THE

# Bombay Government Gazette.

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☞ *Separate paging is given to this Part, in order that it may be filed as a separate compilation.*

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## PART I.

### Government Notifications, Appointments, &c.

### NOTIFICATIONS.

GENERAL DEPARTMENT.

*Bombay Castle, 25th November 1890.*

No. 4644.—It is hereby notified that Government will re-assemble at Bombay on Tuesday the 2nd December 1890.

*Bombay Castle, 26th November 1890.*

No. 4654.—The following Resolution of the Government of India is republished :—

"HOME DEPARTMENT.

APPOINTMENT OF A COMMISSION FOR THE PURPOSE OF INVESTIGATING THE DISEASE OF LEPROSY IN INDIA.

No. $\frac{14 \text{ Medl.}}{734-750}$.

*Extract from the Proceedings of the Government of India in the Home Department (Medical),—under date Calcutta, the 21st November 1890.*

RESOLUTION.

The Executive Committee of the National Leprosy Fund having determined to appoint a Commission for the purpose of investigating the disease of leprosy in India, it is notified for general information that Mr. Beaven Neave Rake, M.D. (London), M.R.C.S. (England), L.R.C.P. (London), Government Medical Officer and Medical Superintendent of the Trinidad Leper Asylum, Mr. Alfredo Antunes Kanthack, B.A., B.Sc., M.B., B.S. (London), F.R.C.S. (England), and L.R.C.P. (London), late Clinical Assistant, Royal Ophthalmic Hospital, London, and Midwifery Assistant, St. Bartholomew's Hospital, London, and Mr. George Alfred Buckmaster, M.A., B.Ch., M.D. (Oxford), D.P.H. (Oxford), M.R.C.S., L.R.C.P. (London), formerly Radcliffe Fellow, Magdalen College, Oxford, Lecturer on Physiology, St. George's Hospital, have been appointed Commissioners. These gentlemen have now arrived at Bombay, and have been joined there by Surgeon-Major A. Barclay, M.D., Secretary to the Surgeon-General with the Government of India, and Surgeon-Major S. J. Thomson, Deputy Sanitary Commissioner, North-Western Provinces and Oudh, who have been appointed by the Government of India to co-operate with them. The Governor General in Council will feel obliged

if public bodies and individuals desirous of producing evidence before the Commissioners will address the Local Government of the Province to which they may belong, in order that arrangements may be made for the presentation of such evidence before the Commissioners. Each Local Government has already been requested to depute an officer to assist the Commission in collecting and arranging the evidence that may be procurable in the territories under its control, and instructions should be given to all Civil and Medical Officers to give to the Commissioners any aid which they may ask for in the course of their inquiries. The Government of India will, on learning from the Commissioners the programme which they intend to follow, notify it for public information.

ORDER.—Ordered, that a copy of this Resolution be forwarded to Local Governments and Administrations, in continuation of the communication from this Office, No. $\frac{11 \text{ Medical}}{596-605}$, dated 15th September 1890, to the Surgeon-General with the Government of India and to the members of the Leprosy Commission for information. It will be convenient if the Commissioners will address the Surgeon-General with the Government of India on any point on which they may desire to receive further assistance or information.

Also, that the Resolution be published in the Supplement to the *Gazette of India*.

(True Extract.)

(Signed) C. J. LYALL,
Offlg. Secy. to the Govt. of India."

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

J. NUGENT,
Chief Secretary to Government.

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## MARINE DEPARTMENT.

*Bombay Castle, 12th November 1890.*

No. 88.—The following Notices to Mariners issued by Her Majesty's Government of Ceylon are published for general information :—

### "Notices to Mariners.

CEYLON.

Notice is hereby given that on and after October 25, 1890, until February 28, 1891, a red buoy with a red flag, with the words 'Torpedo Buoy' painted on it, will be placed in the entrance to Trincomalee Harbour between Ostenburg Point and Little Sober Island, and 250 yards from the former.

The water in the triangle formed by this red buoy, the N.E. point of Little Sober Island, and Clappenburg Point, will be obstructed by mines.

All vessels should pass between this red buoy and Ostenburg Point.

(Signed) B. LOWSLEY, Lieut.-Col., R.E., C.R.E., Ceylon.

*Colombo, October 17, 1890.*

[*From the Government of Queensland.*]

No. 28 of 1890.

COOKTOWN HARBOUR.

*Sunken Vessel 'Royal Duke' raised.*

Referring to Notice to Mariners No. 27 of 1890, dated 1st instant, notice is hereby given that the schooner *Royal Duke*, which recently sunk off the Railway Wharf, Cooktown, has been raised, the exhibition of the lights mentioned in the notice referred to being therefore discontinued.

(Signed) T. M. ALMOND,
Portmaster.

*Department of Ports and Harbours, Brisbane, September 12, 1890.*

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[*From the Government of Neth.-India.*]

No. 24 of 1890.

E. I. ARCHIPELAGO.

*Java Sea—Batavia Road—Alteration in Character of Harbour Light.*

Notice is hereby given that the light apparatus of the harbour light on Batavia road has been altered (September 24, 1890) to a flashing light, of the fourth order, giving a flash every two minutes, as :—

| | | |
|---|---|---|
| Fixed white | ... | 90 sec. |
| Dark ... | ... | 10 „ |
| Flashing white | ... | 10 „ |
| Dark ... | ... | 10 „ |

The light should be seen in clear weather from a distance of thirteen sea miles.

This notice affects the chart Reede Batavia, 1880; Noordkust Java, Blad I., 1887; Java, Blad I., 1887; Java Zee en aangrenzende vaarwaters, Blad I., 1886; Ned. Oost-Indie, Blad II., 1867.

(Signed) P. TEN BOSCH, Vice-Admiral, Commanding the Naval Forces in Neth.-India.

*Batavia, September 25, 1890."*

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*Bombay Castle, 26th November 1890.*

No. 89.—The following Notice to Mariners is published for general information :—

"GULF OF ADEN, SOUTH COAST.

COAST OF SOMALI.

*Bulhar Light exhibited throughout the year.*

Information has been received through the Political Resident at Aden that the Bulhar Light is now exhibited throughout the year, instead of from 1st November to 30th April."

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

B. H. POTTINGER, Major-General,
Secretary to Government.

## PUBLIC WORKS DEPARTMENT.

(RAILWAY.)

*Bombay Castle, 18th November 1890.*

No. 39.—The following Notification by the Government of India in the Public Works Department is republished for information :—

"*Simla, the 30th October 1890.*

No. 480½.—The following is published for general information :—

No. 736-R.T., dated 17th October 1890.

RESOLUTION—By the Government of India, Public Works Department.

*General Rules for Railways under Construction.*

Read—

Sections 8 and 47 of the Indian Railway Acts of 1879 and 1890 respectively.

Despatch from Her Majesty's Secretary of State for India, No. 135 Railway, dated 28th November 1889, approving generally of the proceedings of the Railway Conference of 1888, and forwarding the opinions thereon of the Boards of Directors of Indian Railways.

Letter from the President of the Railway Conference of 1888, No. 01 Conference, dated 22nd January 1890, recommending that the Railway Administrations should be invited to apply that the General Rules which were framed in the Railway Conference of 1888 for working railways under construction should be made applicable to their systems now that they have been approved by the Boards of Directors.

Public Works Department Resolution No. 0177-R T., dated 30th January 1890, calling for applications for the adoption of the General Rules for working railways under construction and not open for traffic, as recorded in Appendix M of the proceedings of the Railway Conference of 1888.

Docket by the Consulting Engineer to the Government of India for Railways, Calcutta, No. 346, dated 19th February 1890, forwarding letter from the Agent, East Indian Railway Company, No. 108-G., dated 17th February 1890.

Docket by the Consulting Engineer to the Government of India for Railways, Lucknow, No. 334, dated 27th February 1890, forwarding letter from the Agent and Chief Engineer, Bengal and North-Western Railway Company, Limited, No. 11106-T., dated 24th February 1890.

Letter from the Government of Bombay, No. 570, dated 5th March 1890, forwarding letter from the Agent and Chief Engineer, Southern Mahratta Railway Company, No. 1557, dated 24th February 1890.

Letter from the Consulting Engineer to the Government of India for Railways, Central Division, No. 415-T., dated 6th March 1890, forwarding letters from the Agents and Chief Engineers, Indian Midland and Bengal-Nagpur Railway Companies, Nos. 1261, dated 22nd February, and 1985, dated 3rd March 1890.

Proceedings of the Government of Madras, No. 346-R., dated 12th March 1890, forwarding letter from the Agent, South Indian Railway Company, No. 290, dated 25th February 1890, recorded therein.

Letter from the Government of the North-Western Provinces and Oudh, No. C-12-E.R., dated 15th March 1890, forwarding letter from the Agent and Chief Engineer, Rohilkhand-Kumaon Railway Company, No. R. K.—3522-T., dated 22nd February 1890.

Proceedings of the Government of Madras, No. 444-R., dated 31st March 1890, forwarding letter from the Agent and Manager, Madras Railway Company, No. $\frac{0.8.2.5}{3.6.0}$, dated 18th March 1890.

Letter from the Government of Bombay, No. 868, dated 12th April 1890, forwarding letter from the Manager and Engineer-in-Chief, Bhavnagar-Gondal-Junagad-Porbandar Railway, No. 1702, dated 3rd April 1890.

Letter from the Resident at Hyderabad, No. 116-R., dated 17th April 1890.

Letter from the Government of Bombay, No. 1195, dated 14th May 1890, forwarding letter from the Agent, Great Indian Peninsula Railway Company, No. $\frac{30\text{-C.}}{5285}$, dated 10th May 1890.

Public Works Department Notification No. 267, dated 11th June 1890.

Public Works Department letter No. 233-R.T., dated 12th June 1890, and its enclosure, suggesting certain modifications in Rules 7, 16 and 25 of the General Rules for railways under construction referred to in Public Works Department Resolution No. 0177-R.T., dated 30th January 1890.

Telegram from the Government of Bengal, No. R.-121, dated 2nd July 1890.

