

THE  
GENERAL DEPARTMENT



# BOMBAY GOVERNMENT GAZETTE.

Vol. 45.] Published by Authority.

[No. 19.

single Number... 8 annas.  
supplement .... 8 annas.

THURSDAY, 10TH MAY 1866.

{ Yearly Subscription } Rs. 18.  
{ paid in Advance. }

## NOTICE.

The Government Printing and Lithographing Departments having been transferred to the BOMBAY EDUCATION SOCIETY, all Printing and Lithographing required by any Department should be sent to the Office at Byculla, Bombay, 5th April 1848. J. G. LUMSDEN, Secy. to Govt.

## CONTENTS.

### Government Notifications to the Public.

|                                 |       |
|---------------------------------|-------|
| From the Revenue Department ..  | 1080, |
|                                 | 1085  |
| From the General Department ..  | 1081  |
| From the Judicial Department .. | 1086  |

### General Orders by H. E. the Governor in Council.

|                              |      |
|------------------------------|------|
| Military Department .....    | 1087 |
| Marine Department .....      | 1088 |
| Civil Appointments, &c. .... | 1089 |

### NOTIFICATIONS—

|                                  |      |
|----------------------------------|------|
| By Harbour and Pilotage Board.   | 1090 |
| By Revenue Commissioner N.D.     | 1090 |
| By the Police Commissioner, S.D. | 1090 |
| By Commissioner in Sind .....    | 1090 |

### Miscellaneous Notices, Advertisements, &c.

|                                                   |            |
|---------------------------------------------------|------------|
| Summary of Deaths in Bombay ..                    | 1091       |
| Statement of Affairs Bank of Bombay .....         | 1091       |
| List of Insolvents .....                          | 1092       |
| Auction Sales .....                               | 1096, 1113 |
| David Sassoon Reformatory Institution .....       | 1096       |
| Railway Traffic Statements. ....                  | 1097       |
| Opium Memorandum .....                            | 1113       |
| Notice to Officers visiting the Neigherries ..... | 1114       |
| Notice from Telegraph Department .....            | 1114       |
| Private Advertisements .....                      | 1114       |

### Notifications.

|                                                          |      |
|----------------------------------------------------------|------|
| By the Accountant General .....                          | 1118 |
| By the Revenue and Police Commissioner N. D. ....        | 1118 |
| By the Commissioner in Sind ....                         | 1118 |
| By Principal Inspector General, Medical Department ..... | 1119 |
| Post Office Notifications .....                          | 1120 |

### Supplements.

|                                           |
|-------------------------------------------|
| Municipal Fund Statements.                |
| Average Price of Articles sold, &c        |
| Commissariat Notices (See separate File). |

## GOVERNMENT NOTIFICATIONS TO THE PUBLIC.

### REVENUE DEPARTMENT.

His Excellency the Governor in Council is pleased to extend to the Province of Sind the provisions of Bombay Act II. of 1866 (an Act to divest Courts of Revenue of jurisdiction in certain cases, and to vest such jurisdiction in the Courts of Civil Justice), under the authority conveyed in Section 9 of that enactment.

By order,

F. S. CHAPMAN,

Chief Secretary to Government.

Bombay Castle, 8th May 1866.



## GENERAL DEPARTMENT.

The following Notification by the Government of India is republished for general information :—

“ No. 189.

*The 21st April 1866.*

*Orders and Rules passed by the Governor General in Council, under the provisions of the Post Office Act of 1866.*

The following Orders and Rules passed by the Governor General in Council, under the provisions of Sections 19, 21, 22, and 63, of the Post Office Act of 1866, will have effect from the 1st of May next :—

Insufficiently paid and unpaid letters, how to be charged.

I. Letters posted for despatch, on which the postage chargeable under Section VIII., has not been fully prepaid by means of a proper stamp or stamps, shall be forwarded to their destination.

Upon every such letter having affixed thereto a postage stamp or stamps, the value of which shall be less than the rate of postage to which such letter would be liable if duly and properly stamped when posted, there shall be charged a postage of double the amount of the difference between the value of the stamp affixed thereto, and the postage to which such letter would be liable, as aforesaid, if duly and properly stamped when posted.

And upon every such letter having no postage stamp affixed thereto, there shall be charged a postage at double the rate to which such letter would be liable, if duly and properly stamped when posted.

Newspapers not to be forwarded by Letter Post, unless fully prepaid.

II. No newspaper shall be forwarded by Letter Post, unless the postage thereof shall be fully prepaid by means of a proper stamp or stamps.

III. Books, packets of newspapers and other articles, not being fully prepaid by means of a proper stamp or stamps, as provided in Section XIII., but bearing nevertheless a stamp or stamps of the value of one rate, shall be forwarded to their destination charged with double the deficient book postage.

Insufficiently paid books, &c., how to be charged.

Letters, newspapers, and book packets sent by sea, or partly by sea and partly by land, from one part of India to another: how to be charged.

IV. The rates of postage to be charged on letters, newspapers and book packets transmitted by post, by sea, or partly by sea and partly by land, from one part or place in India to another, shall be the same as those chargeable on such articles when conveyed by land, with the following exceptions, viz :—

Letters and other articles transmitted from one part of India to another by the British Mail Packets under contract with Her Majesty's Post Master General, or by the French Mail Packets under Convention with Her Majesty's Government, shall continue to be subject to the rates of postage now chargeable on such letters and other articles.

Letters, &c., from or to any place beyond the limits of British India, how to be charged.

V. Letters and other articles sent through the post from or to any part of Great Britain, or any British Colony, or any foreign country to or from any places in British India, shall continue to be subject to the rates of postage now chargeable on such letters and other articles.

Letters, &c., to be received for despatch at all Post Offices, Receiving Houses, &c.

VI. Letters, newspapers (if prepaid), book packets and parcels, shall be received for despatch by post to every part of India, at every Post Office, Receiving House, or other place which a Post Master General may appoint, as well as at every Thana or District Post Office.

At every Post Office or other place as aforesaid, letters and other articles shall likewise be received for despatch to any place beyond the limits of British India, with which there is a postal communication, subject to the postage rates and conditions in force for the postal communication with such place.

Route by which letters, &c., shall be despatched.

VII. Unless specially superscribed for first despatch by land or sea, or by some particular ship, letters and other articles, as aforesaid, shall be sent by such route as shall appear to the Post Master to afford the means of most speedy and secure transmission.

VIII. Letters and other articles required to be transmitted *via* Great Britain to foreign countries, must, unless the prepayment of postage from the United Kingdom to such countries be optional, be addressed to the care of an agent or other person in the United Kingdom, by whom the foreign postage demandable at the London General or other Post Office may be paid. Such postage cannot be received in this country; and unless it be paid through an agent in the United Kingdom, the letters, &c., are liable to be returned to India.

Letters &c., for foreign countries, through Great Britain, to be addressed to an agent.

Name of sender of any letter, &c., not to be demanded.

IX. The name of the sender of any letter or other article, shall not be demanded in any Post Office, whether the postage be prepaid or not.

Letters to be received at any station for delivery at such station.

X. Letters, newspapers, book packets and parcels, shall be received at any Presidency or Provincial Post Office, or Receiving House, for delivery at the same station within the ordinary range of delivery.

XI. Parcels exceeding 600 tola in weight, shall not be received for despatch along any line of road on which the banghy parcels are carried by foot-runners; and no parcel exceeding 2,000 tola in weight, shall be received at any Post Office for despatch by Banghy or Letter Mail, under any circumstances whatever.

Limitation as to weight of parcels.



Parcels received from seaward in excess of maximum weight, how to be treated.

### XIII. Newspapers, or

Newspapers, &c., not to be detained for examination, but to be forwarded marked "doubtful."

shall then be guided by the instructions laid down in Section LX. of the Post Office Act; but unless for the causes specified above, and in Sections XXVIII. and LX. of the Post Office Act, and in Section L., Clause 8 of the Post Office Rules, all Post Office Authorities are prohibited from detaining any letter, paper, or packet received for delivery by post.

### XIV. All letters, newspapers, or other articles received for despatch by Letter or Banghy Post,

Letters, papers, and parcels to be weighed at Office of Despatch.

shall be weighed at the Post Office of despatch, and shall be stamped with the Office Stamp; and all letters, &c., the full postage on which has not been prepaid by stamps, shall have the postage to which they are severally liable marked on them. Banghy parcels shall, in all cases, be re-weighed on delivery. The re-weighing of private letters and other articles, shall be at the discretion of the Officer in charge of the Delivery Office.

### XV. Persons not belonging to the Department shall not be admitted into the interior, nor permitted

Examination of Post Office Records not permitted to be public.

to examine the records of any Post Office, without the special permission of the Post Master General, to whom, or to the Post Master, applications for information or redress must be made, either in person, or in writing, by the party requiring the same.

### Hours of receipt at Post Offices.

Letter-boxes to remain open day and night.

XVI. At all Post Offices registered letters and banghy parcels will be received every day, Sundays excepted, for despatch, from 7 A.M. to 8 A.M., and from noon to 5 P.M.

XVII. Letter-boxes will remain open day and night; the hours at which each letter-box will be cleared will be marked upon it.

### XVIII. Official references and personal applications to Post Office Authorities, shall be made between

Office hours for references.

the hours of 7 A.M. and 8 A.M., and between noon and 5 P.M., except on Sundays, when Post Offices will be open from 7 A.M. to 8 A.M., and one other hour.

Notice of despatch and receipt of Mails to be placarded.

XIX. A notice shall be conspicuously placarded, in English and the language of the place, outside every Post Office, giving information respecting the hours of attendance, the despatch of Mails, and the delivery of letters.

### XX. The packets for all Mails to be despatched in the course of the night, shall be closed at 6 P.M.,

Despatch of Mails.

but for Mails which usually pass in the course of the day, the packets shall be made up half an hour before the time appointed for the arrival of such Mails. Notice of the hour at which each Mail is closed, shall be hung up outside the Office, both in English and the language of the district.

### XXI. Except when a Post Master General shall deem a longer interval necessary, "late letters"

Late letters.

will be received at any Post Office until fifteen minutes before the despatch of the Mails. But no late letter will be forwarded by the Mail preparing for despatch, unless fully prepaid, by means of stamps, so as to include the ordinary postage and a late letter fee of half a Rupee.

*N.B.*—Late letters are such as are posted after the hour fixed for the closing of any Mail, and which, therefore, cannot be sent forward by the Mail then in preparation, unless extra payment be made. No Office shall be kept open merely for the reception of late letters after the usual hour of closing at night. Late letters can be posted only at a Post Office.

### XXII. The Post Master at any station, or person in charge of the Post Office, shall have power to

Letters, &c., damaged, not to be received.

refuse letters or other articles bearing the appearance of having been opened and re-closed, or otherwise improperly dealt with, unless the writer or sender thereof shall attest with his full signature, that they were sent in that state. No parcel shall be received for transmission by Banghy Post unless it be securely packed in cloth, or wax-cloth, or tin; and no such parcel, packed in cloth, or wax-cloth, shall be received unless seals, bearing distinct impressions of some device (not that of a current coin), be fixed at intervals not exceeding three inches along the lines of sewing by which the cover is secured.

### XXIII. In order to protect, as far as possible, the public Mails from the chance of robbery, Officers

Post Offices not to receive valuables for despatch.

in charge of Post Offices shall not knowingly receive coin, bullion, precious stones, or jewels for despatch, either by Letter or Banghy Post.

### XXIV. Letters, newspapers, and book packets will be registered on payment of a fee of four

Registered letters.

annas; and parties posting such letters, newspapers, or book packets, will be furnished with a receipt bearing the address of the letter and the Office Stamp. The fee must, in all cases, be paid in stamps. On the delivery of a registered letter, a receipt for the same must be given to the Delivery Peon.



XXV. Receipts will not be granted for any letters, or papers, or book packets, received at any Post Office for despatch, except in the case of registered articles; and will be granted for parcels only when presented ready written, either in books or on separate slips of paper along with the parcels. Receipts so presented will be duly stamped.

XXVI. The Master Attendant of each Presidency Port, or such other Officer as may be directed by Government, shall furnish the Post Master with early intimation of the intended departure of all vessels to any part of the world; and the Post Master shall cause a list of the vessels for which packets are open, to be published weekly in the official *Gazette* of his own Presidency.

XXVII. The Post Master shall also cause to be published weekly, in the official *Gazette* of the Presidency, a Notice of the several dates up to which packets have been despatched by each vessel carrying a Mail, that may have left the Port.

XXVIII. All Public Despatches are to be made up in the most compact form possible; and whenever two or more letters are despatched from any one Office to the same individual, by the same day's post, they are to be put up under one cover.

XXIX. When the number of covers received at any Post Office, shall cause the weight of the Mail to exceed the regulated weight, the Post Master is authorized to keep back a portion of the heavier Public Despatches and imported newspapers till the following day, but private letters and public letters marked "despatch," shall not be kept back.

XXX. As the employment of Expresses interferes with the celerity and regularity of the ordinary Mails, and is attended with expense, public Officers are enjoined to employ them as sparingly as possible; and any public Officer despatching an Express, when the exigency of the public Service does not, in the opinion of the Authority to whom he is subordinate, require it, will be held answerable for the expenses attending that method of transmission. Public Expresses from a Post Office at the seat of any Government or Administration, can only be ordered by a Secretary to Government, in other cases by the chief Civil or Military Authority of the place.

XXXI. Letters which individuals address on their private affairs to any Government Officer, must be sent prepaid by stamps; and this rule is to be understood to include letters transmitting Bills of Exchange, Promissory Notes, Receipts, Government Securities, &c., to an Accountant General, or any other public Officer. When public Officers write letters on such subjects to individuals, they shall subscribe on the envelopes, with their official signatures, the words "Bearing Postage," and in such case the letters on delivery shall be charged according to their weight, with the rate of postage to which they would have been liable if prepaid.

XXXII. The postage on letters and parcels sent on the Public Service by public Officers, from time to time authorized by Government in that respect, shall be charged to the Departments to which they severally belong; such letters must be addressed according to the subjoined form:—

|                             |                                                                |
|-----------------------------|----------------------------------------------------------------|
| Form of<br>address.         | ON HER MAJESTY'S SERVICE ONLY.                                 |
| JOHN SMITH,<br>Adj't. Genl. | The Officer Commanding<br>1st Regt., Lt. Cavalry,<br>CAWNPORE. |

The signature and designation of the Officer signing the same, being written in full.

[Revised Regulations for the transmission of official correspondence will hereafter be published separately: meantime, the existing lists of Officers authorized to transmit letters, &c., on the public service, without actual payment of postage, will remain in force.]

XXXIII. The hours at which Mails will be delivered, must depend upon the hours at which they are received. The number of daily deliveries, and the hours at which the Letter Carriers will leave the Post Office, shall be duly notified, from time to time, in each post town.

XXXIV. Letter Carriers are forbidden to deliver any letter, newspaper, or other article, without requiring immediate payment of the exact amount of postage. They are not bound to give change. If the amount of postage due is not at once tendered, and a Letter Carrier is subject to detention, the letters, &c., upon which postage is due, shall be taken back to the Post Office for the next delivery. Letter Carriers are forbidden to deviate from their prescribed route.

XXXV. Any person can rent a private box and receive his letters, &c., at the Post Office window, who is willing to pay the appointed fee of twelve Rupees per annum, to be paid in advance, and for a period of not less than a year. The same also are the terms for a private bag, except that, in addition, a charge will be made for the cost of the bag itself, and for conveyance,—the maximum of the latter being five Rupees per annum, if the bag be conveyed by a rural Messenger, and ten Rupees if by a Contractor for a Mail Cart or other Horse Post. The weight of a private bag, when empty, is limited to one pound. No private bag shall be allowed without the permission of the Inspecting Post Master.



**XXXVI.** No person living within any town free delivery, or within the limits of a rural post free delivery, unless he rent a private box, can claim to have his letters delivered at the Office window, if a delivery by Letter Carrier, or a despatch by Messenger, is about to take place; but letters which arrive by a Mail, after which there is no immediate delivery by Letter Carrier or Messenger, may be obtained by any person on application at the Office window, so long as the Office is open for delivery. But in order to prevent the additional trouble which is sometimes caused by letters being directed to a Post Office, although for persons residing within a free delivery from such Office, but who have no private box, a Post Master is authorized, when such letters arrive by a Mail for which there is a delivery from house to house, to refuse to deliver them at the window (even though initials may be substituted for the name), and to send them out by the Letter Carriers.

**XXXVII.** Whatever postage is marked on a letter, paper, or parcel, must be paid at once on delivery, after which any complaint of overcharge will be duly attended to. Complaints how to be preferred. In all complaints of over-charge or unnecessary delay in delivering letters, or other articles, the covers or envelopes bearing the Post Office Stamp must be presented for inspection; and when any complaints are preferred against any Letter Carrier, the number on his badge should be specified.

**XXXVIII.** Letters directed to Native Officers, or men of Regiments or Detachments, shall be delivered to an Orderly or any other fit person, who shall be deputed by the Officer Commanding the Regiment or Detachment to receive the same; but letters on which postage may be due shall not be delivered to such person, unless the postage be first paid. Commanding Officers receive letters for their own Regiments.

**XXXIX.** On the arrival of any ship or vessel off any British Indian Port, a printed Notice, under the signature of the Post Master of the Port or Station, shall be delivered to the Commander by the first boat despatched to board the vessel, according to the requisition of which the Commander shall proceed to dispose of such packets as he may have on board, as directed by Section XXXI. of the Post Office Act—a copy of which clause shall be communicated to the said Commander. Notice to arriving vessels for disposal of packets.

**XL.** All letters, papers, and packets whatever, received at any Post Office in India, for despatch by Post, whether paid, stamped, or liable to postage, as the case may be, are to be marked with the appropriate stamp, bearing the name of such Office of Despatch; and when slide stamps, showing the date of the month and year, are not provided, the said date must be entered in writing across the middle of the face of the stamp. If the letter or packet received for despatch be bearing postage, the amount of postage due must be entered in writing on the face of the letter. All letters, papers, and packets whatever, received at any Post Office in India, for despatch by Post, whether paid, stamped, or liable to postage, as the case may be, are to be marked with the appropriate stamp, bearing the name of such Office of Despatch; and when slide stamps, showing the date of the month and year, are not provided, the said date must be entered in writing across the middle of the face of the stamp. If the letter or packet received for despatch be bearing postage, the amount of postage due must be entered in writing on the face of the letter.

**XL I.** All letters, papers, and packets whatever, received at any Post Office by post, for delivery at such Office, are, in like manner, to be stamped with the appropriate Oh. stamp, and marked with the date of the month and year; but the amount of postage paid or due is not to be marked, unless the letter has been under-charged with postage at the despatching Office. All letters, papers, and packets whatever, received at any Post Office by post, for delivery at such Office, are, in like manner, to be stamped with the appropriate Oh. stamp, and marked with the date of the month and year; but the amount of postage paid or due is not to be marked, unless the letter has been under-charged with postage at the despatching Office.

**XLII.** All postage stamps on letters, papers, or parcels, must be carefully obliterated with the stamp furnished for that object; and the black composition supplied for the purpose, must be used in all cases. Letters bearing stamps, which have been previously obliterated or defaced, must be treated as unpaid letters. Obliterating stamp.

**XLIII.** No Post Master is allowed affix a postage stamp to a letter brought unstamped to his Office. Post Master not himself to affix a stamp on letters, &c.

**XLIV.** Forward letters, papers, or packets, *i.e.*, those which follow the addressee from station to station, are to be stamped at each Office of fresh despatch, and marked with the additional postage due on such fresh despatch. Forward letters, papers, or packets, *i.e.*, those which follow the addressee from station to station, are to be stamped at each Office of fresh despatch, and marked with the additional postage due on such fresh despatch.

**XLV.** On banghy parcels the exact weight must, in all cases, be entered in writing on the face thereof. Exact weight of banghy parcels to be marked.

**XLVI.** Supplementary rules regarding the shape and size of the Office Stamps to be used on the several descriptions of letters, shall be, when necessary, circulated by the Director General of the Post Office. Other letters, &c., how to be stamped.

**XLVII.** At such Post Offices as have more than one delivery daily, all letters, papers, and packets, must be marked with a stamp, showing at which delivery they were distributed. At such Post offices as have more than one delivery daily letters, &c., to be stamped A.M. or P.M. according to time of delivery.

**XLVIII.** Labels should be placed on the front of the letter, and upon the right-hand corner of the upper side. On re-directed letters, however, care should be taken not to place fresh stamps over the stamps which have been previously used. Labels should be placed on the front of the letter, and upon the right-hand corner of the upper side. On re-directed letters, however, care should be taken not to place fresh stamps over the stamps which have been previously used.

**XLIX.** Receipt or other Inland Revenue Stamps cannot be used in place of postage stamps, nor can postage stamps which have been torn, cut, or otherwise rendered imperfect, be used. Receipt or other Inland Revenue Stamps cannot be used in place of postage stamps, nor can postage stamps which have been torn, cut, or otherwise rendered imperfect, be used.

**L.** In order to entitle books, packets of newspapers, and other articles to be conveyed by Packet Post, under the provisions of Section XIII. of the Post Office Act, the following conditions must be observed:— Packet Post Rules.

(1).—Every packet must be sent either without a cover, or in a cover open at the ends or sides, so as to admit of the enclosures being removed for examination; for the greater security of its contents, it may be secured with string, but in such case the Post Master is authorized to cut the string, although, if he do so, he must again tie up the packet. (1).—Every packet must be sent either without a cover, or in a cover open at the ends or sides, so as to admit of the enclosures being removed for examination; for the greater security of its contents, it may be secured with string, but in such case the Post Master is authorized to cut the string, although, if he do so, he must again tie up the packet.



(2).—No book packet may contain any thing which is sealed, or otherwise closed against inspection; nor must there be any letter, nor any communication of the nature of a letter, whether separate or otherwise, unless the whole of such letter or communication be printed. Entries, however, merely stating who sends the book, &c., or to whom it is given, are not regarded as a letter. As respects the name and address of the sender, not only is the writing permitted, but it is recommended, in order that, if the cover come off, or for any other reason, the packet cannot be forwarded, it may be returned to the sender.

(3).—No book packet must exceed one foot and half in length, or one foot in width or depth; and if any such packet be presented at a Post Office, it will not be received.

(4).—Any packet which shall have any letter, or any communication of the nature of a letter written in it or upon its cover, will be charged with the letter postage.

(5).—If a packet be found to contain any letter not wholly printed, whether closed or open, or any enclosure sealed, or otherwise closed against inspection, or any other unauthorized enclosure, the letter or enclosure will be taken out and forwarded to the address on the packet charged with the full postage, as an unpaid letter, together with an additional rate; and the remainder of the packet, if duly prepaid with stamps, will then be forwarded to its address.

(6).—Samples of seeds, &c., may be enclosed in boxes, or in bags of linen, or other material, fastened in such a manner that they may be readily opened, or in bags entirely closed, provided that they are transparent, so that the Officers of the Department may be able to satisfy themselves as to the nature of the contents. If this rule be infringed, the packet will be treated as a letter or banghy parcel, as the case may be.

(7).—The rule which forbids the transmission through the Post of any article which might injure the contents of the Mail Bags, or the Officers of the Post Office, is so far relaxed as to permit the transmission of scissors, knives, razors, forks, steel pens, nails, keys, watch machinery, metal tubing, pieces of metal or ore, and such like, provided that they be packed and guarded in so secure a manner as to afford complete protection to the contents of the Mail Bags, and Officers of the Post Office, while at the same time they may be easily examined. If any packet containing such articles as these be posted, which is found not to be sufficiently guarded, it will be stopped; and a notice of its detention will be sent to the person to whom it is addressed, or to the sender, who may then obtain it upon personal application; but the packet will be charged with a fine equal in amount to the postage to which the packet was liable.

(8).—To prevent obstacles to the regular transmission of letters, a Post Master may, when necessary, delay forwarding any book packet, not a newspaper, for a period not exceeding twenty-four hours beyond the ordinary time; the main business of the Post Office being the transmission of letters, the forwarding of books and newspapers (which no one is compelled to send through the Post Office), though an important, is only a secondary, object, for which no arrangement can be made which would interfere with the quick and regular conveyance and delivery of letters.

LI. Unless by an express order of the Government, or Director General of the Post Office, or a Post Master General, no letter, parcel, or packet, which has been delivered into any Post Office, shall be restored to the sender thereof, except in the manner described in Section XXIX. of the Post Office Act of 1866; and except in the case of a letter or other article addressed to a place beyond the limits of British India, which, for any reason, cannot be forwarded to its destination.

(Signed) E. C. BAYLEY,  
Secretary to the Government of India.

By order,  
F. S. CHAPMAN,  
Chief Secretary to Government.

Bombay Castle, 8th May 1866.

## REVENUE DEPARTMENT.

It is hereby declared under and in pursuance of Act VI. of 1857, that a piece of land measuring 54 acres, situated close to the Level Crossing Gate No. 24, to the north of the Railway Station at Coorla, in the Salsette Talooka of the Tanna Collectorate, is required to be taken for a public purpose, viz. for the G. I. P. Railway Inspector's Bungalow.

By order,  
F. S. CHAPMAN,  
Chief Secretary to Government.  
Bombay Castle, 8th May 1866.



JUDICIAL DEPARTMENT.  
CRIMINAL PROCEDURE CODE.

MARATHI VERSION.

A Correction.

The subordinate clause which stands as part of Section 507 of the Marathi Translation of the Schedule to the Criminal Procedure Code belongs to Section 506, and should be transposed accordingly.

The following is a correct version of Sections 506 and 507.

|     |                                                                                  |             |             |              |                                                                                                                                          |                                                                                          |
|-----|----------------------------------------------------------------------------------|-------------|-------------|--------------|------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------|
| ५०६ | अन्यायाची धमकी देणे.....                                                         | वरप्रमाणें. | वरप्रमाणें. | अखत्यार आहे. | दोहों प्रकारां पैकीं कोणत्याही एका प्रकारची कैद दोन वर्षे पर्यंत, किंवा दंड, किंवा कैद व दंड.                                            | जिल्ह्याच्या माजिस्ट्रे-<br>तास किंवा पहिल्या<br>वर्गातील ताब्यांतल्या<br>माजिस्ट्रेतास. |
|     | ती धमकी जीव घेण्याची अगर मोठी दुखापत करण्याची<br>वगैरे असली तर.                  | वरप्रमाणें. | वरप्रमाणें. | वरप्रमाणें.  | दोहों प्रकारां पैकीं कोणत्याही एका प्रकारची कैद सात वर्षे पर्यंत, किंवा दंड, किंवा कैद व दंड.                                            | सेशन कोर्तास.                                                                            |
| ५०७ | बिननांवाचें पत्र पाठवून अगर ठिकाण लपविण्याची तजवीज<br>ठेवून अन्यायाची धमकी देणे. | वरप्रमाणें. | वरप्रमाणें. | वरप्रमाणें.  | ह्या अपराधा बदल कलम ५०६ ह्यांत<br>जी शिक्षा सांगितली आहे ती<br>होऊन दोहों प्रकारां पैकीं कोणत्याही<br>एका प्रकारची कैद दोन वर्षे पर्यंत. | वरप्रमाणें.                                                                              |

By order of His Excellency the Governor in Council,

C. GONNE,  
Secretary to Government.

Bombay Castle, 9th May 1866.



# GENERAL ORDERS

BY HIS EXCELLENCY THE HONORABLE THE GOVERNOR IN COUNCIL.

## MILITARY DEPARTMENT.

*Bombay Castle, 3rd May 1866.*

No. 263 of 1866.—Captain W. Smith, Bengal Staff Corps, Cantonment Magistrate, Allahabad, is allowed furlough to Europe for twenty months, on medical certificate.

*Bombay Castle, 4th May 1866.*

No. 284 of 1866.—The following Officers are allowed furlough to Europe on medical certificate, for twenty months:—

Major A. Stevens, Madras Staff Corps, Senior Wing Commandant Her Majesty's 32nd Regiment Madras Native Infantry.

Surgeon Major M. Kane, M.A., M.D., of the Madras Medical Establishment, Acting Assay Master, Bombay.

No. 285 of 1866.—The following Officers are allowed furlough to Europe on medical certificate:—

Major T. Candy, of the Invalid Establishment, Commandant Sion Fort, for fifteen months.

Captain J. A. Fuller, R.E., Architectural Executive Engineer and Surveyor at the Presidency, for eighteen months.

No. 286 of 1866.—The following Officers are allowed furlough to Europe, on medical certificate:—

Captain E. M. Smith, Staff Corps, Commanding No. 1 Company Sappers and Miners, for eighteen months.

Lieutenant W. L. Hallett, Adjutant Her Majesty's 1st Regiment N. I. (Grenadiers), for twenty months.

No. 287 of 1866.—Major H. W. Holland, Acting Commissary General, is allowed sixty days' privilege leave to England, to commence from the date of the departure from Aden of the Mail Steamer leaving Bombay on the 24th instant. Major W. Gray, Acting Deputy Commissary General, will conduct his duties on his responsibility.

*Bombay Castle, 7th May 1866.*

No. 288 of 1866.—Staff Assistant Surgeon Robert Spence is brought on the strength of Her Majesty's British Forces in this Presidency from the 26th April 1866, the date of his arrival at Bombay.

No. 289 of 1866.—The undermentioned Officer of Royal Engineers is raised to increased pay, viz:—

Lieutenant C. E. Pridden, from 27th February 1866 inclusive, vice Lloyd, promoted.

*Bombay Castle, 8th May 1866.*

No. 290 of 1866.—The following General Order by the Government of India, dated 27th April 1866, No. 389, is republished:—

"No. 389 of 1866.—With advertence to G. G. O. No. 1083 of 1864, it is directed that the undernoted Returns be furnished to the Examiner of Clothing Accounts, at least ten days previous to the embarkation of troops leaving India, in addition to those mentioned in G. O. C. C., dated 22nd October 1863:—

1.—A List of the necessaries returned to the Clothing Agency.

