the Bay of Bengal, and it would be difficult to say, if, on such an extended line of coast as that of the north-east coast of New Holland, you, or any one, could answer for every single rock below water being discovered and laid down, however careful and exact the survey may be. With respect to the passage by the Barrier Reef, we saw, and boarded one fine brig, wrecked and deserted; and the Strathfieldsay (which ship sailed from Sydney the same day as the Imogene, and, in company with the Asia, went the passage by the Barrier Reef) saw a ship, a wreck, a short time after entering the reef, which had but lately been deserted by her crew. This is but a sorry proof of the safety of the passage by the Barrier Reef, and I believe seldom a year passes without accidents of this sort happening to ships pursuing this route. I doubt very much if the outer passage is a saving of time to ships that adopt it, in proof of which I send you some papers picked up on Booby Island. We lost, at the very least, one entire day at the wreck, and anchoring early under Bird Island, to examine a bottle that we saw fastened to a flag-staff on the point. \* \* \*

"I have, I think, spoken all I can now think of respecting the inner route to Torres' Strait, which I trust will for the future be the one adopted by all ships coming to these seas, as I am sure it is the most safe, and oftentimes the shortest. It now only remains for me to say, that your charts, for their correctness, were the admiration of all on board, and that nothing could be more correct than the book of Directions you furnished me with at Sydney. \* \* \* \* Nothing could be more perfect than the weather we experienced the whole of the time we were in the strait."

The above letter was accompanied by the Imogene's log, during the time she was on the passage, and by the following documents, which were found at Booby Island, at the west end of the strait:—

(No. 1.)

"July 22, 1833.

"The brig Helen, Taylor, and George Hibbert, Captain Lusk, from Sydney, the 23d of June, having had a long passage, in consequence of two heavy gales of wind, which detained us seven days, and four days of south-west wind at Wednesday Island, came by the inner passage: met with no accident. The Helen, bound to Swan River, with live stock, and George Hibbert, for Singapore, in ballast, All well. (Signed,) "—TAYLOR."

(No. 2.)

"Ship George Hibbert, Captain Lusk, passed Booby Island on July 22d, 1833, all well. Sailed from Sydney 23d June, in company with the Helen brig, Captain Taylor. We have experienced a strong gale, and have had a deal of westerly wind during the passage."

(No. 3.)

"Saturday, July 27, 1833.

"The ship Westmoreland, Brigstock, master, passed Booby Island this day, having got through Torres' Strait: saw a brig on shore on Cockburn's Reef, supposed to be the Richard Bell, Wardle, master; but Captain Brigstock was not nearer than five miles. (Signed,) "JOHN BRIGSTOCK."

(No. 4.)  
*"Ship Enchantress, in company with  
 the Jupiter, under Booby Island,  
 the 5th August, at noon, 1833.*

*"Sailed from Sydney, New South Wales, the  
 14th July; entered the Barrier August 2d; anchored  
 under the first Sandhill same night; next day  
 anchored under Bird Island; and on the 4th, at 4  
 P. M., anchored under York Island, a beautiful  
 bay, six fathoms water. We have had a most  
 delightful passage through.*

*"Whoever may find this, please to report at first  
 place of their arrival, that the Enchantress, from  
 Sydney, bound to the Mauritius, was this day safe  
 through Torres' Strait, all well; and have the hon-  
 our to be your most obedient servant,*

*"DAVID ROXBURGH, Commander."*

Now, from the above document, it appears that  
 the Helen and George Hibbert were thirty days  
 on their passage, but were detained by westerly  
 gales eleven days, which bad weather must also  
 have been experienced by ships without the reefs.

On such an occasion, it is very evident that a  
 ship inside the Barrier Reefs, at a safe anchorage,  
 with the wind off the land, must have been much  
 more secure than one beating about in bad weather,  
 to leeward of the Barrier, and among the  
 coral reefs outside. It does not appear when the  
 Westmoreland left. The Enchantress was twenty-  
 one days from Sydney to Booby Island, by enter-  
 ing the Barrier Reefs at Charles Hardy Islands.  
 The Helen and George Hibbert came by the inner  
 route, and, deducting the days she was detained  
 by westerly winds, made the passage in nineteen  
 days.

In the month of July, westerly gales, with thick  
 weather, and rain, are of frequent occurrence in the  
 neighbourhood of the Barrier Reefs.

PHILIP P. KING, Capt. R. N.

*By Order of the Right Hon'ble  
 the Governor in Council,*

E. M. WOOD, Lieut. Col.  
*Secy. to Govt.*

Bombay Castle, 11th June 1835.

## NOTIFICATION.

GENERAL DEPARTMENT.

In order to assimilate the practice at  
 this presidency with that of Bengal, the  
 Right Hon'ble the Governor in Council is  
 pleased to direct, that the extra allowance  
 granted to a civil servant appointed to an  
 acting situation under the provisions of  
 sec. XIX or XX of the absentee regulation,  
 shall commence on the day after the date  
 of taking charge and shall cease on the  
 day after that of delivering over charge.  
 Travelling allowance will not be granted to  
 an acting officer either on proceeding to  
 join, or on returning from an acting ap-  
 pointment.

The foregoing resolution rescinds the ex-  
 ception in sec. XXXI in favor of "all civil  
 servants returning to their original sta-  
 tions from acting situations at other  
 places," but this rule is not to operate  
 retrospectively to the prejudice of those  
 who now hold acting appointments on re-  
 turning to their original stations.

In the event of a civil servant being  
 appointed, while acting, to a permanent  
 office, the salary of which equals or ex-  
 ceeds that of his former office and the ex-

tra allowances together, he shall cease to  
 draw the latter emolument; but if the sal-  
 ary of the new office be less than those  
 allowances, he shall receive the difference  
 as extra allowance so long as he continues  
 to officiate.

*By order of the Right Hon'ble  
 the Governor in Council.  
 C. NORRIS,  
 Chief Secretary.*

Bombay Castle, 15th June 1835.

## TERRITORIAL DEPARTMENT, FINANCE.

The Right Honorable the Governor in  
 Council is pleased to republish for general  
 information, the following advertisement,  
 published by the supreme government on  
 the 27th ultimo.

FORT WILLIAM.