Telegram from the Consulting Engineer to the Government of India for Railways, Lucknow, No. 905, dated 3rd July 1890.

Telegram from the Government of the North-Western Provinces and Oudh, dated 3rd July 1890.

Telegram from the Government of Bombay, No. T.-59, dated 4th July 1890.

Telegram from the Government of Madras, dated 8th July 1890.

Proceedings of the Government of Madras, No. $\frac{982}{B}$ R., dated 8th July 1890, forwarding letter from the Agent, South Indian Railway, No. 925, dated 4th July 1890, and letter from the Agent and Manager, Madras Railway, No. $\frac{0.8.5}{7.3.9}$, dated 8th July 1890.

Telegram from the Consulting Engineer to the Government of India for Railways, Central Division, No. 1422-T., dated 9th July 1890.

Letter from the Government of Bombay, No. 1684, dated 14th July 1890, forwarding letter from the Manager and Executive Engineer, Morvi Railway, No. 1813, dated 8th July 1890.

Letter from the Director General of Railways, No. 189-T., dated 17th July 1890, asking, with reference to Public Works Department Notification No. 267, dated 11th June 1890, for the application to all State Railways administered by the Government of the General Rules framed by the Railway Conference of 1888 for working railways under construction, with rules 7, 16 and 25 as modified in the enclosure to Public Works Department letter No. 233-R.T., dated 12th June 1890.

Telegram from the Government of Bombay, No. T.-62, dated 18th July 1890.

Letter from the Government of Bombay, No. 1704, dated 18th July 1890, forwarding letter from the Agent, Bombay Baroda and Central India Railway Company, No. 8760-T., dated 16th July 1890.

Telegram from the Resident at Hyderabad, dated 25th July 1890.

Telegram from the Government of the North-Western Provinces and Oudh, dated 2nd August 1890.

Docket by the Consulting Engineer to the Government of India for Railways, Calcutta, No. 1567, dated 6th August 1890, forwarding letter from the Agent, East Indian Railway, No. 544-G., dated 5th August 1890.

Dockets by the Government of Bengal, No. 1855-R., dated 20th August, and No. 2034-R., dated 15th September 1890.

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OBSERVATIONS.—The authorities noted in the margin have applied for leave to adopt on such portion or portions of the railways under their control as are at present under construction, or any extensions thereof, the General Rules for working railways under construction and not used for the public carriage of passengers, animals, or goods, which rules were proposed by the Railway Conference of 1888 and recorded in Appendix M of its proceedings, with rules 7, 16 and 25 as modified in the memorandum accompanying the Government of India, Public Works Department, No. 233-R.T., dated 12th June 1890.

The Agent, East Indian Railway Company.
The Agent and Chief Engineer, Bengal and North-Western Railway Company, Limited.
The Agent and Chief Engineer, Southern Mahratta Railway Company, Limited.
The Agent and Chief Engineer, Indian Midland Railway Company, Limited.
The Agent and Chief Engineer, Bengal-Nagpur Railway Company, Limited.
The Agent, South Indian Railway Company.
The Agent and Chief Engineer, Rohilkhand-Kumaon Railway Company, Limited.
The Agent and Manager, Madras Railway Company.
The Manager and Engineer-in-Chief, Bhavnagar-Gondal-Junagad-Porbandar Railway.
The Agent and Manager, His Highness the Nizam's Guaranteed State Railways Company, Limited.
The Agent, Great Indian Peninsula Railway Company.
The Director General of Railways on behalf of all State Railways administered by the Government.
The Manager and Executive Engineer, Morvi Railway.
The Agent, Bombay Baroda and Central India Railway Company.
The Agent and Chief Engineer, Bengal Central Railway Company, Limited.

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RESOLUTION.—The Governor General in Council is pleased to sanction the application to such portion or portions as may be under construction of the railways specified in the margin and of the railways respectively worked by them and extensions thereof of the General Rules for working railways under construction and not used for the public carriage of passengers, animals, or goods as recorded in the enclosure to this Resolution.

East Indian Railway system.
Bengal and North-Western Railway.
Southern Mahratta Railway System.
Indian Midland Railway.
Bengal-Nagpur Railway.
South Indian Railway.
Rohilkhand-Kumaon Railway.
Madras Railway.
Bhavnagar-Gondal-Junagad Porbandar Railway.
His Highness the Nizam's Guaranteed State Railways.
Great Indian Peninsula Railway.
North-Western Railway (including Chaman Extension).
Eastern Bengal State Railway System.
Nalhati State Railway.
Wardha Coal State Railway.
Cherra-Companyganj State Railway.
Jorhat State Railway.
Burma State Railway.
Mianwali-Mari Railway.
Jammu and Kashmir State Railway.
Mu Valley Railway.
Morvi Railway.
Bombay Baroda and Central India Railway.
Bengal Central Railway.

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ORDER.—Ordered, that the General Rules forming enclosure to this Resolution be published in the *Gazette of India*, and be further notified to the Railway servants and to the public by a copy thereof being kept open to inspection, free of any charge, in the Office of the Engineer in charge of the construction of the railway.

Ordered also, that this Resolution be communicated to the Local Governments, Administrations and Officers noted in the margin for information and guidance, and that it be published in the *Gazette of India*.

The Governments of Madras, Bombay, Bengal, and the North-Western Provinces and Oudh.
The Chief Commissioners of the Central Provinces, Burma and Assam.
The Resident at Hyderabad.
The Director General of Railways.
The Consulting Engineers to the Government of India for Railways, Calcutta, Lucknow and Central Division.

Enclosure to P. W. D. Resolution No. 736-R.T. of 17th October 1890.

## INDIAN RAILWAYS.

### General Rules for working Railways under construction and not open for traffic.

[*As framed at the Railway Conference of 1888.*]

The rules comprised in this Code shall be held applicable to, and are to be observed on, all lines of railway in India under construction and not open for traffic on which locomotives have been authorized to run.

Each Railway Administration may hereafter make such subsidiary rules as may be found necessary or expedient, provided that no such subsidiary rule shall be inconsistent with these general rules.

Every railway servant is bound to obey both the general and the subsidiary rules.

### SECTION I.

INTERPRETATION CLAUSES AND DEFINITIONS.

1. The catchwords in the margin of this Code have been added merely for the purpose of facilitating reference; they are not to be held either as an integral part of the Code, or in any way giving an interpretation to the clauses to which they are annexed. — Catchwords.

2. In the rules comprised in this Code, unless there is something repugnant in the subject or context,— — Definitions.

'Written' instructions, orders, forms, &c., include documents which are printed, lithographed, or prepared by other processes, and instructions which are sent by telegram; — Written.

'Main line' means the line ordinarily used by trains to run through and between stations on any part of a railway; — Main line.

'Train' means an engine with or without vehicles attached; — Train.

'System of working' means the system adopted for the time being on any portion of a railway as prescribed in rule 3 and as detailed in Sections XI to XV; — System of working.

'Station' means any place at which authority is given for trains to proceed under the 'System of working;' — Station.

'Station limits' include all lines and premises within the distant signal or signals, if such be provided; — Station limits.

Where no distant signal is provided, the 'Station limits' extend to the outside points;

Where there are no points and no distant signal, the 'Station limits' extend to the ends of the platform, or other positions fixed in each case;

'Authorized officer' means the person who usually issues instructions of the nature referred to in each case; — Authorized officer.

'Special instructions' means instructions given by the 'Authorized officer;' — Special instructions.

'Station Master' means the person on duty responsible for the time being for working the trains within 'Station limits;' — Station Master.

And includes—

(*a*) Assistant Station Master;

(*b*) Inspector;

(*c*) Clerk in charge;

(*d*) Any other person appointed to the charge of a station;

'Ganger' means the man in charge of a gang of men employed on repairing the permanent-way, whatever he may be called on any particular railway; — Ganger.

'Driver' means the person in charge for the time being of a working locomotive engine; — Driver.

'Station signal' means the signal which on some railways is called 'Main' or 'Home' or 'Platform' signal; — Station signals.

GENERAL.

Guard. 'Guard' includes the under-guard, and any brakesman or other person who may, for the time being, be performing the duties of a Guard;

Servant. 'Servant' means any person employed to perform any function in connection with a railway.

## SECTION II.

### GENERAL.

System of working. 3. Every line or section of a line of railway upon which engine power is used must be worked on one of the following systems to be determined by the authorized officer, *viz.*:—

'Line clear and caution message,'

'Absolute block,'

'Train Staff and Ticket,'

'Pilot Guard,'

'One Engine only,'

in accordance with the rules laid down in Sections XI to XV for the system adopted, subject to the proviso that in exceptional circumstances ordinary working may, under the orders of an authorized officer, be temporarily suspended on any section or sections, and the trains thereon be worked under such special regulations for their safe conduct as the officer suspending the ordinary working may direct.

The working of trains on any of the abovenamed systems does not in any way dispense with the use of station, distant, or other signals, wherever such signals are provided and worked.

When line is blocked. 4. On the double line should an accident block one of the lines of railway, so as to necessitate the passing of all up and down trains on a single line, immediate steps must be taken to establish single line working on the rules adopted by each railway for working in such cases.

Time. 5. Madras time shall be observed.

Dangerous articles. 6. All due precautions must be observed in the conveyance of explosives and combustibles.

Smoking on railway premises. 7. Any person found smoking, or having an open light or fire, in goods sheds or store yards, and who persists in smoking, after being warned by a railway servant or police officer to desist, on any other portion of the railway premises, where such practice may be deemed dangerous by the authorized officer, shall be liable to immediate removal from the railway premises, and to a fine which may extend to fifty rupees.

Disorderly persons. 8. In the event of any person being drunk and disorderly, or causing annoyance to others, the Station Master or other railway servant is to use all reasonable means to stop the annoyance, and if the offender persists, is to have him removed from the railway premises, and the offender is liable to prosecution under the Railway Act.

Trespassing. 9. No trespassing upon the railway shall be allowed, and no person, other than a railway servant, shall be permitted to walk on the line, unless provided with a license to do so signed by an authorized officer of the railway. If the trespasser, on being requested to quit, persists in remaining, he may be immediately removed from the railway by any railway servant or by any other person, and is liable to prosecution under the Railway Act.