2.—A List of the necessaries taken to England.

(Signed) H. K. BURNES, Lieutenant Colonel,  
Officiating Secretary to the Government of India."

*Bombay Castle, 9th May 1866.*

No. 291 of 1866.—In assimilation with the practice in the Bengal Presidency, the issue by the Barrack Department of the following Articles to troops occupying Barracks having boarded floors, is sanctioned:—

Brooms. . . . . } 20 of each per Regiment, Depot, and Division of Artillery above the strength of a wing.

Brushes with long handles. . . . . } 10 of each per Wing, Depot, and Division of Artillery below the strength of a wing.

2. Brushes, scrubbing, for cleaning furniture, in the same proportion will also be supplied by the Barrack Department.

Barrack Masters should obtain these articles from the Commissariat Department.

The Brushes will be renewable in the same manner as other stores in Regimental charge.



No. 292 of 1866.—The following promotion is made, subject to Her Majesty's approval :—

*Cadre 2nd European Regiment L. I.*

Lieutenant (Brevet Captain) Alfred Utterson to be Captain from the 25th February 1866, vice Bruce, deceased.

No. 293 of 1866.—The following Native promotion is made :—

| Corps.                   | Rank and Names.                     | To what Rank promoted. | From what date. | In whose room.                  |
|--------------------------|-------------------------------------|------------------------|-----------------|---------------------------------|
| 3rd Regiment Sind Horse. | Kote Duffedar Major Fiddah Hoosein. | Jemedar . . . . .      | 3rd April 1866. | Jemedar Mahomed Khan, deceased. |

No. 294 of 1866.—The undermentioned Medical Officer having completed twenty years' service, to be Surgeon Major from the date specified, under the provisions of para. 7 of G. G. O. No. 325, dated 13th July 1864, subject to Her Majesty's approval :—

Surgeon Charles James Sylvester, M.D., 3rd May 1866.

No. 295 of 1866.—Captain H. S. Daniell, Cadre H. M.'s 3rd Regiment Light Cavalry, has been appointed to act as Superintendent of Police, Kaira.

No. 296 of 1866.—Captain R. Johnstone, Staff Corps, has been appointed to act as Superintendent of Police, Rutnagherry.

No. 297 of 1866.—Major W. Pirie, Staff Corps, has been appointed to act as Superintendent of Police, Kuldgee, in the second grade.

J. MACDONALD, Major,

*Acting Secretary to Government.*

## M A R I N E D E P A R T M E N T.

*Bombay Castle, 8th May 1866.*

No. 15 of 1866.—The following temporary arrangements and appointments are confirmed :—

*By Commander G. T. Robinson, Officiating Superintendent of Marine.*

On the requisition of the Political Resident in the Persian Gulf, the undermentioned Officers were accommodated at the Table of Officer Commanding Her Majesty's Steam vessel "Berenice," on the dates specified against each, while moving on the Government service :—

Lieutenant Colonel Pelly, Political Resident in the Persian Gulf, from 28th December 1865 to 7th January 1866, from 22nd to 28th January 1866, and from 10th February to 12th March 1866, each day inclusive.

Mr. Powell, Commanding Her Majesty's Schooner "Georgiana," from 28th December 1865 to 7th January 1866, and from 22nd to 28th January 1866, both days inclusive.

Syed Abdulla Aseer, Interpreter, attached to the Political Resident, from 28th December 1865 to 8th January 1866, both days inclusive.

Hajee Ahmed, Vizier to the Imam of Muscat, from 26th to 27th November 1865, 4th to 7th January 1866, from 10th to 14th February 1866, and from 2nd to 15th March 1866, both days inclusive.

Syed Toorkey, from 1st to 24th March 1866, both days inclusive.

Lieutenant H. Morland, Acting Dock Master, to perform the duties of Superintendent of the Floating Batteries, from the 17th March 1866, vice Dawes proceeded on special duty to the Persian Gulf.

Mr. W. Downing to be 1st Officer of the steamer "Kwangtung," from the 28th March 1866.

Mr. T. Gaskin, Supernumerary of the Floating Batteries, proceeding to the Persian Gulf, to join the "Comet," as 1st Officer, to be accommodated with a 1st class passage by the Mail Steamer of the 3rd instant.

Lieutenant Brebner having arrived from Zanzibar by the "Nadershaw," on the 10th instant, resumed charge of his duties as Superintendent of Floating Batteries from that date.

Lieutenant Brebner assumed charge of the duties of Acting Assistant Dock Master and Agent for Transports from the 11th April 1866.

Mr. George Mitchell to be 2nd Officer of the Gun Boat "Clyde," from the 16th April 1866.

Mr. William Wood to be 2nd Officer of the "Kwangtung," from the 16th April 1866.

Mr. Alexander Murdock is appointed to the temporary Command of the Gun Boat "Clyde," from the 19th April 1866.

Lieutenant Arnott, Acting Dock Master, proceeding on special duty, was accommodated at the Ward Room Mess of Her Majesty's Ship "Octavia," from 1st to 22nd March 1866, both days inclusive.

Mr. J. B. Millar to the temporary Command of the "Kwangtung," from 20th April 1866.

J. MACDONALD, Major,

*Acting Secretary to Government.*



**CIVIL APPOINTMENTS, &c.****JUDICIAL DEPARTMENT.***Bombay Castle, 4th May 1866.*

Mr. Byramjee Dadabhoy is appointed Registrar of Bombay, under the Indian Registration Act of 1866.

*Bombay Castle, 5th May 1866.*

Mr. J. S. White, Remembrancer of Legal Affairs, is allowed leave of absence on medical certificate for fifteen months, under Section XXX. of the Old Covenanted Civil Service Absentee Rules.

Mr. M. Melvill, Registrar General of Assurances, is allowed leave of absence, under Section VI. of the Civil Absentee Rules, to proceed to England for fifteen months.

The Honorable the Governor in Council is pleased to make the following appointments:—

Major W. Pirie to act as Superintendent of Police of Kulladghee, in the Second Grade.

Captain R. Johnstone to act as Superintendent of Police of Rutnagherry.

Lieutenant H. S. Daniell to act as Superintendent of Police of Kaira.

The Honorable the Governor in Council is pleased to make the following appointments:—

Rao Bahadoor Junardhun Wassoodew to be Judge of the Court of Small Causes at Ahmedabad, continuing to act as Judge of the Court of Small Causes at Poona.

Rao Bahadoor Tirmulrao Venkutesh to be Judge of the Court of Small Causes at Belgaum.

*Bombay Castle, 9th May 1866.*

Mr. W. Sandwith, Joint Judge and Session Judge of Dharwar, assumed charge of his Office on the 30th ultimo.

Khan Bahadoor Kazee Shahabooddeen Ibrahim, District Deputy Magistrate of Ahmedabad, and temporarily employed in Surat, is invested with the powers of a Magistrate, and with powers to commit cases to the Sessions in the Surat District.

Rao Bahadoor Junardhun Wassoodew and Rao Bahadoor Gopalrao Hurry have delivered over and received charge of the Court of Small Causes at Ahmedabad, on the 1st instant.

Azum Soorujram Oomedram, First Karkoon in the Chowrasee Talooka, is invested with the powers of a Subordinate Magistrate of the Second Class in the Surat District.

Azum Ramchundra Sukharam, Mamlutdar of the Sholapoor Talooka, is invested with the powers of a Subordinate Magistrate of the First Class in the Poona District.

The Honorable the Governor in Council is pleased to confirm the appointment by the Honorable the Chief Justice of Her Majesty's High Court of Judicature at Bombay, of Mr. W. H. Newnham to act as Registrar at the Appellate Side of the High Court.

The Honorable the Governor in Council has been pleased to confirm the appointment by the Honorable the Chief Justice of Her Majesty's High Court of Judicature at Bombay of Mr. C. D. Bentley to be Commissioner for taking Affidavits, &c., from the 1st March 1866, vice Mr. J. W. Orr.

*By order of His Excellency the Governor in Council,*

C. GONNE,

*Secretary to Government.*

**REVENUE DEPARTMENT.***Bombay Castle, 8th May 1866.*

The following appointments are made in the Cotton Frauds Department under Act IX. of 1863:—

Mr. S. J. Harrison to be Inspector, vice Mr. J. Bulkley, resigned.

Mr. C. Wilkinson to be Inspector, vice Mr. Harrison, and to act for Mr. R. H. Showell.

Mr. F. Turner to act for Mr. Harrison.

Mr. E. M. Pearson to act for Mr. Wilkinson.

Mr. B. Bradford has been appointed Hoozoor Deputy Collector and Magistrate of Shikarpoor.

**GENERAL DEPARTMENT.***Bombay Castle, 7th May 1866.*

Mr. J. R. Morgan is permitted to resign Her Majesty's Covenanted Civil Service on the Bombay Establishment from the 14th instant.

Mr. Morgan is allowed preparatory special leave of absence from the 8th instant.

*Bombay Castle, 8th May 1866.*

Mr. J. King, Acting Under Secretary to Government in the Revenue, Financial, and General Departments, assumed charge of his duties on the 4th instant.

*Bombay Castle, 9th May 1866.*

Surgeon W. A. Shepherd, Civil Surgeon, Surat, performed the duties of Secretary to the Paruck Charitable Dispensary since 31st July 1865.

*By order,*

F. S. CHAPMAN,

*Chief Secretary to Government.*



## PUBLIC WORKS DEPARTMENT.

*Bombay Castle, 9th May 1866.*

Lieutenant Jacob, Bombay Staff Corps, is permitted to remain in Bombay on medical certificate for one month from 22nd April last.

*By order of the Honorable the Governor in Council,*

W. KENDALL, Colonel, R.E.,  
Acting Secretary to Government.

## HARBOUR AND PILOTAGE BOARD.

*Bombay, 9th May 1866.*

Mr. J. Jamieson, 1st Class Pilot, to be Acting Senior Pilot, vice Mr. Smith appointed Acting 2nd Assistant Master Attendant.

Mr. J. Walke, 2nd Class Pilot, to be Acting 1st Class Pilot.

Mr. J. Dodd, 3rd Class Pilot, to be Acting 2nd Class Pilot.

Mr. W. O. Jones, 3rd Class Pilot, to be 2nd Class Pilot from 20th April 1866, vice Mr. T. Nancarrow, deceased.

Mr. H. T. Corke is appointed Probationary Pilot.

*By order,*

HENRY MORLAND, Lieutenant late I.N.,  
Secretary.

## NOTIFICATIONS BY THE REVENUE COMMISSIONER, N. D.

The following persons are appointed additional members of the Municipal Committee at Broach:—

Ichalal Vijbhookundass.  
Doolubhbhace Vundravundass.  
Kasiram Krishnaram.  
Sekhoomia Budroodeen.  
Meerkhan Hukeemjee.  
Nusserwanjee Junsedjee.  
Cursetjee Dinshawjee.

The following Classification of Districts in the Khandeish Collectorate, made in accordance with the provisions of the Rules sanctioned by the Government of Bombay, under Section XXXV. of Bombay Act I. of 1865, to regulate the application of lands assessed to the land Revenue to other than agricultural purposes, is hereby published for general information:—

| Class. | District.                                           | Fine to be levied when in excess of thirty times the assessment, in addition to that assessment. Thirty times the assessment to be levied when it exceeds the fine. |
|--------|-----------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| I.     | Town of Bhosawul and a circuit of 2 miles round it. | 100 Rupees per acre.                                                                                                                                                |

*Camp Callia, 2nd May 1866.*

A. ROGERS,  
Revenue Commissioner, N. D.

## NOTIFICATION BY THE POLICE COMMISSIONER, S. D.

WHEREAS application has been made to Government that Act. No. XXVI. of 1850 may be put in force in the Towns of Sassoor and Jejooree, in Talooka Poorundhur, of the Poona Collectorate, for the purpose of making all necessary provision for improving the Roads, Water-supply, Drainage, and other Municipal requirements of the said Towns, and preventing nuisances arising therein; Notice of the application aforesaid is hereby given, and all the inhabitants of the said Town of Sassoor and Jejooree are hereby informed that such of them as are minded to declare themselves for or against the adoption of Act No. XXVI. of 1850 in the said Towns of Sassoor and Jejooree for the purposes described in the application aforesaid, or any of them, may declare themselves accordingly before J. R. Morgan, Esq., Magistrate of Poona, at any time during the usual office hours, within two months from this date.

*Camp Mahableshwar, 30th April 1866.*

J. W. HADOW,  
Acting Police Commissioner S.D.

## NOTIFICATIONS BY THE COMMISSIONER IN SIND.

Kawul wulud Hurroo Lohana is appointed a Municipal Commissioner for the Town of Mittee, vice Pramejee wulud Jaga, deceased.

*Commissioner's Office, Kurrachee, 30th April 1866.*

Loung wullad Munnoo Mul is appointed a Municipal Commissioner for the Town of Mora, in the Hydrabad Collectorate, vice Munnoo Mul wullad Binnoo Mul, deceased.

*Commissioner's Office, Kurrachee, 2nd May 1866.*

S. MANSFIELD,  
Commissioner in Sind.



**MISCELLANEOUS NOTICES, ADVERTISEMENTS, &c.**  
**WEEKLY SUMMARY OF DEATHS ON THE ISLAND OF BOMBAY.**

| RACE OR CASTE.                                                   | Still-born. | Cholera. | Small-pox. | Measles. | Fever. | Disease of Nervous System. | Vascular System. | Respiratory System. | Alimentary System. | Urinary System. | Sexual System, and Child-bearing. | Locomotive & Tegumentary Systems. | Cachexy and Debility. | Leprosy, tubercular and articular. | Dropsy. | Accident and Violence. | Other and unknown cause. | Total—exclusive of Still-born. |
|------------------------------------------------------------------|-------------|----------|------------|----------|--------|----------------------------|------------------|---------------------|--------------------|-----------------|-----------------------------------|-----------------------------------|-----------------------|------------------------------------|---------|------------------------|--------------------------|--------------------------------|
| Boodhist.—Jain, &c. ..                                           | ..          | ..       | 2          | ..       | 10     | ..                         | ..               | 1                   | ..                 | ..              | 1                                 | ..                                | ..                    | ..                                 | ..      | ..                     | ..                       | 14                             |
| Brahmun.. ..                                                     | ..          | ..       | 1          | ..       | 10     | ..                         | ..               | ..                  | ..                 | ..              | 1                                 | ..                                | ..                    | ..                                 | ..      | ..                     | ..                       | 13                             |
| Lingaet .. ..                                                    | 1           | ..       | ..         | ..       | 2      | ..                         | ..               | ..                  | ..                 | ..              | ..                                | ..                                | ..                    | ..                                 | ..      | ..                     | ..                       | 2                              |
| Bhatia .. ..                                                     | ..          | ..       | ..         | ..       | 3      | ..                         | ..               | ..                  | ..                 | ..              | ..                                | ..                                | ..                    | ..                                 | ..      | ..                     | ..                       | 4                              |
| Hindoo of other Caste ..                                         | 4           | 1        | 25         | 6        | 136    | 2                          | ..               | 8                   | 10                 | 1               | 3                                 | ..                                | 17                    | ..                                 | ..      | 4                      | ..                       | 213                            |
| Hindoo Out-caste ..                                              | 4           | ..       | 6          | 1        | 13     | ..                         | ..               | ..                  | 2                  | ..              | 1                                 | ..                                | 1                     | ..                                 | ..      | 3                      | ..                       | 27                             |
| Moosulman .. ..                                                  | 4           | ..       | 10         | 2        | 69     | ..                         | 1                | 5                   | 4                  | ..              | ..                                | ..                                | 10                    | ..                                 | ..      | 3                      | ..                       | 104                            |
| Parsee .. ..                                                     | ..          | 1        | 2          | ..       | 5      | 4                          | ..               | ..                  | 3                  | ..              | ..                                | 1                                 | 2                     | ..                                 | ..      | ..                     | ..                       | 18                             |
| Jew .. ..                                                        | ..          | ..       | 1          | ..       | 1      | ..                         | ..               | ..                  | ..                 | ..              | ..                                | ..                                | ..                    | ..                                 | ..      | ..                     | ..                       | 2                              |
| Native-Christian.. ..                                            | ..          | ..       | 2          | 1        | 3      | 1                          | ..               | ..                  | ..                 | ..              | ..                                | ..                                | 1                     | ..                                 | ..      | ..                     | ..                       | 3                              |
| Indo-European .. ..                                              | ..          | ..       | ..         | ..       | ..     | ..                         | ..               | ..                  | ..                 | ..              | ..                                | ..                                | ..                    | ..                                 | ..      | ..                     | ..                       | ..                             |
| European.. ..                                                    | ..          | ..       | ..         | ..       | ..     | 1                          | ..               | 2                   | 3                  | 1               | ..                                | ..                                | ..                    | ..                                 | ..      | 1                      | ..                       | 8                              |
| Negro-African .. ..                                              | ..          | ..       | ..         | ..       | 1      | ..                         | ..               | ..                  | ..                 | ..              | ..                                | ..                                | ..                    | ..                                 | ..      | ..                     | ..                       | 1                              |
| Chinese .. ..                                                    | ..          | ..       | ..         | ..       | ..     | ..                         | ..               | ..                  | ..                 | ..              | ..                                | ..                                | ..                    | ..                                 | ..      | ..                     | ..                       | ..                             |
| Other and Unknown Race ..                                        | ..          | ..       | ..         | ..       | ..     | ..                         | ..               | ..                  | ..                 | ..              | ..                                | 1                                 | ..                    | ..                                 | ..      | ..                     | ..                       | 1                              |
| All Races. ....                                                  | 13          | 2        | 49         | 10       | 253    | 8                          | 1                | 16                  | 22                 | 2               | 6                                 | 1                                 | 34                    | ..                                 | ..      | 11                     | ..                       | 415                            |
| Mean of the corresponding Weeks<br>in the preceding Ten Years. } | 7           | 71       | 30         | 17       | 209    | 11                         | 1                | 20                  | 37                 | 1               | 4                                 | 2                                 | 22                    | ..                                 | 3       | 3                      | ..                       | 431                            |

T. G. HEWLETT,

For Superintendent Registrar of Births and Deaths.

*Bombay, 8th May 1866.*

**Bank of Bombay.**

*STATEMENT of the Affairs of the Bank on 5th May 1866.*

| <i>Liabilities.</i>                | <i>Rupees.</i> | <i>Assets.</i>                               | <i>Rupees.</i> |
|------------------------------------|----------------|----------------------------------------------|----------------|
| Proprietors' Capital .....         | 2,09,00,000    | Loans at Head Office and Branches ..         | 84,59,026      |
| General Treasury Balance .....     | 1,20,27,600    | Credit Accounts at ditto ditto ..            | 79,64,741      |
| Deposits at Head Office .....      | 2,08,76,206    | Bills Discounted at ditto ditto ..           | 2,15,10,384    |
| Do. at Branches .....              | 48,66,589      | Dead Stock .....                             | 8,10,665       |
| Bank Notes and Bills Outstanding.. | 2,23,885       | Stamps .....                                 | 11,617         |
| Reserve .....                      | 10,56,983      | Balances with Agents .....                   | 11,64,167      |
| Sundries .....                     | 6,31,216       | Sundries .....                               | 13,67,607      |
|                                    |                | Government Reserve, Cash .....               | 80,27,600      |
|                                    |                | Cash and Currency Notes at Head Office ..... | 75,50,273      |
|                                    |                | Do. do. at Branches ..                       | 37,16,400      |
| Rupees...                          | 6,05,82,479    | Rupees...                                    | 6,05,82,479    |

*By order of the Board of Directors,*

D. ROBERTSON,  
 Officiating Secretary and Treasurer.



## Insolvent Debtors' Court.

Notice is hereby given, that the Petitions of the several persons hereunder named and described have been presented to the Court for the Relief of Insolvent Debtors, Bombay, praying respectively for the benefit of the Act made and passed in the Eleventh Year of Victoria, Chapter XXI:—

| Names.                                               | Profession or Occupation.                                                   | Denomination.                            | Place of Residence in Bombay.                                                  | Dates of Petitions filed. |        |       |
|------------------------------------------------------|-----------------------------------------------------------------------------|------------------------------------------|--------------------------------------------------------------------------------|---------------------------|--------|-------|
|                                                      |                                                                             |                                          |                                                                                | Day.                      | Month. | Year. |
| Purbhoodhass Goverdhundass.                          | A Metta in the service of Goverdhundass Eswardass.                          | Hindoo.....                              | At Calcadavy, without the Fort.                                                | 18th                      | April  | 1866. |
| Rahimbhoy Rajpal.....                                | Formerly a General Merchant.                                                | Mahomedan..                              | Lately at Chinchbunder, without the Fort (at present in the Bombay Gaol).      | 23rd                      | "      | "     |
| Cassum Essack .....                                  | Lately a Shopkeeper .....                                                   | Ditto ....                               | At Jakarias Mosque, without the Fort.                                          | 30th                      | "      | "     |
| Narayan Wamon.....                                   | An English Writer.....                                                      | Hindoo ....                              | In Anuntroosis Oart, without the Fort.                                         | 1st                       | May    | "     |
| Balkisondass Bhickaridass.                           | A Broker, Hindoo .....                                                      | Ditto ....                               | In Middle Borwada, without the Fort.                                           | 2nd                       | "      | "     |
| Cowasji Dosabhoy .....                               | Unemployed .....                                                            | Parsee .....                             | Lately at Bandora without the Fort (at present in the Bombay Gaol).            | "                         | "      | "     |
| Dosabhoy Hormusji ....                               | A Clerk .....                                                               | Ditto ....                               | Lately in Bottlewala's Mola, without the Fort (at present in the Bombay Gaol). | 3rd                       | "      | "     |
| Fuzloodin bin Goolam Mahomed.                        | A General Merchant .....                                                    | Mahomedan..                              | Lately in Memon Molla, without the Fort (at present in the Bombay Gaol).       | "                         | "      | "     |
| Beejli Khooshal .....                                | A Sweeper .....                                                             | Hindoo.....                              | Lately in Ooslampora, without the Fort, (at present in the Bombay Gaol).       | "                         | "      | "     |
| Hemchund Veerji .....                                | A General Merchant.....                                                     | Ditto ....                               | Lately in Guneshwady, without the Fort (at present in the Bombay Gaol).        | "                         | "      | "     |
| James Pearse and Sorabji Cooverji.                   | Late Proprietors of the <i>Mer- cantile Press and Daily Post</i> Newspaper. | The first a European & the second Parsee | The first at Byculla, and the second at Dhobitalao, without the Fort.          | 7th                       | "      | "     |
| Joseph Viveiros .....                                | Unemployed .....                                                            | Portuguese ..                            | In Candawady, without the Fort.                                                | 5th                       | "      | "     |
| Vurjiwundass Purmanundass.                           | A Broker .....                                                              | Hindoo.....                              | In Hunuman's Lane, without the Fort.                                           | "                         | "      | "     |
| Laldass Huribhoy .....                               | A Broker .....                                                              | Ditto ....                               | Near Moombadavy, without the Fort.                                             | 7th                       | "      | "     |
| Naserwanji Hormusji....                              | A Liquor Seller .....                                                       | Parsee .....                             | At Picket Road, without the Fort.                                              | "                         | "      | "     |
| Naratumdass Narayendass and Hurkisonass Nurotumdass. | Goldsmiths .....                                                            | Hindoo.....                              | Near Bhooleshwer, without the Fort.                                            | "                         | "      | "     |
| Nanabhoy Manockji ....                               | Unemployed .....                                                            | Parsee .....                             | In Raghoonath Dadaji Street, without the Fort.                                 | "                         | "      | "     |
| Motiram Atmaram, and Hurishunker Jetta.              | The first is a dealer in Sweetmeat; and the second is a Broker.             | Hindoo.....                              | Near Bhooleshwer, without the Fort.                                            | "                         | "      | "     |
| Shaik Sooltan Patel, Shaik Mahomed, and Khutijabae.  | The first and second are Cartdrivers, and the third unemployed.             | Mahomedan..                              | In Bhendy Bazar, without the Fort.                                             | "                         | "      | "     |
| Assur Jetta.....                                     | A General Merchant.....                                                     | Hindoo ....                              | In Mody Khana, without the Fort.                                               | "                         | "      | "     |

Orders in the matters of the abovenamed Insolvents, that the real and personal Estates and Effects of the said Insolvents be vested in the Official Assignee of this Honorable Court, under Clause VII. of the said Act, have been duly made.



*Days appointed for Hearing the Petitions of the undermentioned Insolvents.*

| Names.                                                   | Time.            |                   |             |
|----------------------------------------------------------|------------------|-------------------|-------------|
|                                                          | Day.             | Month.            | Hour.       |
| Fuzloodin bin Goolam Mahomed.....                        | 3rd Monday....   | May instant ..... | 11 o'clock. |
| Cowasji Dossabhoy .....                                  | Ditto .....      | Ditto .....       | Ditto.      |
| Hemchund Veerji .....                                    | Ditto .....      | Ditto .....       | Ditto.      |
| Beejli Khooshal .....                                    | Ditto .....      | Ditto .....       | Ditto.      |
| Purbhoddass Goverdhundass .....                          | 1st Monday ..... | June next .....   | Ditto.      |
| Faiz Mahomed Shaboodin .....                             | Ditto .....      | Ditto .....       | Ditto.      |
| Naserwanji Hormusji .....                                | Ditto .....      | Ditto .....       | Ditto.      |
| Joosub Vuli and Noorbaee .....                           | Ditto .....      | Ditto .....       | Ditto.      |
| Shaik Sooltan Patel; Shaik Mahomed, and Khutijabae.      | Ditto .....      | Ditto .....       | Ditto.      |
| Babool Jairam .....                                      | Ditto .....      | Ditto .....       | Ditto.      |
| Laldass Hurbhoy .....                                    | Ditto .....      | Ditto .....       | Ditto.      |
| Nurotumdass Narayendass, and Hurikison-dass Nurotumdass. | Ditto .....      | Ditto .....       | Ditto.      |
| Motiram Atmaram and Hureshunker Jetta                    | Ditto .....      | Ditto .....       | Ditto.      |
| Nanabhoy Manockji .....                                  | Ditto .....      | Ditto .....       | Ditto.      |
| Narayan Crustnarao .....                                 | Ditto .....      | Ditto .....       | Ditto.      |
| Narayan Wamon .....                                      | Ditto .....      | Ditto .....       | Ditto.      |
| Dossabhoy Hormusji .....                                 | Ditto .....      | Ditto .....       | Ditto.      |
| Meimon Cassum Essack .....                               | Ditto .....      | Ditto .....       | Ditto.      |
| Rahimbhoy Rajpal.....                                    | Ditto .....      | Ditto .....       | Ditto.      |

The abovenamed Insolvents have filed Schedules of their Debts, Estates, and Effects in my Office. Opposing Creditors must file their Claims, verified by Affidavits, and pay the usual Fees at my Office, at least three days before the Hearing.

RICHARD BOLTÓN BARTON,

Court House, Clerk of the Court's Office, Fort, Bombay,  
this 8th day of May 1866.

Clerk of the Court.