*Financial Department, the 27th May, 1835.*

Notice is hereby given that, the second  
 class of the Promissory Notes of this Gov-  
 ernment, bearing date the 31st of March  
 1823, and standing on the General Regis-  
 ter of the registered debt of this presidency,  
 No 321 to 1040 inclusive, will be discharg-  
 ed on the 31st July next, on which day the  
 interest thereon will cease.

The conditional transfer of Notes of the  
 numbers advertised for payment as above,  
 into the 4 per cent loan, now open, will be  
 allowed on the same terms and condition  
 as heretofore.

It is also notified, that holders of Govern-  
 ment Promissory Notes now advertised to  
 be discharged, will be allowed the option  
 of prompt payment of principal with inter-  
 est up to the date of payment.

*Published by order of the Hon'ble the  
 Governor General of India in Council.*

(Signed) G. A. BUSHLY,  
*Secy. to the Govt.*

*Republished by order of the Right  
 Hon'ble the Governor in Council.*

L. R. REID,  
*Secy. to Govt.*

Bombay Castle, 11th June 1835.

## TERRITORIAL DEPARTMENT, REVENUE, OPIUM.

### NOTICE

Is hereby given, that the price of passes,  
 for the free transit of Malwa Opium to  
 Bombay, for exportation, during the season  
 of 1835-36, is fixed at Bombay Rupees  
 (125) one hundred and twenty five per  
 chest of 140 lbs. weight.

2nd. The usual proclamation notifying  
 the conditions on which the transit of the  
 drug will be allowed on payment of the  
 regulated price, will be published hereafter.

*By order of the Right Hon'ble  
 the Governor in Council.*

L. R. REID,  
*Secy. to Govt.*

Bombay Castle, 17th June 1835.

## PROCLAMATION. TERRITORIAL DEPARTMENT. FINANCE-MINT.

It having come to the knowledge of go-  
 vernment, that a practice, seriously detri-

mental to trade, has recently prevailed in Bombay, of refusing on frivolous pretences to receive at their full value in payment of demands good rupees of the old currency; the public are hereby informed, that rupees of the old currency, not being of short weight, nor marked, cut, or otherwise defaced, or injured, have been, and are at all times receivable at the general treasury at the full value of the Bombay rupee, and are a legal tender in all public and private transactions equally with rupees of the new currency, all persons refusing such legal tender, are therefore hereby warned, that they do so to their own loss and damage.

By order of the Right Hon'ble  
the Governor in Council,  
W. H. WATHEN,  
Secy. to Govt.

Bombay Castle, 3rd June 1835.

**NOTICE.**

Captain Bruce Seton, town major, having taken charge of the effects of the late captain G. Loyd, 7th regiment native infantry, has, after paying funeral charges, servant wages, &c. lodged the balance into the Honorable Company's treasury amounting to rupees (1,544 10 6) one thousand five hundred forty four, ten annas and six pies.

BRUCE SETON, Capt.  
Town Major.

Bombay, 10th June 1835.

**NOTICE.**

Proposals will be received at the office of the executive engineer at Ahmednuggur, on or before the 1st of July next, for the execution by contract of the undermentioned public works.—Plans, descriptive statements, and detailed estimate of the same, together with every particular relating thereto, and the stipulations to be entered into for the performance of the work, will be made known on application at the office of the chief engineer in Bombay, and at those of the inspecting engineer in the Deccan and the executive engineer at Ahmednuggur.

Certain additions to the artillery hospital, and lock hospital.

G. JERVIS, Major.  
Insp'tg. Engr. Deccan.

Poonah, 13th June 1835.

**NOTICE.**

Verbal tenders will be received at this office on Monday next the 22nd instant at 1 o'clock P. M. for the execution of the undermentioned works by contract and for any other work that may occur:

*Civil branch.*

Making some new office-furniture for the suddur adawlut at Tarala.

*Military branch.*

1st. Erecting a store room over the present packing room in the castle.

2nd. Removing and rebuilding two (2) press houses at the Mazagon powder works.

3rd. Alterations to the steward's and apothecary's quarters on Colaba.

4th. Making new plank shutters to the hospital of the 11th regiment native infantry.

5th. Making a raised footpath from the hospital of the 11th regiment native infantry to the native general hospital.

Plans of the above may be seen, and all other information obtained at this office daily from 10 A. M. to 5 P. M.

J. ESTRIDGE, Lieut.  
Assist. Suptg. Engr. in charge.

Bombay, 16th June 1835.

**NOTICE.**

That sealed tenders will be received at the offices of the chief engineer at the presidency, the inspecting engineer at Ahmedabad and the assistant to the inspecting engineer at Surat, until the 1st July, for the special repairs to the undermentioned civil buildings at Surat.

- No. 1 Town wall between adawlut and Utwa gate.
- .. 2 Ditto Phatuck and Verriowee gate.
- .. 3 Ditto Lall and Dehli gate.
- .. 4 Ditto Dehli and Sura gate.
- .. 5 Ditto Maun and Nowsary gate.
- .. 6 Ditto Mujoor and Utwa gate.
- .. 7 Police chowkee at Begumpoor.
- .. 8 Ditto at Sulabutpoora.
- .. 9 Ditto at Hydrpoora.
- .. 10 Ditto at Syudpoora.
- .. 11 Ditto at Sugrampoora.
- .. 12 Ditto at Muheedurpoora.
- .. 13 Railing of the bridge of Mucca gate.
- .. 14 Dam of the Mucca gate.
- .. 15 The small kirkee of Duka gate.
- .. 16 Chowkee of the Duka gate.
- .. 17 A door of the Moolans gate of the river side.
- .. 18 Guard used by the Durwan &c. of the inner Verriowee gate.
- .. 19 The railing of the bridge of the Mujoor inner gate.
- .. 20 The dam of the bridge of the above gate.
- .. 21 The second bridge of the above gate.
- .. 22 A bridge near the Nawab's old Durbar.
- .. 23 Lall gate.

Statement and plans descriptive of the nature and extent of the repairs may be seen at the offices above mentioned, where all other particulars will likewise be made known.

J. JOPP, Major,  
Inspecting Engineer N. D. A.

Ahmedabad, 10th June 1835.

**NOTICE**

Is hereby given, that on Monday the 22nd instant, will be sold by public auction, at this office, at 12 o'clock, sundry unserviceable office furniture, on the Hon'ble Company's account.

By order of the Right Hon'ble  
the Governor in Council.  
E. E. ELLIOT,  
Actg. Genl. Pay Master.