## SECTION III.

### RULES GENERALLY APPLICABLE TO RAILWAY SERVANTS.

Obedience to instructions. 10. Each person in railway service must devote himself exclusively to the service of the railway on which he is employed, residing at whatever place may be appointed, attending at such hours as may be required, paying prompt obedience to all persons placed in authority over him, and conforming to all the rules and regulations of the railway.

RULES GENERALLY APPLICABLE TO RAILWAY SERVANTS.

Leaving service.

11. Any railway servant who shall quit the service without having given one month's previous notice in writing, or the notice required by his agreement of service, shall forfeit all claim for pay due, and shall also be subject on conviction to the penalty prescribed in rule 25.

Surrender of railway property on leaving.

12. When any one leaves the service, he must deliver up all railway property in his charge; and no money due for wages will be paid untill all articles which have been supplied to him shall have been delivered up in accordance with existing regulations. If not delivered up, or if any article be missing or be damaged from neglect or by improper use, the cost of such article, or of the repair of such damage, shall be deducted from any pay due to him or from any moneys held for him by the railway authorities; and if such moneys should be insufficient to meet the claim, the balance will become a debt recoverable at law.

Misconduct, &c.

13. All railway servants are subject to immediate dismissal, or suspension without pay, for refusal of duty, disobedience of orders, negligence, misconduct, absence without leave, or for any neglect of these regulations, and may be held liable for all damages occasioned by misconduct or negligence; and are also subject on conviction to the penalty prescribed in rule 25.

Absence from duty.

14. Any servant who absents himself from duty without proper permission shall be subject on conviction to the penalty prescribed in rule 25.

Pay.

15. The pay of every servant always includes his services during all hours, whether early or late, as may be determined from time to time by his superior.

Gratuities.

16. No money or gratuity, in the shape of fee or reward, is allowed to be taken by any railway servant, even although the regular hours of duty shall have expired, without the permission of the Railway Administration. Any infringement of this rule renders the offender liable to immediate dismissal, and on conviction to imprisonment, or to fine, or to both, under the Indian Penal Code.

Spirituous liquors.

17. Drivers, Guards, and others directly connected with the working of trains shall not, when on duty, be supplied with spirituous liquors at refreshment rooms, except under rules framed by an authorized officer.

Intoxication.

18. Intoxication on duty renders the offender liable to dismissal, and also to criminal prosecution under the Railway Act.

Supply of books of rules.

19. A copy of these rules and regulations, or of such portion of them as may relate to his duties, in a language which he understands, shall be supplied to each railway servant who is in any way connected with the outdoor working of the railway or with the working of trains, and he shall be bound to make himself acquainted with them.

Station Masters, Foremen, &c., responsible that their subordinates are acquainted with rules.

Station Masters, foremen, and gangers or mistries of platelayers are responsible that the subordinates working under them are acquainted with all the rules relating to their respective duties.

All persons must assist in carrying out rules.

20. Every servant is required to assist in carrying out the rules and regulations, and must immediately report to his superior any infringement thereof, or any occurrence affecting the safe and proper working of the railway which may come under his notice.

Public safety.

21. The safety of the public must under all circumstances be the chief care of railway servants.

Accident.

22. In the case of accident or obstruction, the safety of life and limb must be deemed of the first importance. The most prompt mode of communicating the circumstances to the station on each side and to head-quarters must be adopted, and all possible assistance may be demanded from, and must be promptly rendered by, any railway servant whose services may be needed.

Accidents to be reported.

23. On the occurrence of any serious railway accident, it shall be the duty of the nearest Station Master, or, where there is no Station Master, the officer in charge of the section of the railway on which the accident occurs, without unnecessary delay to give notice in writing or by telegraph of such accident to the nearest magistrate and to the officer in charge of the police station in the jurisdiction of which the accident occurs, or to such other magistrate or police officer as the Local Government from time to time appoints in this behalf.

SIGNALS.

Special trains without notice.

24. The staff along the line must always be prepared for trains without previous notice.

Breach of rules.

25. Any person committing a breach of rules 11, 13 and 14 shall be liable to a fine which may extend to fifty rupees.

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## SECTION IV.

### SIGNALS.

Colours.

26. RED is a signal of 'DANGER'—Stop.
GREEN is a signal of 'CAUTION'—Go slowly.
WHITE is a signal of 'ALL RIGHT'—Go on.

*Hand Signals.*

Hand signals.

27. The hand signals shall be made by flags in the day and by lights at night, or in foggy weather or in tunnels.

28. When the line is clear, the Signalman must either stand erect with his flag in his hand, thus—

or display a white flag or white light.



ALL CLEAR.

29. If it be necessary to proceed with 'Caution,' the green flag will be elevated thus—

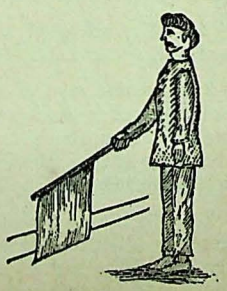
or the green light shown.



CAUTION.

30. If it be necessary to proceed with 'Caution' from any defect in the road or rails, the green flag will be depressed thus—

or the green light shown, which will indicate that the speed must not exceed 15 miles an hour, or such lower speed as may be ordered over the portion of line protected by such signal.



CAUTION (RAILS).

SIGNALS.

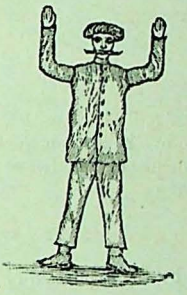
31. If it be necessary to stop, the red flag will be shown and waved to and fro, the Signalman facing the engine thus—

or the red light shown.



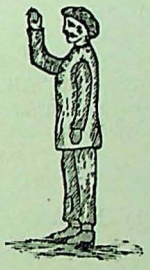
DANGER.

32. In the absence of flags, both arms raised above the head denotes 'Danger' thus—



DANGER.

One arm raised with the hand above the head denotes 'Caution' thus—



CAUTION.

One arm held in a horizontal position across the line of rails denotes 'All Right,' thus—



ALL RIGHT.

33. In the absence of a green light, a white light waved slowly from side to side denotes 'Caution'—Go slowly. Caution with white light.

34. In the absence of a red light, any light moved up and down or waved violently denotes 'Danger'—Stop. Danger signal with any light.

SIGNALS.

*Fixed Signals when provided and worked.*

Fixed signals.

35. The fixed signals are for the most part constructed with one or more semaphore arms for day signals, and with one or more lamps for night; but disc and other signals are in some cases used.

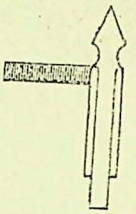
Fixed signals erected, but not in use.

Fixed signals when erected, but not in use, are to be kept permanently lowered to 'Caution' or 'All Right,' as their construction admits.

Semaphores on the left hand side.

The day signal is invariably made by the arm on the left hand side of the post as seen by the Driver of an approaching engine.

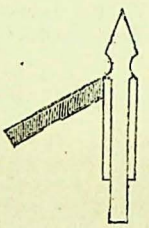
36. The 'Danger Signal' is shown in the day time by the arm on the left hand side of the post being raised to the horizontal position, thus—



DANGER.

and by the exhibition of a *red* light by night.

37. The 'Caution Signal' is shown in the day time by the arm on the left hand side of the post being placed half way to the horizontal position, thus—



CAUTION.

and by the exhibition of a *green* light by night.

38. The 'All Right Signal' is shown in the day time by the arm on the left hand side being lowered to the post, thus—



ALL RIGHT.

and by the exhibition of a *white* light by night.

*Station Signals when provided and worked.*

Station signals.

39. Station signals, also called 'Main' or 'Home' or 'Platform' signals, are placed at stations, junctions, sidings outside station limits, and signal boxes, and when in use must invariably stand at 'Danger,' except when lowered for an approaching train: when at 'Danger,' no train or engine must pass them or foul the crossings or points to which they apply, unless the Driver is signalled past by hand by a person duly appointed by an authorized officer.

*Distant Signals when provided and worked.*

Distant signals.

40. Distant signals are fixed at a considerable distance from the station and are constructed to exhibit the 'Danger' and 'All Right' signals only or 'Danger' and 'Caution' signals only.

Distant signals to fly to danger.

41. Fixed distant signals must be constructed to exhibit danger in case of any failure of their connections.

SIGNALS.

Use of distant signals.

42. Distant signals must be replaced at 'Danger' immediately they are passed by an engine.

*Observance and working of signals.*

Observance of distant signals.

43. When a distant signal is at 'Danger,' the Driver of an approaching train must bring his train to a *dead stop* outside of it, and must then ascertain if the line is clear to admit the train within it. If the line be clear, he must at once draw the train cautiously within the distant signal so as to be protected by it, and then stop until signalled into the station in accordance with rules prescribed by the authorized officer. If, however, there is any obstruction on the line so near to the distant signal as to prevent the whole of the train from passing safely within it, the rules for the protection of trains when stopped outside station limits must be immediately carried out (see Rule 63).

Signals apply to proper direction.

44. Station and distant signals apply only to trains or engines running in the proper direction, and must not be used for any other purpose. Trains or engines shunting from one main line to another, or shunting into or out of sidings connected with the main line, must, unless special signals are provided for the purpose of signalling such operations, be signalled past the station signal either verbally or by hand-lamp or flag as occasion may require, it being necessary in such cases that the 'Danger' signal should be exhibited at the station signal as well as at the distant signal for the protection of the train or engine so employed.

Signal lights.

45. Whenever any train or engine is timed to run, or from any cause is expected to run on any portion of the line later than sunset and before sunrise, the signal lamps must be lighted and put out at such hour as may be directed by the authorized officer. During twilight in the mornings and evenings both day and night signals must be used.

In foggy or stormy weather, when the day signals cannot be seen plainly, the signal lamps must be lighted and kept burning, and at such times both the day and night signals must be used.

Defective signals.