**નાદાર દેવાદારોની કોર્ટમધે.**

જાહેર ખપર એ ઉપરથી આપવામાં આવે છે, ને, વીગતસાથે એની હેઠળ ને જુદી જુદી આરામીઓના નામો લખેલાં છે તેઓએ મુંબઈની નાદાર દેણદારોના છુટકા કરનારી કોર્ટને અરજીઓ આપી છે તેમાં એક એકની અરજ એવી છે ને વીક્ટોરીઆના અગીઆરમે વરો ને ધારો કરીને કરવા છે તેના એકવીસમાં બાબમાંનો હિસાબ અમોને મળે.

| નામ.                   | ધંધો.                                  | જાત.     | મુંબઈમધે રહેવાનું ઠેકાણું.                                 | અરજીઓ દાખલ કરાની તારીખ. |         |      |
|------------------------|----------------------------------------|----------|------------------------------------------------------------|-------------------------|---------|------|
|                        |                                        |          |                                                            | દાહોડ.                  | માસ.    | વરસ. |
| પરબુદારા ગોવરધનદારા .. | ગોવરધનદારા ઈસ્વરદારાની આકરીમાંનો મેતો. | હીંદુ.   | બાહારકોટ કાલકાદેવીઆ-ગલ.                                    | ૧૮મો.                   | એપ્રેલ. | ૧૮૬૬ |
| રહીમખાઈરાજપાલ ....     | આગલ રારેચે ચીજનો વેપારી.               | મુસલમાન. | યોડા દાહોડા ઉપર બાહારકોટ ચીચ બંદરઆગલ હાલ મુંબઈની તુરંગમાં. | ૨૩મો.                   | એવ.     | એવ.  |



| નામ.                                              | ધંધો.                                                               | જાત.                             | મુખ્યમધ્યે રહેવાનું કેકાણું.                                         | અરજીઓ દાખલ કરાની તારીખ. |         |       |
|---------------------------------------------------|---------------------------------------------------------------------|----------------------------------|----------------------------------------------------------------------|-------------------------|---------|-------|
|                                                   |                                                                     |                                  |                                                                      | દહોણ.                   | માસ.    | વરસ.  |
| કારામ ધરાક.....                                   | થોડા દાહાડા ઉપર દુકાનદાર.                                           | મુસલમાન.                         | બાહારકોટ જકરીઆની-મશીદ આગલ.                                           | ૩૦ મે.                  | એપ્રેલ. | ૧૮૯૯. |
| નારાએણ વામન.....                                  | અંગરેજી લખનાર.....                                                  | હીંદુ.                           | બાહારકોટ અનંતજીની ગલીમાં.                                            | ૧ જા.                   | મે.એ.   | એ.એ.  |
| બાલકીરાનદારા બીખારી-ધરા.                          | હીંદુ દલાલ.....                                                     | હીંદુ.                           | બાહારકોટ વચલા બોધ-વાડામાં.                                           | ૨ જા.                   | એ.એ.    | એ.એ.  |
| કાવરાજી ડેરાબાઈ.....                              | બેંકાર.....                                                         | પારશી.                           | થોડા દાહાડા ઉપર બાહારકોટ વાંદરામાં હાલ મુંબઈની તુરંગમાં.             | એ.એ.                    | એ.એ.    | એ.એ.  |
| ડેરાબાઈ હોરમજી.....                               | લખનાર.....                                                          | પારશી.                           | થોડા દાહાડા ઉપર બાહારકોટ બાટલી વાલાના મોહલામાં હાલ મુંબઈની તુરંગમાં. | ૩ જા.                   | એ.એ.    | એ.એ.  |
| ફજલુદીન ખીન યુલામ મહમદ.                           | રાવે ચીજનો વેહેપારી.....                                            | મુસલમાન.                         | થોડાદાહાડા ઉપર બાહારકોટ મેમણ મોહલામાં હાલ મુંબઈની તુરંગમાં.          | એ.એ.                    | એ.એ.    | એ.એ.  |
| ખીજલી ખુસાલ.....                                  | બંગીઓ.....                                                          | હીંદુ.                           | થોડાદાહાડા ઉપર બાહારકોટ ધરાલાંમપરામાં હાલ મુંબઈની તુરંગમાં.          | એ.એ.                    | એ.એ.    | એ.એ.  |
| હેમચંદ વીરજી.....                                 | રાવે ચીજનો વેહેપારી.....                                            | હીંદુ.                           | થોડાદાહાડા ઉપર બાહારકોટ ગણેરાવાડીમાં હાલ મુંબઈની તુરંગમાં.           | એ.એ.                    | એ.એ.    | એ.એ.  |
| જેમરા પીઅરરા તથા રોશનજી કુવરજી.                   | મરકુંનટાઈલ પરરા તથા ડેલી પોશ્ટ નુરાપેપરના થોડા દાહાડા ઉપરના માલિકો. | પેહેલા ધરો-પીઅંન તથા બીજો પારશી. | પેહેલા બાહારકોટ બાઅમ-લાઆગલ અને બીજો ધોખીતલાવ આગલ.                    | ૭ મે.                   | એ.એ.    | એ.એ.  |
| જોરાફ વીવેરા.....                                 | બેંકાર.....                                                         | પોરટુગીસ.                        | બાહારકોટ કાંદાવાડીમાં...                                             | ૫ મે.                   | એ.એ.    | એ.એ.  |
| વરજીવનદારા પરમાનંદ દલાલ.....                      | દલાલ.....                                                           | હીંદુ.                           | બાહારકોટ હનુમાન ગલીમાં.                                              | એ.એ.                    | એ.એ.    | એ.એ.  |
| લાલદારા હરીભાઈ.....                               | દલાલ.....                                                           | હીંદુ.                           | બાહારકોટ માંમદેવીપારો                                                | ૭ મે.                   | એ.એ.    | એ.એ.  |
| નરાયણજી હોરમજી.....                               | દાર વેચનાર.....                                                     | પારશી.                           | બાહારકોટ પીકીટના રસતા આગલ.                                           | એ.એ.                    | એ.એ.    | એ.એ.  |
| નોરાતમદારા નારાએણદારા તથા હરકીરાનદારા ન-રોતમદારા. | રોની.....                                                           | હીંદુ.                           | બાહારકોટ બુધેરાવર આગલ.                                               | એ.એ.                    | એ.એ.    | એ.એ.  |
| નાંહાંનાબાઈ માંણુકજી                              | બેંકાર.....                                                         | પારશી.                           | કોટમાં રઘુનાથ દાદાજીના મોહલામાં.                                     | એ.એ.                    | એ.એ.    | એ.એ.  |
| મોતીરાંમ આતમરાંમ તથા હરીરાંકર જોડા.               | પેહેલા મીશ્રાં વેચનાર અને બીજો દલાલ છે.                             | હીંદુ.                           | બાહારકોટ બુધેરાવરપારો.                                               | એ.એ.                    | એ.એ.    | એ.એ.  |
| રોખશુલતાંન પટેલ તથા રોખ મહમદ તથા ખીજલીબાઈ.        | પેહેલા તથા બીજો ગાડીહાક-નારા છે અને ત્રીજો બેંકાર.                  | મુસલમાન.                         | બાહારકોટ બીંડીબજારમાં.                                               | એ.એ.                    | એ.એ.    | એ.એ.  |
| આરાર જોડા.....                                    | રાવે ચીજનો વેહેપારી.....                                            | હીંદુ.                           | કોટમધ્યે મોદીખાંનામાં...                                             | એ.એ.                    | એ.એ.    | એ.એ.  |

ઉપર લખેલા નાદાર દેવાદારોની અરજીઓની બાબતોમાં ઘટતી રીતે હુકમ થયો છે જે ઉપર લખેલા ધારાની સાતમી કલમ પરમાણે નાદાર દેવાદાર મચકુરોની યાવર તથા નંગમ મીલકત તથા ચીજવસત આ નામદાર કોટની આશીર્વાદ આલ આસાએનીના તાબામાં આપે.



નીચે લખેલા નાદાર દેવાદારોની અરજીઓ સાંભળવાસારૂ કરાવેલા દીવસ.

| નામ.                                              | વખત.             |             |          |
|---------------------------------------------------|------------------|-------------|----------|
|                                                   | દાહાડા.          | માસ.        | કલાક.    |
| ફજલુદીન ખીન યુલાંમ મહમદ .....                     | તીજી સોમવાર.     | આલતા મે.મે. | ૧૧ કલાક. |
| કાવરાજ ડોશાભાઈ .....                              | મે.જ.            | મે.જ.       | મે.જ.    |
| હેમચંદ વીરજી .....                                | મે.જ.            | મે.જ.       | મે.જ.    |
| ખીજલી ખુશાલ .....                                 | મે.જ.            | મે.જ.       | મે.જ.    |
| પરભુદાસ ગોવરધનદાસ .....                           | પેહુત્રી સોમવાર. | આવતા જુન.   | મે.જ.    |
| ફેજ મહમદ શાજુદીન .....                            | મે.જ.            | મે.જ.       | મે.જ.    |
| નશરવાનજી હોરમજી .....                             | મે.જ.            | મે.જ.       | મે.જ.    |
| જુરાખવલી તથા જુરખાઈ .....                         | મે.જ.            | મે.જ.       | મે.જ.    |
| શેખશુલતાંન પટેલ તથા શેખમહમદ તથા ખતીબખાઈ ..        | મે.જ.            | મે.જ.       | મે.જ.    |
| ખાજુલ જોશી .....                                  | મે.જ.            | મે.જ.       | મે.જ.    |
| લાલદાસ હરીભાઈ .....                               | મે.જ.            | મે.જ.       | મે.જ.    |
| નરોત્તમદાસ નાયએણુદાસ તથા હરીશીરનદાસ નરોત્તમદાસ .. | મે.જ.            | મે.જ.       | મે.જ.    |
| મોતીરાંમ આતમારાંમ તથા હરીરાંકર જોશી .....         | મે.જ.            | મે.જ.       | મે.જ.    |
| નાહાંનાભાઈ માંણુકજી .....                         | મે.જ.            | મે.જ.       | મે.જ.    |
| નારાએણુ કૃષ્ણરાવ .....                            | મે.જ.            | મે.જ.       | મે.જ.    |
| નારાએણુ વામન .....                                | મે.જ.            | મે.જ.       | મે.જ.    |
| ડોશાભાઈ હોરમજી .....                              | મે.જ.            | મે.જ.       | મે.જ.    |
| મેમણુ કાશામ ધરાખ .....                            | મે.જ.            | મે.જ.       | મે.જ.    |
| રહીમભાઈ રાજપાલ .....                              | મે.જ.            | મે.જ.       | મે.જ.    |

આગ્ર આવનાર લેણુદારોએ થોડામાં થોડા સાંભળવાના તણુ દાહાડા અગાઉ સોગણુનામાંથી સાખીત કરેલા પોતાના દાવા અમારી આશીરામાં દાખલ કરવા જોઈએ તથા શીરસ્તા પરમાણે તેઓએ શી આપવી જોઈએ. ઉપર લખેલા નાદાર દેવાદારોએ પોતાના દેવાની તથા માલમીલકતની ટીપો અમારી આશીસમાં દાખલ કરાવી છે.

મુંબઈના કોર્ટમંચે કોર્ટની હવેલીમાં કોર્ટના કલારકની આશીસમાં,  
તારીખ ૮ મી મેએ રાને ૧૮૯૬.

ડીયરડ ખોલ્ટન બારટન,  
કોર્ટના કલારકની સહી.

(A true translation)

J. FLYNN,  
Chief Translator.

### Notice.

The following Offices of the Military Finance Department will be transferred permanently from the Presidency to Poona between the 16th and 31st instant; it is therefore notified that all communications for each office intended to arrive on, and after, the date below specified, should be addressed to Poona:—

Controller of Military Accounts .. 16th May.  
Examiner Ordnance Department .. 18th "  
Examiner Commissariat Accounts.. 25th "  
Examiner Medical Accounts..... 25th "  
Military Accountant ..... 28th "  
Examiner Pay Department .... } 30th "  
Secretary Military Fund .....

H. J. BARR, Colonel,  
Controller of Military Accounts.

Office of Controller of Military Accounts,  
Bombay, 7th May 1866.

### Notice.

This is to certify, that during the past month the ordinary cost of Cart-hire in the Ahmedabad Districts was in excess of twelve annas a day for a Two Bullock cart, carrying 10 or 12 maunds.

JUGJEEWUNDASS KHOOSHALDASS,

Deputy Collector in charge S. S.

Ahmedabad, Collector's Office,  
1st May 1866.

### Notice.

Poona Collectorate.

This is to certify that during the month of April 1866 the ordinary cost of Cart-hire in the Poona Collectorate was in excess of 12 annas a day for a Two Bullock Cart carrying 10 or 12 maunds.

J. R. MORGAN,  
Poona 7th May 1866. Collector.



## Notice

Is hereby given, that the following Articles having been washed ashore at Bunder Alibaugh, in the Tanna Zilla, they will be sold by Public Auction, after two months from this date, in conformity with Section 57 of Act VI. of 1863. Parties having a right to the said property are requested to communicate with the Sir-Caroon of Customs at Alibaugh within the prescribed period, after which no applications will be attended to:—

2 Sail Yards.  
1 maund 10 seers Chillies.

W. H. PAYNE,

Deputy Commissioner of Customs, S.D.

Rutnagherry Districts, Camp "Jytpoor,"  
Deputy Commissioner's Office,  
9th April, 1866.

## जाहिरनामा.

दिपुटी कमिशनर आफ् कस्टम्स साल्ट् एंड ओपियम प्रांत कोंकण यांचे कचेरीतून केला जातो ऐसाजे, दर्यातून वाहन आलेला माल बंदर अलिबाग एथें खाली लिहिल्या प्रमाणें आहे त्याचा कोणी वारस असल्यास या नोटीशीचे तारखे पासून दोन महिन्यांचे आंत अलिबाग तालुक्याचे सरकारकून कचेरीत हाजर होउन पुरावा करावा मुदतीत पुरावा न झाल्यास पुढें कोणता एक सबब न ऐकतां सन १८६३ चा आक्ट ६ कलम ५७ प्रमाणें लेलांव कळून उत्पन्न सरकार जमा केलें जाईल.

जिल्हा ठाणें.

तालुके अलिबाग.

बंदर मजकूर.

२ परबाणांच्या काठया २ दोनचा तपशील खाली लिहिल्या प्रमाणें.

१ मत काठी एक लांबी फुटी २५ मध्यभागीं वेढ फुटी १॥

२ मत काठी वरील काठीचा जोड लांबी फुटी १७ मध्यभागीं वेढ फुटी १५

०१॥ मिर्च्या वजन कच्चे मण, एक मण दहा शर.

याप्रमाणें माल आहे.

दिपुटी कमिशनर प्रांत कोंकण,

हपोस मुकाम तालुके विजयदुर्ग, बंदर जैतापूर,  
तारीख ९ एप्रिल सन १८६६ इसवी.

W. H. PAYNE,

Deputy Commissioner of Customs, S. and O.

## Notice

Is hereby given, that a Canoe has been washed ashore at Bunder Wantivra, in the Tarrapoor Talooka of the Tanna Zillah, and will be sold by Public Auction, if not claimed within two months from this date, in conformity with Section 57 of Act VI. of 1863. Parties having a right to the said Canoe are requested to apply to the Sir-Carkoon

GAZETTE—5

of Tarrapoor within the prescribed period, after which no application will be attended to.

W. H. PAYNE,

Deputy Comr. of Customs, S. D.

Deputy Commissioner's Office,  
Camp Vingorla, 25th April 1866.

## जाहिरनामा.

डेपुटी कमिशनर आफ् कस्टम्स, साल्ट्, एंड ओपियम प्रांत कोंकण यांचे हुजूर कचेरीतून केला जातो ऐसाजे, दर्यातून वाहन आलेला माल ठिकाणवार खाली लिहिल्या प्रमाणें आहे. त्याचा कोणी वारस असल्यास या नोटीसीचे तारखे पासून दोन महिन्यांचे आंत ज्याचे त्या तालुक्याचे सरकारकून कचेरीत हाजर होउन पुरावा करावा, मुदतीत पुरावा न झाल्यास पुढें कोणता एक सबब न ऐकतां सन १८६३ चा आक्ट ६ कलम ५७ प्रमाणें लेलांव कळून उत्पन्न सरकार जमा केलें जाईल.

जिल्हा ठाणें.

तालुके तारापूर.

बंदर दांतिवरे.

१ होडी एक लांकडी लांबी फुटी १८ व रुंदी फुटी २  
ओडी फुटी ०११॥ नंबर निशाणी वगैरे नाही.

एकूण नंग एक.

दिपुटी कमिशनर प्रांत कोंकण, मुकाम वेंगुरलें,  
तारीख २५ माहे एप्रिल सन १८६६ इसवी.

W. H. PAYNE,

Deputy Commissioner of Customs, S. D.

## Advertisement.

THE DAVID SASSOON INDUSTRIAL AND REFORMATION INSTITUTION (LATE SEWREE SCHOOL OF INDUSTRY), SITUATED AT CHUNAM KILN ROAD, NEAR GRANT ROAD.

The inmates of this Institution are principally Juvenile delinquents arrested by the Police, whose reformation and training to habits of useful Industry are the chief objects contemplated in the management of the Institution. The Trades at present taught are Blacksmithing, Carpentry, Carriage-building, Brass Moulding, and Turning in Wood and Iron, and Tailoring. Work from the Public and from Government Departments is respectfully solicited.

The Institution is prepared to supply Barrack and Office Furniture, Store and Arm Chests, or any kind of Boxes, Doors, and Frames, and Window Shutters, with or without Frames, of any size made to order. Screw Bolts and Nuts and Iron Brackets also made to order.

Children's Perambulators, Meat Safes, Flower and Hat Stands, Clothes-horses, Hinges (Brass and Iron), Rakes, Hoes, and Spades for Juvenile Gardeners, a few on hand. Carriages built, repaired, and painted.

Tailoring Department.

All kinds of Plain Work neatly executed. A supply of Babies' Goodrees always on hand.

JAMES MILLARD,

31st May 1861. Superintendent.

8331 1174 1162



## Great Indian

## STATEMENT OF TRAFFIC FOR THE

From 12th to 18th March 1866.

|                                                    | Rs.      | a. | p. | Rs.      | a. | p. |
|----------------------------------------------------|----------|----|----|----------|----|----|
| Passengers .....                                   | 52,862   | 0  | 3  |          |    |    |
| Parcels and Luggage, including Bhany Parcels ..... | 8,008    | 12 | 6  |          |    |    |
| Carriages, Horses, and Dogs .....                  | 1,300    | 14 | 0  |          |    |    |
| Special .....                                      |          |    |    |          |    |    |
| Total Coaching.....                                |          |    |    | 62,171   | 10 | 9  |
| Goods—Maunds 4,13,773-6.....                       | 3,60,697 | 12 | 1  |          |    |    |
| Live Stock .....                                   | 935      | 10 | 6  |          |    |    |
| Waggon Rent and Demurrage .....                    | 174      | 7  | 0  |          |    |    |
| Earth, &c. Sweeping Trains .....                   | 11,524   | 8  | 0  |          |    |    |
| Total Goods.....                                   |          |    |    | 3,73,332 | 5  | 7  |
| Electric Telegraph .....                           |          |    |    | 862      | 4  | 6  |
| Miscellaneous .....                                |          |    |    |          |    |    |
| Total.....                                         |          |    |    | 4,36,366 | 4  | 10 |
| Corresponding period of 1865. Open 595½ Miles ..   |          |    |    | 2,51,149 | 8  | 5  |
| Increase ..                                        |          |    |    | 1,85,216 | 12 | 5  |
| Decrease ..                                        |          |    |    |          |    |    |

## CLASSIFICATION OF

|                          | Single and Double,<br>1st Class. |         |       | Single and Double,<br>2nd Class. |         |       | Single, 3rd Class. |         |       |
|--------------------------|----------------------------------|---------|-------|----------------------------------|---------|-------|--------------------|---------|-------|
|                          | No.                              | Amount. |       | No.                              | Amount. |       | No.                | Amount. |       |
|                          |                                  | Rs.     | a. p. |                                  | Rs.     | a. p. |                    | Rs.     | a. p. |
| Booked at Stations ..... | 764½                             | 3,019   | 0 9   | 4,255                            | 4,712   | 13 3  | 53,154             | 45,130  | 2 3   |

## CLASSIFICATION OF

|                         | Special Class. |           | 1st Class. |         |             | 2nd Class. |         |             |
|-------------------------|----------------|-----------|------------|---------|-------------|------------|---------|-------------|
|                         | Weight.        | Amount.   | Weight.    | Amount. |             | Weight.    | Amount. |             |
|                         | Mds. S.        | Rs. a. p. | Mds. S.    | Rs.     | a. p.       | Mds. S.    | Rs.     | a. p.       |
| Ordinary } Up .....     | .....          | .....     | 22,105     | 25      | 4,335 6 6   | 33,802     | 27      | 22,722 7 3  |
| Traffic. } Down .....   | .....          | .....     | 66,053     | 19      | 36,219 3 9  | 1,26,502   | 0       | 22,888 5 11 |
| Railway Materials ..... | .....          | .....     | 88,159     | 4       | 40,554 10 3 | 1,60,304   | 27      | 45,610 13 2 |
|                         | .....          | .....     | 43,677     | 36      | 5,473 9 4   | 15,591     | 6       | 5,286 0 7   |
| Total....               | .....          | .....     | 1,31,837   | 0       | 46,028 3 7  | 1,75,895   | 33      | 50,896 13 9 |

## Percentage of Receipts from Goods' Traffic.

|                         | Special Class. | 1st Class. | 2nd Class. | 3rd Class. | 4th Class. | 5th Class. |
|-------------------------|----------------|------------|------------|------------|------------|------------|
| Ordinary } Up .....     | ..             | 2          | 9          | 1          | ..         | 88         |
| Traffic. } Down .....   | ..             | 38         | 24         | 16         | 3          | 19         |
|                         | ..             | 12         | 13         | 5          | 1          | 69         |
| Railway Materials ..... | ..             | 51         | 49         | ..         | ..         | ..         |



**Peninsula Railway.**

WEEK ENDING 18TH MARCH 1866.

Open, 701½ Miles; 63 Stations.

| Receipts for 10<br>previous Weeks. | Total for 11 Weeks. | Weekly Average. | Average per<br>Railway Mile<br>this Week. | Gross Earning<br>per Train per<br>Mile. | No. of<br>Trains. | Average<br>No. of<br>Vehicles. | No. of<br>Miles run<br>by Trains. |
|------------------------------------|---------------------|-----------------|-------------------------------------------|-----------------------------------------|-------------------|--------------------------------|-----------------------------------|
| Rs. a. p.                          | Rs. a. p.           | Rs. a. p.       | Rs. a. p.                                 | Rs. a. p.                               |                   |                                |                                   |
| 6,54,804 11 5                      | 7,16,976 6 2        | 65,179 10 9     | 88 10 0                                   | 3 8 1                                   | ..                | ..                             | 17,748                            |
| 35,25,062 13 5                     | 38,98,395 3 0       | 3,54,399 9 0    | 532 3 1                                   | 9 1 11                                  | ..                | ..                             | 40,940                            |
| 13,016 11 6                        | 13,879 0 0          | 1,261 11 8      | .....                                     | ....                                    | ..                | ..                             | ..                                |
| .....                              | .....               | .....           | .....                                     | ....                                    | ..                | ..                             | ..                                |
| 41,92,884 4 4                      | 46,29,250 9 2       | 4,20,840 15 5   | 620 13 1                                  | 7 6 9                                   | ..                | ..                             | 58,688                            |
| 25,13,422 6 4                      | 27,64,571 14 9      | 2,51,324 11 6   | 420 4 2                                   | 5 4 4                                   | ..                | ..                             | 47,489                            |
| 16,79,461 14 0                     | 18,64,678 10 5      | 1,69,516 3 11   | 200 8 11                                  | 2 2 5                                   | ..                | ..                             | 11,199                            |
| .....                              | .....               | .....           | .....                                     | ....                                    | ..                | ..                             | ..                                |

**PASSENGERS' TRAFFIC.**

| Total.  |                         | Percentage of Receipts from Passengers'<br>Traffic. |            |            | Average Mileage of Passengers. |            |            |
|---------|-------------------------|-----------------------------------------------------|------------|------------|--------------------------------|------------|------------|
| No.     | Amount.                 | 1st Class.                                          | 2nd Class. | 3rd Class. | 1st Class.                     | 2nd Class. | 3rd Class. |
| 58,173½ | Rs. a. p.<br>52,862 0 3 | 6                                                   | 9          | 85         | 49                             | 28         | 54         |

**GOODS' TRAFFIC.**

| 3rd Class. |         |       | 4th Class. |         |       | 5th Class. |          |       | Total.      |          |       |
|------------|---------|-------|------------|---------|-------|------------|----------|-------|-------------|----------|-------|
| Weight.    | Amount. |       | Weight.    | Amount. |       | Weight.    | Amount.  |       | Weight.     | Amount.  |       |
| Mds. S.    | Rs.     | a. p. | Mds. S.    | Rs.     | a. p. | Mds. S.    | Rs.      | a. p. | Mds. S.     | Rs.      | a. p. |
| 4,063 0    | 3,396   | 6 11  | 642 28     | 898     | 1 3   | 78,182 21  | 2,23,392 | 8 3   | 1,38,796 21 | 2,54,744 | 14 2  |
| 13,828 19  | 14,788  | 5 0   | 2,399 31   | 3,274   | 7 4   | 6,923 34   | 18,022   | 14 0  | 2,15,707 23 | 95,193   | 4 0   |
| 17,891 19  | 18,184  | 11 11 | 3,042 19   | 4,172   | 8 7   | 85,106 15  | 2,41,415 | 6 3   | 3,54,504 4  | 3,49,938 | 2 2   |
| ....       | ....    | ....  | ....       | ....    | ....  | ....       | ....     | ....  | 59,269 2    | 10,759   | 9 11  |
| 17,891 19  | 18,184  | 11 11 | 3,042 19   | 4,172   | 8 7   | 85,106 15  | 2,41,415 | 6 3   | 34,13,773 6 | 3,60,697 | 12 1  |

**Average Mileage of Goods, Conveyed Distances.**

| Special<br>Class. | 1st<br>Class. | 2nd<br>Class. | 3rd<br>Class. | 4th<br>Class. | 5th<br>Class. |
|-------------------|---------------|---------------|---------------|---------------|---------------|
| ..                | 47            | 157           | 155           | 203           | 295           |
| ..                | 223           | 92            | 134           | 287           | 232           |
| ..                | 179           | 106           | 150           | 271           | 290           |
| ..                | 87            | 152           | ..            | ..            | ..            |

GEORGE A. BARNETT,  
Chief Accountant.



**Great Indian****STATEMENT OF TRAFFIC FOR THE***From 5th to 11th March 1866.*

|                                                     | Rs.      | a. | p. | Rs.      | a. | p. |
|-----------------------------------------------------|----------|----|----|----------|----|----|
| Passengers .....                                    | 58,695   | 14 | 3  |          |    |    |
| Parcels and Luggage, including Bhangy Parcels ..... | 8,596    | 7  | 0  |          |    |    |
| Carriages, Horses, and Dogs .....                   | 1,011    | 2  | 0  |          |    |    |
| Special .....                                       |          |    |    |          |    |    |
| <b>Total Coaching.....</b>                          |          |    |    | 68,303   | 7  | 3  |
| Goods—Maunds 3,02,561-18 .....                      | 3,45,568 | 1  | 0  |          |    |    |
| Live Stock .....                                    | 525      | 10 | 0  |          |    |    |
| Waggon Rent and Demurrage .....                     | 259      | 15 | 9  |          |    |    |
| Earth, &c. Sweeping Trains .....                    | 11,788   | 3  | 6  |          |    |    |
| <b>Total Goods.....</b>                             |          |    |    | 3,58,141 | 14 | 3  |
| Electric Telegraph .....                            |          |    |    | 742      | 0  | 0  |
| Miscellaneous .....                                 |          |    |    |          |    |    |
| <b>Total.....</b>                                   |          |    |    | 4,27,187 | 5  | 6  |
| Corresponding period of 1865. Open, 595½ Miles..    |          |    |    | 2,56,528 | 14 | 9  |
| <b>Increase ..</b>                                  |          |    |    | 1,70,658 | 6  | 9  |
| <b>Decrease..</b>                                   |          |    |    |          |    |    |

**CLASSIFICATION OF**

|                          | Single and Double,<br>1st Class. |         |       | Single and Double,<br>2nd Class. |         |       | Single, 3rd Class. |         |       |
|--------------------------|----------------------------------|---------|-------|----------------------------------|---------|-------|--------------------|---------|-------|
|                          | No.                              | Amount. |       | No.                              | Amount. |       | No.                | Amount. |       |
|                          |                                  | Rs.     | a. p. |                                  | Rs.     | a. p. |                    | Rs.     | a. p. |
| Booked at Stations ..... | 822                              | 3,299   | 15 0  | 4,424                            | 5,201   | 11 9  | 59,721½            | 50,194  | 3 6   |

**CLASSIFICATION OF**

|                              | Special Class. |    |           | 1st Class. |    |             | 2nd Class. |    |             |
|------------------------------|----------------|----|-----------|------------|----|-------------|------------|----|-------------|
|                              | Weight.        |    | Amount.   | Weight.    |    | Amount.     | Weight.    |    | Amount.     |
|                              | Mds.           | S. | Rs. a. p. | Mds.       | S. | Rs. a. p.   | Mds.       | S. | Rs. a. p.   |
| Ordinary Traffic. { Up ..... | ....           |    | ....      | 19,794     | 20 | 3,526 5 0   | 34,637     | 28 | 13,472 0 10 |
| Down.....                    | ....           |    | ....      | 64,381     | 32 | 38,183 12 3 | 19,162     | 10 | 14,347 7 8  |
| Railway Materials .....      | ....           |    | ....      | 84,176     | 12 | 41,710 1 3  | 53,799     | 38 | 27,819 8 6  |
|                              | ....           |    | ....      | 43,606     | 24 | 4,045 6 1   | 12,304     | 4  | 3,593 11 6  |
| <b>Total .....</b>           | ....           |    | ....      | 1,27,782   | 36 | 45,755 7 4  | 66,104     | 2  | 31,413 4 0  |

| Percentage of Receipts from Goods' Traffic. |            |            |            |            |            |    |
|---------------------------------------------|------------|------------|------------|------------|------------|----|
| Special Class.                              | 1st Class. | 2nd Class. | 3rd Class. | 4th Class. | 5th Class. |    |
| Ordinary Traffic. { Up .....                | ..         | 2          | 5          | 2          | ..         | 91 |
| Down.....                                   | ..         | 47         | 18         | 15         | 4          | 16 |
| Railway Materials .....                     | ..         | 13         | 8          | 5          | 1          | 73 |
|                                             | ..         | 53         | 47         | ..         | ..         | .. |



**Peninsula Railway.**

WEEK ENDING 11TH MARCH 1866.