Bombay, 17th June 1835.

**PROLAMATION.**

Bombay BY virtue of a Precept to me  
to Wit. B directed, I hereby proclaim

and give notice, that the Sessions of Oyer and Terminer, and General Gaol Delivery, will be holden before the Supreme Court of Judicature at Bombay, at the Court House, on Monday, the sixth of July next at eleven o'clock in the forenoon, for the trial of all Treasons, Murders, and other Felonies, Perjuries, Trespasses, and other Crimes and Misdemeanors, had done, or committed, within the Town and Island of Bombay, and the limits thereof, and the Factories subordinate thereto, and also to enquire, hear, and determine, in like manner, all Treasons, Murders, Felonies, Forgeries, Perjuries, Crimes, Extortions, Misdemeanors, Trespasses, Wrongs, Oppressions, had done, and committed, by any of his Majesty's British Subjects, in any of the Territories which now are subject to, or dependent upon, the said Government of Bombay, or within any of the Dominions of the Native Princes of India, in alliance with the said Government.

And also that, at the same time and place will be holden a Session of Admiralty, for the Trial of all Treasons, Murders, Piracies, Robberies, Trespasses, Misdemeanors, and other crimes and offences, had done, perpetrated, or committed, on the High Seas.

And I hereby require and enjoin all persons bound to prosecute and give evidence at the above Sessions, or in any way concerned therein, to attend at the time and place abovementioned, and not to depart without leave of the Court. Dated this seventeenth day of June, in the fifth year of the reign of His Majesty King William IV.

J. LITTLE,  
Sheriff.

**NOTICE**

Is hereby given; that sealed tenders will be received at this office until 12 o'clock on Saturday the 27th instant, for supplying sundry articles, chiefly comprising those of ship chandlery, for two years; a list of which may be seen and every information obtained at this office, daily (Sundays excepted) from 10 till 4 o'clock.

The tenders must specify both in words and figures, the rates, in rupees annas and pies at which the several articles detailed in the list above adverted to, unexceptionable in quality and of the prescribed or usual dimensions and descriptions, will be furnished to the departments requiring them, and subject to rejection if not approved of by the indenting officers.—In the event however of the contractor feeling himself aggrieved by such rejection, the articles will be submitted for the opinion of a committee, whose decision is to be final.

The contractor will be required to comply immediately with all emergent demands for supplies, and others, less urgent, must be delivered within the period stated in the supply note, or in failing to do so, the articles will be purchased, wherever procurable, at his risk and loss.

Every person submitting a tender will be required to lodge with it rupees 500, to be forfeited in the event of delay, evasion or refusal, to execute the necessary deed of contract should his tender be accepted, and must be prepared to deposit the further sum of rupees (1000) one thousand, as security for the due performance of his engagement.

The tenders will be opened at the time specified, in the presence of the parties concerned, or such as may be in attendance; no reason will be assigned for the rejection of any tender, nor will any be recorded that may not be accompanied by the requisite security of rupees five hundred.

C. B. JAMES, Lieut. Col.  
Depty. Commy. Genl.

Bombay, 15th June 1835.

જા હે ર ના ત્રું

એવુને ફેરલોએક શામાંન ગણકરી શીપ ચાંદલેરી એટલે વાંદાંણનો તરેહ તરેહનો શા માંન ખે વરશ શુધી આપવા શારૂ જેકોઈ મોહોરબંધ અરજીઓ આપશે તે શ્રી મુખા છનાં દીપુટી કમીશારી જનરાલ શાહુખની હાકીશમો ચાલતા મહીનાંની તારીખ ૨૭ શનીવારને દીને ખાર કલાક શુધી લીધામાં આવશે તે શામાંનની જમાદાસત અદીત વાર શીવાએ હરોજ શવારનાં દશ કલાક થીતે ચાર કલાક શુધી તેજ હાકીશમાં જે વાને મલશે તથા ખાનુ કાંઈ પુઠ્ઠુ હરોતે માલુમ થશે \*

ઉપર લખેલી જમાદાસતમાં શામાંન લ ખાંઈ તે શારી ખતનો તથા મામુલ પરમાં જે લાંખો રૂંદો તથા તેજ તરેહનો જે ખાતા માં ખેહશે તે ખાતામાં શા દરથી આપશે તેનો દર અરજીમાં અખરે તથા અકડે રૂંપે આ તથા આનાં તથા ખેહથી લખવો અને જે શાહુખ જનડેંટ ફરીને શામાન મંગાવશે તે શાહુખ તે શામાંન નાપશંદ કરશે તો તે ૨૬ થશે અને શામાંન ૨૬ કરશે તેથી કંત રાકટર નારાજ થશેતો તે શામાંન ખાખત કમેદીના શાહુખની શલાહ લેશે ને તે જે ઠ રાવશે તે મુકરર થશે \*

જે શામાન એકાએક જે વખત જરૂરીથી ખેહશે તે શામાન કંતરાકટરે તુરત આપવો ખેહએ અને જે શામાંનની ઘણી જલદી ન ડી હશે તે શામાન આપવા ખાખતની ચી ડીમાં જે મુદત લખી હશે તે મુદતમાં આપ વો અગર એ પરમાંણે નડી કરશેતો શામાં

ન જે ઠેકાણે મલશે તેમાં ખીટ આવશે તેને કંતરાકટર પાશેથી ન રી લેશે \*

જે શખશ અરજી આપશે તે હરેક શખ શે અરજી શાથે રૂ. ૫૦૦ રાખવા તે રૂપેઆ અરજી ફણુલ થયા પછી કંતરાકટરને કાગલ તથા આર કરી આપવાને ઠીલ કરે અથવા આનાંકાંની કરે અથવા નામકર જાએતો તે રૂપેઆ શરકાર દાખલ થશે તથા તે શખશે પોતાનો કરાર શારી પઠે પારપાડી આપવા શારૂ બીજા રૂ. ૧૦૦૦ એક હજાર જમીન ખાખત તારેણ મુકુકુ \*

અરજી આપનારાની રૂબરૂ અથવા જેકોઈ હજાર હશે તેની રૂબરૂ હુપર વખત લખાઈ તે વખતે અરજીઓ હુધાડશે હરફડી અરજી નાકણુલ થશે તેનુ કારેણ ફેલ્લેશો નડી તથા જે અરજી શાથે હુપર લખેલા રૂપેઆ પાંતશે હુ નડી હશે તે અરજી રાખશે નડી \*

તા. ૧૫ માંહે જુન શને ૧૮૩૫  
જશવી મુકામ મુખાઈ \*

H. HEBBERT,  
Depy. Secy. to Govt. in the Persn. dept.

**NOTICE.**

The following works are for sale at the Government Printing Office, vizt:  
Arabic grammar, at rupees (3) three per copy.  
Turkish do. at do (2) two per do.