46. Every Station Master or other person must, in the event of any signal under his charge becoming defective, immediately report the case to his immediate superior and to the nearest Permanent-Way Inspector, and the Station Master shall place a competent man or men with the necessary hand signals and detonators to signal in lieu of such defective signal until it is again in proper working order.

When the Station Master cannot provide proper men from his own staff, he must apply to the nearest Permanent-Way Inspector for competent men.

Defective signals to be reported.

47. Drivers, Guards, and others must invariably report to the nearest Station Master or the official designated by the authorized officer any defective signals, or obstruction of them, or neglect in working them.

Absence of signals.

48. Except at places specially exempted upon each railway, the absence of a signal at a place where a signal is ordinarily shown, or a signal imperfectly exhibited, must be considered a 'Danger' signal, and treated accordingly.

*Detonating Signals.*

Use of detonators.

49. In thick, foggy, or tempestuous weather detonators must be used in addition to the regular day and night signals. When an engine passes over a detonator, the Driver must stop as quickly as possible, and then proceed cautiously to the place of obstruction, or until he receives an 'All Right' signal.

Detonators.

50. In foggy or tempestuous weather two detonators, 10 yards apart, must be placed on the rail by the signalman or other trained servant selected by the Station Master at least one hundred (100) yards outside the distant signal-post, or, in the absence of a distant signal, at least seven hundred (700) yards from the outside points. Drivers and Guards must report all cases or omission to do this.

*Train Signals.*

Engine and train lights.

51. On both double and single line, between sunset and sunrise and during foggy weather, every train must exhibit a red tail light and two red side lights in rear of the train, and every engine running alone must exhibit at least one red

tail light. In both cases head lights prescribed by the authorized officer must be exhibited.

In the case of two or more engines running coupled together without a train, the first engine only must exhibit the prescribed head lights, and the last engine only must exhibit at least one red tail light.

Lights on shunting engines.

Shunting engines employed in station yards and sidings must after sunset and in foggy weather carry the head and tail lights prescribed by the authorized officer.

## SECTION V.

### TRAINS AND VEHICLES.

Brake power, &c.

52. Except in the case of an engine running without vehicles, no train shall be despatched from any station without an adequate provision of brake power, either by engine brake, brake-van, or other braked vehicle, sufficiently manned, and all necessary day and night signals.

Brake on trains.

53. A braked vehicle, manned, must be placed at the rear of every train, unless special instructions are given to the contrary.

Unfit vehicles.

54. Trains must be examined daily before starting by a Carriage Examiner, or in his absence by the Driver. No vehicle which is pronounced unfit shall be run on a train; and no vehicle which has been off the road shall be allowed to run on the line between stations until it has been examined and passed by a competent Examiner, or in his absence by the Driver.

Load of vehicles.

55. No vehicle shall be loaded beyond its marked carrying capacity.

Loading vehicles.

56. Carriages, machinery, timber, and other large articles in open trucks must be loaded within the authorized loading dimensions, except under special instructions and precautions.

Dummy wagon.

57. When the jib of a crane or a load projects beyond its truck, whether standing in a yard or on a running train, it must be protected by a dummy, which dummy may be loaded.

Travelling cranes.

58. Before attaching any travelling crane, the Guard must see that the jib is properly lowered and secured. It must, when practicable, be so placed that the jib will point towards the rear of the train.

Protection of lines obstructed.

59. Before the commencement of any loading or other operation by which any line of rails may be fouled or obstructed, the person in charge of such operation must see that all necessary steps are taken for the protection of the line during such obstruction.

Persons responsible for shunting.

60. Drivers and Guards, or other persons in charge of such operations must see that the shunting of trains is performed only at such times and in such manner as will not incur danger.

Shunting on inclines.

61. When vehicles are shunted at places situated on steep gradients, proper precautions must be taken to prevent any vehicle from running down the incline; a sufficient number of brakes must be put on, and sprags or hand-scotches used, when necessary, to prevent the possibility of any vehicle running away. At such places a supply of scotches must be kept for the purpose.

Detaching engines on inclines.

62. When from any cause a train has been brought to a stand on the line, where the line is not level, and it is necessary for the engine to be detached from the train, the Guard must, before the engine is uncoupled, satisfy himself that the van-brakes have been put on securely, and, as an additional precaution, must pin down a sufficient number of other brakes, or carry out such other instructions as may be prescribed.

Where line is level.

Where the line is level, the van-brakes must be put on securely.

Trains stopping between stations.

63. Trains, the working of which requires that they must stop outside station limits, when not working on a blocked section (either as contemplated under absolute block rules, or temporarily under orders from the authorized officer, or by means of a written and signed understanding between Station Masters and Guards), and trains or parts of trains which have broken down or become detached between stations, must be secured and protected by the Guard, hand signals or detonators being placed half a mile on both sides, or in the direction from which a train can arrive.

64. Should an accident to a train cause an obstruction, and the Driver run forward without being aware of it, the Guard must take steps in accordance with rule 63 to protect either or both lines as may be necessary. Driver not aware of accident.

65. Should any part of a train become detached when in motion, care must be taken not to stop the front part before the rear portion has been stopped, and the rear Guard must promptly apply his brake to prevent a collision with the front portion. Train parting.

66. In the case of accident or obstruction to trains, the Guard must take steps to report in the quickest possible manner to the nearest Station Master; and if the telegraph be injured, or if there be no telegraph, the report must be sent to the stations on both sides. To report accident.

67. The person placing vehicles on any line or siding either within or without station limits, or moving vehicles which may have been placed there, shall be responsible for leaving them properly secured. No vehicle shall be left in any siding outside station limits without the wheels being secured clear of all running lines. Securing wagons in sidings.

68. When no other arrangements are made for working safety or other points and catch sidings, the person last using them shall be responsible that they are properly set and secured for the protection of the line. Securing point.

## SECTION VI.

### STATION MASTERS.

69. It is the special duty of every Station Master, or such person as may be appointed for the purpose, to attend to the arrival and departure of trains. He is also responsible for the general working of the station being carried out in strict accordance with all rules, regulations, and orders. Arrival and departure of trains.

70. The Station Master must report without delay to his superior officer neglect of duty or other misconduct on the part of any of the railway servants within station limits. Misconduct to be reported.

71. The Station Master is responsible that vehicles standing at the station or sidings are properly secured in accordance with rules prescribed by the authorized officer. Securing stock in sidings.

72. The Station Master is responsible that all safety points and catch sidings, when it is not necessary that they should be opened, are closed against the line which they are intended to protect, and that facing points are securely fastened or held for the passage of trains or vehicles. Safety and facing points.

73. Should any vehicle or portion of a train escape from a station, immediate steps must be taken to warn the other station concerned, and prevent accident as far as practicable. Vehicles escaping.

74. The Station Master must report all defects in points, gates, and signals to the nearest Permanent-Way Inspector. Points and signals.

75. In case of obstruction or accident, the Station Master must obtain all necessary assistance as soon as possible, and report the occurrence by telegraph, or by the most expeditious means, to the next station on the other side of the accident, so that notice may be given to the Drivers and Guards of approaching trains. Accident.

## SECTION VII.

### POINTSMEN AND SIGNALMEN.

76. Pointsmen must be careful to keep their points clear, and, whenever a train or engine has passed, they must remove anything that may have got within the points so as to prevent them from closing. Care of points.

77. Facing points must in all cases be securely fastened or held for the passage of trains or vehicles. Facing points.

78. Whenever points, crossings, or guide rails are injured or damaged, the Pointsman must immediately report the circumstance to his superior officer. Injured points to be reported.

GUARDS, DRIVERS AND FIREMEN.

Attention to signal rules.

79. Men in charge of signals must pay particular attention to the rules for working signals.

Signals ready for use, &c.

80. All working signals must be kept ready for immediate use. Every man who has charge of, or uses, signals must bring any defect to the notice of his superior.

Hand signals.

81. Signalmen and Pointsmen must have with them, when on duty, flags and hand-signal lamps, which must be lighted when necessary.

Signals in case of obstruction.

82. Should any impediment or obstruction exist upon the line within the sight or knowledge of the Pointsman or Signalman, he must exhibit the 'Danger' signals, and must not allow any train or engine to pass in that direction until such impediment or obstruction has been removed, and the line made clear and safe; and he must as soon as practicable take steps to report the obstruction to his superior officer.

Passing trains to be observed.

83. If a Signalman or Pointsman observe anything wrong or unusual in a passing train, he must report the circumstance to his superior; but if it is of such a nature as to involve danger to the train or the public, he must at once take all practicable steps to stop the train.

## SECTION VIII.

### GUARDS, DRIVERS AND FIREMEN.

Attendance.

84. Guards, Drivers, and Firemen must be with their trains and engines at such time before starting as the authorised officer may require, and must satisfy themselves that their trains and engines are in proper order.

Equipment.

85. Every Guard and Driver must have with him, at all times when on duty, such flags, lamps, tools, and other appliances as may be ordered by the authorized officer from time to time.

Regulations.

He must also have with him a copy of these Regulations.

Acquaintance with instructions.

86. Every Guard and Driver must make himself acquainted with all instructions requiring his attention on those parts of the line over which he has to work.

To receive instructions from Station Master.

87. Guards will receive instructions from the Station Master or other authorized officer to whom they must apply for anything necessary for the working of their trains.

Inspection of train.

88. Guards are responsible that their brakes and lamps are in good working order, and that the lamps are trimmed and lighted and brightly burning between sunset and sunrise and during a fog.

Duties of Guard in charge.

89. The Guard in charge must satisfy himself before starting, and during the journey, that the train is properly loaded, marshalled, coupled, lamped, greased or oiled, and sheeted; that lashings and chains are secure; also that the brakes are in good working order, and, as far as he can ascertain, that the train is in a state of efficiency for travelling, and has the proper signals attached to it. He must carefully examine the loading of any vehicles he may attach on the way; and should any vehicle become unsafe from the shifting or derangement of the load, he must at once have the load re-adjusted or the vehicle removed from the train.

Train under charge of Guard.

90. The train is under the charge of the Guard when there is only one, and of the Head Guard when there are more than one (see Rule 110).