Open, 701½ Miles. 63 Stations.

| Receipts for 9 previous Weeks. |    |    | Total for 10 Weeks. |    |    | Weekly Average. |    |    | Average per Railway Mile this week. |       |       | Gross Earning per Train per Mile. |       |       | No. of Trains. | Average No. of Vehicles. | No. of Miles run by Train. |
|--------------------------------|----|----|---------------------|----|----|-----------------|----|----|-------------------------------------|-------|-------|-----------------------------------|-------|-------|----------------|--------------------------|----------------------------|
| Rs.                            | a. | p. | Rs.                 | a. | p. | Rs.             | a. | p. | Rs.                                 | a.    | p.    | Rs.                               | a.    | p.    |                |                          |                            |
| 5,86,501                       | 4  | 2  | 6,54,804            | 11 | 5  | 65,480          | 7  | 7  | 97                                  | 5     | 10    | 3                                 | 13    | 3     | ..             | ..                       | 17,847                     |
| 31,66,920                      | 15 | 2  | 35,25,062           | 13 | 5  | 3,52,506        | 4  | 6  | 510                                 | 8     | 7     | 9                                 | 11    | 9     | ..             | ..                       | 36,780                     |
| 12,274                         | 11 | 6  | 13,016              | 11 | 6  | 1,301           | 10 | 9  | .....                               | ..... | ..... | .....                             | ..... | ..... | ..             | ..                       | .....                      |
| 37,65,696                      | 14 | 10 | 41,92,884           | 4  | 4  | 4,19,288        | 6  | 10 | 607                                 | 14    | 5     | 7                                 | 12    | 11    | ..             | ..                       | 54,627                     |
| 22,66,893                      | 7  | 7  | 25,13,422           | 6  | 4  | 2,51,342        | 3  | 10 | 430                                 | 9     | 7     | 5                                 | 8     | 4     | ..             | ..                       | 46,439                     |
| 15,08,803                      | 7  | 3  | 16,79,461           | 14 | 0  | 1,67,946        | 3  | 0  | 177                                 | 4     | 10    | 2                                 | 4     | 7     | ..             | ..                       | 8,188                      |

**PASSENGERS' TRAFFIC.**

| Total.  |                 | Percentage of Receipts from Passengers' Traffic. |            |            | Average Mileage of Passengers. |            |            |
|---------|-----------------|--------------------------------------------------|------------|------------|--------------------------------|------------|------------|
| No.     | Amount.         | 1st Class.                                       | 2nd Class. | 3rd Class. | 1st Class.                     | 2nd Class. | 3rd Class. |
|         | Rs.   a.   p.   |                                                  |            |            |                                |            |            |
| 64,967½ | 58,695   14   3 | 6                                                | 9          | 85         | 53                             | 30         | 54         |

**GOODS' TRAFFIC.**

| 3rd Class. |         |            | 4th Class. |         |            | 5th Class. |         |               | Total.   |         |               |
|------------|---------|------------|------------|---------|------------|------------|---------|---------------|----------|---------|---------------|
| Weight.    | Amount. |            | Weight.    | Amount. |            | Weight.    | Amount. |               | Weight.  | Amount. |               |
| Mds.       | S.      | Rs. a. p.  | Mds.       | S.      | Rs. a. p.  | Mds.       | S.      | Rs. a. p.     | Mds.     | S.      | Rs. a. p.     |
| 5,026      | 37      | 4,571 2 3  | 628        | 14      | 862 13 7   | 84,034     | 22      | 2,34,692 2 5  | 1,44,122 | 12      | 2,57,124 8 1  |
| 10,121     | 0       | 12,287 4 4 | 2,467      | 17      | 3,257 3 11 | 6,383      | 6       | 12,725 8 2    | 1,02,516 | 19      | 80,801 4 4    |
| 15,148     | 31      | 16,858 6 7 | 3,095      | 31      | 4,120 1 6  | 90,417     | 28      | 2,47,417 10 7 | 2,46,638 | 20      | 3,37,925 12 5 |
| 7          | 0       | 1 0 0      | 5          | 10      | 2 3 0      | .....      | .....   | .....         | 55,922   | 38      | 7,642 4 7     |
| 15,155     | 31      | 16,859 6 7 | 3,101      | 1       | 4,122 4 6  | 90,417     | 28      | 2,47,417 10 7 | 3,02,561 | 18      | 3,45,568 1 0  |

**Average Mileage of Goods, Conveyed Distances.**

| Special Class. | 1st Class. | 2nd Class. | 3rd Class. | 4th Class. | 5th Class. |
|----------------|------------|------------|------------|------------|------------|
| ..             | 43         | 149        | 160        | 230        | 262        |
| ..             | 228        | 202        | 228        | 186        | 223        |
| ..             | 200        | 170        | 206        | 195        | 259        |
| ..             | 59         | 130        | 64         | 77         | ..         |

GEORGE A. BARNETT,  
Chief Accountant.



## TRAFFIC STATEMENT FOR THE WEEK ENDING

Open 109 Miles.

|                                                             | Rs.    | a. | p. | Rs.    | a. | p. |
|-------------------------------------------------------------|--------|----|----|--------|----|----|
| Passengers .....                                            | 3,704  | 9  | 6  |        |    |    |
| Parcels and Luggage .....                                   | 229    | 3  | 0  |        |    |    |
| Carriages, Horses, and Dogs .....                           | 122    | 5  | 0  |        |    |    |
| Total Coaching..                                            | 4,056  | 1  | 6  | 27,262 | 1  | 6  |
| Goods—Maunds 95,551, seers 26 .....                         | 23,198 | 4  | 0  |        |    |    |
| Live Stock .....                                            | 7      | 12 | 0  |        |    |    |
| Rent and Demurrage .....                                    | 104    | 4  | 0  |        |    |    |
| Engineering Dept. Stone & Ballast Trains—maunds 4,361 ..... |        |    |    | 104    | 4  | 0  |
| Total Goods..                                               | 23,310 | 4  | 0  |        |    |    |
| Total Traffic..                                             |        |    |    | 27,366 | 5  | 6  |
| Corresponding period of 1865, open 105 miles .....          |        |    |    | 17,530 | 14 | 4  |
| Increase ..                                                 |        |    |    | 9,835  | 7  | 2  |
| Decrease..                                                  |        |    |    |        |    |    |

## CLASSIFICATION OF

|                          | 1st Class. |           | 2nd Class. |           | 3rd Class. |           |
|--------------------------|------------|-----------|------------|-----------|------------|-----------|
|                          | No.        | Amount.   | No.        | Amount.   | No.        | Amount.   |
|                          |            | Rs. a. p. |            | Rs. a. p. |            | Rs. a. p. |
| Booked at Stations ..... | 124        | 265 0 0   | 410        | 270 7 0   | 9,808      | 3,169 2 6 |
| Excess Fares .....       | ..         | ....      | ..         | ....      | ..         | ....      |
| Total....                | 124        | 265 0 0   | 410        | 270 7 0   | 9,808      | 3,169 2 6 |

## CLASSIFICATION OF

|                                 | Special Class. |    |           | 1st Class. |    |             |
|---------------------------------|----------------|----|-----------|------------|----|-------------|
|                                 | Weight.        |    | Amount.   | Weight.    |    | Amount.     |
|                                 | Mds.           | S. | Rs. a. p. | Mds.       | S. | Rs. a. p.   |
| Ordinary Traffic.... { Up ..... | ..             | .. | ..        | 9,508      | 10 | 1,122 3 0   |
| Down .....                      | 560            | 0  | 20 0 0    | 60,111     | 10 | 11,891 11 0 |
| Total....                       | 560            | 0  | 20 0 0    | 69,619     | 20 | 13,013 14 0 |
| Railway Materials... { Up ..... | 2,180          | 20 | 52 2 0    | 2,186      | 19 | 37 9 0      |
| Down .....                      | 2,180          | 20 | 52 2 0    | 1,458      | 10 | 53 4 0      |
| Total....                       | 4,921          | 0  | 124 4 0   | 73,264     | 9  | 13,104 11 0 |

|                                 | Percentage of Receipts from Goods' Traffic. |            |            |            | Average Mileage of Goods. Conveyed Distances. |            |            |            |
|---------------------------------|---------------------------------------------|------------|------------|------------|-----------------------------------------------|------------|------------|------------|
|                                 | Special Class.                              | 1st Class. | 2nd Class. | 3rd Class. | Special Class.                                | 1st Class. | 2nd Class. | 3rd Class. |
| Ordinary Traffic.... { Up ..... | ..                                          | 72         | 26         | 2          | ..                                            | 104        | 102        | 101        |
| Down .....                      | ..                                          | 55         | 44         | 1          | 4                                             | 101        | 105        | 103        |
| Total....                       | ..                                          | 56         | 43         | 1          | 4                                             | 101        | 105        | 102        |
| Rail way Materials.. { Up ..... | 58                                          | 42         | ..         | ..         | 39                                            | 26         | ..         | ..         |
| Down .....                      | 49                                          | 51         | ..         | ..         | 39                                            | 99         | ..         | ..         |
| Total....                       | 1                                           | 56         | 43         | ..         | 35                                            | 99         | 105        | 102        |



**Railway.**

25TH MARCH 1866. FROM 19TH TO 25TH MARCH 1866.

9 Stations.

| Receipts for 11 previous Weeks. |    |    | Total for 12 Weeks. |    |    | Weekly Average. |    |    | Weekly Average per Railway Mile. |    |    | Receipts per Railway Mile this Week. |    |    | No. of Miles run by Trains this Week. |  |  | Gross Earning per Train per Mile. |    |    |
|---------------------------------|----|----|---------------------|----|----|-----------------|----|----|----------------------------------|----|----|--------------------------------------|----|----|---------------------------------------|--|--|-----------------------------------|----|----|
| Rs.                             | a. | p. | Rs.                 | a. | p. | Rs.             | a. | p. | Rs.                              | a. | p. | Rs.                                  | a. | p. |                                       |  |  | Rs.                               | a. | p. |
| 34,878                          | 10 | 9  | 38,934              | 12 | 3  | 3,244           | 9  | 0  | 29                               | 12 | 3  | 37                                   | 3  | 5  | 7,649                                 |  |  | 3                                 | 9  | 0  |
| ....                            |    |    | .....               |    |    | ....            |    |    | ....                             |    |    | ....                                 |    |    | 139                                   |  |  | 0                                 | 12 | 0  |
| 2,15,739                        | 13 | 0  | 2,39,050            | 1  | 0  | 19,920          | 13 | 5  | 182                              | 12 | 2  | 213                                  | 13 | 8  |                                       |  |  |                                   |    |    |
| 2,50,618                        | 7  | 9  | 2,77,984            | 13 | 3  | 23,165          | 6  | 5  | 212                              | 8  | 5  | 251                                  | 1  | 1  | 7,788                                 |  |  | 3                                 | 8  | 3  |
| 2,25,655                        | 3  | 0  | 2,43,186            | 1  | 4  | 20,265          | 8  | 1  | 193                              | 0  | 1  | 166                                  | 15 | 4  | ....                                  |  |  | ....                              |    |    |
| 24,963                          | 4  | 9  | 34,798              | 11 | 11 | 2,899           | 14 | 4  | 19                               | 8  | 4  | 84                                   | 1  | 9  | ....                                  |  |  | ....                              |    |    |
| ....                            |    |    | .....               |    |    | .....           |    |    | ....                             |    |    | ....                                 |    |    | ....                                  |  |  | ....                              |    |    |

**PASSENGERS' TRAFFIC.**

| Total. |                        | Percentage of Receipts from Passengers' Traffic. |            |            | Average Mileage of Passengers. |            |            |
|--------|------------------------|--------------------------------------------------|------------|------------|--------------------------------|------------|------------|
| No.    | Amount.                | 1st Class.                                       | 2nd Class. | 3rd Class. | 1st Class.                     | 2nd Class. | 3rd Class. |
| 10,342 | Rs. a. p.<br>3,704 9 6 | 7                                                | 7          | 86         | 35                             | 17         | 16         |
| ....   | ....                   |                                                  |            |            |                                |            |            |
| 10,342 | 3,704 9 6              |                                                  |            |            |                                |            |            |

**GOODS' TRAFFIC.**

| 2nd Class. |         |       | 3rd Class. |         |       | Total.    |         |       |
|------------|---------|-------|------------|---------|-------|-----------|---------|-------|
| Weight.    | Amount. |       | Weight.    | Amount. |       | Weight.   | Amount. |       |
| Mds. S.    | Rs.     | a. p. | Mds. S.    | Rs.     | a. p. | Mds. S.   | Rs.     | a. p. |
| 1,229 39   | 414     | 11 0  | 51 32      | 27      | 13 0  | 10,790 1  | 1,564   | 11 0  |
| 20,293 20  | 9,537   | 5 0   | 152 6      | 93      | 12 0  | 81,116 36 | 21,542  | 12 0  |
| 21,523 19  | 9,952   | 0 0   | 203 38     | 121     | 9 0   | 91,906 37 | 23,107  | 7 0   |
| ..         | ..      |       | ..         | ..      |       | 4,366 39  | 89      | 11 0  |
| ..         | ..      |       | ..         | ..      |       | 3,638 30  | 105     | 6 0   |
| 21,523 19  | 9,952   | 0 0   | 203 38     | 121     | 9 0   | 99,912 26 | 23,302  | 8 0   |

| Description of Trains.               | No. | Daily Average Loads. |          |        |        | Miles Run. |             |              |
|--------------------------------------|-----|----------------------|----------|--------|--------|------------|-------------|--------------|
|                                      |     | Carriages.           | Waggons. |        | Total. | Total.     | Proportion. |              |
|                                      |     |                      | Loaded.  | Empty. |        |            | Mixed.      | Merchandise. |
| Passengers .. { Up .....             | ..  | ..                   | ..       | ..     | ..     | ....       | 3,229       | 4,559        |
| Down .....                           | ..  | ..                   | ..       | ..     | ..     |            |             |              |
| Reamaree .. { Up .....               | 34  | 9                    | 2        | ..     | 11     |            |             |              |
| Down .....                           | 34  | 9                    | ..       | 2      | 11     | 282        | }           |              |
| Mixed .. { Up .....                  | 14  | 6                    | 2        | 8      | 16     | 2,947      |             |              |
| Down .....                           | 14  | 6                    | 18       | ..     | 24     |            |             |              |
| Goods .. { Up .....                  | 21  | ..                   | 7        | 30     | 37     | 4,559      | ....        |              |
| Down .....                           | 21  | ..                   | 36       | ..     | 36     |            |             |              |
| Average Daily Load by each Train. .. |     | 6                    | 9        | 6      | 21     | 7,788      | 3,229       | 4,559        |
|                                      |     |                      |          |        |        | ....       | ....        | ....         |

G. O. SMITH, Accountant.

DAV. McNEILL, Acting A



# TRAFFIC STATEMENT FOR THE WEEK

Open 109 Miles.

|                                                    | Rs.    | a. | p. | Rs.         | a.     | p.   |
|----------------------------------------------------|--------|----|----|-------------|--------|------|
| Passengers .....                                   | 2,963  | 13 | 6  |             |        |      |
| Parcels, and Luggage .....                         | 152    | 1  | 0  |             |        |      |
| Carriages, Horses, and Dogs .....                  | 24     | 1  | 9  |             |        |      |
| Total Coaching..                                   | 3,140  | 0  | 3  |             |        |      |
| Goods—Maunds 1,05,532 seers 1 .....                | 24,647 | 4  | 0  |             |        |      |
| Live Stock .....                                   | 5      | 0  | 0  |             |        |      |
| Rent and Demurrage .....                           | 5      | 8  | 0  |             |        |      |
| Total Goods..                                      | 24,657 | 12 | 0  |             |        |      |
| Total Traffic..                                    |        |    |    | 27,797      | 12     | 3    |
| Corresponding period of 1865, open 105 miles ..... |        |    |    | 15,755      | 1      | 3    |
|                                                    |        |    |    | Increase .. | 12,042 | 11 0 |
|                                                    |        |    |    | Decrease..  |        |      |

## CLASSIFICATION OF

|                          | 1st Class. |           | 2nd Class. |           | 3rd Class. |            |
|--------------------------|------------|-----------|------------|-----------|------------|------------|
|                          | No.        | Amount.   | No.        | Amount.   | No.        | Amount.    |
|                          |            | Rs. a. p. |            | Rs. a. p. |            | Rs. a. p.  |
| Booked at Stations ..... | 87         | 267 6 0   | 121        | 275 0 0   | 3,288      | 2,418 11 6 |
| Excess Fares .....       | ..         | ..        | ..         | ..        | ..         | 2 12 0     |
| Total..                  | 87         | 267 6 0   | 121        | 275 0 0   | 3,288      | 2,421 7 6  |

## CLASSIFICATION OF

|                                | Special Class. |    |           | 1st Class. |    |            |
|--------------------------------|----------------|----|-----------|------------|----|------------|
|                                | Weight.        |    | Amount.   | Weight.    |    | Amount.    |
|                                | Mds.           | S. | Rs. a. p. | Mds.       | S. | Rs. a. p.  |
| Ordinary Traffic... { Up ..... | ..             | .. | ..        | 13,110     | 39 | 1,670 2 0  |
| Down .....                     | 840            | 0  | 30 0 0    | 60,989     | 20 | 12,272 5 0 |
| Total..                        | 840            | 0  | 30 0 0    | 74,100     | 19 | 13,942 7 0 |
| Railway Materials. { Up .....  | ..             | .. | ..        | 4,528      | 23 | 101 12 0   |
| Down .....                     | 1,260          | 0  | 45 0 0    | 1,531      | 0  | 51 6 0     |
| Total..                        | 2,100          | 0  | 75 0 0    | 80,160     | 2  | 14,095 9 0 |

|                                | Percentage of Receipts from Goods' Traffic. |            |            |            | Average Mileage of Goods, Conveyed Distances. |            |            |            |
|--------------------------------|---------------------------------------------|------------|------------|------------|-----------------------------------------------|------------|------------|------------|
|                                | Special Class.                              | 1st Class. | 2nd Class. | 3rd Class. | Special Class.                                | 1st Class. | 2nd Class. | 3rd Class. |
| Ordinary Traffic... { Up ..... | ..                                          | 57         | 39         | 4          | ..                                            | 105        | 105        | 104        |
| Down .....                     | ..                                          | 57         | 43         | ..         | 4                                             | 102        | 105        | 93         |
| Total..                        | ..                                          | 57         | 42         | 1          | 4                                             | 103        | 105        | 99         |
| Railway Materials. { Up .....  | ..                                          | 100        | ..         | ..         | ..                                            | 52         | ..         | ..         |
| Down .....                     | 47                                          | 53         | ..         | ..         | 14                                            | 48         | ..         | ..         |
| Total..                        | ..                                          | 57         | 42         | 1          | 10                                            | 99         | 105        | 99         |



**Railway.**

ENDING 1ST APRIL 1866. FROM 26TH MARCH to 1st APRIL 1866.

9 Stations.

| Receipts for 12 previous Weeks. | Total for 13 Weeks. | Weekly Average. | Weekly Average per Railway Mile. | Receipts per Railway Mile this Week. | No. of Miles run by Trains this Week. | Gross Earning per Train per Mile. |
|---------------------------------|---------------------|-----------------|----------------------------------|--------------------------------------|---------------------------------------|-----------------------------------|
| Rs. a. p.                       | Rs. a. p.           | Rs. a. p.       | Rs. a. p.                        | Rs. a. p.                            |                                       | Rs. a. p.                         |
| 38,934 12 3                     | 42,074 12 6         | 3,236 8 4       | 29 11 1                          | 28 12 11                             | 7,583                                 | 3 10 8                            |
| ....                            | ....                | ....            | ....                             | ....                                 | ....                                  | ....                              |
| 2,39,050 1 0                    | 2,63,707 13 0       | 20,285 3 6      | 186 1 8                          | 226 3 6                              | ....                                  | ....                              |
| 2,77,984 13 3                   | 3,05,782 9 6        | 23,521 11 10    | 215 12 9                         | 255 0 5                              | 7,583                                 | 3 10 8                            |
| 2,43,186 1 4                    | 2,58,941 2 7        | 19,918 8 10     | 189 11 2                         | 150 0 9                              | ....                                  | ....                              |
| 34,798 11 11                    | 46,841 5 11         | 3,603 3 0       | 26 1 7                           | 104 15 8                             | ....                                  | ....                              |
| ....                            | ....                | ....            | ....                             | ....                                 | ....                                  | ....                              |

**PASSENGERS' TRAFFIC.**

| Total. |            | Percentage of Receipts from Passengers' Traffic. |            |            | Average Mileage of Passengers. |            |            |
|--------|------------|--------------------------------------------------|------------|------------|--------------------------------|------------|------------|
| No.    | Amount.    | 1st Class.                                       | 2nd Class. | 3rd Class. | 1st Class.                     | 2nd Class. | 3rd Class. |
|        | Rs. a. p.  |                                                  |            |            |                                |            |            |
| 3,496  | 2,961 1 6  | 9                                                | 9          | 82         | 49                             | 62         | 39         |
| ....   | 2 12 0     |                                                  |            |            |                                |            |            |
| 3,496  | 2,963 13 6 |                                                  |            |            |                                |            |            |

**GOODS' TRAFFIC.**

| 2nd Class. |             | 3rd Class. |           | Total.     |             |
|------------|-------------|------------|-----------|------------|-------------|
| Weight.    | Amount.     | Weight.    | Amount.   | Weight.    | Amount.     |
| Mds. S.    | Rs. a. p.   | Mds. S.    | Rs. a. p. | Mds. S.    | Rs. a. p.   |
| 3,260 31   | 1,130 2 0   | 147 18     | 104 1 0   | 16,519 8   | 2,904 5 0   |
| 19,737 0   | 9,180 11 0  | 126 30     | 61 13 0   | 81,693 10  | 21,544 13 0 |
| 22,997 31  | 10,310 13 0 | 274 8      | 165 14 0  | 98,212 18  | 24,449 2 0  |
| ....       | ....        | ..         | ..        | 4,528 23   | 101 12 0    |
| ....       | ....        | ..         | ..        | 2,791 0    | 96 6 0      |
| 22,997 31  | 10,310 13 0 | 274 8      | 165 14 0  | 1,05,532 1 | 24,647 4 0  |

| Description of Trains.              | No.       | Daily Average Loads. |          |        |        | Miles run. |             |         |              |       |
|-------------------------------------|-----------|----------------------|----------|--------|--------|------------|-------------|---------|--------------|-------|
|                                     |           | Carriages.           | Waggons. |        | Total. | Total.     | Proportion. |         |              |       |
|                                     |           |                      | Loaded.  | Empty. |        |            | Passengers. | Mixed.  | Merchandise. |       |
| Passengers ..                       | { Up .... | 1                    | 4        | ..     | 4      | 29         | 29          | } 3,134 | ..           |       |
|                                     | { Down .. | 1                    | 4        | ..     | 4      |            |             |         |              |       |
| Keamaree ..                         | { Up .... | 24                   | 5        | 3      | 8      | 187        | }           |         |              |       |
|                                     | { Down .. | 24                   | 5        | ..     | 3      |            |             |         |              | 8     |
| Mixed.. ..                          | { Up .... | 14                   | 6        | 3      | 9      | 18         |             |         |              | 2,947 |
|                                     | { Down .. | 14                   | 6        | 16     | ..     | 22         |             |         |              |       |
| Goods.. ..                          | { Up .... | 21                   | ..       | 9      | 26     | 35         |             | 4,420   | 4,420        |       |
|                                     | { Down .. | 21                   | ..       | 32     | ..     | 32         |             |         |              |       |
| Average Daily Load by each Train .. |           | ..                   | 4        | 10     | 6      | 20         | 7,583       | 29      | 3,134        | 4,420 |
|                                     |           |                      |          |        |        | ....       | ..          | ..      | ..           | ..    |

DAV. McNEILL, Acting Agent.



[Voyage No. 13 of 1866.]

**Indus Steam**

*Traffic Return of the Steamer "Indus." Left Kotree on the 5th day of March 1866,  
March 1866, arrived at Kotree on the*

**PASSENGER**

|       | FROM    | TO                  | Saloon. |         | Officers. |         | Warrant Officers. |         | Troops. |         |
|-------|---------|---------------------|---------|---------|-----------|---------|-------------------|---------|---------|---------|
|       |         |                     | No.     | Amount. | No.       | Amount. | No.               | Amount. | No.     | Amount. |
| UP.   | Kotree  | Schwan              | ..      | ..      | ..        | ..      | ..                | ..      | ..      | ..      |
|       | Do.     | Larkhana            | ..      | ..      | ..        | ..      | ..                | ..      | ..      | ..      |
|       | Do.     | Sukkur              | ..      | ..      | ..        | ..      | ..                | ..      | ..      | ..      |
|       | Do.     | Shershah            | 1       | 186 0 0 | 1         | 152 0 0 | ..                | ..      | 5       | 100 0 0 |
|       | Do.     | Do. for Mooltan     | ..      | ..      | ..        | ..      | ..                | ..      | ..      | ..      |
|       | Do.     | Do. for Lahore      | ..      | ..      | ..        | ..      | ..                | ..      | ..      | ..      |
|       | Sukkur  | Shershah            | ..      | ..      | ..        | ..      | ..                | ..      | ..      | ..      |
|       |         | Up Total..          | 1       | 186 0 0 | 1         | 152 0 0 | ..                | ..      | 5       | 100 0 0 |
| DOWN. | Mooltan | Sukkur              | ..      | ..      | ..        | ..      | ..                | ..      | ..      | ..      |
|       | Do.     | Kotree              | ..      | ..      | ..        | ..      | ..                | ..      | ..      | ..      |
|       | Sukkur  | Do.                 | ..      | ..      | 1         | 50 0 0  | ..                | ..      | ..      | ..      |
|       |         | Down Total..        | ..      | ..      | 1         | 50 0 0  | ..                | ..      | ..      | ..      |
|       |         | Total Up and Down.. | 1       | 186 0 0 | 2         | 202 0 0 | ..                | ..      | 5       | 100 0 0 |

**GOODS**

|       | FROM    | TO                   | Railway Materials. | Copper. | Commis-<br>sariat<br>Stores. | Ordnance<br>Stores. | Cotton. | Wool.  | Hemp. | Wheat. | Other<br>Grain. | Oil<br>Seeds. | Indigo. |
|-------|---------|----------------------|--------------------|---------|------------------------------|---------------------|---------|--------|-------|--------|-----------------|---------------|---------|
|       |         |                      | M. S.              | M. S.   | M. S.                        | M. S.               | Bales.  | Bales. | M. S. | M. S.  | M. S.           | M. S.         | M. S.   |
| UP.   | Kotree  | Schwan               | ..                 | ..      | ..                           | ..                  | ..      | ..     | ..    | ..     | ..              | ..            | ..      |
|       | Do.     | Sukkur               | ..                 | ..      | ..                           | ..                  | ..      | ..     | ..    | ..     | ..              | ..            | ..      |
|       | Do.     | Shershah             | 423 15             | ..      | 32 14                        | ..                  | ..      | ..     | ..    | ..     | ..              | ..            | ..      |
|       | Do.     | Do. for Mooltan      | ..                 | 10 0    | ..                           | ..                  | ..      | ..     | ..    | ..     | ..              | ..            | ..      |
|       | Do.     | Do. for Lahore       | ..                 | ..      | ..                           | ..                  | ..      | ..     | ..    | ..     | ..              | ..            | ..      |
|       | Do.     | Do. for Umritsur     | ..                 | ..      | ..                           | ..                  | ..      | ..     | ..    | ..     | ..              | ..            | ..      |
|       | Sukkur  | Shershah             | ..                 | ..      | ..                           | ..                  | ..      | ..     | ..    | ..     | ..              | ..            | ..      |
|       | Do.     | Do. for Mooltan      | ..                 | ..      | ..                           | ..                  | ..      | ..     | ..    | ..     | ..              | ..            | ..      |
|       |         | Up Total..           | 423 15             | 10 0    | 32 14                        | ..                  | ..      | ..     | ..    | ..     | ..              | ..            | ..      |
| DOWN. | Mooltan | Sukkur               | ..                 | ..      | ..                           | ..                  | ..      | ..     | ..    | ..     | ..              | ..            | ..      |
|       | Do.     | Kotree               | ..                 | ..      | 15 0                         | ..                  | ..      | ..     | ..    | ..     | ..              | ..            | ..      |
|       | Do.     | Do. for Kurrachee    | ..                 | ..      | ..                           | ..                  | 778     | 73     | ..    | ..     | ..              | ..            | 27 30   |
|       | Sukkur  | Kotree for Kurrachee | ..                 | ..      | ..                           | ..                  | 42      | 50     | ..    | ..     | ..              | ..            | ..      |
|       |         | Down Total           | ..                 | ..      | 15 0                         | ..                  | 820     | 123    | ..    | ..     | ..              | ..            | 27 30   |
|       |         | Total Up and Down    | 423 15             | 10 0    | 47 14                        | ..                  | 820     | 123    | ..    | ..     | ..              | ..            | 27 30   |

**SUM**

*Indus Steam Flotilla Office, Kotree,  
13th April 1866.*

|                        | UP.        |
|------------------------|------------|
| Passenger Traffic..... | 2,251 12 0 |
| Goods Traffic .....    | 1,246 12 0 |
| Total..                | 3,498 8 0  |

**J. CAMPBELL,**  
Accountant.



**Flotilla.**

arrived at Mooltan on the 21st day of March 1866 (17 days); left Mooltan on the 31st day of 6th day of April 1866 (7 days).