J. GRAHAM,  
Supt. Govt. Printg. Establ.

اشتهار  
چون در چہماپ خانہ سرکار قبض آثار  
مرحمت و ثناء کتاب ہای صرف و نحو  
عربی و ترکی بہمت فرد ختم مقرر است  
فلہذا ہر کرا خواہش خریدن بودہ  
باشد بہو جب تفصیل مرقومہ الذایل باو  
خواہند فروخت

کتاب صرف و نحو عربی  
فنی جلد ۳ رو ۲۰

کتاب صرف و نحو ترکی  
فنی جلد ۲ رو ۲۰

H. HEBBERT,  
Depy. Secy. to Govt. in the Persn. dept.

જા હેર ના મુ  
એવુજે નીચાં લખેલી ક્રીતાઓ શ્રી શર  
કારી ઠાપાખાનામાં વેચવાનીકિ તે ક્રીતાઓ  
જને બેજશે તેને વેચાતી મલશે તેની વીગત  
અરબી ભાશાનુ વીઆકરેણ દર એક જ  
લદનાં રૂ. ૩ પરમાંણે મલશે \*  
ગુરકી ભાશાનુ વીઆકરેણ દર એક જ  
લદના રૂ. ૨ પરમાંણે મલશે \*

H. HEBBERT,  
Depy. Sec. to Govt. in the Persn. dept.

**PACKETS**

For the reception of letters by the following ships, are open at this office, and will be closed at 5 P. M. on the day preceding the date of intended departure.

Vessels names.	Date of intended departure.	To what port.	Touching where.
Ship Crown.....	20th June.....	Madras...	Direct.
„Ranger.....	About 19th June	Liverpool.	„
„Urania.....	About 25th June	Canton...	Uncertain.
„John Taylor.....	1st July.....	Liverpool.	Direct.
„Arab.....	28th June.....	China ..	Sincapore.
„Kent.....	24th June.....	London...	Uncertain.
„Aliquis.....	10 to 15th July.	ditto...	Direct.

F. BOURCHIER,  
Post Master General.

Bombay, 17th June 1835.

**GENERAL ORDERS**

By THE RIGHT HON'BLE THE GOVERNOR IN COUNCIL.  
MILITARY DEPARTMENT.  
Bombay Castle, 9th June 1835.

No. 291 of 1835.—Compounder Clements, is appointed an acting assistant apothecary, and placed at the disposal of the superintendent of the Indian navy.

No. 292 of 1835.—The following temporary appointment is confirmed.

Major J. Algeo, of His Majesty's 6th regiment, to assume the command of Deesa, from the date of the departure of colonel Salter for Bombay.

Bombay Castle, 10th June 1835.

No. 293 of 1835.—Ensign C. Mellersh, of the 5th regiment native infantry, is appointed commissariat agent at Socotra.

Bombay Castle, 11th June 1835.

No. 294 of 1835.—Captain C. W. Grant, is appointed executive engineer at Belgaum, vice captain T. B. Jervis.

No. 295 of 1835.—Captain H. Pelham, of the 10th regiment native infantry, has returned to his duty without prejudice to his rank, by permission of the Honorable the Court of Directors.—Date of arrival at Bombay, 28th May 1835.

No. 296 of 1835.—Mr. Robert Cairns LeGeyt, having been transferred from the infantry to the cavalry, by general order No. 249, dated the 13th ultimo, his commission as ensign in the infantry, is cancelled, and he is promoted to cornet from that date, leaving the date of his commission for future adjustment.

No. 297 of 1835.—The undermentioned officers, cadets of the season 1819, are promoted to the brevet rank of captain, from the dates specified opposite their names:—



Lieutenant A. P. LeMessurier, 93rd regiment native infantry, 21st May 1835.

Lieutenant J. D. Smythe, 4th regiment native infantry, 2nd June 1835.

No. 298 of 1835.—Sub-conductor R. Davis, of the commissariat department, who was granted in general orders of the 3rd December last, leave to Cuddalore, on private affairs, for a period of two and half months, is allowed to remain at Calicut on sick certificate, until the 1st of October next.

No. 299 of 1835.—The furlough to Europe granted to lieutenant H. James, of the 20th regiment native infantry, under date the 30th ultimo, is cancelled at that officer's request.

No. 300 of 1835.—The following temporary arrangement is confirmed:—

Captain J. Hallett, of the 3rd regiment native infantry, to act as interpreter in the Hindoostanee language to that regiment, until the arrival of the officer holding that situation, or until further orders.

No. 301 of 1835.—Captain R. Ord, received charge of the pay department of the northern division of the army, on the 1st instant.

No. 302 of 1835.—The appointment of second lieutenant Robert Walker, to be aid-de-camp to major general-Sleigh C. B. announced in general order No. 205, dated the 15th of April last, is to be considered as having effect from the 5th of February last.

No. 303 of 1835.—The committee appointed in general order No. 193, dated the 10th of April last, of which captain Lester, commissary of ordnance Poona division of the army is president, is adjourned; and the officers composing it, will return to their duty until further orders.

No. 304 of 1835.—The Right Hon'ble the Governor in Council has been pleased, by a resolution passed in the general department under date the 9th instant, to appoint assistant surgeon W. B. Barrington, civil surgeon at Broach, vice surgeon McMorris, who vacates in consequence of his promotion.

*Bombay Castle, 13th June 1835.*

No. 305 of 1835.—A temporary arrangement by which lieutenant J. Estridge, has taken charge of the office of superintending engineer, on the departure of captain Waddington, is confirmed.

*Bombay Castle, 15th June 1835.*

No. 306 of 1835.—The following general order by the Government of India, is published for general information

No. 128 of 1835.

GENERAL ORDERS BY THE HONORABLE THE GOVERNOR GENERAL OF INDIA IN COUNCIL.