Guards to travel in their vans.

91. Each Guard must ride in his proper van and not on the engine, nor in a carriage or wagon, except under special circumstances.

P. W. men to assist in working signals.

92. The Guard or Brakesman of a train has authority to require those employed on the permanent-way and works to assist him in working signals.

Coolies.

93. Guards in charge of trains must before giving the starting signal tell the coolies working with the train and riding in open trucks to sit down.

To start trains.

94. The signal for starting a train must be given to the Driver by the Guard upon receiving the necessary authority in accordance with the system adopted for working the railway.

GUARDS, DRIVERS, AND FIREMEN.

95. Guards and Drivers must exchange signals with each other on leaving a station or other stopping place. This exchange of signals must also be made whenever a train runs through a station without stopping. The Driver must stop if the proper signals are not exchanged. — Exchange signals.

96. Every Guard, Driver, and Fireman when travelling must keep a good look-out, and should they see any reason to apprehend danger, they must use their best endeavours to attract the attention of each other, and give notice of the apprehended danger. — To keep a good look-out.

97. In the absence of special rules to the contrary, when the Driver gives three or more short sharp whistles, or sounds the brake whistle (when a special whistle is supplied for that purpose), or applies the communication when such exists, the Guard or Guards must immediately apply the brakes. — Driver's signal to Guard.

98. In travelling down steep inclines, Guards must, in order to steady the train, assist the Driver with their brakes if required. — Rear brake on steep inclines.

99. Guards must not leave their trains until they have been properly handed over. — Delivery of train.

100. No person other than the Driver and Fireman is to ride on the engine or tender without permission from a properly authorized officer. — No unauthorized person to ride on engine.

101. Drivers must always sound the whistle before putting an engine in motion, or, when running, on observing any obstruction on the line, or on approaching curves round which a clear view is not obtainable for a distance of a quarter of a mile ahead. The whistle must also be sounded on entering a tunnel, and repeated in long tunnels. — Whistle to be sounded.

102. Should a Driver observe a train or engine obscured by steam or smoke on the opposite line to that on which he is travelling, or on a siding, he must sound his whistle and approach it cautiously, so as to be able to stop if necessary. — Train obscured by steam.

103. The Driver will receive his orders from the Guard in all matters affecting the starting, stopping, or movement of the train, and he must promptly obey all orders or signals given to him, whether by the Station Master or the Guard, or other person designated by the authorized officer, so far as the safe and proper working of his engine will allow. — Drivers to receive orders from Guard.

104. The Driver must afford such assistance with his engine as may be required for the formation, arrangement, and despatch of his train. — To assist in forming train.

105. Firemen must obey the orders of the Driver in all particulars. — Firemen.

106. The Driver must before starting see that his lamps are in good order, and that his engine carries the proper distinguishing lights, or other indicators of the train. At and after sunset, and during foggy weather, he must have the necessary lamps lighted. He is responsible that they are always in proper order and trimmed, and that when lighted they burn brightly. — Engine-lamps.

107. The Driver and Firemen must carefully observe all signals, whether the cause of the signal being shown is known to them or not. When from fog or storm, or any cause, the fixed signals are not visible as soon as usual, every possible precaution must be used, specially in approaching stations and junctions, so that the train can be stopped short of any obstruction should the signals be against it. The Driver must not, however, trust entirely to signals, but must on all occasions be vigilant and cautious. — Look-out for signals.

108. When two or more engines are employed in drawing the same train, the Driver and Firemen of the leading engine are responsible for the observance of the signals: the Drivers of the other engines must watch for, and take, signals from the Driver of the leading engine. — Train drawn by more than one engine.

109. The Driver must start and stop his train steadily and without a jerk. — To start and stop with care.

He must exercise care in approaching all stations at which his train is required to stop, and in passing stations at which he is not required to stop.

In stopping his train, he must pay particular attention to the state of the weather and the condition of the rails as well as to the length of the train, and these circumstances must have due weight in determining when to shut off steam.

Train without guard.

110. If a train or portion of a train is without a Guard, the Driver is responsible for carrying out all rules and for taking all necessary precautions which the Guard is required to observe for the safe working and protection of trains.

Water columns.

111. After taking water from tanks or water columns, Drivers must be careful to leave the hose or water crane clear of the main line and properly secured.

Driver leaving engine.

112. The Driver, when on duty at stations or on the line, must not leave his engine unless it is absolutely necessary for him to do so, and under no circumstances without a man being left in charge of it.

Speed.

113. Drivers with trains or engines must run within the limits of speed fixed by the authorized officer for the section of the line upon which they are running.

Pushing trains.

114. Trains may be run with a pushing engine, and engines may be run tender-foremost; but in such cases the speed must not exceed fifteen miles an hour, or such lower speed as may be ordered.

Speed through facing points.

115. Drivers must not pass through facing points at a speed exceeding ten (10) miles per hour.

## SECTION IX.

### INSPECTORS, PLATELAYERS, GANGERS, AND OTHERS EMPLOYED ON THE PERMANENT-WAY.

Duties of Inspectors.

116. The Inspector or person in charge of each district of the line will be held responsible for the condition of the permanent-way and works in his district. He must also report promptly to the Engineer in charge of the district all accidents and all defects in the road or works that may interfere with the safe running of trains.

Lamps and signals to be supplied.

117. Each gang of platelayers or labourers must be supplied by the Inspector of Permanent-way for the district with two sets of flag signals, two hand-signal lamps, and a proper number of detonators.

Fixed signals not to be used.

118. Platelayers and labourers must not, except in case of emergency, avail themselves of the fixed signals, and must in all cases use their own special signals for their own purposes.

Signals.

119. The signals to be used by the men engaged in repairing the permanent-way are red and green flags and hand lamps and detonators. The flags must be used during daylight, the lamps after sunset and in foggy weather, and the detonators when necessary by day and night.

The red and detonating signals indicate 'Danger,' and must be used only when it is necessary to stop a train. The green signal indicates 'Caution,' and must be used when it is necessary to slacken the speed of a train.

Protection of line when obstructed.

120. When it is necessary to obstruct the line, or to do any work of a character to make the exhibition of danger signals necessary, such signals must be exhibited half a mile on each side of the place at which the work is being carried on, and the work must not be commenced until these signals have been exhibited. These danger signals must not be withdrawn until the line is again clear and safe for trains.

Signals when repairing line.

121. When repairing, lifting the line, or performing any operation so as to make it necessary for a train to proceed cautiously, the foreman or ganger must send a man at least a quarter of a mile in either direction from which a train may approach, and as much further as the circumstances of the case render necessary, to exhibit the 'Caution' signal, so as to be plainly visible to the Driver of an approaching train.

Rails not to be displaced in fog.

122. In no case, except when absolutely necessary, is a rail to be displaced, or any other work to be performed, by which an obstruction may be made to the passage of the trains during a fog or storm.

Responsibility for lorries.

123. No lorry used for the conveyance of material, or trolly for the conveyance of men, may in any case be placed on the line, except by the authorized person who is responsible for its proper protection and use according to the rules in force on the railway.

REGULATIONS FOR GATEMEN, WHERE PROVIDED, AT LEVEL-CROSSINGS.

124. A lorry or truck, loaded or empty, used for conveying materials, must be preceded and followed on a single line, and followed on a double line, at a distance of not less than half a mile, by a man with Danger hand signals and detonators. A lorry must not be run in the wrong direction on a double line. In exceptional cases the authorized officer may issue special rules for the working of lorries and trollies upon any section of the line. Protection of lorry or truck on line.

125. No lorry or trolly shall under any circumstances be attached to a train, and all lorries and trollies, when not in use, must be taken off the rails, placed well clear of the line, and the wheels secured with chain and padlock. Security of lorry.

126. Every portion of the permanent-way must be inspected daily on foot by some authorized person responsible for its condition, and bridges and all other works (including signals and signal wires wherever provided and used) must be regularly inspected in accordance with rules laid down by the authorized officer. Road to be inspected.

127. Each foreman, ganger, or mistry must report to the Inspector of Permanent-way when any telegraph post appears to be in an unsafe state, or any of the signal or telegraph wires are broken, slack, entangled, or touching each other, or any building. He must also see that all grass, creepers, boughs of trees, and rubbish are removed from the wires. Defects of wires, &c.

Where the maintenance of the telegraph posts and wires is under the control of the Government Telegraph Department, the removal of grass, creepers, boughs of trees, and rubbish will be carried out by the Government Telegraph officers and all reports of defects in posts and wires should be made to the officers of that Department by the Inspector.

128. No blasting shall be allowed on or near to the railway without the authority of the Engineer in charge. Blasting.

129. Gangers must close and fasten all gates they find open. Gates to be closed.

130. Each foreman, ganger, or mistry must in the event of a flood, carefully examine the action of the water through the culverts and bridges on his length of line; and should he see any cause to apprend danger to the works, he must immediately exhibit the proper signals for the trains to proceed cautiously or to stop, as necessity may require, and inform the Inspector thereof; and, until the Inspector arrives, he must take precautionary measures for securing the safety and stability of the line. Works in floods.

131. Gangers must keep clean the working parts of points and signals, unless the duty is otherwise specially provided for. Cleaning of points and signals.

132. Each foreman or ganger must keep his portion of the line clear and safe and the fences in repair; and if any sheep, cattle, or other animals be on the line or within the fences, he must immediately remove them, and report the circumstances to the Inspector of Permanent-way. Line to be kept clear.

133. Foremen or gangers must see that all broken chairs, rails, sleepers, or other dangerously defective materials are removed from the road with the least possible delay and sound materials substituted. Defects.

All tools, rails, sleepers, pieces of iron or wood, or other implements or materials must be carefully placed so as to be quite clear of the line, and not within three feet of the rails. Materials clear of rails.

## SECTION X.

REGULATIONS FOR GATEMEN, WHERE PROVIDED, AT LEVEL-CROSSINGS.

134. All level-crossings of which the gates close across the railway must be provided with red signal boards, and with lamps showing red, up and down the line, when the gates are closed across the line. The lamps must be kept lighted during the hours prescribed by the authorized officer. Gate signals.