**TRAFFIC.**

| European Deck. |         | Native Deck. |         | Guards. |         | Prisoners. |         | AMOUNT.   | Parcels and Luggage. | Carriages, Horses, and Dogs. | TOTAL.    |
|----------------|---------|--------------|---------|---------|---------|------------|---------|-----------|----------------------|------------------------------|-----------|
| No.            | Amount. | No.          | Amount. | No.     | Amount. | No.        | Amount. |           |                      |                              |           |
| ..             | ..      | 1            | 2 0 0   | ..      | ..      | ..         | ..      | 2 0 0     | ..                   | ..                           | 2 0 0     |
| ..             | ..      | 2            | 9 0 0   | ..      | ..      | ..         | ..      | 9 0 0     | ..                   | ..                           | 9 0 0     |
| ..             | ..      | 94           | 57 0 0  | ..      | ..      | ..         | ..      | 57 0 0    | 9 8 0                | ..                           | 66 8 0    |
| ..             | ..      | 25           | 264 0 0 | ..      | ..      | ..         | ..      | 602 0 0   | ..                   | ..                           | 602 0 0   |
| 6              | 120 0 0 | ..           | ..      | 80      | 960 0 0 | 1          | 11 14 0 | 1191 14 0 | 3 8 0                | ..                           | 1195 6 0  |
| ..             | ..      | 2            | 24 0 0  | ..      | ..      | ..         | ..      | 24 0 0    | ..                   | ..                           | 24 0 0    |
| ..             | ..      | 56           | 336 0 0 | ..      | ..      | ..         | ..      | 336 0 0   | 16 14 0              | ..                           | 352 14 0  |
| 6              | 120 0 0 | 95½          | 692 0 0 | 80      | 960 0 0 | 1          | 11 14 0 | 2221 14 0 | 29 14 0              | ..                           | 2251 12 0 |
| ..             | ..      | 8½           | 34 0 0  | ..      | ..      | ..         | ..      | 34 0 0    | 6 9 0                | ..                           | 40 9 0    |
| ..             | ..      | 6            | 48 0 0  | ..      | ..      | ..         | ..      | 48 0 0    | ..                   | ..                           | 48 0 0    |
| ..             | ..      | 48           | 192 0 0 | ..      | ..      | ..         | ..      | 242 0 0   | 52 2 0               | ..                           | 294 2 0   |
| ..             | ..      | 62½          | 274 0 0 | ..      | ..      | ..         | ..      | 324 0 0   | 58 11 0              | ..                           | 382 11 0  |
| 6              | 120 0 0 | 158          | 966 0 0 | 80      | 960 0 0 | 1          | 11 14 0 | 2545 14 0 | 88 9 0               | ..                           | 2634 7 0  |

**TRAFFIC.**

| Silk. | Ghee. | Salt-petre. | Piece Goods. | Malt Liquor. | Treasure. | Special. | 1st Class. | 2nd and 3rd Class. | 4th Class. | Approximate Total Weight. | Amount of Freight. |
|-------|-------|-------------|--------------|--------------|-----------|----------|------------|--------------------|------------|---------------------------|--------------------|
| M. S. | M. S. | M. S.       | M. S.        | hds. hd.     | RUPEES.   | M. S.    | M. S.      | M. S.              | M. S.      | M. S.                     | Rs. a. p.          |
| ..    | ..    | ..          | ..           | ..           | ..        | ..       | ..         | 5 30               | ..         | 5 30                      | 3 9 0              |
| ..    | ..    | ..          | ..           | ..           | 1,400     | ..       | ..         | ..                 | ..         | 0 4                       | 3 9 0              |
| ..    | ..    | ..          | ..           | ..           | ..        | ..       | ..         | ..                 | ..         | 455 29                    | 823 13 0           |
| ..    | ..    | ..          | 34 10        | ..           | ..        | ..       | ..         | 104 18             | ..         | 148 28                    | 271 13 0           |
| ..    | ..    | ..          | ..           | ..           | ..        | ..       | ..         | 6 0                | ..         | 6 0                       | 15 15 0            |
| ..    | ..    | ..          | ..           | ..           | 3,250     | ..       | ..         | 49 10              | ..         | 49 10                     | 79 0 0             |
| ..    | ..    | ..          | ..           | ..           | ..        | ..       | ..         | 1 2                | ..         | 1 2                       | 10 6 0             |
| ..    | ..    | ..          | ..           | ..           | ..        | ..       | ..         | 25 20              | ..         | 25 20                     | 33 11 0            |
| ..    | ..    | ..          | 34 10        | ..           | 4,650     | ..       | ..         | 190 38             | ..         | 692 3                     | 1,246 12 0         |
| ..    | ..    | ..          | 57 3         | ..           | ..        | ..       | ..         | 11 20              | ..         | 68 23                     | 727 11 0           |
| ..    | ..    | ..          | 68 10        | ..           | ..        | ..       | ..         | 38 20              | ..         | 121 30                    | 198 4 0            |
| 18 10 | ..    | ..          | ..           | ..           | ..        | ..       | ..         | 1,820 20           | 12 10      | 5,793 0                   | 8,315 14 0         |
| ..    | ..    | ..          | ..           | ..           | ..        | ..       | ..         | 86 10              | ..         | 547 20                    | 412 15 0           |
| 18 10 | ..    | ..          | 125 13       | ..           | ..        | ..       | ..         | 1,956 30           | 12 10      | 6,530 33                  | 9,154 12 0         |
| 18 10 | ..    | ..          | 159 23       | ..           | 4,650     | ..       | ..         | 2,147 28           | 12 10      | 7,222 36                  | 10,401 8 0         |

**MARY.**

| DOWN.      | TOTAL.      |
|------------|-------------|
| 382 11 0   | 2,634 7 10  |
| 9,154 12 0 | 10,401 8 10 |
| 9,537 7 0  | 13,035 15 0 |

JOHN WOOD,  
Agent and Superintendent.



[Voyage No. 14 of 1866.]

**Indus Steam**

*Traffic Return of the Steam Tug "C." Left Kotree on the 6th day of March 1866,  
of March 1866, arrived at Kotree on the*

**PASSENGER**

| FROM                | TO     | Saloon. |         | Officers. |         | Warrant Officers. |         | Troops. |         |
|---------------------|--------|---------|---------|-----------|---------|-------------------|---------|---------|---------|
|                     |        | No.     | Amount. | No.       | Amount. | No.               | Amount. | No.     | Amount. |
| UP. Kotree ..       | Sukkur | ..      | ..      | ..        | ..      | ..                | ..      | ..      | ..      |
| DOWN. Sukkur ..     | Kotree | ..      | ..      | ..        | ..      | ..                | ..      | ..      | ..      |
| Up Total..          |        | ..      | ..      | ..        | ..      | ..                | ..      | ..      | ..      |
| Down Total..        |        | ..      | ..      | ..        | ..      | ..                | ..      | ..      | ..      |
| Total Up and Down.. |        | ..      | ..      | ..        | ..      | ..                | ..      | ..      | ..      |

**GOODS**

| FROM                | TO                     | Railway Materials. | Copper. | Commis-<br>sariat<br>Stores. | Ord-<br>nance<br>Stores. | Cotton. | Wool.  | Hemp. | Wheat. | Other Grain. | Oil<br>Seeds. | Indigo. |
|---------------------|------------------------|--------------------|---------|------------------------------|--------------------------|---------|--------|-------|--------|--------------|---------------|---------|
|                     |                        | M. S.              | M. S.   | M. S.                        | M. S.                    | Bales.  | Bales. | M. S. | M. S.  | M. S.        | M. S.         | M. S.   |
| UP. Kotree ..       | Sukkur                 | ..                 | ..      | ..                           | ..                       | ..      | ..     | ..    | ..     | ..           | ..            | ..      |
| DOWN. Sukkur ..     | Sehwan                 | ..                 | ..      | ..                           | ..                       | ..      | ..     | ..    | ..     | ..           | ..            | ..      |
| Do. ..              | Kotree                 | ..                 | ..      | ..                           | ..                       | ..      | ..     | ..    | ..     | 236 0        | ..            | ..      |
| Do. ..              | Do. for Kur-<br>rachee | ..                 | ..      | ..                           | ..                       | 374     | 72     | ..    | ..     | ..           | 174 0         | 103 20  |
| Up Total..          |                        | ..                 | ..      | ..                           | ..                       | ..      | ..     | ..    | ..     | ..           | ..            | ..      |
| Down Total..        |                        | ..                 | ..      | ..                           | ..                       | 374     | 72     | ..    | ..     | 236 0        | 174 0         | 103 20  |
| Total Up and Down.. |                        | ..                 | ..      | ..                           | ..                       | 374     | 72     | ..    | ..     | 236 0        | 174 0         | 103 20  |

**SUM**

*Indus Steam Flotilla Office, Kotree,  
23rd March 1866.*

|                        | UP.     |
|------------------------|---------|
| Passenger Traffic..... | 15 0 0  |
| Goods Traffic .....    | 536 0 0 |
| Total..                | 551 0 0 |

J. CAMPBELL,  
Accountant.



**Flotilla.**

arrived at Sukkur on the 12th day of March 1866 (7 days); left Sukkur on the 15th day 17th day of March 1866 (3 days).

**TRAFFIC.**

| European Deck. |         | Native Deck. |         | Guards. |         | Prisoners. |         | AMOUNT. | Parcels and Luggage. | Carriages, Horses, and Dogs. | TOTAL. |
|----------------|---------|--------------|---------|---------|---------|------------|---------|---------|----------------------|------------------------------|--------|
| No.            | Amount. | No.          | Amount. | No.     | Amount. | No.        | Amount. |         |                      |                              |        |
| ..             | ..      | ..           | ..      | ..      | ..      | ..         | ..      | ..      | ..                   | 15 0 0                       | 15 0 0 |
| ..             | ..      | ..           | ..      | ..      | ..      | ..         | ..      | ..      | ..                   | 15 0 0                       | 15 0 0 |
| ..             | ..      | 16½          | 66 0 0  | ..      | ..      | ..         | ..      | 66 0 0  | 4 9 0                | ..                           | 70 9 0 |
| ..             | ..      | 16½          | 66 0 0  | ..      | ..      | ..         | ..      | 66 0 0  | 4 9 0                | ..                           | 70 9 0 |
| ..             | ..      | 16½          | 66 0 0  | ..      | ..      | ..         | ..      | 66 0 0  | 4 9 0                | 15 0 0                       | 85 9 0 |

**TRAFFIC.**

| Silk. | Ghee. | Salt-petre. | Piece Goods. | Malt Liquor. | Treasure. | Special. | 1st Class. | 2nd and 3rd Class. | 4th Class. | Approximate Total Weight. | Amount of Freight. |
|-------|-------|-------------|--------------|--------------|-----------|----------|------------|--------------------|------------|---------------------------|--------------------|
| M. S. | M. S. | M. S.       | M. S.        | hds. lhd.    | RUPEES.   | M. S.    | M. S.      | M. S.              | M. S.      | M. S.                     | Rs. a. p.          |
| ..    | ..    | ..          | ..           | ..           | 2,300     | ..       | ..         | 491 32             | ..         | 492 10                    | 536 0 0            |
| ..    | ..    | ..          | ..           | ..           | 2,300     | ..       | ..         | 491 32             | ..         | 492 10                    | 536 0 0            |
| ..    | ..    | ..          | 4 0          | ..           | ..        | ..       | ..         | 2 30<br>48 0       | ..         | 2 30<br>288 0             | 2 13 0<br>105 8 0  |
| ..    | ..    | ..          | ..           | ..           | ..        | ..       | ..         | 731 0              | ..         | 3,030 30                  | 2,705 12 0         |
| ..    | ..    | ..          | 4 0          | ..           | ..        | ..       | ..         | 781 30             | ..         | 3,321 20                  | 2,814 1 0          |
| ..    | ..    | ..          | 4 0          | ..           | 2,300     | ..       | ..         | 1,273 22           | ..         | 3,813 30                  | 3,350 1 0          |

**MARY.**

| DOWN.      | TOTAL.     |
|------------|------------|
| 70 9 0     | 85 9 0     |
| 2,814 1 0  | 3,350 1 0  |
| 2,884 10 0 | 3,435 10 0 |

JOHN WOOD,  
Agent and Superintendent.



# **Bombay, Baroda, and** **TRAFFIC STATEMENT FOR THE WEEK ENDING**

|                                                     | Current Week's Receipts. |    |    | Receipts for 9 previous Weeks & 6 Days. |    |    |
|-----------------------------------------------------|--------------------------|----|----|-----------------------------------------|----|----|
|                                                     | Rs.                      | a. | p. | Rs.                                     | a. | p. |
| Passengers 31,925 .....                             | 44,267                   | 15 | 4  |                                         |    |    |
| Parcels and Luggage, including Bhanga Parcels ..... | 3,125                    | 10 | 0  |                                         |    |    |
| Carriages, Horses, and Dogs .....                   | 557                      | 12 | 0  |                                         |    |    |
| Specials .....                                      | 75                       | 0  | 0  |                                         |    |    |
| Total Coaching.....                                 | 48,026                   | 5  | 4  | 4,03,306                                | 13 | 1  |
| Corresponding period of 1865—open 306 Miles....     | 45,945                   | 0  | 0  | 4,79,107                                | 4  | 9  |
| Increase.....                                       | 2,081                    | 5  | 4  |                                         |    |    |
| Decrease .....                                      |                          |    |    | 75,800                                  | 7  | 8  |
| Goods—Maunds 77,172-24 .....                        | 51,211                   | 13 | 0  |                                         |    |    |
| Railway Materials, Maunds 35,490-25.....            | 9,000                    | 14 | 6  |                                         |    |    |
| Live Stock .....                                    | 826                      | 5  | 6  |                                         |    |    |
| Rent and Demurrage.....                             | 13                       | 4  | 0  |                                         |    |    |
| Back Bay Earth Trains.....                          | 8,698                    | 8  | 0  |                                         |    |    |
| Total Merchandize....                               | 69,750                   | 13 | 0  | 5,18,688                                | 9  | 2  |
| Deduct Carting Agents' Charges.....                 | 8,817                    | 2  | 1  | 59,667                                  | 12 | 9  |
| Railway Proportion .....                            | 60,933                   | 10 | 11 | 4,59,020                                | 12 | 5  |
| Corresponding period of 1865—open 185½ Miles....    | 8,597                    | 12 | 5  | 94,466                                  | 12 | 5  |
| Increase.....                                       | 52,335                   | 14 | 6  | 3,64,554                                | 0  | 0  |
| Decrease .....                                      |                          |    |    |                                         |    |    |
| Total Coaching .....                                | 48,026                   | 5  | 4  | 4,03,306                                | 13 | 1  |
| Total Merchandize .....                             | 60,933                   | 10 | 11 | 4,59,020                                | 12 | 5  |
| Total Train Receipts....                            | 1,08,960                 | 0  | 3  | 8,62,327                                | 9  | 6  |
| Telegraph Receipts.....                             | 632                      | 5  | 0  | 4,486                                   | 10 | 0  |
| Total Receipts....                                  | 1,09,592                 | 5  | 3  | 8,66,814                                | 3  | 6  |
| Corresponding period of 1865 .....                  | 55,252                   | 4  | 5  | 5,81,487                                | 9  | 2  |
| Increase .....                                      | 54,340                   | 0  | 10 | 2,85,326                                | 10 | 4  |
| Decrease.....                                       |                          |    |    |                                         |    |    |

## CLASSIFICATION OF

|                          | 1st Class, Single and Double. |  |            | 2nd Class, Single and Double. |  |            | 3rd Class, Single. |  |             |
|--------------------------|-------------------------------|--|------------|-------------------------------|--|------------|--------------------|--|-------------|
|                          | No.                           |  | Amount.    | No.                           |  | Amount.    | No.                |  | Amount.     |
|                          |                               |  | Rs. a. p.  |                               |  | Rs. a. p.  |                    |  | Rs. a. p.   |
| Booked at Stations ..... | 335                           |  | 1,722 8 5  | 1,272                         |  | 3,210 15 9 | 29,783             |  | 38,843 6 8  |
| Excess Fares .....       | 10                            |  | 26 2 9     | 28                            |  | 57 7 0     | 497                |  | 407 6 9     |
| Total..                  | 345                           |  | 1,748 11 2 | 1,300                         |  | 3,268 6 9  | 30,280             |  | 39,250 13 5 |

## CLASSIFICATION OF

|                               | Special Class. |       |           | 1st Class. |    |             | 2nd Class. |       |             |
|-------------------------------|----------------|-------|-----------|------------|----|-------------|------------|-------|-------------|
|                               | Weight.        |       | Amount.   | Weight.    |    | Amount.     | Weight.    |       | Amount.     |
|                               | Mds.           | S.    | Rs. a. p. | Mds.       | S. | Rs. a. p.   | Mds.       | S.    | Rs. a. p.   |
| Ordinary Traffic .. { Up..... | .....          | ..... | .....     | 14,999     | 4  | 4,342 10 2  | 3,814      | 3     | 2,305 15 7  |
| { Down..                      | .....          | ..... | .....     | 10,635     | 15 | 3,352 2 6   | 15,497     | 34    | 8,943 10 5  |
| Railway Materials. ....       | .....          | ..... | .....     | 25,634     | 19 | 7,694 12 8  | 19,311     | 37    | 11,249 10 0 |
| .....                         | .....          | ..... | .....     | 35,490     | 25 | 9,000 14 6  | .....      | ..... | .....       |
| Total....                     | .....          | ..... | .....     | 61,125     | 4  | 16,695 11 2 | 19,311     | 37    | 11,249 10 0 |

## Percentage of Receipts from Goods.

|                         | Special Class. | 1st Class. | 2nd Class. | 3rd Class. | 4th Class. | 5th Class. |
|-------------------------|----------------|------------|------------|------------|------------|------------|
| Ordinary Traffic .....  | ..             | 15.47      | 8.21       | 52.99      | 10.24      | 13.09      |
| { Up .....              | ..             | 15.47      | 8.21       | 52.99      | 10.24      | 13.09      |
| { Down .....            | ..             | 14.48      | 38.65      | 37.61      | 5.17       | 4.09       |
| Railway Materials ..... | ..             | 15.02      | 21.97      | 46.04      | 7.95       | 9.02       |
| .....                   | ..             | 100.00     | ..         | ..         | ..         | ..         |



**Central India Railway.**

THE 17TH OF MARCH 1866.—Open 37 Stations, 306 Miles.

| COACHING AND MERCHANDIZE.      |    |    |                 |    |    |                                  |    |    |                                      |    |    |                                |      |                                    |       |
|--------------------------------|----|----|-----------------|----|----|----------------------------------|----|----|--------------------------------------|----|----|--------------------------------|------|------------------------------------|-------|
| Total for 10 Weeks and 6 Days. |    |    | Weekly Average. |    |    | Weekly Average per Railway Mile. |    |    | Receipts per Railway Mile this Week. |    |    | Number of Miles run by Trains. |      | Gross Earnings per Train per Mile. |       |
| Rs.                            | a. | p. | Rs.             | a. | p. | Rs.                              | a. | p. | Rs.                                  | a. | p. |                                | Its. | a.                                 | p.    |
| 4,51,333                       | 2  | 5  | 41,570          | 2  | 7  | 135                              | 13 | 7  | 156                                  | 15 | 2  | 7,924                          |      | 6                                  | 1 0   |
| 5,25,052                       | 4  | 9  | 47,120          | 1  | 3  | 153                              | 15 | 10 | 150                                  | 2  | 4  | 4,272                          |      | 10                                 | 12 1  |
| .....                          |    |    | .....           |    |    | .....                            |    |    | 6                                    | 12 | 10 | 3,652                          |      | .....                              | ..... |
| 73,719                         | 2  | 4  | 5,549           | 14 | 8  | 18                               | 2  | 3  | .....                                |    |    | .....                          |      | 4                                  | 11 1  |
|                                |    |    |                 |    |    |                                  |    |    |                                      |    |    |                                |      |                                    |       |
| 5,88,439                       | 6  | 2  |                 |    |    |                                  |    |    |                                      |    |    |                                |      |                                    |       |
| 68,484                         | 14 | 10 |                 |    |    |                                  |    |    |                                      |    |    |                                |      |                                    |       |
| 5,19,954                       | 7  | 4  | 47,890          | 8  | 8  | 156                              | 8  | 1  | 199                                  | 2  | 1  | 7,629½                         |      | 7                                  | 15 9  |
| 1,03,064                       | 8  | 10 | 9,249           | 6  | 1  | 49                               | 14 | 10 | 46                                   | 6  | 7  | 1,922                          |      | 4                                  | 7 7   |
| 4,16,889                       | 14 | 6  | 38,641          | 2  | 7  | 106                              | 9  | 3  | 152                                  | 11 | 6  | 5,707½                         |      | 3                                  | 8 2   |
| .....                          |    |    | .....           |    |    | .....                            |    |    | .....                                |    |    | .....                          |      | .....                              | ..... |
| 4,51,333                       | 2  | 5  | 41,570          | 2  | 7  | 135                              | 13 | 7  | 156                                  | 15 | 2  | 7,924                          |      | 6                                  | 1 0   |
| 5,19,954                       | 7  | 4  | 47,890          | 8  | 8  | 156                              | 8  | 1  | 199                                  | 2  | 1  | 7,629½                         |      | 7                                  | 15 9  |
| 9,71,287                       | 9  | 9  | 89,460          | 11 | 3  | 292                              | 5  | 8  | 356                                  | 1  | 3  | 15,553½                        |      | 7                                  | 0 2   |
| 5,118                          | 15 | 0  | 471             | 7  | 8  |                                  |    |    |                                      |    |    |                                |      |                                    |       |
| 9,76,406                       | 8  | 9  | 89,932          | 2  | 11 |                                  |    |    |                                      |    |    |                                |      |                                    |       |
| 6,36,739                       | 13 | 7  | 57,143          | 5  | 1  | 203                              | 14 | 8  | 196                                  | 8  | 11 | 6,194                          |      | 8                                  | 12 11 |
| 3,39,666                       | 11 | 2  | 32,788          | 13 | 10 | 88                               | 7  | 0  | 159                                  | 8  | 4  | 9,359½                         |      | .....                              | ..... |
| .....                          |    |    | .....           |    |    | .....                            |    |    | .....                                |    |    | .....                          |      | 1                                  | 12 9  |

**PASSENGERS' TRAFFIC.**

| Total. |              | Percentage of Receipts from Passengers' Traffic. |            |            | Average Mileage of Passengers. |            |            |
|--------|--------------|--------------------------------------------------|------------|------------|--------------------------------|------------|------------|
| No.    | Amount.      | 1st Class.                                       | 2nd Class. | 3rd Class. | 1st Class.                     | 2nd Class. | 3rd Class. |
|        | Rs. a. p.    |                                                  |            |            |                                |            |            |
| 31,390 | 43,776 14 10 |                                                  |            |            |                                |            |            |
| 535    | 491 0 6      | 3·95                                             | 7·38       | 88·67      | 64·84                          | 63·40      | 62·22      |
| 31,925 | 44,267 15 4  |                                                  |            |            |                                |            |            |

**GOODS' TRAFFIC.**

| 3rd Class. |             | 4th Class. |            | 5th Class. |           | Total.     |             |
|------------|-------------|------------|------------|------------|-----------|------------|-------------|
| Weight.    | Amount.     | Weight.    | Amount.    | Weight.    | Amount.   | Weight.    | Amount.     |
| Mds. S.    | Rs. a. p.   | Mds. S.    | Rs. a. p.  | Mds. S.    | Rs. a. p. | Mds. S.    | Rs. a. p.   |
| 15,210 18  | 14,875 12 7 | 3,034 3    | 2,873 11 1 | 2,116 3    | 3,675 2 8 | 39,173 31  | 28,073 4 1  |
| 9,227 3    | 8,700 11 1  | 2,087 26   | 1,196 12 4 | 550 35     | 945 4 7   | 37,998 33  | 23,138 8 11 |
| 24,437 21  | 23,576 7 8  | 5,121 29   | 4,070 7 5  | 2,666 38   | 4,620 7 3 | 77,172 24  | 51,211 13 0 |
| .....      | .....       | .....      | .....      | .....      | .....     | 35,490 25  | 9,000 14 6  |
| 24,437 21  | 23,576 7 8  | 5,121 29   | 4,070 7 5  | 2,666 38   | 4,620 7 3 | 1,12,663 9 | 60,212 11 6 |

| Average Mileage of Goods, Conveyed Distances. |            |            |            |            |            | Average Number of Vehicles per Train. |               | Miles run. |               |         |
|-----------------------------------------------|------------|------------|------------|------------|------------|---------------------------------------|---------------|------------|---------------|---------|
|                                               |            |            |            |            |            |                                       |               |            |               |         |
| Special Class.                                | 1st Class. | 2nd Class. | 3rd Class. | 4th Class. | 5th Class. | Trains.                               |               | Total.     | Proportion.   |         |
|                                               |            |            |            |            |            | Coach-ing.                            | Mer-chandize. | Coach-ing. | Mer-chandize. |         |
|                                               |            |            |            |            |            | Short Trains                          | 26            | 9          | 3             | 1,218   |
|                                               |            |            |            |            |            | Through Trains                        | 14            | 13         | ..            | 4,284   |
| ..                                            | 77·39      | 247·10     | 193·13     | 152·51     | 196·93     | Mixed                                 | 28            | 11         | 12            | 4,284   |
|                                               |            |            |            |            |            | Goods                                 | 25            | ..         | 21            | 3,794½  |
| ..                                            | 88·57      | 150·51     | 178·38     | 65·85      | 207·07     | Special                               | 1             | 3          | ..            | 24      |
|                                               |            |            |            |            |            | Back Bay                              | 72            | ..         | 39            | 1,296   |
| ..                                            | 82·03      | 169·58     | 187·55     | 117·18     | 199·02     | Excursion                             | 8             | 17         | ..            | 653     |
|                                               |            |            |            |            |            |                                       |               |            |               | 15,553½ |
| ..                                            | 127·39     | ..         | ..         | ..         | ..         | Total                                 |               |            |               | 7,924   |
|                                               |            |            |            |            |            |                                       |               |            |               | 7,629½  |
|                                               |            |            |            |            |            |                                       |               |            |               | 15,553½ |

27·222 Maunds equal to One Ton.

CHARLES CURREY,  
Managing Agent.



# **Bombay, Baroda, and** **TRAFFIC STATEMENT FOR THE WEEK ENDING**

|                                                     | Current Week's Receipts. |    |    | Receipts for 9 previous Weeks & 6 Days. |    |    |
|-----------------------------------------------------|--------------------------|----|----|-----------------------------------------|----|----|
|                                                     | Rs.                      | a. | p. | Rs.                                     | a. | p. |
| Passengers 31,925 .....                             | 44,267                   | 15 | 4  |                                         |    |    |
| Parcels and Luggage, including Bhangy Parcels ..... | 3,125                    | 10 | 0  |                                         |    |    |
| Carriages, Horses, and Dogs .....                   | 557                      | 12 | 0  |                                         |    |    |
| Specials .....                                      | 75                       | 0  | 0  |                                         |    |    |
| Total Coaching .....                                | 48,026                   | 5  | 4  | 4,03,306                                | 13 | 1  |
| Corresponding period of 1865—open 306 Miles .....   | 45,945                   | 0  | 0  | 4,79,107                                | 4  | 9  |
| Increase .....                                      | 2,081                    | 5  | 4  |                                         |    |    |
| Decrease .....                                      |                          |    |    | 75,800                                  | 7  | 8  |
| Goods—Maunds 77,172-24 .....                        | 51,211                   | 13 | 0  |                                         |    |    |
| Railway Materials, Maunds 35,490-25 .....           | 9,000                    | 14 | 6  |                                         |    |    |
| Live Stock .....                                    | 826                      | 5  | 6  |                                         |    |    |
| Rent and Demurrage .....                            | 13                       | 4  | 0  |                                         |    |    |
| Back Bay Earth Trains .....                         | 8,698                    | 8  | 0  |                                         |    |    |
| Total Merchandize .....                             | 69,750                   | 13 | 0  | 5,18,688                                | 9  | 2  |
| Deduct Carting Agents' Charges .....                | 8,817                    | 2  | 1  | 59,667                                  | 12 | 9  |
| Railway Proportion .....                            | 60,933                   | 10 | 11 | 4,59,020                                | 12 | 5  |
| Corresponding period of 1865—open 185½ Miles .....  | 8,597                    | 12 | 5  | 94,466                                  | 12 | 5  |
| Increase .....                                      | 52,335                   | 14 | 6  | 3,64,554                                | 0  | 0  |
| Decrease .....                                      |                          |    |    |                                         |    |    |
| Total Coaching .....                                | 48,026                   | 5  | 4  | 4,03,306                                | 13 | 1  |
| Total Merchandize .....                             | 60,933                   | 10 | 11 | 4,59,020                                | 12 | 5  |
| Total Train Receipts .....                          | 1,08,960                 | 0  | 3  | 8,62,327                                | 9  | 6  |
| Telegraph Receipts .....                            | 632                      | 5  | 0  | 4,486                                   | 10 | 0  |
| Total Receipts .....                                | 1,09,592                 | 5  | 3  | 8,66,814                                | 3  | 6  |
| Corresponding period of 1865 .....                  | 55,252                   | 4  | 5  | 5,81,487                                | 9  | 2  |
| Increase .....                                      | 54,340                   | 0  | 10 | 2,85,326                                | 10 | 4  |
| Decrease .....                                      |                          |    |    |                                         |    |    |

## **CLASSIFICATION OF**

|                          | 1st Class, Single and Double. |            | 2nd Class, Single and Double. |            | 3rd Class, Single. |             |
|--------------------------|-------------------------------|------------|-------------------------------|------------|--------------------|-------------|
|                          | No.                           | Amount.    | No.                           | Amount.    | No.                | Amount.     |
|                          |                               | Rs. a. p.  |                               | Rs. a. p.  |                    | Rs. a. p.   |
| Booked at Stations ..... | 335                           | 1,722 8 5  | 1,272                         | 3,210 15 9 | 29,783             | 38,843 6 8  |
| Excess Fares .....       | 10                            | 26 2 9     | 28                            | 57 7 0     | 497                | 407 6 9     |
| Total ..                 | 345                           | 1,748 11 2 | 1,300                         | 3,268 6 9  | 30,280             | 39,250 13 5 |

## **CLASSIFICATION OF**

|                                | Special Class. |           | 1st Class. |             | 2nd Class. |             |
|--------------------------------|----------------|-----------|------------|-------------|------------|-------------|
|                                | Weight.        | Amount.   | Weight.    | Amount.     | Weight.    | Amount.     |
|                                | Mds. S.        | Rs. a. p. | Mds. S.    | Rs. a. p.   | Mds. S.    | Rs. a. p.   |
| Ordinary Traffic .. { Up ..... |                |           | 14,999 4   | 4,342 10 2  | 3,814 3    | 2,305 15 7  |
| { Down .....                   |                |           | 10,635 15  | 3,352 2 6   | 15,497 34  | 8,943 10 5  |
| Railway Materials .....        |                |           | 25,634 19  | 7,694 12 8  | 19,311 37  | 11,249 10 0 |
|                                |                |           | 35,490 25  | 9,000 14 6  | ....       | ....        |
| Total .....                    |                |           | 61,125 4   | 16,695 11 2 | 19,311 37  | 11,249 10 0 |