*Fort William, 25th May 1835.*

The following regulation on the subject of the eligibility of surgeons to the situation of superintending surgeon is substituted for that published in general orders of the 19th March 1833, which is hereby rescinded.

2nd No medical officer is to be considered eligible to the situation of superintending surgeon, who shall not have served for two years in the military branch of his profession, at some period subsequently to his promotion to the rank of surgeon, unless he shall have held for a similar period the appointment of marine or presidency surgeon, or surgeon to the general hospital in Bengal or some corresponding situation at either of the other presidencies.

3rd Surgeons in the Company's service who have served in that rank for two years with the troops commanded by British officers in the Nizam's army or the army of any other native state,

shall be considered eligible to the situation of superintending surgeon in like manner as if they had served for the same period with a regiment of the line.

(Signed) W. CASEMENT, Col.  
Secy. to the Govt. of India.  
military department.

*Bombay Castle, 15th June 1835.*

No. 307 of 1835.—The following general order by the Government of India, is published for general information.

No. 133 of 1835-

GENERAL ORDERS BY THE HONORABLE THE GOVERNOR GENERAL OF INDIA IN COUNCIL.

*Fort William, 25th May 1835.*

The attention of the Government having been drawn to clauses 2nd and 4th of general orders No. 163 of 17th August 1827, the former restricting to two the number of regimental captains that may be absent at the same time from a corps of the line on staff or other public permanent employ; and the latter providing for the return to his corps of any staff officer on promotion to the rank of captain who would otherwise be an absentee in that grade in excess to two—the Governor General of India in Council has had under consideration, the consequences which have resulted from their combined operation and being of opinion, that a strict adherence to the rules laid down in those clauses, must occasionally be productive of injury to the public service and unnecessary hardship to individuals, is pleased to modify the provisions of both to the extent hereinafter specified.

When two regimental captains are absent from a corps of the line, on staff or other permanent employ, a third captain shall not be withdrawn for such employment, but a staff officer promoted from the rank of subaltern to that of regimental captain shall not, in consequence of his promotion, be required to vacate an appointment which he previously held and to which he is eligible in his advanced rank, although two captains be already absent from his corps in staff or other permanent situations, unless the commander in chief should consider the return of such officer to his regiment essential to its due efficiency and by application to the government, obtain its sanction to that measure.

When at any time under the operation of this order the number of captains absent from a corps of the line, shall have been increased beyond two, no other captain shall be taken from such corps for the staff, or other detached employ, till the number of its absentees in that grade be reduced to one.

(Signed) W. CASEMENT, Col.  
Secy. to the Govt. of India.  
military department.

*Bombay Castle, 15th June 1835.*

No 308 of 1835.—The unexpired portion of the extension of leave to Hindoostan, granted to lieutenant F. N. B. Tucker, of the 14th regiment native infantry, under date the 12th March last, is cancelled from the 4th instant, the date of that officer's joining his regiment at Belgaum.

No. 309 of 1835.—Lieutenant Bailey, of the artillery, received charge of the ordnance store department at Baroda from lieutenant Baynes, on the 18th ultimo.

No. 310 of 1835.—Lieutenant and deputy commissary Webb, having returned to Surat, resumed charge of his appointment on the 16th ultimo.

By Order of the Right Hon'ble  
the Governor in Council,  
E. M. WOOD, Lieut. Col.  
Secy. to Govt.

**MARINE DEPARTMENT.**

*Bombay Castle, 9th June 1835.*  
 No. 27 of 1835.—Compounder Clements is appointed an acting assistant apothecary and placed at the disposal of the Superintendent of the Indian Navy, for employment on board the Schooner Shannon.

No. 28 of 1835.—Lieutenant Webb is permitted to proceed to Poona, with leave of absence for three months, for the benefit of his health.

*Bombay Castle, 17th June 1835.*  
 No. 29 of 1835.—Assistant surgeon Prichard was relieved from duty in the Indian navy on the 15th instant, and placed at the disposal of His Excellency the Commander in Chief.

*By Order of the Right Hon'ble  
 the Governor in Council,*  
 (Signed) E. M. WOOD, Lieut. Col.  
*Secy. to Govt.*

**CIVIL APPOINTMENTS &c.**

**TERRITORIAL DEPARTMENT,  
 REVENUE.**

*Bombay Castle, 28th May 1835.*  
 Mr. G. Malcolm, third assistant to the principal collector of Poona, is to resume his duties from the date (15th May 1835,) of his return to his station.

*Bombay Castle, 17th June 1835.*  
 Mr. A. Elphinstone, acting collector of Rutnageeree, took charge of that collectorate on the 10th instant.

*By order of the Right Hon'ble  
 the Governor in Council.*  
 L. R. RIED,  
*Secy. to Govt.*

**GENERAL DEPARTMENT.**

*Bombay Castle, 15th June 1835.*

The Right Honorable the Governor in Council has been pleased to grant the civil surgeon at Kaira, leave of absence to proceed to the sea coast, on medical certificate.

**POLITICAL DEPARTMENT.**

*Bombay Castle, 18th June 1835.*  
 The Right Hon'ble the Governor in Council is pleased to allow Mr. James Erskine, 1st assistant to the political commissioner for Guzerat, one month's leave of absence, under section xiv, of the absentee regulation, from the 1st of July next, on private affairs, to visit Poona.

**JUDICIAL DEPARTMENT.**

*Bombay Castle, 18th June 1835.*  
 Mr. W. Clerk, acting judge and assistant judge for the detached station of Sholapore, is permitted to resign his present situation and to proceed to England, on urgent private affairs, for a period of two years, from the date of his embarkation.

*By order of the Right Honorable  
 the Governor in Council.*  
 C. NORRIS,  
*Chief Secy. to Govt.*

**MILITARY ARRIVALS AND  
 DEPARTURES.**

**ARRIVALS.**

10th June.—Captain R. O. Meriton, from Cape.  
 Do. do.—2nd Lieut. Massie, artillery, from Malaheshwur.  
 Do. do.—Ensign Allan, 5th regt. from England.  
 Do. do.—Assist. surg. Thomas Hunter, 2nd regt. from Ceylon.  
 Do. do.—Lieut. J. K. Glog, 2nd or gr. regt. from England.  
 Do. do.—Lieut. T. Christie, 17th regt. from do.  
 Do. do.—Assist. surg. Walker, from Kirkee.  
 Do. do.—Assist. surg. P. Lord, M. D. from England.  
 Do. do.—Ensign A. N. Beavan, B. E. regt. from Poona.  
 16th do.—Assist. surg. A. Burn, from Malligaum.