135. Every gateman must be provided with day and night hand signals which he must know how to use, and must keep in proper order. Gateman's signals.

136. At level-crossings where fixed signals are provided, the gateman must satisfy himself of the proper working of his signals both by day and by Fixed signals to be tested.

night, and must report immediately any defect to the Inspector of Permanent-way, or other person in charge of the repair of signals, and also to the Station Master or other person under whose supervision he acts.

Gates open to Railway.

137. Unless specially ordered to the contrary, the gates at all thoroughfares must be kept open for the passage of trains, and securely closed across the thoroughfare, except when required to be opened for the road traffic, and must then as quickly as possible be closed again across the thoroughfare. Before opening the gates, the gateman must look up and down the line to assure himself that no train is approaching.

Gates open to roads.

138. Where special authority is given, gates made to close across the railway may be kept open to the public thoroughfare, except when an engine or train is due or expected, at which time such gates must be closed, and fastened across the public thoroughfare; and until such engine or train has passed, the gates must be kept closed, and no person or thing is to be allowed within them. While the gates are closed across the railway and open to the thoroughfare, the 'Danger' signal must be exhibited both up and down the line. In opening double gates closing across the railway for an approaching train where there is only one signal lamp to each gate, the half with the signal lamp attached is not to be moved until the other half is shut across the thoroughfare.

Further gates to be first open.

139. The gate towards which road traffic is approaching must not be opened until the opposite gate has been opened, so as to allow it to cross over without stopping upon the line.

Trains to be observed.

140. Every gateman must take particular notice of each train, and if he should see anything wrong, he must show a danger signal to the Guard and Driver.

Position of gateman.

141. In all cases the gateman, when signalling, is to stand in a position clear of the rails, where he can be seen by the approaching Driver.

Obstructions.

142. In the event of the road being from any cause obstructed, the gateman must do everything in his power by warning approaching trains to prevent accident.

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## SECTION XI.

### GENERAL RULES FOR WORKING A LINE ON THE SYSTEM TERMED 'LINE CLEAR AND CAUTION MESSAGE' IN RULE 3, SECTION II.

System.

143. Under this system no train shall be permitted to leave one station for another—

Until it has been ascertained by means of the electric telegraph that the line between those stations is absolutely clear of trains and of all impediments as far as can be known, in which case a 'Line clear' message must be obtained in the manner prescribed in the rules in force on each railway, or,

Unless the line is occupied only by trains running in advance and in the same direction at time intervals, in which case a 'Caution' message must be obtained in the manner prescribed in the rules in force on each railway.

Following trains.

144. Trains may follow one another between stations in the same direction on both single and double line, subject to the following conditions:—

(*a*) No train or engine shall be allowed to follow any other train or engine on the same line of rails within ten minutes unless 'Line clear' has been received.

(*b*) No train shall be allowed to follow another unless permission has been obtained in each and every case from the station to which the train is proceeding. No passenger train shall follow a goods train, nor shall a fast goods train follow a stopping passenger train from a station within fifteen minutes; and in case the distance to the next station in advance exceeds ten miles, the interval must be increased under special instructions of the authorized officer.

(*c*) The 'Caution' message shall contain an entry of the time at which the preceding train left the station.

GENERAL RULES FOR WORKING A LINE ON THE SYSTEM TERMED 'LINE CLEAR AND CAUTION MESSAGE' IN RULE 3, SECTION II.

Authority to give 'Line clear.'

145. No one except the Station Master or other duly authorized person is to give or seek a line clear or caution message.

Time for seeking 'Line clear.'

146. Except at train terminal stations, no Station Master must apply for a line clear message from the station in advance until he has received advice that the approaching train has left the station in rear.

Drivers to obtain written permission.

147. No engine or train shall be moved from any station until the Driver has in his possession a 'Line clear' or 'Caution' message written on an authorized form showing that he can proceed. The Driver is to receive this written permission from no other person than the Guard of his own train or from the Station Master, or from one of the station staff duly authorized for such duty; but on all occasions when the Guard does not personally deliver the permission to the Driver, it must be countersigned by the Guard before delivery to the Driver. The Driver must also receive from the Guard the usual starting signal before moving.

When a train is arranged to run through a station without stopping, the written permission to proceed to the next station may be handed to the Driver direct by the Station Master or other authorized person of the station staff, and a duplicate of it handed to the Guard in the same manner.

Station Master to hand message to Guard.

148. The Station Master or other authorized person of the station staff is to hand the written permission to the Guard, who must satisfy himself that it is properly filled up and dated, with the time added, and is signed in full and in ink, and that it applies to the particular train or engine for which it is given and received before it is handed to the Driver. The Driver must satisfy himself on these points before starting.

This written permission is never to be given to the Driver until the train is to start; and when waiting to pass another train, it must not be given to the Driver until the whole of such other train has come in and is clear of the points.

When a train is not timed to stop at a station, and the written permission is handed both to the Driver and Guard of the train, the Station Master will be held wholly responsible that it applies to the particular train or engine for which it is given, and that it is properly filled up and dated with the time added, and is signed in full and in ink.

Forms and books.

149. No forms other than those specially provided from time to time for the purpose are to be used in working under this system. And each station must keep the regular books provided for by the working orders in force.

Messages cancelled.

150. The leaves of these books are to be progressively numbered in type, and, when any message has from any cause to be cancelled, the form to which it applies must also be marked as cancelled both on the form and counterfoil, and must be carefully preserved by doubling it on the counterfoil.

Messages to be numbered.

151. In addition to the progressive printed number, every message from each station must be numbered to stations on each side from midnight to midnight, commencing with number one to each station, and this number is to be treated as a portion of the message and entered on the counterfoil.

Number to be quoted.

152. When a message is in reply to another, each station's number must be quoted at the beginning of the message.

Number to be quoted.

153. When the message bears reference to a former message in the same direction, the number of that message must also be quoted at the beginning.

Train to be described.

154. In train messages the engine or train must be distinctly described, as, for instance, 'No. 2 down ballast,' 'No. 4 up goods,' and so on; and for every train a separate enquiry and reply must be sent, but an enquiry and reply message must never be sent on one form.

Line clear enquiries.

155. In line clear enquiries, the time of arrival of the last train in the opposite direction must always be given. If the train follows another on a caution message, the time of departure of the preceding train must be endorsed on the message.

Cancellation of line clear.

156. After a line clear message has been given and has been subsequently cancelled, no train is to be started in the opposite direction on a single line until

REGULATIONS FOR WORKING SINGLE LINES OF RAILWAY ON THE SYSTEM TERMED 'TRAIN STAFF AND TICKET' IN RULE 3, SECTION II.

a telegram has been received stating that the train for which the 'Line clear' had been first given is and will be detained, and that the message has been cancelled.

Message to be wholly written before despatch.

157. No part of any message affecting the passage of trains must be forwarded or acted upon until the whole is written out, except when an accident may be prevented, or in other case of emergency.

Messages to be signed.

158. Line clear or caution permissions are not to be written out in full or in part or signed before they are required.

Form of message.

159. All messages connected with train working, including 'Line clear' authorities, are to be written in ink or other indelible substance, and are also to be signed in full by the Station Master or other authorized person.

Messages to be filed.

160. Line clear and enquiry messages must be retained for at least a fortnight.

Interruption of system.

161. In case of accident to the line or train, or of failure or interruption of telegraph communication, trains must be worked between stations in accordance with rules prescribed by the authorized officer.

## SECTION XII.

GENERAL REGULATIONS FOR WORKING ON THE SYSTEM TERMED 'ABSOLUTE BLOCK' IN RULE 3, SECTION II.

Object.

162. The object of this system of electric train signalling is to prevent more than one train or engine being between any two signal stations on the same line at the same time. This is accomplished by not allowing any train or engine to leave a signal station till the previous train or engine has been signalled clear.

Absolute block working.

163. On those portions of any railway which are worked on the absolute block system, a train or engine must not be allowed to enter any section until it has been ascertained by telegraph that the section is clear of trains or engines.

Except when otherwise specified, a section is to be understood to be the line between two stations outside station limits.

Interruption of system.

164. In the event of accident to the line or train, or of failure of the train signalling instruments used for block working, so that the ordinary signals cannot be forwarded and received, trains must be worked between stations in accordance with the rules to be prescribed by the authorized officer.

## SECTION XIII.

REGULATIONS FOR WORKING SINGLE LINES OF RAILWAY ON THE SYSTEM TERMED 'TRAIN STAFF AND TICKET' IN RULE 3, SECTION II.

Staff station.

165. Necessary information shall be afforded from time to time as to the places which are appointed staff stations.

Staff or ticket.

166. A train staff or train staff ticket must be carried with each train or engine, and without this staff or ticket no train or engine must be allowed to leave any station.

Staff at station.

167. No train or engine shall be permitted to leave any staff station unless the staff for that portion of the line over which it is to travel is then at that station.

Custody of staff.

168. The person in charge of the station for the time being is the only person authorized to receive and deliver the staff or ticket, and all tickets must be cancelled directly they are handed to him after use.

Staff given to Driver.

169. When a train or engine is ready to start from a station and no second train or engine is intended to follow before the staff will be required for a train in the opposite direction, it is the duty of the person in charge of the

REGULATIONS FOR WORKING SINGLE LINES OF RAILWAY ON THE SYSTEM TERMED 'TRAIN STAFF AND TICKET' IN RULE 3, SECTION II.

station to give the staff to the Driver, who shall then place it in a conspicuous place provided for that purpose on the engine.

Tickets to Driver.

170. If other trains or engines are intended to follow in succession before the staff can be returned, a ticket indicating that the staff is following must be given by the person in charge of the station to the Driver of the first train or engine, the staff for the section being shown to him, and so on, with any other train or engine, except the last, the staff itself being given to the Driver of the last train or engine, as directed in rule 169. After the staff has been sent away no other train or engine must under any circumstances leave the station to follow in the same direction until the staff for that station has been returned.

Driver to have staff or ticket.