## **Percentage of Receipts from Goods.**

|                         | Special Class. | 1st Class. | 2nd Class. | 3rd Class. | 4th Class. | 5th Class. |
|-------------------------|----------------|------------|------------|------------|------------|------------|
| Ordinary Traffic .....  | ..             | 15.47      | 8.21       | 52.99      | 10.24      | 13.09      |
| { Up .....              | ..             | 15.47      | 8.21       | 52.99      | 10.24      | 13.09      |
| { Down .....            | ..             | 14.48      | 38.65      | 37.61      | 5.17       | 4.09       |
| Railway Materials ..... | ..             | 15.02      | 21.97      | 46.04      | 7.95       | 9.02       |
|                         | ..             | 100.00     | ..         | ..         | ..         | ..         |



| Total for 10 Weeks<br>and 6 Days. | Weekly Average.    |                 | COACHING AND MERCHANDIZE.           |                                         |                                   |                                       |  |
|-----------------------------------|--------------------|-----------------|-------------------------------------|-----------------------------------------|-----------------------------------|---------------------------------------|--|
|                                   |                    |                 | Weekly Average per<br>Railway Mile. | Receipts per Railway<br>Mile this Week. | Number of Miles<br>run by Trains. | Gross Earnings per<br>Train per Mile. |  |
| Rs.    a.    p.                   | Rs.    a.    p.    | Rs.    a.    p. | Rs.    a.    p.                     | Rs.    a.    p.                         |                                   | lbs.    a.    p.                      |  |
| 4,51,333    2    5                | 41,570    2    7   | 135    13    7  | 156    15    2                      | 7,924                                   | 6    1    0                       |                                       |  |
| 5,25,052    4    9                | 47,120    1    3   | 153    15    10 | 150    2    4                       | 4,272                                   | 10    12    1                     |                                       |  |
| .....                             | .....              | .....           | 6    12    10                       | 3,652                                   | .....                             |                                       |  |
| 73,719    2    4                  | 5,549    14    8   | 18    2    3    | .....                               | .....                                   | 4    11    1                      |                                       |  |
| .....                             | .....              | .....           | .....                               | .....                                   | .....                             |                                       |  |
| 5,88,439    6    2                | .....              | .....           | .....                               | .....                                   | .....                             |                                       |  |
| 68,484    14    10                | .....              | .....           | .....                               | .....                                   | .....                             |                                       |  |
| 5,19,954    7    4                | 47,890    8    8   | 156    8    1   | 199    2    1                       | 7,629½                                  | 7    15    9                      |                                       |  |
| 1,03,064    8    10               | 9,249    6    1    | 49    14    10  | 46    6    7                        | 1,922                                   | 4    7    7                       |                                       |  |
| 4,16,889    14    6               | 38,641    2    7   | 106    9    3   | 152    11    6                      | 5,707½                                  | 3    8    2                       |                                       |  |
| .....                             | .....              | .....           | .....                               | .....                                   | .....                             |                                       |  |
| 4,51,333    2    5                | 41,570    2    7   | 135    13    7  | 156    15    2                      | 7,924                                   | 6    1    0                       |                                       |  |
| 5,19,954    7    4                | 47,890    8    8   | 156    8    1   | 199    2    1                       | 7,629½                                  | 7    15    9                      |                                       |  |
| 9,71,287    9    0                | 89,460    11    3  | 292    5    8   | 356    1    3                       | 15,553½                                 | 7    0    2                       |                                       |  |
| 5,118    15    0                  | 471    7    8      | .....           | .....                               | .....                                   | .....                             |                                       |  |
| 9,76,406    8    9                | 89,932    2    11  | .....           | .....                               | .....                                   | .....                             |                                       |  |
| 6,36,739    13    7               | 57,143    5    1   | 203    14    8  | 196    8    11                      | 6,194                                   | 8    12    11                     |                                       |  |
| 3,39,666    11    2               | 32,788    13    10 | 88    7    0    | 159    8    4                       | 9,359½                                  | .....                             |                                       |  |
| .....                             | .....              | .....           | .....                               | .....                                   | 1    12    9                      |                                       |  |

| Total.        |                                      | Percentage of Receipts from Passengers' Traffic. |            |            | Average Mileage of Passengers. |            |            |
|---------------|--------------------------------------|--------------------------------------------------|------------|------------|--------------------------------|------------|------------|
| No.           | Amount.                              | 1st Class.                                       | 2nd Class. | 3rd Class. | 1st Class.                     | 2nd Class. | 3rd Class. |
| 31,390<br>535 | Rs. a. p.<br>43,776 14 10<br>491 0 6 | 3·95                                             | 7·38       | 88·67      | 64·84                          | 63·40      | 62·22      |
| 31,925        | 44,267 15 4                          |                                                  |            |            |                                |            |            |

| 3rd Class. |    |         |       | 4th Class. |    |         |       | 5th Class. |    |         |       | Total.   |    |         |       |
|------------|----|---------|-------|------------|----|---------|-------|------------|----|---------|-------|----------|----|---------|-------|
| Weight.    |    | Amount. |       | Weight.    |    | Amount. |       | Weight.    |    | Amount. |       | Weight.  |    | Amount. |       |
| Mds.       | S. | Rs.     | a. p. | Mds.       | S. | Rs.     | a. p. | Mds.       | S. | Rs.     | a. p. | Mds.     | S. | Rs.     | a. p. |
| 15,210     | 18 | 14,875  | 12 7  | 3,034      | 3  | 2,873   | 11 1  | 2,116      | 3  | 3,675   | 2 8   | 39,173   | 31 | 28,073  | 4 1   |
| 9,227      | 3  | 8,700   | 11 1  | 2,087      | 26 | 1,196   | 12 4  | 550        | 35 | 945     | 4 7   | 37,998   | 33 | 23,138  | 8 11  |
| 24,437     | 21 | 23,576  | 7 8   | 5,121      | 29 | 4,070   | 7 5   | 2,666      | 38 | 4,620   | 7 3   | 77,172   | 24 | 51,211  | 13 0  |
| ....       |    | .....   |       | ....       |    | .....   |       | ....       |    | .....   |       | 35,490   | 25 | 9,000   | 14 6  |
| 24,437     | 21 | 23,576  | 7 8   | 5,121      | 29 | 4,070   | 7 5   | 2,666      | 38 | 4,620   | 7 3   | 1,12,663 | 9  | 60,212  | 11 6  |

27.222 Maunds equal to One Ton.

CHARLES CURREY,  
Managing Agent.



# Bombay, Baroda, and TRAFFIC STATEMENT FOR THE WEEK ENDING

|                                                     | Current Week's Receipts. |    |    | Receipts for 10 previous Weeks and 6 Days. |    |    |
|-----------------------------------------------------|--------------------------|----|----|--------------------------------------------|----|----|
|                                                     | Rs.                      | a. | p. | Rs.                                        | a. | p. |
| Passengers 36,971 .....                             | 49,746                   | 9  | 9  |                                            |    |    |
| Parcels and Luggage, including Bhanga Parcels ..... | 5,161                    | 10 | 0  |                                            |    |    |
| Carriages, Horses, and Dogs .....                   | 958                      | 5  | 0  |                                            |    |    |
| Special, .....                                      | 71                       | 4  | 0  |                                            |    |    |
| Total Coaching ..                                   | 55,937                   | 12 | 9  | 4,51,333                                   | 2  | 5  |
| Corresponding period of 1865—open 306 Miles .....   | 46,653                   | 10 | 9  | 5,25,052                                   | 4  | 9  |
| Increase .....                                      | 9,284                    | 2  | 0  |                                            |    |    |
| Decrease .....                                      |                          |    |    | 73,719                                     | 2  | 4  |
| Goods—Maunds 77,995-25 .....                        | 54,236                   | 4  | 6  |                                            |    |    |
| Railway Materials, Maunds 37,733-16 .....           | 8,842                    | 15 | 10 |                                            |    |    |
| Live Stock .....                                    | 2,329                    | 10 | 11 |                                            |    |    |
| Rent and Demurrage .....                            | 1,327                    | 12 | 0  |                                            |    |    |
| Back Bay Earth Trains .....                         | 7,840                    | 2  | 0  |                                            |    |    |
| Total Merchandise ..                                | 74,576                   | 13 | 3  |                                            |    |    |
| Deduct Carting Agents' Charges .....                | 14,187                   | 9  | 0  |                                            |    |    |
| Railway Proportion .....                            | 60,389                   | 4  | 3  | 5,19,954                                   | 7  | 4  |
| Corresponding period of 1865—open 185½ Miles .....  | 9,438                    | 8  | 0  | 1,03,064                                   | 8  | 10 |
| Increase .....                                      | 50,950                   | 12 | 3  | 4,16,889                                   | 14 | 6  |
| Decrease .....                                      |                          |    |    |                                            |    |    |
| Total Coaching .....                                | 55,937                   | 12 | 9  | 4,51,333                                   | 2  | 5  |
| Total Merchandise .....                             | 60,389                   | 4  | 3  | 5,19,954                                   | 7  | 4  |
| Total Train Receipts .....                          | 1,16,327                 | 1  | 0  | 9,71,287                                   | 9  | 9  |
| Telegraph Receipts .....                            | 665                      | 12 | 0  | 5,118                                      | 15 | 0  |
| Total Receipts .....                                | 1,16,992                 | 13 | 0  | 9,76,406                                   | 8  | 9  |
| Corresponding period of 1865—open 306 Miles .....   | 56,796                   | 15 | 9  | 6,36,739                                   | 13 | 7  |
| Increase .....                                      | 60,195                   | 13 | 3  | 3,39,666                                   | 11 | 2  |
| Decrease .....                                      |                          |    |    |                                            |    |    |

## CLASSIFICATION OF

|                          | 1st Class, Single and Double. |         |    |    | 2nd Class, Single and Double. |         |    |    | 3rd Class, Single. |         |    |    |
|--------------------------|-------------------------------|---------|----|----|-------------------------------|---------|----|----|--------------------|---------|----|----|
|                          | No.                           | Amount. |    |    | No.                           | Amount. |    |    | No.                | Amount. |    |    |
|                          |                               | Rs.     | a. | p. |                               | Rs.     | a. | p. |                    | Rs.     | a. | p. |
| Booked at Stations ..... | 273                           | 1,396   | 8  | 6  | 1,410                         | 3,894   | 15 | 6  | 34,214             | 43,819  | 5  | 7  |
| Excess Fares .....       | 7                             | 36      | 15 | 9  | 85                            | 91      | 14 | 3  | 982                | 506     | 14 | 2  |
| Total....                | 280                           | 1,433   | 8  | 3  | 1,495                         | 3,986   | 13 | 9  | 35,196             | 44,326  | 3  | 9  |

## CLASSIFICATION OF

|                                | Special Class. |      |           | 1st Class. |    |             | 2nd Class. |      |             |
|--------------------------------|----------------|------|-----------|------------|----|-------------|------------|------|-------------|
|                                | Weight.        |      | Amount.   | Weight.    |    | Amount.     | Weight.    |      | Amount.     |
|                                | Mds.           | S.   | Rs. a. p. | Mds.       | S. | Rs. a. p.   | Mds.       | S.   | Rs. a. p.   |
| Ordinary Traffic .. { Up ..... | ....           | .... | ....      | 14,552     | 37 | 4,118 7 5   | 4,234      | 26   | 2,437 3 9   |
| Down .....                     | ....           | .... | ....      | 10,416     | 12 | 3,400 5 3   | 11,793     | 4    | 6,971 11 10 |
| Railway Materials .....        | ....           | .... | ....      | 24,969     | 9  | 7,518 12 8  | 16,027     | 30   | 9,408 15 7  |
| .....                          | ....           | .... | ....      | 37,733     | 16 | 8,842 15 10 | ....       | .... | ....        |
| Total .....                    | ....           | .... | ....      | 62,702     | 25 | 16,361 12 6 | 16,027     | 30   | 9,408 15 7  |

## Percentage of Receipts from Goods.

|                                | Special Class. | 1st Class. | 2nd Class. | 3rd Class. | 4th Class. | 5th Class. |
|--------------------------------|----------------|------------|------------|------------|------------|------------|
| Ordinary Traffic .. { Up ..... | ....           | 12-32      | 7-29       | 57-59      | 5-54       | 17-26      |
| Down .....                     | ....           | 16-34      | 33-49      | 40-76      | 4-18       | 5-23       |
| Railway Materials .....        | ....           | 13-86      | 17-35      | 51-12      | 5-02       | 12-65      |
| .....                          | ....           | 100-00     | ....       | ....       | ....       | ....       |



**Central India Railway.**

THE 24TH OF MARCH 1866.—Open 37 Stations, 306 Miles.

| Total for 11 Weeks<br>and 6 Days. | Weekly Average. | COACHING AND MERCHANDIZE.           |                                         |                                   |                                       |
|-----------------------------------|-----------------|-------------------------------------|-----------------------------------------|-----------------------------------|---------------------------------------|
|                                   |                 | Weekly Average per<br>Railway Mile. | Receipts per Railway<br>Mile this Week. | Number of Miles<br>run by Trains. | Gross Earnings per<br>Train per Mile. |
| Rs. a. p.                         | Rs. a. p.       | Rs. a. p.                           | Rs. a. p.                               |                                   | Rs. a. p.                             |
| 5,07,270 15 2                     | 42,781 14 2     | 139 13 0                            | 182 12 10                               | 7,678                             | 7 4 7                                 |
| 5,71,705 15 6                     | 47,081 10 8     | 153 13 9                            | 152 7 5                                 | 4,247½                            | 10 15 9                               |
| .....                             | .....           | .....                               | 30 5 5                                  | 3,430½                            | .....                                 |
| 61,435 0 4                        | 4,299 12 6      | 14 0 9                              | .....                                   | .....                             | 3 11 2                                |
| 5,80,343 11 7                     | 48,944 10 5     | 159 15 2                            | 197 5 8                                 | 7,437½                            | 8 1 10                                |
| 1,12,503 0 10                     | 9,264 15 4      | 50 0 3                              | 51 10 4                                 | 1,922                             | 4 14 6                                |
| 4,67,840 10 9                     | 39,679 11 1     | 109 14 11                           | 145 11 4                                | 5,515½                            | 3 3 4                                 |
| .....                             | .....           | .....                               | .....                                   | .....                             | .....                                 |
| 5,07,270 15 2                     | 42,781 14 2     | 139 13 0                            | 182 12 10                               | 7,678                             | 7 4 7                                 |
| 5,80,343 11 7                     | 48,944 10 5     | 159 15 2                            | 197 5 8                                 | 7,437½                            | 8 1 10                                |
| 10,87,614 10 9                    | 91,726 8 7      | 299 12 2                            | 380 2 6                                 | 15,115½                           | 7 11 2                                |
| 5,784 11 0                        | 487 13 10       |                                     |                                         |                                   |                                       |
| 10,93,399 5 9                     | 92,214 6 5      |                                     |                                         |                                   |                                       |
| 6,93,536 13 4                     | 57,114 12 9     | 203 14 0                            | 204 1 9                                 | 6,169½                            | 9 1 5                                 |
| 3,99,862 8 5                      | 35,099 9 8      | 95 14 2                             | 176 0 9                                 | 8,946½                            | .....                                 |
| .....                             | .....           | .....                               | .....                                   | .....                             | 1 6 3                                 |

**PASSENGERS' TRAFFIC.**

| Total. |                          | Percentage of Receipts from Passengers' Traffic. |            |            | Average Mileage of Passengers. |            |            |
|--------|--------------------------|--------------------------------------------------|------------|------------|--------------------------------|------------|------------|
| No.    | Amount.                  | 1st Class.                                       | 2nd Class. | 3rd Class. | 1st Class.                     | 2nd Class. | 3rd Class. |
| 35,897 | Rs. a. p.<br>49,110 13 7 | 2·88                                             | 8·01       | 89·11      | 65·53                          | 64·00      | 64·51      |
| 1,074  | 635 12 2                 |                                                  |            |            |                                |            |            |
| 36,971 | 49,746 9 9               |                                                  |            |            |                                |            |            |

**GOODS' TRAFFIC.**

| 3rd Class. |            |       | 4th Class. |            |       | 5th Class. |            |       | Total.     |             |       |
|------------|------------|-------|------------|------------|-------|------------|------------|-------|------------|-------------|-------|
| Weight.    | Amount.    |       | Weight.    | Amount.    |       | Weight.    | Amount.    |       | Weight.    | Amount.     |       |
| Mds. S.    | Rs.        | a. p. | Mds. S.    | Rs.        | a. p. | Mds. S.    | Rs.        | a. p. | Mds. S.    | Rs.         | a. p. |
| 19,059 30  | 19,245 9 3 |       | 3,992 9    | 1,850 15 4 |       | 2,821 36   | 5,769 3 9  |       | 44,661 18  | 33,421 7 6  |       |
| 9,344 23   | 8,483 8 0  |       | 1,195 5    | 870 5 7    |       | 585 3      | 1,088 14 4 |       | 33,334 7   | 20,814 13 0 |       |
| 28,404 13  | 27,729 1 3 |       | 5,187 14   | 2,721 4 11 |       | 3,406 39   | 6,858 2 1  |       | 77,995 25  | 54,236 4 6  |       |
| ....       | ....       |       | ....       | ....       |       | ....       | ....       |       | 37,733 16  | 8,842 15 10 |       |
| 28,404 13  | 27,729 1 3 |       | 5,187 14   | 2,721 4 11 |       | 3,406 39   | 6,858 2 1  |       | 1,15,729 1 | 63,079 4 4  |       |

| Average Mileage of Goods, Conveyed Distances. |               |               |               |               |               | Trains.        |    | Average Number of<br>Vehicles per Train. |                   | Miles Run. |             |        |
|-----------------------------------------------|---------------|---------------|---------------|---------------|---------------|----------------|----|------------------------------------------|-------------------|------------|-------------|--------|
| Special<br>Class.                             | 1st<br>Class. | 2nd<br>Class. | 3rd<br>Class. | 4th<br>Class. | 5th<br>Class. |                |    | Coaching.                                | Merchan-<br>dize. | Total.     | Proportion. |        |
|                                               |               |               |               |               |               | Short Trains   | 30 | 9                                        | 4                 | 1,464      | 1,014       | 450    |
| ..                                            | 113·80        | 151·94        | 251·62        | 76·45         | 190·24        | Through Trains | 14 | 14                                       | ....              | 4,284      | 4,284       | ..     |
| ..                                            | 97·06         | 157·92        | 206·23        | 121·17        | 224·25        | Mixed          | 28 | 11                                       | 9                 | 4,284      | 2,356       | 1,928  |
| ..                                            | 106·82        | 156·35        | 229·44        | 86·75         | 196·09        | Goods          | 25 | ....                                     | 24                | 3,871½     | ..          | 3,871½ |
| ..                                            | 123·17        | ..            | ..            | ..            | ..            | Special        | 1  | 3                                        | ....              | 24         | 24          | ..     |
|                                               |               |               |               |               |               | Back Bay       | 66 | ....                                     | 39                | 1,188      | ..          | 1,188  |
|                                               |               |               |               |               |               | Total          | .. | ....                                     | ....              | 15,115½    | 7,678       | 7,437½ |
|                                               |               |               |               |               |               |                |    |                                          |                   |            | 15,115½     |        |

27·222 Mds. equal to One Ton.

CHARLES CURREY,  
Managing Agent.



## Notice.

To be sold by Public Auction, in the Government Dockyard, Three Pairs of ENGINES, High Pressure, 80-Horse Power, with and without Boilers.

For particulars apply to the undersigned.

G. T. ROBINSON, Commander, I. N.

Marine Storekeeper's Office, Bombay,  
3rd February 1866.

निरखपेट धुळे तालुके मजकूर जिल्हा खानदेश एथील  
तारीख ३० माहे एप्रिल सन १८६६ इसवी.

| जिनसे बंद नांव.          | प्रमाण<br>वजन<br>नो मर. | दर हपयाम किती<br>चिकले जातात ते. |        |
|--------------------------|-------------------------|----------------------------------|--------|
|                          |                         | मर. नो                           | मर. नो |
| बाजरी, एक हपयास.         | १                       | ६०                               | १३     |
| ज्वारी, एक हपयास.        | १                       | ५१                               | २०     |
| गहू, एक हपयास.           | १                       | ६४                               | ७१     |
| तांदूळ, एक हपयास.        | १                       | ७१                               | ४      |
| दाळ तुरीची, एक हपयास.    | १                       | ६२                               | ४      |
| दाळ हरभयाची, एक हपयास.   | १                       | ६०                               | ५१     |
| दाळ मुगाची, एक हपयास.    | १                       | ६०                               | ८      |
| दाळ मसुराची, एक हपयास.   | १                       | ६०                               | ५१     |
| दाळ मठाची, एक हपयास.     | १                       | ६०                               | ५१     |
| नागली, एक हपयास.         | १                       | ६०                               | ५१     |
| बाजरीचे पीठ, एक हपयास.   | १                       | ६०                               | ५१     |
| कणीक उर्फ आटा, एक हपयास. | १                       | ६०                               | ५१     |
| मीठ, एक हपयास.           | १                       | ६०                               | ५१     |
| गुळ, एक हपयास.           | १                       | ६०                               | ५१     |
| गोड तेल, एक हपयास.       | १                       | ६०                               | ५१     |
| गरम मसाला, एक हपयास.     | १                       | ६०                               | ५१     |
| चिच, एक हपयास.           | १                       | ६०                               | ५१     |
| अमसूल, एक हपयास.         | १                       | ६०                               | ५१     |
| मटण, एक हपयास.           | १                       | ६०                               | ५१     |
| भाजी, एक हपयास.          | १                       | ६०                               | ५१     |
| मासे, एक हपयास.          | १                       | ६०                               | ५१     |
| सर्पण, दर एक गाडीस.      | १                       | ६०                               | ५१     |

T. E. KYTE,  
Deputy Collector.

Khandedish Collector's Office, Dhoolia,  
30th April 1866.

OPIMUM MEMORANDUM for the Week ending Tuesday the 8th May 1866.

| YEARS.                          | PASSES GRANTED.       |                      |        | IMPORTED INTO BOMBAY. |                           |                   | EXPORTED BY SEA. |                     |                           | DETAIL OF EXPORTS |          |     |
|---------------------------------|-----------------------|----------------------|--------|-----------------------|---------------------------|-------------------|------------------|---------------------|---------------------------|-------------------|----------|-----|
|                                 | Up to 21st Apr. 1866. | From 22nd Apr. 1866. | Total. | Up to 1st May 1866.   | From 2nd to 8th May 1866. | Lost on the Road. | Total Imported.  | Up to 1st May 1866. | From 2nd to 8th May 1866. | Total.            | Balance. |     |
| AT INDORE.                      | 23,997                | 458                  | 24,455 | 23,105                | 450                       | 31                | 23,555           | 25,888              | 477                       | 26,365            | 2,008    |     |
| For 1864-65. .... Chests.       | ..                    | ..                   | ..     | ..                    | ..                        | ..                | ..               | 59                  | ..                        | 59                | ..       | 381 |
| " 1865-66. .... " "             | ..                    | ..                   | ..     | ..                    | ..                        | ..                | ..               | 20,949              | 477                       | 21,426            | ..       | 15  |
| AT AHMEDABAD.                   | 906                   | ..                   | 906    | 906                   | ..                        | ..                | 906              | 1,703               | 371                       | 2,074             | ..       | 73  |
| For 1864-65. .... Chests.       | ..                    | ..                   | ..     | ..                    | ..                        | ..                | ..               | 1,703               | ..                        | 1,703             | ..       | 8   |
| " 1865-66. .... " "             | ..                    | ..                   | ..     | ..                    | ..                        | ..                | ..               | 702                 | 371                       | 1,073             | ..       | 477 |
| OF THE SEASON 1864-65.          | ..                    | ..                   | ..     | ..                    | ..                        | ..                | ..               | ..                  | ..                        | ..                | ..       | ..  |
| None.                           | ..                    | ..                   | ..     | ..                    | ..                        | ..                | ..               | ..                  | ..                        | ..                | ..       | ..  |
| OF THE SEASON 1865-66.          | ..                    | ..                   | ..     | ..                    | ..                        | ..                | ..               | ..                  | ..                        | ..                | ..       | ..  |
| None.                           | ..                    | ..                   | ..     | ..                    | ..                        | ..                | ..               | ..                  | ..                        | ..                | ..       | ..  |
| Per Steamer "Nippon" .....      | ..                    | ..                   | ..     | ..                    | ..                        | ..                | ..               | ..                  | ..                        | ..                | ..       | ..  |
| Per Steamer "John Bright" ..... | ..                    | ..                   | ..     | ..                    | ..                        | ..                | ..               | ..                  | ..                        | ..                | ..       | ..  |
| Per Steamer "Ottawa" .....      | ..                    | ..                   | ..     | ..                    | ..                        | ..                | ..               | ..                  | ..                        | ..                | ..       | ..  |
| Purchased by Government .....   | ..                    | ..                   | ..     | ..                    | ..                        | ..                | ..               | ..                  | ..                        | ..                | ..       | ..  |
| Total .....                     | 974                   | ..                   | 974    | 974                   | ..                        | ..                | 974              | 514                 | ..                        | 514               | ..       | ..  |

\* During the whole Season.

N. B.—The Opium Seas in year commences from 1st October and ends with 30th September.

(Errors excepted) A. G. MAURY,  
Offg. Deputy Commissioner of Customs, Salt, and Opium, P. D.

Bombay, Custom House, 9th May 1866.



### Notice.

Officers visiting the Neilgherries are, in numerous instances, at great inconvenience on first arrival, owing to their coming in expectation of finding it in their power to draw Pay, due to them in arrears, early in the month, as elsewhere. It is therefore thought that it may contribute to the convenience of future visitors if it be thus made more generally known that (there being no Pay Office on the Hills) Pay has to be drawn, after arrival on them, by transmitting Abstracts, duly countersigned, to the Paymaster Southern Division, Trichinopoly, with a last Pay Certificate; who, provided he receive them about the 7th, includes the amount in his General Order in arrears for the past month, on the Treasury at Coimbatore, whence it is sent so as to reach this Station Office for distribution usually on the 18th or 19th. There is only this one monthly transmission of Military Pay to the Hills; so that individuals arriving too late to be included in it, as above, have often to wait another month.

Officers of other Presidencies can only draw Pay under a Certificate from the Accountant Military Department of their Presidency. Certificates from Division Pay Offices of other Presidencies are insufficient: Officers are often at protracted inconvenience after arrival from having been unaware of this.

It is also notified, that it is extremely difficult to get Bills or Notes, of any kind whatever, cashed on the Hills: individuals often suffer great inconvenience from coming with the contrary impression.

D. BABINGTON, Major,  
Commanding Neilgherries.

Station Office, Ootacamund, 2nd May 1853.

### Government Telegraph Department.

#### BRANCH OFFICE AT MALABAR POINT.

From the 4th May 1866 a BRANCH OFFICE will be opened at Malabar Point in one of the Cottages near the gate of Government House.

The rate between Malabar Point and Colaba will be 8 Annas per group of 20 words, exclusive of the booking fee, but no extra charge will be made for messages passing to or from Malabar Point and Telegraph Stations out of Bombay.

B. C. BAILEY,

Superintendent Telegraphs, Bombay Division.  
Bombay, 30th April 1866.

### IRON CARGO BARGES FOR SALE.

Messrs. ARDASEER LIMJEE and Co. have received instructions from the Liquidators of the Oriental Shipowning Association, Limited, to put up to Public Auction, on Saturday the 19th instant, at 3 P.M., at the Victoria Bunder, Colaba, the following:—

Two Iron Cargo Barges of 80 tons each, quite new and completely fitted.

The Barges may be seen at the Victoria Bunder, and further particulars may be ascertained at the Office of the Company, No. 31, Meadow Street, or of the Auction.

Bombay, 2nd May 1866.

### Notice.

*In the matter of Act XIX. of the Legislative Council of India of the year 1857, and of the BOMBAY CONTRACT AND BUILDING COMPANY, LIMITED.*

Notice is hereby given, that a Petition, praying for the winding up of the abovenamed Company by the High Court of Judicature at Bombay was, on the 28th day of April, One thousand eight hundred and Sixty-six, presented to the Honorable RICHARD COUCH, Esq., Acting Chief Justice, by Hettasing Manockchund, residing at Moombadavie, without the Fort, in the Island of Bombay, a Creditor of the said Company, and that the said Petition is directed to be heard before the Honorable the said Richard Couch, Esquire, Acting Chief Justice, on Thursday the Seventh day of June proximo, and any Creditor or Contributory desirous of opposing the making of an order for the winding up of the said Company by the said High Court under the above Act, and for staying all actions and suits against the said Company, should appear at the time of the hearing above-mentioned by himself or his Counsel for that purpose. A copy of the Petition will be furnished to any Creditor or Contributory of the said Company requiring the same by the undersigned on payment of the regulated charge for the same.

Dated this 3rd day of May 1866,

EDWARD CHAPPLE,  
Solicitor for the Petitioner.

Bombay, 3rd May 1866.

### The "Bombay Oil Works Company, Limited."

मुम्बई ऑइल वर्क्स कंपनी लिमिटेड.  
मुंबई आइल वर्क्स कंपनी लिमिटेड.

**NOTICE.**—KARSANDAS MADHAWADAS, Esq. having agreed to purchase the whole property and estate of the Company, a Special General Meeting of the Shareholders of this Company will be held on Tuesday the 15th May 1866, at 2 P.M., at the Office of Karsandas Madhawadas, Esq., to pass the following Special Resolution:—

"That the Company be wound up voluntarily, and Liquidators be appointed to transfer legally the property and estate of the Company to Karsandas Madhawadas, Esq."

By order,

ARDASEER FRAMJEE MOOS,  
Secretary.