**DEPARTURES.**

10th June.—Ensign H. C. Milne, Queen's, to Poona.  
 11th do.—Lieut. Col. G. B. Brooks, European regt. to do.  
 Do. do.—Lieut. Chester, 23rd Bengal N. I. to Neemuch.  
 15th do.—2nd lieut. R. Leech, engineers, to Tannah.

*Town Major's Office, 17th June 1835.*

**SHIPPING INTELLIGENCE.**

**ARRIVALS.**

12th June.—Grab Brig, Two Brothers, W. Deller, master, from Coomta in Malabar Coast, 2nd June 1835.  
*Passenger.*—Mrs. Deller.  
 14th do.—Ship Sullimaay, A. J. McFarlane, master, from China 4th, Singapore 26th April, and Anger 11th May 1835.  
*Passengers.*—W. D. Shaw esq.—J. Morris esq. free mariner—Framjee Muncherjee—clerks, and 3 servants, Parsees.  
 15th do.—Ship Caledonia, J. T. Lancaster, master, returned back, from Sea.

**DEPARTURES.**


10th June.—The H. C. Schooner Shannon, Lieut. H. Warry, in command, to Red Sea.  
 11th do.—Ship Helen, G. Seiford, master, to China.  
*Passengers.*—21 natives.  
 14th do.—Ship Caledonia, J. T. Lancaster, master, to China.  
*Passengers.*—J. W. H. Ibbery esq. mercant—Mrs. Ibbery—6 Parsees, and 6 servants.  
 17th do.—Ship William Kitchie, free trader, F. Kenn, master, to Socotra.  
*Passengers.*—Officers of detachment,—and one detachment of troops.  
 Do. do.—Ship Glenalg, R. Langley, master, to Calcutta.  
*Passengers.*—Two Parsee servants.

DANIEL ROSS,  
*Master Attendant.*

*Bombay, 17th June 1835.*

*High water in the harbour under the following dates.*

1835.		A. M. P. M.			
		H.	M.	H.	M.
June	18th Thursday..	3	32	3	52
..	19th Friday.....	4	16	4	40
..	20th Saturday.....	5	8	5	37
..	21st Sunday.....	6	14	6	51
..	22nd Monday.....	7	28	8	6
..	23rd Tuesday.....	8	40	9	14
..	24th Wednesday.....	9	42	10	11

 It is requested that advertisements and the translations, of any length, may be sent to this office on Tuesday evening, and those of a few lines only, by noon of Wednesday.

Printed and Published by F. D. RAMOS, at the Government Press, APOLLO STREET, and forwarded post free to all parts of India.

ANNO QUARTO &amp; QUINTO

## GULIELMI IV. REGIS.

C A P. LXXIX.

An Act to amend the Law relating to Insolvent Debtors in *India*.

[14th August 1834.]

Whereas an Act was passed in the Ninth Year of the Reign of His late Majesty King George the Fourth, intituled *An Act to provide for the Relief of Insolvent Debtors in the East Indies until the First Day of March One thousand eight hundred and thirty-three*; and by another Act passed in the Second Year of the Reign of His present Majesty King William the Fourth the said Act was continued in force until the First Day of March One thousand eight hundred and thirty-six: And whereas, in and by the said Act to provide for the Relief of Insolvent Debtors in the *East Indies*, certain Provisions were enacted as to a Commission of Bankruptcy issuing against any such Insolvent Debtor as therein mentioned, and as to the Proceedings consequent thereon; and amongst other things it was enacted, that a Certificate obtained under such Commission as therein provided should have the same Force and Effect in all Places situate without the Limits of the *East India Company's* Charter as if the same had been duly signed in the usual Way after such Bankrupt had duly surrendered and passed his last Examination; and it was also by the said Act amongst other Things provided and enacted, that whenever it shall be made to appear to the Satisfaction of any Court for Relief of Insolvent Debtors, upon the Application of any Insolvent, his Assignee or Assignees, or any of his or her Creditors, that the Estate of such Insolvent Debtor which shall have come to the Hands of the Assignee or Assignees shall have produced sufficient to pay and discharge Three Fourths of the Amount of the Debts which shall have been established in such Court, or that Creditors to the Amount of more than One Half in Number and Value of the Debts which shall have been so established shall signify their Consent in Writing thereto, it shall be lawful for such Court to inquire into the Conduct of the said Insolvent, and if it shall appear to such Court that the said Insolvent has acted fairly and honestly towards his or her Creditors, such Court shall be fully authorized and empowered thereupon to order that the said Insolvent shall be for ever discharged from all Liability whatsoever for or in respect of such

Debts so established as aforesaid, and such Court shall, in the Order to be drawn up, specify and set forth the Names of such Creditors; and after any such Order shall have been so made no further Proceedings shall be had in the Matter of the Petition before the Court, unless upon Appeal made to the Supreme Court of Judicature of the Presidency where such Court for the Relief of Insolvent Debtors shall be holden as thereby authorized; and it was by the said recited Act also provided, that no such Order as last aforesaid shall prevent any Creditor who shall not have been resident within the Limits of the Charter of the said United Company at any Time between the filing of such Petition and the making of such Order as last mentioned, and who shall not have taken Part in any of the Proceedings under the said Petition, from bringing any Suit or Action in the *East Indies* for the Purpose of obtaining Execution against the Goods, Estate, or Effects of such Insolvent for any unsatisfied Claim of such Creditor, nor from bringing any Suit or Action for such Claim in any Court of the United Kingdom of *Great Britain* and *Ireland*, or elsewhere without the Limits of the said United Company's Charter, against such Insolvent, in the same Manner and with the like Consequences and Effects as if such Order as last mentioned had not been made: And whereas it is expedient to extend and add to the Provisions of the said Acts, so as to give to Insolvent Debtors, being Traders, who shall have acted fairly and honestly towards their Creditors, an additional and more complete Discharge, and also to render more effectual the Means of obtaining such Discharge, and at the same Time to preserve to such Insolvent Debtors such Relief as is already afforded by the said recited Acts: And whereas under the Provisions of the Act passed in the First and Second Years of His present Majesty King <sup>1 & 2, W. 4. c.</sup> William the Fourth, intituled *An Act to establish a Court in Bankruptcy*, a Fiat is issued in Bankruptcy in lieu of a Commission of Bankruptcy in every Case where the Lord Chancellor, by virtue of any former Act had heretofore