171. No Driver with a train or engine shall leave a station until he has received the proper staff or ticket for that section of the line over which he is about to travel, and he must not take the staff or ticket from any other than the person in charge of the station for the time being. After receiving the staff or ticket, he must not start until the proper signals have been exhibited, nor when with a train until a signal has also been given by the Guard. But he must not accept a ticket in any case unless he sees the staff at the same time in the possession of the person who gives him such ticket. On arriving at the station to which the staff or ticket extends, such staff or ticket must immediately be given up to the person in charge of the station, and all tickets so given up must be immediately cancelled.

Distinguishing mark.

172. Each staff must have shown upon it the name of the staff station at each end of the portion of line to which it applies. The staff, boxes, and tickets for the different portions of the line must be distinguished by different colours.

Tickets.

173. The tickets must be kept in the proper ticket-box fastened by an inside spring, the key to open the box being the staff to which the tickets apply.

Record of tickets issued.

174. The Station Master must keep a record in a book of each ticket issued, showing the number of tickets and the particular train or engine for which it is issued.

Staff at station.

175. The staff, when at the station, must not be left in the box, but must be in the safe custody of the Station Master.

Staff or ticket to be left.

176. Drivers must not take the staff or ticket beyond the station at which it ought to be left.

Assisting engine.

177. When trains are assisted by a second engine in the front, the leading engine must carry the staff or ticket; but when the assisting engine is pushing the train, the train engine must carry a ticket and the assisting engine the staff, except in cases where the train and the assisting engine are travelling over the entire length of line to which the staff applies, and have to be followed by another train or engine, when the train and assisting engine must each have a ticket. When the assisting engine is intended to return to the station from which it started without running through the entire portion of line to which the staff applies, it must always carry the staff.

Engine carrying staff disabled.

178. In the event of an engine which carries the staff breaking down between two stations, the Firemen must take the staff to the staff station in the direction whence assistance can be obtained in order that the staff may be at the station on arrival of the engine. Should the engine that fails be in possession of a ticket instead of the staff, assistance must only come from the station at which the staff has been left. But if assistance can be more readily obtained at a station other than that where the staff is, immediate steps must be taken to have the staff transferred to the other end of the section. The Fireman must accompany the assisting engine to the place where he has left his own engine.

Engine carrying ticket disabled.

Ballast train at work on the line.

179. When a ballast train has to work between stations, the staff must be given to the Driver in charge of it. This will close the line whilst the ballast train is at work. The ballast train must proceed afterwards to one of the staff stations to open the line before the ordinary traffic can be resumed.

Ballast trains not stopping to work between stations may run with staff or ticket as ordinary or special trains.

REGULATIONS FOR WORKING SINGLE LINES OF RAILWAY ON THE SYSTEM TERMED 'PILOT GUARD' IN RULE 3, SECTION II.

Form of train staff ticket.

SAMPLE-FORM OF TRAIN STAFF TICKET.

*Ticket No.*_____

_____ **Railway.**

TRAIN STAFF TICKET.

**Down.**

*Train No.*_____

_____ *h* _____ *m. from* _____ *to* _____

*To Driver and Guard.*

*You are authorized to proceed from*

_____

TO

_____

*And the train staff will follow.*

*Train No.* _____ *in front, left* _____ *h* _____ *m.*

*Signed* _____

*Officer in charge at*

*Date*

_____

*(Back of Ticket.)*

When this ticket is given to the Driver, he must before starting see the train staff for the portion of line which he is about to enter.

This ticket is to be given up by the Driver immediately on arrival to the person in charge of the station to which he is authorised to proceed, and such person will be responsible that this ticket is *at once cancelled.*

## SECTION XIV.

REGULATIONS FOR WORKING SINGLE LINES OF RAILWAY ON THE SYSTEM TERMED 'PILOT GUARD' IN RULE 3, SECTION II.

*This system is only to be held as applicable to short branch lines.*

Pilot Guard to start trains.

180. The Pilot Guard will be distinguished by a red dress or badge; and no train or engine shall under any circumstances be allowed to run on the line unless it is either accompanied or personally started by the Pilot Guard wearing such dress or badge.

Pilot Guard, when practicable, to accompany every train. Exception.

181. The Pilot Guard will, when practicable, accompany every train, but when it is necessary to start two or more trains from one end of the portion of line under his control before a train has to be started from the other end, the Pilot Guard must furnish the Guard in charge of each train not accompanied by himself with a printed Pilot Guard's ticket, where such are provided, properly filled up and signed, and personally start such train, and must himself accompany the last train. The ticket will apply only to the single journey to the station named on it, where it must be immediately given up to the person in charge of the station, and all tickets so given up must be immediately cancelled.

REGULATIONS FOR WORKING SINGLE LINE ON THE SYSTEM TERMED 'ONE ENGINE ONLY' IN RULE 3, SECTION II.

182. The Driver must not start his train without seeing the Pilot Guard. But if the Pilot Guard does not accompany the train, the Driver must not start until he has received from the Guard of his train the Pilot Guard's ticket authorizing him to proceed. A Driver working an engine, unaccompanied by a Guard, must observe the same regulations as herein laid down for a Guard with a train. Driver to see Pilot Guard.

## SECTION XV.

REGULATIONS FOR WORKING SINGLE LINE ON THE SYSTEM TERMED 'ONE ENGINE ONLY' IN RULE 3, SECTION II.

*This system is only to be held as applicable to short branch lines.*

183. Only one engine in steam, or two or more coupled together, which are then to be treated as one engine or train, must be allowed to be on the line at one and the same time, except as provided in rule 184. One engine in steam.

184. In the case of an engine or train becoming disabled and requiring assistance, or an accident occurring which renders it impossible for the engine to proceed, the Guard in charge must instruct the Driver to keep the engine stationary until his return, and then make the best of his way to the station whence assistance can be obtained, and inform the person in charge there of the circumstances, who will, on receipt of such information, allow a second engine to enter the line. The second engine must be accompanied by the Guard of the disabled engine or train, who must explain to the Driver where and under what circumstances the disabled engine or train is situated. Disabled engine.

185. The Guard of the disabled engine or train will be held responsible for the safe and proper working of the line until both engines have left it, and it is again clear. Guard of disabled train.

186. Should an engine without a Guard become disabled, the Fireman' or, if necessary, the Driver, must perform the duties prescribed for the Guard. Absence of Guard.

(Signed) R. C. B. PEMBERTON, Colonel, R. E.,
Secretary to the Government of India."

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

K. A. JOPP, Colonel, R. E.,
Acting Secretary to Government.

## REVENUE DEPARTMENT.

*Bombay Castle, 20th October 1890.*

No. 7429.—The Governor in Council is pleased to direct the publication of the annexed Draft Rules which it is proposed to make under Section 31 of the Indian Forest Act (VII of) 1878 for the protected forests of Kánara, and to give notice that any objection thereto or suggestion regarding the same which is received in the office of the Chief Secretary to Government, Revenue Department, not later than the 3rd of January 1891 will be taken by the Governor in Council into his consideration.

*Draft Rules.*

In supersession of all previous orders on the same subjects, the Governor in Council is pleased, in exercise of the power conferred by Section 31 of the Indian Forest Act (VII of) 1878, to make the following rules to have effect in and for the protected forests of the district of Kánara on and after the of 189 ; (namely) :

*Part I.—General Privileges.*

Articles of forest-produce which may for certain purposes be removed without payment.

1. Subject to the provisions of Rule 2, any person may, without payment or license, cut or collect and remove for the purpose or one of the purposes, if any, hereinafter specified, any of the following articles of forest-produce, viz. :

| *Articles.* | *Purposes.* |
|---|---|
| (*a*) Unreserved* trees not exceeding 32 inches in girth at the base. | The repair of huts, cattle-sheds, dams and agricultural implements. |
| (*b*) Dead-wood of unreserved trees not exceeding 32 inches at the thicker end, nor four feet in length. | Fuel. |
| (*c*) Barren sago and other palms. | Water-courses. |
| (*d*) Thorns and bushes of unreserved species. | Dams and fencing. |
| (*e*) Dead leaves and grass. | Manure and fodder. |
| (*f*) Tali-palms. | Food. |
| (*g*) Leaves and creepers. | ..... |

Provisions to which the privileges conferred by Rule 1 are subject.

2. The privileges allowed by Rule 1 are subject :

(*a*) to the prohibitions contained in Rule 22 ; and

(*b*) to the proviso that no forest-produce be removed unless the same is *bond fide* required for the purpose or one of the purposes, if any, specified in Rule 1 as a purpose for which such produce may be taken ;

(*c*) to the proviso that no forest-produce obtained under Rule 1 be used for purposes of trade or for the manufacture or preparation for sale or barter of any article of trade ;

(*d*) to the proviso that none of the said privileges be exercised in any portion of a protected forest which is closed by order of Government under Section 29 of the Forest Act, or which is set apart as a beta-assignment ;

(*e*) to the proviso that no such privilege be exercised by any person except in a protected forest which is within the limits of, or has been set apart for the use of, the village in which such person resides and, in the latter case, to the further proviso that no such privilege be exercised by any person without his first of all producing to the officer in charge of the protected forest a permit from his village officer.

Cultivators having no beta-assignments may have tree loppings for cattle-bedding and manure.

3. (1) Subject to the provisions of clauses (*a*), (*c*), (*d*) and (*e*) of Rule 2, any cultivator who has no beta-assignment and who requires green leaves and branches for his own use for cattle-bedding or manure may lop unreserved* trees for the purpose of supplying his requirements : provided that he do not lop within ten feet of the summit of any such tree.

(2) When the jungle consists of low coppice, any such cultivator may, subject as aforesaid and for the purpose aforesaid :

(*a*) lop unreserved* trees to within ten but not within five feet of their summits, and

(*b*) cut and remove unreserved bushes and stool-shoots : provided that the leading shoot be not cut in any case.

Clearance of undergrowth around garden-lands.

4. Any occupant of garden-land may :

(*a*) cut and remove all under-growth to a distance of 66 feet in every direction from the boundary of his holding : provided that he keep the cleared belt always sufficiently demarcated to the satisfaction of the Conservator of Forests by means of forest boundary-stones, earthen bánds or other marks approved by the said Conservator ;

(*b*) Dig a ditch on the inner edge of such clearing separating it from the rest of the forest.