Bombay, 7th May 1866.

### જાહેર અખ્બર.

આ કંપનીની સમગ્ર મીલકત તથા માલ સેક કરસનદાસ માધવદાસે પોતે ખરીદ કરવાને કબુલીઆ ઉપરથી આ કંપનીના ભાગીદારોની એક આસ સભા તારીખ ૧૫ મી મેએ સને ૧૮૬૬ ને વર મંગલને દિને બપોરના ૨ કલાકને આમલે રોટ કરસનદાસ માધવદાસની આધીસમાં નીચે જણાવેલો આસ કરાવ પસાર કરવાને મલશે.



“ કે આ કંપનીનું કામ બંધ કરવું અને સધલી મીલકત તથા માલ સેઠ કરસનદાસ માધવદાસના નામ ઉપર કાચે-“દાસર ચઢાવી આપવાને લીકાઉરે કરાવવા.”

એકરોના હેકમથી  
આરદેશર ફરામજી મુસ,  
સેક્રેટરી.

સુબહિતારીય ૭ મી મેએ ૧૮૬૬.

### In the High Court of Judicature at Bombay.

#### ORDINARY ORIGINAL CIVIL JURISDICTION.

*In the matter of Act XXVIII. of 1865, of the Governor General of India in Council, and in the matter of JOHN GORDON, of Bombay, European inhabitant, who lately carried on business as a Merchant.*

VICTORIA, by the Grace of God, of the United Kingdom of Great Britain and Ireland, Queen, Defender of the Faith, and so forth.

Mr. SCOBLE being of Counsel for the Petitioner, HUGH BOWIE MACCULLOCH, moves for an order to wind up the Estate of John Gordon, under Section 6 of the said Act in the terms of the Resolutions passed at a Meeting of the Creditors of the said John Gordon, held on the Twenty-sixth day of April instant, whereupon and on reading the Petition of the said Hugh Bowie Macculloch, filed this day, and the Exhibit marked A annexed thereto, and also on reading the said Resolutions and the several advertisements of the said Meeting in the various English and Vernacular Newspapers, dated respectively the Twentieth and Twenty-sixth and filed on the Twenty-seventh days of April instant; It is ordered that the said Resolutions be, and they are hereby confirmed, and that the Estate of the said John Gordon be wound up under the Management of the Trustees, and upon the conditions named and specified in the said Petition, and in the Resolutions thereto annexed. And it is further ordered, that this order be advertised within three days from the date hereof, in two daily English Newspapers, namely, the *Bombay Gazette* and the *Times of India*, and in two of the Vernacular Newspapers, namely the *Bombay Jami Jamshed* and the *Bombay Summachar*, published in Bombay, and in the next publication of the *Bombay Government Gazette*. Witness Sir MATTHEW RICHARD SAUSSE, Knight, Chief Justice at Bombay aforesaid, the 28th day of April 1866.

By the Court,

CHAS. D. BENTLEY,  
First Deputy Registrar.

Seal.

J. W. ORR,  
Sealer.

The 4th of May 1866.

Messrs. MACFARLANE and GREEN,  
for JOHN GORDON.

### Mr. ADOLPH GABRIEL,

DENTIST,

No 4, Hornby Row, Fort, Bombay.

At Home daily from 10 a.m. to 5 p.m.

CONSULTATION GRATIS.

### Steam Communication with the Malabar Coast, Ceylon, Madras, and Calcutta.

(Interchanging, by the Steamer of the First, Passengers and Cargo at Galle to and from Singapore, Saigon, Batavia, Hongkong, and Shanghai.)

THE British India Steam Navigation Company (Limited), under contract with Government, despatch steamers as above twice a month with Mails, Passengers, and Cargo, on the following dates:—

|                      |      |                      |      |
|----------------------|------|----------------------|------|
| Leave Bombay ....1   | & 15 | Leave Calcutta ....1 | & 15 |
| “ Carwar .....2      | 16   | “ Bimlipatam 4       | 18   |
| “ Mangalore ..3      | 17   | “ Vizagapatam 4      | 18   |
| “ Cannanore ....4    | 18   | “ Cocanada ..5       | 19   |
| “ Calicut .....4     | 18   | “ Masulipatam 6      | 20   |
| “ Cochin .....5      | 19   | “ Madras ..10        | 24   |
| “ Tuticorin ..       | 20   | “ Negapatam 11       | 26   |
| “ Colombo .....21    |      | “ Colombo ....       | 28   |
| “ Negapatam ..10     | 24   | “ Tuticorin ....     | 29   |
| “ Madras ....15      | 30   | “ Cochin ..16        | 1    |
| “ Masulipatam 16     | 1    | “ Calicut ..16       | 1*   |
| “ Cocanada ..17      | 2    | “ Cannanore 17       | 2    |
| “ Vizagapatam 18     | 3    | “ Mangalore 18       | 3    |
| “ Bimlipatam 18      | 3    | “ Carwar ....19      | 4    |
| Arrive Calcutta ..20 | 6    | Arrive Bombay ..20   | 5    |

\* Morning. † Evening.

The Company cannot guarantee that the Steamers will always leave the intermediate Ports on the above dates, but every effort will be made to ensure their doing so.

The Steamers leaving Calcutta and Bombay on the 15th of the month call at Tuticorin and Colombo, and the Steamers of the 1st at Galle.

This route is the most expeditious and economical for passengers for the Nellore district, Bangalore, and Madras, who can land at Beypore and proceed from thence by rail.

Passengers for Calcutta can take the same route, picking up the Steamer at Madras.

Passengers for Rangoon, Akyab, or Maulmein, can proceed by the steamers of the 15th, and tranship to the Rangoon Mail Steamer which leaves Madras on the 3rd.

W. NICOL and Co., Agents.

### Steam Communication with the Persian Gulf.

THE British India Steam Navigation Company (Limited), under mail contract with Government, despatch a steamer from Bombay to the Persian Gulf every six weeks as follows, touching at Muscat, Bandar Abbas, Bushire, and Bussorah.

|                        |                      |
|------------------------|----------------------|
| Leaves Bombay 1st Jan. | Returns 30th January |
| “ “ 15th Feb.          | “ 14th March.        |
| “ “ 1st April          | “ 30th April.        |
| “ “ 15th May           | “ 14th June.         |
| “ “ 1st July.          | “ 30th July.         |
| “ “ 15th August.       | “ 14th Sept.         |
| “ “ 1st October.       | “ 30th October.      |
| “ “ 15th Nov.          | “ 14th December.     |

W. NICOL and Co., Agents.

### Steam Communication with Kurrachee.

THE British India Steam Navigation Company (Limited), under contract with Government, despatch a Steamer with mails, passengers, and cargo to Kurrachee twelve hours after arrival of the P. & O. Company's Mail Steamers from Suez.

#### DATES OF DEPARTURE.

From Bombay usually about.....11th & 25th  
“ Kurrachee on.....10th & 25th

N.B.—When the English Mail arrives betwixt 6 P.M. and 8 A.M. the Kurrachee Steamer sails punctually twelve hours after, but when it arrives betwixt 8 A.M. and 6 P.M. it is despatched at 7 the following morning: this is to avoid passengers embarking at night. When the sailing time falls upon a Sunday, the Steamer is despatched at 7 A.M. on the Monday morning.

W. NICOL and Co., Agents.



# THE AGRA AND MASTERMAN'S BANK (LIMITED).

ESTABLISHED IN INDIA 1833.

Incorporated by Royal Charter.

HEAD OFFICE..... LONDON.

BRANCHES AT EDINBURGH, PARIS, CALCUTTA, BOMBAY, MADRAS, AGRA, LAHORE, KURRACHEE, SHANGHAI, HONG KONG, MELBOURNE, and SYDNEY.

SUBSCRIBED CAPITAL, £3,000,000 (THREE MILLIONS STERLING). RESERVE FUND £500,000 (RS. 50,00,000).

The Bombay Manager grants drafts on London on demand and at from one to six months' sight; also Circular Notes negotiable in Egypt and the Continent of Europe.

The following are the current rates of Exchange:—

|                                   |          |
|-----------------------------------|----------|
| On London at 6 months' sight..... | 2s. 1d.  |
| "    at 4 months' sight.....      | 2s. 0½d. |
| "    at 3 months' sight.....      | 2s. 0d.  |
| "    at 2 months' sight.....      | 2s. 0½d. |
| "    at 1 month's sight.....      | 2s. 0½d. |
| On Demand .....                   | 2s. 0d.  |
| Circular Notes .....              | 1s. 1½d. |

The London General Manager will generally, if desired, be prepared to discount the Bank's Bills at the current rate of the day.

The Bank purchases Bills and grants Drafts payable at Calcutta, Agra, Madras, Lahore, Kurrachee, Hong Kong, Shanghai, Melbourne, and Sydney.

## INTEREST ALLOWED.

1. On Floating or Current Deposits, payable on demand, of not less than Rs. 1,000, or more than Rs. 50,000 ..... 2 p. ct. p. an.
2. On Fixed Deposits at 3 months' notice.... 3 " "
3. On Fixed Deposits at 6 months' notice.... 4 " "
4. On Fixed Deposits at 12 months' notice.... 5 " "

Fixed Deposits may generally be availed of for the Bank's Bills on London without notice.

Notice of withdrawal can be given at the time of depositing the money, or at any time thereafter.

Interest is credited to Deposit Accounts half-yearly.

No interest allowed on Current Account Balances over Rs. 50,000, unless by special agreement.

The Funds of all public bodies connected with the Services, and of such other Societies as the Directors may consider eligible for the same privilege, will be received by the Bank at its highest rate of interest for the time being, subject to modified conditions.

The Bank reserves to itself the right of paying off all interest, deposits, and of modifying the terms thereof, on giving one month's notice.

Parties making remittances to the Banks should specify distinctly the Account or Accounts to which the same are to be credited. Accuracy in this respect is particularly desirable.

## COMMISSION.

The Bank takes charge of Government Securities, Shares in Banks and other Companies, without charge, and realises the Interest and Dividends, for which a charge will be made of ¼ per cent.

On returning Government Paper or other Securities out of safe custody a charge will be made of ¼ per cent.

On the purchase or sale of Government Securities and Bank or other Stock ¼ per cent.

To obviate disappointment to parties at a distance purchasing the Bank's Bills on England, which might reach them too late for despatch by First Mail, it is hereby notified that the Bank will whenever so requested, transmit the first of Exchange direct on being furnished with the correct address of the party at Home to whom the Remittance is to be sent.

All Orders or Hoondees should be made payable to the Manager of the Agra & Masterman's Bank (Limited), or order, and the letters enclosing them should state distinctly the name of the person to whom the Remittance is to be made (if to a Lady her Christian name or names in full), and the sight at which the Bills are to be drawn.

**NOTICE.**—The Bank will obtain registry of Promissory Note of the several Loans of the Indian Government, and enforcement for payment of the Interest in London.

Drafts for interest on such Government Promissory Notes, on the Treasuries of Calcutta and Madras, will be received for encashment at current rates of Exchange, or for realization in India, at the Head Office of the Bank in London, where constituents can also deposit their securities for safe custody.

Parties are requested to address the "Manager of the Agra and Masterman's Bank (Limited), Bombay," and to make all Orders or Hoondees payable to him.

•• Hour of Business 10 to 3, Saturdays 10 to 1.

J. W. H. ILBERY,

Bombay, 15th February 1866.

Manager.

GAZETTE—10

# ORIENTAL BANK CORPORATION.

BOMBAY AGENCY.

## EXCHANGE.

THE CORPORATION grant Drafts on London on Demand and at from one day to six months' sight, and Drafts on Scotland and Ireland on Demand, also Circular Notes negotiable in Egypt, Syria, the Continent of Europe, the Australian Colonies, New Zealand, and the Cape of Good Hope.

The current rates of Exchange are:—

|                                               |                     |
|-----------------------------------------------|---------------------|
| On London at 6 months' sight.....             | 2s. 1½d. per Rupee. |
| "    "    4 " " ".....                        | 2s. 1d. "           |
| "    "    3 " " ".....                        | 2s. 0½d. "          |
| "    "    2 " " ".....                        | 2s. 0d. "           |
| "    "    1 " " ".....                        | 2s. 0½d. "          |
| "    on demand .....                          | 2s. 0½d. "          |
| On Scotland ".....                            | 2s. 0½d. "          |
| On Ireland ".....                             | 2s. 0d. "           |
| On Paris at 3 days' sight.....                | 2s. 0d. "           |
| Circular Notes payable throughout Europe..... | 2s. 0d. "           |

No Draft at six months' sight is granted for sums under £50. Sums under £20 are only drawn for on Demand.

## COMMISSION.

The rate of Commission charged by this Agency on the purchase or sale of Government Securities negotiable in Bombay is one-quarter per cent., and on the collection of Bills one per cent. and Postage.

The Corporation take charge of Government Paper, Shares in the Bank of Bombay, and other local Stocks, free of all charges, and will draw Interest and Dividends on the same as they fall due, on the following terms:—

If to be remitted through the Corporation.... Without charge.

If to be paid in India, a Commission will be charged of ..... ¼ per cent.

On delivering Securities out of safe custody .. ¼ per cent.

Hours of Business ..... 10 to 3

Saturdays ..... 10 to 1

Bombay, 9th May 1866.

# COMPTOIR D'ESCOMPTE DE PARIS

Incorporated by National Decrees of 7th and 8th March 1848, and by Imperial Decree of 25th July 1854. Recognised by Act VIII. of 1864 of the Legislative Council of India.

PAID UP CAPITAL Fr. 40,000,000 (£1,600,000).

RESERVE FUND Fr. 10,000,000 (£400,000).

Head Office.—No. 14, Rue Bergère, Paris.

Agencies at Bombay, Calcutta, Hong Kong, Shanghai, Bourbon (Réunion), and Saigon.

London Bankers.

Union Bank of London, General Credit and Finance Company of London Limited and Messrs. C. J. HAMMILL & SON.

Bombay Agency.

Offices:—No. 9, Rampart Row.

THIS Agency grants drafts and letters of credit, and purchases and collects Bills

- On London,
- " France, and the Continent of Europe,
- " Egypt,
- " Calcutta,
- " Madras, and Pondicherry,
- " Hongkong, Shanghai, and Cochin-China,
- " Bourbon (Réunion) and Mauritius,
- " Sydney and Melbourne,
- " Singapore and Java,

at current rates.

## DEPOSIT.

Interest at 2 per cent. per annum allowed on Current Deposits when not less than Rs. 1,000, or exceeding Rs. 50,000; for fixed periods as may be specially arranged.

## DISCOUNTS, LOANS, &c.

The Agency discounts approved local Bills, grants Loans on Government Paper, Bullion, Bank Stock, and approved Shares or other securities.

Any further information as to rules of business, &c., may be had at the Office, or on application by letter to the undersigned, to whom all remittances should be made payable.

OTTO MULLER,

Manager.

Bombay, 21st April 1864.



**For Sale**

AT THE

BOMBAY EDUCATION SOCIETY'S PRESS.

*Just published.***THOUGHTS FOR HOLY WEEK;**

WITH

A HARMONY OF THE EVENTS; AND SHORT DEVOTIONS.

By the Rev. C. WALFORD, M.A.

Price 4 Annas, or Rs. 5 per 30.

*The "Harmony" can be obtained separately, price 2 Annas.**Just published.**In foolscap, price 8 Annas,***The New LETTERS PATENT for the High Court of Bombay.***Now published, price Three (3) Rupees.***MANUAL**

OF THE

**LAW OF EVIDENCE**

IN

**INDIA.***Now ready, price 8 Annas.**REVISED RULES,***UNCOVENANTED SERVICE ABSENTEE AND PENSION RULES OF APRIL 1864.***Price 8 Annas.*

Act No. VIII. of 1859, with Index, in GUJARATI and MARATHI, price Rs. 2 each translation.

Circular about forms for Act No. VIII. of 1859, MARATHI and GUJARATI, price Rs. 2-4-0 each translation.

*Price Rs. 2.*An Alphabetical Index and Summary of the new **CRIMINAL PROCEDURE CODE** (Act XXV. of 1861) WITH

APPENDICES, and a BLANK SCHEDULE for the entry of such Regulations and Acts as may be repealed by the Act in the Presidency of Bombay,

By A. W. HUGHES, Esq.,

Deputy Magistrate of Rumagherry.

*In foolscap; bound, price Rs. 1.***BOMBAY MUNICIPAL ACT,**

BEING

**BOMBAY ACT No. II. of 1865.***Just Published,**Price Rs. 1-4-0,***THE INDIAN COMPANIES ACT**

BEING ACT No. X. of 1866.

*[The above Act Cancels Act XIX. of 1857 and other Joint Stock Company Acts.]**Price 8 Annas.***THE INDIAN POST OFFICE ACT**

BEING ACT No. XIV. of 1866.

*In Pamphlet shape, Price Rs. 1-4.*

ACT XXIX of 1861,

BEING

**ARTICLES OF WAR FOR NATIVE TROOPS.**

INCLUDING

ACT V. OF 1863.

*Price 1 Rupee.***New CUSTOMS ACT of 1863.***Being Act No. VI. of 1863,*

Including also ACT XXVI. of 1863 amending the above.

MARATHI and GUJARATI TRANSLATIONS of the above, Price Rs. 1 each.

*In Wrapper, Price 8 Annas.***REVISED STAMP ACT,**

ACT No. X. of 1862.

STAMP ACT in MARATHI and GUJARATI.

Price 12 annas each in cover

*In Wrapper, Price Rs. 2 with Index,***CRIMINAL PROCEDURE CODE,**

ACT XXV. of 1861

Gujarati and Marathi Translations of the above, price Rs. 2½ each, now published with Index.

*In Wrapper, Price Rs. 2 with Index,***PENAL CODE,**

ACT XLV. of 1860.

*Price 2½ Rupees each.*

MARATHI and GUJARATI TRANSLATIONS of the PENAL CODE, with CONTENTS, INDEX, &amp;c.



## POST OFFICE NOTIFICATIONS.

**Changes of Address.**—All communications should be made to the Post Master of Bombay, and not to the Post Master General.

**Complaints** requiring redress, such as Surcharge of Postage, Mis-sending, or Delay in the Delivery of Letters, &c., should be made to the Post Master General, accompanied by the Envelopes of the Letters referred to.

**Overland Mails.**—The dates of departure of the P. & O. Company's Mail Steamers during the year 1866 for *Suez* will be the 14th and 29th of each month at 10 A.M., except in the monsoon months when they will start on the 9th and 24th as detailed below at the same hours.

May ..... 24th  
June ..... 9th and 24th  
July ..... 9th and 24th  
August ..... 9th and 24th  
September ..... 9th

The Mail Steamers for *China* will leave Bombay on the 15th and 30th throughout the year at 9 A.M., except the second Mail of February, which will leave on the 2nd March.

**Overland Mails.**—The two next Overland Mails per P. and O. Company's Steam Packet will be closed at the dates and hours below named:—

Monday 14th May at 7 A.M. } After Packet until 8 A.M.  
Thursday 24th May do. }

After-Packet Letters will not be forwarded unless an 8-anna stamp is affixed to the letter in addition to the postage.

Registered letters will be received until 6 P.M. of the previous day.

The rates of Letter, Newspaper, and Book Postage are as follows:—

| LETTERS.         |                                        | POSTAGE.  | NEWSPAPERS.      |                         | POSTAGE.  | BOOKS.           |                          | POSTAGE.  |
|------------------|----------------------------------------|-----------|------------------|-------------------------|-----------|------------------|--------------------------|-----------|
|                  |                                        | Rs. a. p. |                  |                         | Rs. a. p. |                  |                          | Rs. a. p. |
| Via Marseilles.  | Weight under $\frac{1}{2}$ ounce ..... | 0 6 8     | Via Southampton. | Weight under 4 oz. .... | 0 2 0     | Via Marseilles.  | Weight under 4 oz. ....  | 0 4 0     |
|                  | " 1 " .....                            | 0 13 4    |                  | " 8 " .....             | 0 4 0     |                  | " 8 " .....              | 0 8 0     |
|                  | " 2 " .....                            | 1 10 8    |                  | " 12 " .....            | 0 6 0     |                  | " 1 lb. ....             | 1 0 0     |
|                  | " 3 " .....                            | 2 8 0     |                  |                         |           |                  | " $1\frac{1}{2}$ " ..... | 1 8 0     |
|                  | " 4 " .....                            | 3 5 4     |                  |                         |           |                  | " 2 " .....              | 2 0 0     |
|                  | " 5 " .....                            | 4 2 8     |                  |                         |           |                  | " $2\frac{1}{2}$ " ..... | 2 8 0     |
| Via Southampton. | " 6 " .....                            | 5 0 0     |                  |                         |           |                  | " 3 " .....              | 3 0 0     |
|                  | Weight under $\frac{1}{2}$ ounce ..... | 0 4 0     |                  | Weight under 4 oz. .... | 0 1 6     | Via Southampton. | Weight under 4 oz. ....  | 0 2 8     |
|                  | " 1 " .....                            | 0 8 0     |                  | " 8 " .....             | 0 2 0     |                  | " 8 " .....              | 0 5 4     |
|                  | " 2 " .....                            | 1 0 0     |                  | " 12 " .....            | 0 3 0     |                  | " 1 lb. ....             | 0 10 8    |
|                  | " 3 " .....                            | 1 8 0     |                  |                         |           |                  | " $1\frac{1}{2}$ " ..... | 1 0 0     |
|                  | " 4 " .....                            | 2 0 0     |                  |                         |           |                  | " 2 " .....              | 1 5 4     |
|                  | " 5 " .....                            | 2 8 0     |                  |                         |           |                  | " $2\frac{1}{2}$ " ..... | 1 10 8    |
|                  | " 6 " .....                            | 3 0 0     |                  |                         |           |                  | " 3 " .....              | 2 0 0     |

**China Mail.**—The Post Office Packets for CEYLON, PENANG, SINGAPORE, and HONGKONG, per P. & O. Company's Steamer "OTTAWA," will be closed on Monday, the 14th May 1866, at 6 o'clock P.M. A Packet for late Letters will be kept open, on payment of the usual fee, until 7 A.M. on the 15th idem.

An Australian Mail will be despatched by this opportunity only.

**Kurrachee and Scinde Mails,** per Steamer "KURRACHEE," will be closed twelve hours after arrival of the Overland Mail.

**Letters for Australia, &c., insufficiently prepaid.**—Very many letters for Australia, Cape of Good Hope, Natal, Ascension, and Mauritius, being still posted insufficiently repaid, which necessitates their being detained and returned to the senders, the Public are reminded that the rate of postage on letters for the above places was raised from 4 annas to 8 annas per half ounce from the 1st September last.

### Notice.

The following reductions have been made in the selling price of the undermentioned description of Postage Stamps:—

A Packet of 16 One-Anna Envelopes, from 1 Rupee 2 Annas to 1 Rupee 1 Anna.

A Packet of 16 Half-Anna Note Paper, from 12 Annas to 10 Annas.



**Changes in Mail Trains.**—In consequence of the alteration in the Departure and Arrival of the Mail Trains on the Lines of the G. I. P. Railway, the following changes will take place in the hours of Closing and Issuing of Mails at the General Post Office:—

### DESPATCH OF MAILS.

|                                                                                                                                                                                                                                                              | The Boxes close for the receipt of |                     |                             |                       | Remarks.                                                                                                  |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------|---------------------|-----------------------------|-----------------------|-----------------------------------------------------------------------------------------------------------|
|                                                                                                                                                                                                                                                              | Parcels.                           | Registered Letters. | Ordinary Letters and Papers | After Packet Letters. |                                                                                                           |
| For the N. E. and S. E. Lines of the G. I. P. and Baroda Railway <i>i.e.</i> for Poona, the Deccan, S. M. Country, Madras Presidency, Khandeish, Malwa, Berar, Central Provinces, Punjab, N. W. Provinces, Bengal, Guzerat, Scind, Kattywar, and Cutch ..... | 5 P.M.                             | 6 P.M.              | 6 P.M.                      | 7 P.M.                | For stations on the Baroda Railway an after packet will be kept open until 4 A. M. the following morning. |
| For the morning train for the Post Offices on the Line of the N. E. and S. E. Railway, as far as Poona and Nassick only .....                                                                                                                                | ....                               | ....                | 7 A.M.                      | ....                  |                                                                                                           |
| For the midday train for the Baroda Railway. ....                                                                                                                                                                                                            | ....                               | 11 A. M.            | 11 A.M.                     | ....                  |                                                                                                           |

Parcels and Registered Letters cannot be received on Sundays.

### DELIVERY OF MAILS.

The Three Deliveries will be made at the undermentioned hours, and will include the Mails below mentioned, when received in time:—

*First Delivery at 7 A.M.*—The through Mails from Madras, South Coast and S. E. Railway line, also from the Baroda line, and Local Mails from Poona and Nassick.

*Second Delivery at 11 A.M.*—Calcutta, N. W. Provinces and Eastern Mails.

*Third Delivery at 2 P.M.*—Local Letters, and any Sea or other Mails received after the Second Delivery.

The Mails that arrive after the issue of the 3rd or 2 P.M. delivery will not be issued the same evening, but Letters and Papers may be had on application at the Post Office until 7 P.M.

**Postage to Denmark, Sweden, and Norway.**—Under instructions from Her Majesty's Post Master General, London, it is notified that in future the following reduced rates of postage, British and Foreign combined, will be levied on letters posted in Bombay and sent *viâ* Southampton through the United Kingdom to Denmark, Sweden, and Norway:—

| DESTINATION.  | Not exceeding $\frac{1}{2}$ oz. in weight. | Above $\frac{1}{2}$ oz. and not exceeding 1 oz. | Above 1 oz. and not exceeding $1\frac{1}{2}$ oz. | Every additional $\frac{1}{4}$ oz. |
|---------------|--------------------------------------------|-------------------------------------------------|--------------------------------------------------|------------------------------------|
|               | Rs. a. p.                                  | Rs. a. p.                                       | Rs. a. p.                                        | Rs. a. p.                          |
| Denmark ..... | 0 6 0                                      | 0 12 0                                          | 1 12 0                                           | 0 6 0                              |
| Sweden .....  | 0 7 4                                      | 0 14 8                                          | 1 6 0                                            | 0 7 $\frac{1}{2}$                  |
| Norway .....  | 0 8 8                                      | 1 1 4                                           | 1 10 0                                           | 0 8 8                              |

The prepayment of postage on letters is optional, but unpaid letters will be liable to an increased charge on delivery.

The postage on Newspapers and Book Packets transmittable as above remains unchanged.

Letters addressed to any of the above countries can be registered if desired, but upon such letters the postage and the registration fee of 8 annas each letter *must be paid in advance*.

Patterns or Samples of Merchandize can also in future be sent to Denmark only at the same rate of postage as Book Packets, and subject to the usual regulations of Pattern post.

**Persian Gulf Mails.**—The British India Steam Navigation Company's Mail Packet Boats will in future leave Bombay on the 3rd and 17th of each month, for Bussora, and will, in consequence of the disturbed state of Muscat, make the voyage *viâ* Kurrachee.

2. Mail bags for Kurrachee, Buuder Abbas, Linga, Bushire, and Bussora, also Bagdad and Turkish Arabia, will be closed in future at 12 (noon) on the above dates.



## Notice.

The Post Master being frequently unable to obtain early intelligence, on overland Mail days, of the anticipated time of arrival of the North East Mail Trains upon which the departure of the Suez Steamer depends, and having in consequence no means of giving the public timely notice of unavoidable detentions of 2 or 3 hours, it is hereby notified that whenever the Suez Steamer is obliged to be put off, notices will be sent to the Secretariate, Chamber of Commerce, and the Public Journals in the Fort, and one will be hung up conspicuously outside the Post Office gates for general information.

To give the public the advantage of posting letters of importance to the latest hour, when such minor detentions occur, the Mail boxes will be kept open for fully *prepaid* letters upon which the after time fee is affixed, to within 15 minutes of the departure of the Mail Vans, notification of which will be obtained at the Post Office.

**Ship Letters Postage.**—As letters received or despatched by private ship or steamer are charged with extra *i. e.* ship postage of one anna each letter in addition to all other postages due, and which is levied on delivery of the letter, it is requested that letters intended for despatch by private vessels should be always so marked on the cover, otherwise in the absence of such direction they will be forwarded by land, where land communication exists.

**Goa and the Malabar Coast Mails** will, until further notice, be made for despatch to the Stations named below by the Coast and River Navigation Company's Steamer.

|              |                 |            |                 |
|--------------|-----------------|------------|-----------------|
| Rutnagherry. | } On Saturdays. | Vingorla.  | } On Saturdays. |
| Goa.         |                 | Karwar.    |                 |
| Compta.      |                 | Mangalore. |                 |
| Tellicherry. |                 | Cannanore. |                 |
| Beypoor.     |                 | Calicut.   |                 |
| Cochin.      |                 |            |                 |

The Letter Boxes will be closed at 12 noon, up to which time Letters can be posted.

Letters intended for despatch by the above opportunity should always have the superscription "Per Steamer," and are liable to an extra Ship Postage of one anna per cover on delivery.

**Mauritius and Cape of Good Hope Mails.**—Regular monthly communication has been established between Port Louis (Mauritius) and Table Bay (Cape of Good Hope), calling at Natal. A Branch Packet will leave Port Louis immediately after the arrival of the Packets from Suez and Aden, that is, about the 25th of the month, and will return to Port Louis in time for the Packet appointed to leave for Aden and Suez on the 6th of each month.

Letters for Natal and the Cape of Good Hope, St. Helena, and Ascension, if marked *via* Aden and Mauritius, will be sent by the route above mentioned, by the P. & O. Company's Packets on the 29th of each month in the fair season.

The Postage on prepaid letters sent by this route will be 8 annas for  $\frac{1}{2}$  ounce. Prepayment is optional.