Any Insolvent within the Meaning of the Act of 9 Power to issue a Commission of Bankrupt: Be it therefore

G. 4. may petition the Court for his Discharge after Three Months.

enacted by the King's most Excellent Majesty, by and with the Advice and Consent of the Lords Spiritual and Temporal, and Commons, in this present Parliament assembled, and by the Authority of the same, That any Person who now is or who shall hereafter become an Insolvent Debtor within the Intent and Meaning of the said Act of the Ninth Year of the Reign of His Majesty King George the Fourth, either upon Petition filed, or by Adjudication on an Act of Insolvency, as therein provided, and who at the Time of such Petition being filed or Adjudication made as aforesaid shall have been or shall be a Person who, by an Act passed in the Sixth Year of the Reign of

6 G. 4. c. 16.

His late Majesty, intituled *An Act to amend the Laws relating to bankrupts*, or by any Act hereafter to be passed, would be deemed a Trader liable to become Bankrupt, shall be at liberty, at any Time not earlier than three Months from the making of such Assignment as in the

9 G. 4. c. 73.

said Act, intituled *An Act for the Relief of Insolvent Debtors in the East Indies*, directed or from any such Adjudication of Insolvency as therein mentioned (as the Case may be, to apply by Petition for his Discharge to any one of the said Courts in the *East Indies* for the Relief of Insolvent Debtors, in the said last-mentioned, Act mentioned, as shall have already

Notice of such Petition to be inserted in the Gazette of the Presidency, and in the London Gazette.

Jurisdiction over the Matter of his Insolvency; and the Principal Officer of such Court shall cause a Notice of such Petition to be forthwith inserted in the Gazette of the Presidency within which such Court shall be holden; and the Chief Secretary of the Government of such Presidency shall, without delay, transmit to the Court of Directors of the said United Company, by different Ships, Two at least of every such Gazette which shall contain such Notice as aforesaid, who shall, without Delay, cause such Notice to be inserted in the *London Gazette*; and all Creditors of

Creditors who shall not dissent within 14 Months to be deemed to assent.

of the said Charter of the said United Company, or elsewhere, who shall not, within Fourteen Calendar Months from the filing of such Petition for a Discharge as aforesaid, have given Notice to the said Court of his Dissent from such Insolvent having

Court may then order Discharge, unless 1-6th dissent or a Fiat in Bankruptcy issue under the General Bankrupt Acts.

his Discharge, shall be taken to have assented thereto; and thereupon, and at the Expiration of the said Fourteen Calendar Months from the filing of such Petition for Discharge as aforesaid, if it shall appear to such Court that the said Insolvent has acted fairly and honestly towards his Creditors, and unless Creditors to the Amount of One Sixth in Number and Value of the Debts that shall have been established in such

Court shall have given Notice of their Dissent as aforesaid, or unless a Fiat in Bankruptcy (not being a Fiat issued under the Provisions of the said recited Acts "to provide for the Relief of Insolvent Debtors in the *East Indies*,") shall have been sued out in *England* against such Insolvent within the Time hereinafter provided, such Court shall be authorized and empowered to order the Discharge of the said Insolvent from liability for Debts, Claims, and Demands of and against such Insolvent; and such Order

Order of Court to discharge all Debts both in India and elsewhere.

shall operate (save as hereinafter provided) as a Release and Discharge from all Debts, Claims, and Demands for which such Insolvent was liable at the Time of his Petition for Relief being filed, or of any such Act of Insolvency committed as aforesaid (as the Case may be), and whether within the Limits of the Charter of the said United Company, or elsewhere, and whether such Debts, Claims, and Demands shall or shall not have been established in such Court as aforesaid: Provided nevertheless, that

But not to discharge Partners.

such Order shall not operate as a Release or Discharge of any Person who was Partner with such Insolvent, or jointly bound or liable with him.

If any Fiat of Bankruptcy shall be issued under the Acts for Relief of Insolvent Debtors in India, then the Discharge to be confined to India;

aforesaid, under the Provisions of the said Act, intituled *An Act to provide for the Relief of Insolvent Debtors in the East Indies*, or under the Provisions of any other Act passed or to be hereafter passed respecting Insolvent Debtors in the *East Indies*, then and in such Case such Order for Discharge as aforesaid shall not operate as a Discharge of the Debt, Claim, and Demand of any Creditor who shall not have been resident within the Limits of the Charter of the said United Company at any Time between the filing of such Petition and the making of such Order as last-mentioned, nor shall any such Creditor be debarred from bringing any Suit or Action for such Debt, Claim, or Demand in any Court of the United Kingdom of *Great Britain and Ireland*, or elsewhere without the Limits of the said United Company's Charter, against such Insolvent, in the same Manner and with the like Consequences and Effects as if such Order as last mentioned had not been made.

but on the Order for Discharge being proved to the Commissioner, and on his signing the Bankrupt's Certificate, such Certificate is to be a general Discharge from all Debts.

II. Provided always,

and be it further enacted, That in case any Fiat in Bankruptcy shall be issued in *England* against any such Insolvent Trader as aforesaid, under the Provisions of the said Act, intituled *An Act to provide for the Relief of Insolvent Debtors in the East Indies*, or under the Provisions of any other Act passed or to be hereafter passed respecting Insolvent Debtors in the *East Indies*, then and in such Case such Order for Discharge as aforesaid shall not operate as a Discharge of the Debt, Claim, and Demand of any Creditor who shall not have been resident within the Limits of the Charter of the said United Company at any Time between the filing of such Petition and the making of such Order as last-mentioned, nor shall any such Creditor be debarred from bringing any Suit or Action for such Debt, Claim, or Demand in any Court of the United Kingdom of *Great Britain and Ireland*, or elsewhere without the Limits of the said United Company's Charter, against such Insolvent, in the same Manner and with the like Consequences and Effects as if such Order as last mentioned had not been made.