**Postage on Letters for Italy.**—Letters for any place in the Kingdom of Italy can be prepaid in India at the option of the sender, and will be forwarded with the British Mails to Alexandria, and from thence to their destination by Brindisi or Ancona.

2. The following table shows the combined Indian Sea and Italian Postage chargeable on letters prepaid in India by means of Indian Postage Stamps:—

|                                                                                                                 | Rs. | a. | p. |
|-----------------------------------------------------------------------------------------------------------------|-----|----|----|
| 1. On letters weighing less than $\frac{1}{4}$ oz., one rate .....                                              | 0   | 6  | 0  |
| 2. On letters weighing more than $\frac{1}{4}$ oz., but less than $\frac{1}{2}$ ounce, 3 half-rates .....       | 0   | 9  | 0  |
| 3. On letters weighing more than $\frac{1}{2}$ oz., but less than $\frac{3}{4}$ of an ounce, 5 half-rates ..... | 0   | 15 | 0  |
| 4. On letters weighing more than $\frac{3}{4}$ oz., but less than 1 oz., 6 half-rates .....                     | 1   | 2  | 0  |
| 5. On letters weighing more than 1 oz., but less than $1\frac{1}{4}$ oz., 8 half-rates .....                    | 1   | 8  | 0  |

and so on, adding a half rate or three annas for every additional quarter of an ounce, and one rate or six annas for every additional half ounce or fraction of half an ounce.

3. Unpaid letters from Italy are subject, on delivery in India, to the above rates, and to an additional charge of one penny (eight pies) for each half ounce.

4. Sea and Italian Postage on Newspapers, Books, Printed Papers, and Packets of Samples for Italy cannot be fully prepaid in India, but when posted at any Office except at the port of despatch are liable to Indian Newspaper and Book Post rates, which must be prepaid.



**Delivery of Letters.**—The delivery of letters being not only retarded, but rendered almost impossible in Bombay and large towns, owing to the imperfect form of address generally adopted, the Public at large are invited to assist the Post Office, when addressing Letters to any Municipal Town, by writing invariably the name of the Street and the number of the House, and informing their correspondents of the same, by heading their Letters inside accordingly.

2. Want of attention to these apparently trifling particulars, not only delays delivery by compelling the Letter Carriers to hunt over the whole length of a street for perhaps a single person, but it affords an excuse for non-delivery, and a temptation to the Letter Carriers to throw away or destroy the Letter, owing to the trouble imposed by the want of proper direction.

3. Besides this, it also places the Post Office Department entirely in the hands of Letter Carriers, upon whose experience of localities it becomes necessary to rely.

### जाहीखबर.

लखोटया वरील पत्ता बरोबर नसल्या मुळे पत्रे पोहोचण्यास उशीर लागतो इतकंच नाही परंतु बहुत करून पाहोचण्यास अशक्य असतात सबब सर्वत्रांस असे कळविण्यांत येते की देशांतरावर पत्रे पाठविणे असल्यास लखोटयावर ज्या गावांस पाठविणे असेल त्या गावांतील रस्त्याचे नांव व घराचा नंबर ल्याहावा, ह्याच प्रमाणे आपले अडत्ये ज्या ठिकाणी असतील त्यांस कळवावे की जेणेकरून तेही त्याच प्रमाणे पत्रे पाठवितील.

वर सांगितल्या प्रमाणे पत्ता नसल्या कारणामुळे पत्रे वाटणारा सिपाई यास सर्व गळीतून घरे भुंडावी लागतात व तेणेकरून पत्रे पोहोचण्यास उशीर होतो इतकंच नाही परंतु पत्रे वाटणारा सिपाई यास पत्र न पोहोचल्या बदलची सबब सांगण्यास फुरसत मिळती, आणि पत्ता बराबर नसल्या वरून त्यास जी मेहेनत पडती तेणेकरून तो ते पत्र काढून टाकण्यास व टाकून देण्यास प्रवृत्त होतो.

या खेरीज पोष्ट ऑफिस ही पत्रे वाटणारे सिपाई यांजवर अवलंबून असते कारण त्यांस लोकांच्या ठिकाणाची पुरा माहितीगारी असती ह्याणून त्यांजवर विश्वास ठेवणे जरूर पडते.

### जुहुरायर.

जुहुरा उपरंतु ठेकायु अरायर नही होयमे येमारे कागल पुगवाने वार लागेछे. येउलुन नही पलु धायुदरीने पोहोचयाज वानेपी हरकत पडे छे, रायम राये खोडिने जुहुरे कीधामां आवेछे के देशेदिरा कागल मोकलवाना होयमे तो जज्याठा उपर ले गामां मोकलवाना होयमे ते गामना रराताजु नाम तथा घेरनुं नंयर जज्यावे. येन परमाखु पोताना आरतीआयमे ठेकुयाने उपर परमाखु जपी जलुवपुं के ते खोडपी तेन परमाखु कागल मोकलये.

उपर जुहुरा परमाखु ठेकायु अरायर नही होयमे रायम कागल आपनार शीपाईने मोहोदाआमांघेर शाधवा पडेछे. तेथी कागल आपनार शीपा ने पुगारतां वार लागेय येने मेहेनतना रायमथी तेमो कारलु यतावेछे, रायम तेमो ररातामां झडी नायेय तथा नापी देयेय.

ये शीपाये पोष्ट आधीरा आताना कागल लकननार शीपाई उपर तदन भरोशा रायवे पडेय रायम तेमोने खोडिना घेरना ठेकायुनी अरायर अयर होयमेछे वारते तेनी उपर वीरावारा रायवाने जुहुरे पडेछे.

STATEMENT showing the expected Arrival and Departure of the Ocean Mails for the week ending Thursday, 17th May 1866.

| ARRIVAL.                                                                                             | DEPARTURE.                                                                                                                                                                                |
|------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Overland Mail, 11th May 1866.<br>Kurrachee Mail, 13th May 1866.<br>Persian Gulf Mail, 16th May 1866. | Overland Mail, 14th May 1866.<br>China Mail, 15th May 1866.<br>Malabar Coast Mail, 12th May 1866.<br>Malabar Coast and Calcutta Mail, 15th May 1866.<br>Persian Gulf Mail, 17th May 1866. |



**Tables of Postage Rates.**—Tables of Postage Rates under the Indian Post Office Act of 1866, to come into operation on the 1st May 1866.

*Postage Rates on "Prepaid Letters."*

| If not exceeding in Weight | Postage.        | Number of Rates. |
|----------------------------|-----------------|------------------|
| One Quarter Tola .....     | Six Pie .....   | One Rate.        |
| Half a Tola.....           | One Anna.....   | Two Rates.       |
| One Tola.....              | Two Annas ..... | Three Rates.     |

For every half Tola in weight above one Tola an additional anna. Every fraction of half a Tola above one Tola will be charged as one additional half Tola.

*Insufficiently Paid Letters* will be charged with double the deficient postage. *Unpaid Letters* will be charged with double the prepaid rates.

The sum of one anna in addition is chargeable as Postage on letters conveyed by "*Ship*" not being Mail Ships or Steamers recognised as such by the Governor General of India in Council.

No. 2.

*Postage rates on prepaid "Newspapers," "Books," "Packets of Newspapers," and "Proof Sheets."*

| If not exceeding in weight | Postage.        | Number of Rates. |
|----------------------------|-----------------|------------------|
| Ten Tolas .....            | One Anna .....  | One Rate.        |
| Twenty Tolas .....         | Two Annas ..... | Two Rates.       |

For every ten Tolas in weight above twenty Tolas one additional anna; every fraction of ten Tolas will be charged as ten (10) additional Tolas.

An extra or supplement to any paper bearing the *same date* as the Newspaper, and transmitted therewith *under the same cover*, will be deemed part of the Newspaper. No newspapers shall be forwarded by Letter Post unless the postage thereof shall be fully prepaid by means of a proper stamp or stamps.

"*Proof Sheets*" marked as such may be sent by the Letter Post at the rates prescribed for Newspapers, provided "*the contents be correctly certified on the cover by the signature in full of the sender*;" otherwise the same will be charged with Postage at the rate which would be charged on an unstamped Letter of equal weight.

If the Postage chargeable on Books, Packets of Newspapers, &c., be not prepaid as above, it will be subject to Banghy rates of Postage, but if partially prepaid double the deficient postage will be charged.

No. 3.

*Postage Rates on Inland Parcels.*

| For distances | Miles. | If not exceeding in weight. |           |            |            |            |            |            |            |
|---------------|--------|-----------------------------|-----------|------------|------------|------------|------------|------------|------------|
|               |        | 20 Tolas.                   | 50 Tolas. | 100 Tolas. | 200 Tolas. | 300 Tolas. | 400 Tolas. | 500 Tolas. | 600 Tolas. |
|               |        | Rs. A.                      | Rs. A.    | Rs. A.     | Rs. A.     | Rs. A.     | Rs. A.     | Rs. A.     | Rs. A.     |
| Not Exceeding | 300    | 0 4                         | 0 8       | 0 12       | 1 8        | 2 4        | 3 0        | 3 12       | 4 8        |
| do. ..        | 600    | 0 8                         | 1 0       | 1 8        | 3 0        | 4 8        | 6 0        | 7 8        | 9 0        |
| do. ..        | 900    | 0 12                        | 1 8       | 2 4        | 4 8        | 6 12       | 9 0        | 11 4       | 13 8       |
| do. ..        | 1,200  | 1 0                         | 2 0       | 3 0        | 6 0        | 9 0        | 12 0       | 15 0       | 18 0       |
| Above .....   | 1,200  | 1 4                         | 2 8       | 3 12       | 7 8        | 11 4       | 15 0       | 18 12      | 22 8       |



Not more than one Letter can be enclosed in a Banghy parcel, under a penalty not exceeding Rupees (50) fifty.

All Book Packets and Parcels *not exceeding ten tolas* in weight sent through the Post Office should be conveyed by Letter Post, and *be charged with Letter Postage, unless specially directed to be sent by Banghy or Book Packet Post.*

No Parcel exceeding 2,000 Tolas in weight shall be received for despatch at any Post Office, and no Parcel exceeding 600 Tolas on any line of Road on which the Banghy Mails are carried by Foot Runners.

## No. 4.

*Ship Postage Rates on Parcels conveyed by means of Her Majesty's India Post by Sea.*

| If not exceeding | Postage.       | Number of Rates. |
|------------------|----------------|------------------|
| 20 Tolas.....    | Two Annas..... | One Rate.        |
| 40 do. ....      | Four do. ....  | Two Rates.       |
| 100 do. ....     | Eight do. .... | Four Rates.      |

and for every hundred Tolas in weight above one hundred (100) Tolas eight additional annas. Every fraction of one hundred (100) Tolas will be charged as 100 Tolas, and if such parcels, &c., be conveyed by Her Majesty's Indian Post, *partly by land and partly by sea*, Ship Postage will be charged in addition to Inland Banghy Postage.

*Re-directed Postage.*

Every Letter or other article re-directed at any Post Office, or forwarded by Post from any place to which it shall have been conveyed by Post, will be charged, *in addition to all other Postage paid or due thereon*, with the rate of Postage to which it would be liable if posted and prepaid by stamps at the place where it may be re-directed or from which it may be forwarded.

**Books and Patterns to Belgium.**—Under an additional Postal Convention concluded between Great Britain and Belgium, Books and Patterns can be sent through Great Britain to Belgium under the following Regulations:—

In future, under the term "Book Packets" may be forwarded not only stitched or bound books, pamphlets, and sheets of music, but also printed proof sheets, with ordinary corrections in writing and manuscript attached to such proofs and having reference to them as well as legal and other documents in manuscript; photographs and drawings [so long as those articles are not in glass or placed under glass]; prints or maps, printed, engraved, or lithographed, and whether in paper, parchment, or vellum; but no letter or communication of the nature of a letter, must be forwarded in such packets, or in or upon their covers.

Further, all legitimate binding, mounting, or covering of a book, publication, &c., or of a portion thereof will be allowed, whether such bindings, &c. be loose or attached; as also rollers in the case of prints or maps; markers (whether of paper or otherwise) in the case of books; and, in short, whatever is necessary for the safe transmission of literary or artistic matter, or usually appertains thereto.

Patterns or Samples of Merchandise may also, in future, be sent to Belgium at the same rates of postage as Book Packets, and subject to the following Regulations:—

1st.—The Patterns or Samples must not be of intrinsic value. This Rule excludes all articles of a saleable nature, and, indeed, whatever may have a value of its own, apart from its mere use as a Pattern or Sample; and the quantity of any material sent ostensibly as a Pattern or Sample must not be so great that it can fairly be considered as having on this ground an intrinsic value.

2nd.—There must be no writing or printing, in addition to the address of the person for whom the packet is intended, and the address of the sender other than a trade-mark and numbers and the prices of the articles; and these particulars must, in all cases, be given, not on loose pieces of paper, but on small labels attached to the Samples, or the bags containing them.

3rd.—The Patterns or Samples must be sent in covers open at the ends, so as to be easy of Examination. Samples, however, of seeds, drugs, and so forth, which cannot be sent in open covers, may be enclosed in bags of linen or other material tied at the neck; or the bags may be entirely closed, provided that they be transparent, so that the Officers of the Post Office may be able to satisfy themselves as to the nature of the contents.

4th.—No article likely to injure the contents of the mail bags, or the person of any officer of the Post Office, may be sent through the Post as a Pattern.

If either of the foregoing Rules be infringed, the packet must not be forwarded.

**Notice.**

The BRANCH POST OFFICE AT BYCULLA is removed to the Wooden Building erected opposite the western entrance to the Byculla Church compound.



**Official Franking.**—The Government of India having sanctioned the abolition of the present system of Official Franking and substitution of a plan by which certain Public Offices will have accounts with the Post Office, and others will prepay their Official letters by means of service stamps, the details are published for general information :—

*Postal Notice regarding the alteration in the system of Official Franking ordered to be introduced by the Supreme Government.*

From the 1st of May next, the authority to Frank Letters "On Her Majesty's Service only," which was given to the Officers and others enumerated in the two Franking Lists, is withdrawn, and the following Rules for the payment and settlement of accounts of postage on Official Correspondence will be in force.

2. The Offices enumerated in the annexed List B will be allowed to send and receive (without actual Payment of postage) all letters and packets *bonâ fide* and exclusively on Her Majesty's Service. The Post Office will keep an account of the postage due on the Official Correspondence of the Offices and Departments included in the List.

3. Letters for *despatch* from each Office must be properly *tied up, faced, and enclosed* in a bag sealed with the seal of the Office.

4. Each letter must be endorsed "On Her Majesty's Service only," and bear the *autograph or stamp signature and official designation of the Head Clerk*, or some other recognized Officer to certify that it is on the Public Service.

5. The bag, when made up, must be sent *before the hour fixed by the Post Office* for the closing of the Mails for which it is intended. When received at the Post Office, the letters in each bag will be weighed in bulk and charged at the rate of two and quarter annas per *tolah*. They will then be stamped with a Service Stamp and sorted with the ordinary correspondence.

6. Official letters addressed to any of the Offices, with which accounts are kept, must be endorsed on the cover "On Her Majesty's Service only;" and on receipt at the Post Office to which they are addressed, the covers for each Office will be weighed in bulk, and a charge made against each Office at the same rate at 2½ annas per *tolah*. The letters for each Office will then be enclosed in the Official bag sealed and sent out with the ordinary delivery or given to the Messenger of the Office should one be in attendance. It will be the duty of an Officer of the Post Office to see that no letter from any public Office is allowed to pass as Official-paid *which is not properly signed or stamped, and endorsed by the Certifying Officer*. No letter will be sent to any Public Office in the Official bag unless it is addressed to the *Official designation of the principal of the Office*, and is endorsed on Her Majesty's Service only. Letters irregular in these respects will be *treated as ordinary correspondence, and charged the full rate of postage*.

7. All correspondence between Public Offices which is not received or sent by one of the Offices with which accounts are kept, will be despatched post paid. But in order to avoid cash payments and possible abuses, a supply of Postage Stamps, marked with the word "Service" across the Stamp will be issued to the Public Officers who are enumerated in list C. The Officers named in this list will, when necessary, issue Service Stamps to their subordinates from their own supply, but will be held responsible for the exercise of reasonable diligence in checking any waste or misuse of the Service Stamp.

8. Stamps marked with the word "Service" will be issued by the Stamp Office in Calcutta to the Stamp Offices in other Presidencies and to the Local Departments supplied direct from Calcutta. The rules applicable to the distribution of ordinary Postage Stamps will be in force in regard to Service Stamps except that no discount will be allowed. Cash or a Transfer Receipt will be paid for all Service Stamps supplied to any Officer,—the amount paid to the Treasury being charged in the Office Contingent Bill of the purchaser supported by the Receipt of the Officer in charge of the Stamp *Depôt* as a voucher.

9. Each Officer will, in the first instance, procure a supply of Service Stamps sufficient for the estimated supply of his own and subordinate Offices for two months. In framing the Estimate care must be taken to exclude from the calculation all postage chargeable on letters addressed to any Office or Officer included in List B with which the Post Office will keep accounts.

10. Subsequent Indents will be drawn up under any rules and restrictions which may be imposed by the Local Government or Heads of the several Departments.

11. Service Stamps are never to be used in payment of the postage of any letter which is not *solely and exclusively On Her Majesty's Service*. Every letter paid by means of Service Stamps *must be endorsed as On Her Majesty's Service only, and be attested by the full signature and official designation of the person by whom it is despatched*.

*N.B.*—Service Stamps are now obtainable at all Hoozoor Treasuries. Mail Bags will, in the first instance, be supplied by the Post Office.

**B.**

*List of Public Offices with which the Post Office will keep the accounts of Postage on official letters received and despatched, and for which Official Bags will be made up.*

1. Accountant and Auditor General.
2. Adjutant General.
3. Army Clothing Superintendent.
4. Board of Revenue.
5. Brigade Major or Station Staff.
6. Chief Engr., and Secty., Public Works Dept.
7. Civil Pay Master.

8. Commissariat Office at the Presidencies.
9. Commissary of Ordnance.
10. Commissioners of Divisions.
11. Consulting Engineer.
12. Controller of Military Finance.
13. Controller and Examiner of Public Works Accounts.



14. Custom House and Commissioner of Customs.
15. Deputy Auditor and Accountant General.
16. Director of Public Instruction.
17. Electric Telegraph Office.
18. Examiner of Commissariat, Stud, and Clothing Accounts.
19. Examiner of Medical Accounts.
20. Examiner of Ordnance.
21. Examiner, Pay Department.
22. Financial Department, Secretary's Office.
23. Foreign Department, ditto.
24. Gazette's Official Superintendent.
25. Home Department Secretary's Office.
26. India Office, London.
27. Inspector General of Forests.
28. Inspector General of Hospitals.
29. Inspector General of Jails.
30. Inspector General, Medical Department.
31. Inspector General of Ordnance.
32. Inspector General of Police.
33. Judge Advocate General.
34. Legal Affairs, Superintendent and Remembrancer.
35. Medical Store-keeper.
36. Military Accountant.

37. Military Department.
38. Mint and Currency Office.
39. Post Office.
40. Private Secty. to Governors and Lient-Governors.
41. Private Secretary to Viceroy.
42. Public Works.
43. Quarter Master General.
44. Registrar to Archdeacon.
45. Registrar of High Court.
46. Resident and Political Agent.
47. Secretariat of Local Governments.
48. Secretariat to Commander-in-Chief.
49. Secretary to Commander-in-Chief of H. M.'s Naval Forces.
50. Secretary to the Bishop.
51. Superintendent of Stamps and Stationery.
52. Superintending Engineer.
53. Supg. Surgeon, Deputy Inspector General of Hospitals.
54. Surveyor General.

*N.B.*—The above are subject to alterations to the corresponding designations of officials in the Bombay Presidency.

### C

*List of Public Offices who will require supplies of Service Stamps to pay for official correspondence addressed to Offices with which the Post Office does not keep account.*

1. Assistant Residents and Political Agents absent from their Head Quarters.
2. Civil and Executive Engineers.
3. Collectors.
4. Commissary of Ordnance.
5. Curator of Government Books.
6. Deputy Commissioners of Districts.
7. Deputy Judge Advocate General.
8. Deputy Inspector and Conservator of Forests.
9. Director of Artillery Depot of Instruction.
10. Director of Electric Telegraphs.
11. District Superintendent of Police.
12. Examiner of Forest Accounts in British Burmah.
13. Executive Commissariat Officers.
14. Government Astronomer at Madras.
15. Inspectors of Musketry.
16. Inspectors of Schools.
17. Judges.
18. Magistrates.

19. Master Attendant.
  20. Opium Agents.
  21. Pay Masters.
  22. Principal of Lawrence Asylum.
  23. Registrar of the Calcutta University.
  24. Revenue and other Surveyors not at a Presidency Town.
  25. Salt Agent's Division.
  26. Settlement Officers.
  27. Superintendent of Regimental Schools.
  28. Superintendent of Botanical Garden.
  29. Superintendent of Gunpowder Factory.
  30. Superintendent of Gun Carriages.
  31. Superintendent of Studs.
  32. Superintendent General of Irrigation.
- Subordinates in Judicial, Revenue, Police, Customs, Telegraph, Opium, Commissariat, Public Works, Ordnance, Medical, Marine, Survey and Education Departments should, when necessary, be supplied with Service Stamps by their superiors.

### D.

*The following parties now authorized to frank will, under the proposed system, not frank, and will not require allowances of Service Stamps.*

|                                                                                                                                                                                                                                       |                                                                                                                                                                                                                                                                                                                                                                                                                        |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <p>Brigadiers . . . . .</p> <p>Commandants of Forces or Stations.</p> <p>Commanding Officers of Corps or Detachment . . . . .</p> <p>Controller of Money-order Department . . . . .</p> <p>General Officers on the Staff. . . . .</p> | <p>As all correspondence with Army Head Quarters will pass in one official bag or another, and as the Brigade Major or Station Staff will be allowed to send and receive letters without actual payment of postage, it is thought that the correspondence of these Officers with any Office with which an account is not kept, can be sent in the Staff bag. If it should be found necessary Stamps can be issued.</p> |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|

|                                                                |                                                                                                                                          |
|----------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------|
| <p>Superintendent, Penal Settlement of Port Blair. . . . .</p> | <p>{ All correspondence from this Official can be sent to the Secretary to Government, or some Officer with whom an account is kept.</p> |
|----------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------|

The power of franking will be taken from all the classes enumerated in the old List No. 2, as the arrangement by which superior Officer's account for correspondence received, as well as sent, will render it unnecessary to give them any longer a restricted power of franking. Subordinates in the Judicial, Revenue, Police, Customs, Public Works, Commissariat, Ordnance, Education, Marine and Survey Department will be supplied, when necessary, with Service Stamps by their immediate Superior named in List C.



## Notice

Is hereby given that the introduction of the new system of Postage on Official Correspondence is postponed until 1st August 1866.

E. IMPEY,

Post Master General.

*Bombay Post Master General's Camp, Baroda,*  
17th April 1866.

**Rates of Postage to China.**—From this date (4th April 1866) the rate of Postage Chargeable on letters conveyed from India to Hongkong or other British Post Offices in China by Her Majesty's Mail Steamers or by the French Mail Steamers will be four annas on every letter not exceeding half an ounce in weight, and an additional sum of four annas per every additional half ounce or fraction of half an ounce in weight.

### TIME TABLE of ARRIVAL of the CHINA MAIL, and DELIVERY of LETTERS and NEWSPAPERS.

| Name of the Steamer. | The time at which. |       |                                |       |                              |       |                            |       |                                                                                   |       | Number of Boxes received. | REMARKS. |
|----------------------|--------------------|-------|--------------------------------|-------|------------------------------|-------|----------------------------|-------|-----------------------------------------------------------------------------------|-------|---------------------------|----------|
|                      | Steamer anchored.  |       | Mails were landed at the Pier. |       | First Mail Box was received. |       | Window Delivery commenced. |       | The Delivery Peons left the Office with the Delivery of China Letters and Papers. |       |                           |          |
| "Behar" .....        | 1866               | A. M. |                                | A. M. |                              | A. M. |                            | A. M. |                                                                                   | A. M. | 5                         |          |
| Time occupied ..     | 6 May              | 6-30  | ..                             | 7- 5  | ..                           | 7-20  | ..                         | 8-10  | ..                                                                                | 12- 0 |                           |          |
|                      | ..                 | ..    | ..                             | 0-35  | ..                           | 0-15  | ..                         | 0-50  | ..                                                                                | 4-10  |                           |          |

(Circular.)

No. 1273 of 1866.

The following is published for the information and guidance of all Post Office Officials:—

#### POSTAL NOTICE.

\* Alexandretta.  
Beyrout.  
The Dardanelles.  
Galatz.  
Gallipoli.  
Ibraila.  
Iueholi.  
Jaffa.

Kerassun.  
Latakia.  
Mersina.  
Mitylene.  
Rhodes.  
Salonica.  
Samsoun.  
Sinope.

Smyrna.  
Salina.  
Tangiers.  
Trebizond.  
Tripole (in Syria)  
Tultcha.  
Tunis, or  
Varna.

From the 1st proximo letters posted in India addressed to any French Post Office in Turkey \* (except Constantinople), or to the French Post Offices at Tunis and Tangiers, may be sent at the option of the sender either unpaid or paid, and will be subject to the rates of postage to

which they would be liable if addressed to France, according to the following table:—

|                                                              | Rs. | a. | p. |
|--------------------------------------------------------------|-----|----|----|
| A letter not exceeding in weight $\frac{1}{4}$ oz.....       | 0   | 5  | 4  |
| Above $\frac{1}{4}$ oz. not exceeding $\frac{1}{2}$ oz. .... | 0   | 10 | 8  |
| Above $\frac{1}{2}$ oz. not exceeding $\frac{3}{4}$ oz. .... | 1   | 0  | 0  |

And so on, adding a single rate of postage, As. 5-4, for every additional quarter-ounce or fraction of a quarter-ounce.

*N.B.*—The above rates include Indian Inland Postage.

2. Postage, if prepaid, must be paid by means of stamps attached to the letter on the side on which the address is written.

3. Unpaid letters received in India will be charged at the rate of As. 8-8 per quarter-ounce.

4. Prepaid letters may be registered, double postage being prepaid in stamps. No separate registration fee will be levied.

Care should be taken to endorse "By French Post" on letters sent under this notice.

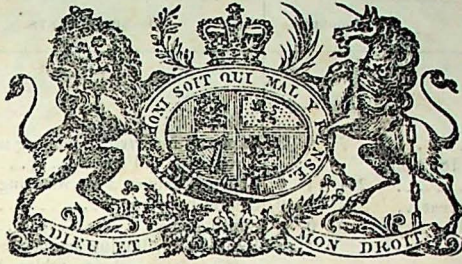
By order of the Post Master General,

C. A. STUART,

*Bombay, Post Master General's Office, 9th May 1866.*

Post Master.





## SUPPLEMENT

TO THE

## BOMBAY GOVERNMENT GAZETTE.

---

 Published by Authority.
 

---

THURSDAY, 10<sup>TH</sup> MAY 1866.

---

**Statement showing the Receipts and Disbursements of the  
Municipal Funds of Ootoor.**


---

The following Statement, showing the RECEIPTS and DISBURSEMENTS of the FUNDS of the MUNICIPALITY of OOTOOR, in the SHEWNERE TALOOKA, ZILLA POONA, from the 1st May 1864 to the 30th April 1865, is published for general information.

J. W. HADOW,  
Acting Police Commissioner, S.D.

*Camp Mahableshwur, 5th May 1866.*



## OOTOOR MUNICIPALITY.

*ABSTRACT ACCOUNT of RECEIPTS and DISBURSEMENTS of the MUNICIPAL FUNDS,  
from the 1st of May 1864 to 30th April 1865.*

| RECEIPTS.                                               | Amount.          | DISBURSEMENTS.                                                                     | Amount.          |
|---------------------------------------------------------|------------------|------------------------------------------------------------------------------------|------------------|
|                                                         | <i>Rs. a. p.</i> |                                                                                    | <i>Rs. a. p.</i> |
| Balance .....                                           | 7 6 3            | Expenses incurred in making new road and for repairing old one. ....               | 246 6 3          |
| Realization from house tax for 1862-63 and 1863-4. .... | 221 14 0         | Expenses incurred for watering trees. ....                                         | 8 4 0            |
| Do. do. for current year ..                             | 278 12 0         | Establishment. ....                                                                | 83 13 7          |
| Fee realized by sale of river sand. ....                | 0 0 6            | Contingencies .....                                                                | 6 0 0            |
|                                                         |                  | Expenses for buying articles for the use of the Committee—chairs, tables, &c. .... | 12 8 0           |
|                                                         |                  | Repairs to Chowree. ....                                                           | 2 6 0            |
|                                                         |                  | Paid to labourers. ....                                                            | 34 5 0           |
|                                                         |                  | Total Rupees. ....                                                                 | 393 10 10        |
|                                                         |                  | Balance Rs. ....                                                                   | 114 5 11         |
| Total Rupees. ....                                      | 508 0 9          | Grand Total Rs. ....                                                               | 508 0 9          |

1. The Fund is derived solely from the house tax and sand fee sanctioned by Government Resolution No. 1599, dated 15th October 1862.

2. No revenue of any description has been surrendered by Government to the Municipality.

3. Realizations from the source of revenue authorized by Government have been credited during the year to which the account relates.

4. No revenue has been derived from any unauthorized source.

5. The amount, expenditure sanctioned by Government Resolution No. 1599, dated 1st October 1862, for Establishment and Contingencies is Rs. 60; the strength consists of one Carcoon only.

6. The strength and cost has been within the Government sanction accorded.

J. B. RICHEY,

1st Assistant Magistrate.

Camp Patus, 19th January 1866.