III. Provided nevertheless,

and be it further enacted, That in such last-mentioned Case, upon any Application made to the Commissioner acting in such Fiat as aforesaid, to sign the Certificate of such Insolvent, and after the same shall have been signed by the requisite Number of Creditors under the Provisions of

the said Act, intituled *An Act to provide for the Relief of Insolvent Debtors in the East Indies*, or any other Act passed or hereafter to be passed respecting Insolvent Debtors in the *East Indies*, then if it shall be made to appear to such Commissioner that such Order for a Discharge has been made by the Court in the *East Indies*, as aforesaid, and if such Commissioner shall sign such Certificate, he shall also certify in Writing upon such Certificate that such Insolvent has obtained such Order for Discharge in the *East Indies* as aforesaid and thereupon such Certificate shall have the same Force and Effect, as well within as without the Limits aforesaid, as a Certificate duly obtained under the said Act of the Sixth Year of the 6. G. 4. c. 16. Reign of His Majesty King George the Fourth, intituled *An Act to amend the Laws relating to Bankrupts* or in any other Act passed or to be hereafter passed respecting Bankrupts.

In case there is no Bankruptcy the order of Discharge to have effect every where.

IV. And be it enacted, That any such Insolvent Trader who shall not be made a Bankrupt under the Provisions of the said Act for the Relief of Insolvent Debtors in the *East Indies*, or of any other Act passed or hereafter to be passed respecting Insolvent Debtors in the *East Indies*, if he shall, after such Order for his Discharge shall have been made as aforesaid, be arrested, or have any Action brought against him for any Debt, Claim, or Demand for which he was so liable as aforesaid, either within the Limits of the Charter of said United Company or elsewhere, shall be discharged upon Common Bail, and may plead in general that the Cause of Action accrued before he became insolvent, and may give this Act and the special Matter in Evidence; and such Order as aforesaid, duly sealed with the Seal of the said Court, shall be sufficient Evidence in all Courts and Places whatsoever of all the Proceedings precedent to such Order being made, and of the same being duly obtained; and if any such Insolvent Trader shall be taken in Execution or detained in Prison for such Debt, Claim, or Demand, where Judgment has been obtained before such Order of the Court for his Discharge as aforesaid, it shall be lawful for any Judge of the Court wherein such Judgment has been obtained, or such Insolvent producing such Order as aforesaid, to order any Officer who shall have such Insolvent in Custody by virtue of such Execution to discharge such Insolvent without exacting any Fee, and such Officer shall be hereby indemnified for so doing; and any such Insolvent Trader who

If there be a Bankruptcy, Discharge shall be confined to India.

shall be a Bankrupt under the Provisions of the said last-mentioned Act, and who shall be arrested within the Limits of the Charter of the said Company, shall be so discharged, and may so plead, and shall have otherwise such Relief, within the said Limits, as herein-before men-

If Certificate obtained, it may be pleaded in India.

tioned; and if he shall also obtain such Certificate as herein-before provided, he

may be at liberty to avail himself either of such Certificate, or of such Order of Discharge as aforesaid, for the Purposes of his Discharge within the Limits aforesaid.

If a Fiat under the Bankrupt Act within Eight Months after Petition for Discharge, the Court to make no Order.

V. And be it further enacted, That in case any Fiat in Bankruptcy (other than a Fiat under the Provisions of the said Act, intituled *An Act to provide for the Relief of Insolvent Debtors in the East Indies*, or any other Act relating to the Insolvent Debtors in the *East Indies*.) be issued against any such Insolvent Trader within the Period of Eight Calendar Months from the Time of such Petition for Relief being filed, or of such Adjudication of Insolvency being made, as the Case may be, and such Insolvent Trader shall be duly adjudged a Bankrupt under such Fiat, then and in such Case such Court as aforesaid shall not be authorized and empowered to make any such Order for Discharge as aforesaid.

But no Fiat to issue against a Trader who is already before the Insolvent Court after the Eight Months from the Petition for Discharge.

VI. And be it further enacted, That after the Expiration of such Eight Calendar Months as aforesaid no Fiat shall issue against any such Insolvent, upon any petitioning Creditor's Debt due before the filing of such Petition for Relief, or such Adjudication of Insolvency (as the Case may be); and in case any Fiat shall issue against such Insolvent Trader as aforesaid upon a petitioning Creditor's Debt incurred subsequently to such filing of the Petition for Relief or to such Adjudication of Insolvency as aforesaid, such Fiat shall not in any Manner affect, invalidate, or interfere with the Proceedings under the Insolvency previously existing in the *East Indies*, nor shall the Assignees under such Fiat acquire any Right or Title to take possession of, demand, sue for, or recover any Property or Interest, Real or Personal, wheresoever situated, which belonged to such Insolvent at the Time of such Petition for Relief being filed, or of such Adjudication of Insolvency as aforesaid, but the Assignee or Assignees appointed by such Court for the Relief of Insolvent Debtors shall have the sole and exclusive Right and Title thereto; and all Debts, Claims, and Demands due and payable to such Insolvent at the Time of such Petition for Relief being filed, or of such Adjudication of Insolvency as aforesaid, shall be established under such Insolvency, and shall not be provable under such last-mentioned Fiat.

Schedules of Debtors in India to be transmitted to Court of Directors in England, and to be open to Inspection of Creditors.

VII. And whereas by the said recited Act of the Ninth Year of the Reign of His late Majesty King George the Fourth it is enacted, that all such Insolvent Debtors as therein mentioned shall, within the Time also therein mentioned, deliver into the Court a Schedule containing a full and true Account of their Debts, Estates, and Effects, as therein mentioned, and which Schedule is thereby directed to

be forthwith filed in the said Court: And whereas it is expedient that the Creditors of such Insolvent Debtors residing out of the Limits of the said Company's Charter should have the Means of inspecting such Schedule with equal Facility with Creditors of such Insolvent Debtors residing within the Limits of the said Charter; be it therefore further enacted, That the principal Officer of the said respective Courts for the Relief of Insolvent Debtors shall, without Delay, transmit to the Court of Direc-

tors of the said Company, by different ships, Two or more Copies of each such Schedule, and the said Court shall retain the same, and permit any Person or Persons being a Creditor or Creditors of any such Insolvent Debtor to inspect and examine at all seasonable Times such Schedule, and shall, upon the Request and at the reasonable Coasts and Charges of any such Creditor or Creditors (such costs and charges to be regulated by the said Court), provide for him or them a Copy or Copies of any such Schedule.