*Part II.—Private Rights in beta-assignments.*

Extent of rights in beta-assignments.

5. (1). The occupant of garden land to which a beta-assignment has been allotted at a settlement, is exclusively entitled within the limits of his assignment, and subject to the provisions of Rule 6 :

(*a*) to lop unreserved* trees and shrubs in order to supply himself with green leaves and branches for the purpose of manuring his said land ;

(*b*) to the grazing ;

(*c*) to all other minor forest-produce, other than hirda and shikakai, which are reserved to Government.

(2) All other forest-produce in every such beta-assignment is the property of the State.

* See Appendix.

Provisions to which the rights recognized in Rule 5 are subject.

6. The exercise of the right described in Rule 5 is subject to the following provisions:—

(*a*) that no tree be pollarded, *i.e.* that no part of the stem be cut off;

(*b*) that, except when the jungle consists of low coppice, no tree or shrub be lopped within ten feet of its summit;

(*c*) that when the jungle consists of low coppice, no tree or shrub be lopped within five feet of its summit;

(*d*) that no branch or portion of a branch be cut which at the cut end exceeds nine inches in circumference;

(*e*) that land be not broken up except for the purpose of digging or repairing a ditch around but within the limits of the assignment;

(*f*) that the occupant of garden-land to which a beta-assignment has been allotted as aforesaid use every reasonable precaution and vigilance to prevent the occurrence of a fire in such assignment and to prevent fire reaching the assignment from outside thereof.

## *Part III.—Permits.*

Applications for forest-produce under permits how and to whom to be made.

7. If any inhabitant of the Kánara District requires for his own use or for any purpose named in Rule 18 any forest-produce which he cannot obtain under any of the foregoing rules, he shall submit a written application for the same to the Range Forest Officer in charge of the sub-division in which he wishes to procure it, specifying the kind and quantity of produce he requires and the purpose for which he requires it.

Provisions restricting the grant of permits.

8. Applications under Rule 7 for timber will only be received, except in very emergent cases, between the 1st June and the 1st November; and no application under the said rule will be granted:

(*a*) if in the opinion of the officer to whom it is made or referred, it is not reasonable; or

(*b*) unless a reasonable time has elapsed since the applicant obtained forest-produce of the same description before; or

(*c*) if the produce required by the applicant can be conveniently obtained by him from a depôt or at an auction or otherwise; or

(*d*) unless it is satisfactorily shown that the produce is *bonâ fide* required by the applicant for his own use for the specified purpose or for any purpose named in Rule 18; or

(*e*) in case it is for timber, if the applicant has, on his own estate, trees other than fruit trees suitable for supplying his requirements; or

(*f*) if it is for the timber of trees of any of the following species, viz.:—

| | | |
|---|---|---|
| Sagwan | ... | Tectona grandis. |
| Bitti | ... | Dalbergia latifolia. |
| Honi | ... | Pterocarpus marsupium. |
| Surhoni | ... | Calophyllum elatum. |
| Gandhadamara... | | Santalum album. |
| Abnus | ... | Diospyrus ebenum. |
| Shiwani | ... | Gmelina arborea. |

Applications for permits by whom to be disposed of.

9. The Range Forest Officer may dispose of all applications made to him under Rule 7, except applications for timber in quantities exceeding 150 cubic feet, which he shall refer to the Divisional Forest Officer for his orders.

What a permit may authorize.

10. When an application is granted, a permit shall be issued to the applicant by the Range Forest Officer authorizing him to cut or collect and remove the forest-produce in respect of which it is given, within a period which shall be specified in the permit. If trees are to be cut, they shall be marked and the permit shall specify their situation, number and kinds and their maximum diameters at breast-height. No permit shall be given for cutting or removing wood at any time between the 31st May and the 31st October, except in very emergent cases.

Forest-produce obtained on permits to be paid for.

11. Forest-produce obtained on permits shall be paid for at such rates as Government shall from time to time direct; and measures shall be taken by the Conservator for causing the said rates to be duly published.

Purchase-money when to be paid.

12. (1) Twenty-five per cent. of the purchase-money shall be deposited by a permit-holder at the time of the issue of the permit, and this amount will be forfeited to Government, should the forest-produce not be cut or collected and removed within the period specified in this behalf in the permit. The balance of the purchase-money shall be paid before any forest-produce is cut or collected.

Period of permit may be extended.

(2) If reasonable cause is shown by a permit-holder for delay, the Divisional Forest Officer may, at his discretion, from time to time extend the period specified in his permit.

Village officers to be informed of issue of permits.

13 Due intimation of the issue of a permit, with all necessary particulars, shall be given by the Range Officer in charge of the sub-division to the village officers within the boundaries of whose village the permit is to have validity.

Wood cut under a permit not to be removed before being measured and fully paid for.

14. The holder of a permit for cutting trees shall not remove any of the wood cut:

(*a*) without reporting to the Range Officer that the trees have been cut; nor

(*b*) until the wood has been measured and stamped by a forest officer appointed by the Range Officer in this behalf; nor

(*c*) until the wood has been fully paid for, according to the measurement of the said officer.

Method of measurement.

15. (1) Wood obtained under a permit as aforesaid shall be measured in the manner at the time being in vogue at Government wood depôts in the Kánara District.

(2) Should the trees which a permit-holder has been licensed to cut yield a greater quantity of wood than that for which the permit was granted, the permit-holder shall pay for the whole quantity cut and shall be allowed, if he wishes, to remove the excess quantity.

Register to be kept of forest-produce obtained on permits.

16. The Range Forest Officer in charge of the sub-division shall keep a register of all forest-produce obtained on permits in such form and containing such particulars as the Conservator shall from time to time prescribe.

Forest-produce obtained under a permit not to be misapplied.

17. Forest-produce obtained under a permit shall not, without the permission in writing of the Divisional Forest Officer, be applied to any purpose other than that stated in the application upon which the permit was granted.

Purchase-money for timber may be remitted in certain cases in whole or in part.

18. The purchase-money payable under Rule 11 for timber obtained on a permit may be remitted in whole or in part, when the timber is required for any of the following purposes:—

(*a*) Works of public utility, such as village chaukis, schools, dharmshálás, public bridges, covers to or fencing round public wells and repairs of religious edifices not the property of individuals;

(*b*) reconstruction of houses destroyed by fire, flood or decay which were the property of actual cultivators;

(*c*) construction or repair of agricultural implements.

Remissions by whom to be granted.

19. Purchase-money may be remitted under Rule 18 by the following officers, viz.:—

(*a*) up to Rs. 15, by an Assistant Collector or a Divisional Forest Officer;

(*b*) up to Rs. 50, by the Collector or Conservator of Forests;

(*c*) above Rs. 50, on the recommendation of the Collector by the Commissioner.

Remissions to be endorsed on permits.

20. The amount remitted and the number and date of the order granting the remission shall be noted on the back of the permit by the officer who issues the permit.

Grazing permits may be granted subject to payment of fees.

21. (1) Permits for grazing will also be granted by the Range Forest Officer in charge of the sub-division on application being made to him in this behalf. The said permits shall be in such form and contain such particulars as the Conservator of Forests from time to time directs.

(2) The fees to be charged for permits for grazing shall be such as Government from time to time directs, and measures shall be taken by the Conservator of Forests for causing the rates of fees to be duly published.

*Part IV.—Prohibitions.*

22. The following acts are prohibited, viz.:—

(*a*) the exercise of any privilege or right conceded or recognized by these rules in any manner or at any time or place or for any purpose not allowed by these rules or contrary to or without duly fulfilling any provision of these rules, or by or on behalf of any person not entitled under these rules to such privilege or right;

(*b*) the doing of anything whether in the alleged exercise of a privilege or right (not being a right recorded under Section 28 of the Forest Act or claimed as an existing right in any case in which the proviso to that section applies) or otherwise, which is not authorized by these rules or by a permit granted under these rules;

(*c*) the doing of anything by or on behalf of a permit-holder which he is not expressly authorized by his permit to do;

(*d*) the cutting or removal by occupants of garden-land who have beta-assignments, of green leaves or branches for use as cattle-bedding or manure, except from within the limits of their respective assignments;

(*e*) the removal of green wood for fuel;

(*f*) the removal of wood for fuel (unless under a permit and on payment of the price thereof), except in head-loads;

(*g*) the quarrying or removal of minerals, except in such places as shall from time to time be set apart for this purpose by the Conservator of Forests or by some forest officer whom he authorizes in this behalf;

(*h*) the clearing or breaking up of land for any purpose, except as provided in the next following clause and in Rule 4 (*b*), without the permission in writing of the Conservator of Forests;

(*i*) the breaking up of land for the purpose of repairing any ditch within the 66 feet limit described in Rule 4, unless when the Assistant Collector and the Divisional Forest Officer certify in writing that such ditch is necessary for the protection of any garden-land from damage by floods or by cattle or wild animals;

(*j*) the kindling of a fire at any time between the 1st November and 30th June, both days inclusive, except in any place appointed for this purpose by the Divisional Forest Officer;

(*k*) the carrying of torches or other unguarded light, except on a road over which there is a public right of way;

(*l*) the pasturing of cattle, when any person tending or accompanying the cattle carries an axe or any other cutting instrument;

(*m*) the setting of traps, snares or pitfalls, except with the permission in writing of the Conservator of Forests or of some forest officer authorized by the Conservator of Forests to give such permission.

APPENDIX.

The following Notification, No. 525, dated 22nd January 1890, published at page 49 of the *Bombay Government Gazette* of the 23rd idem, Part I, is annexed to these Rules for convenience of reference :—

"No. 525.—In supersession of Government Notification No. 299, dated 15th January 1881, published at pages 35 and 36 of the *Bombay Government Gazette* of the 20th idem, Part I, and in exercise of the power conferred by Section 29 of the Indian Forest Act, No. VII of 1878, His Excellency the Governor in Council is pleased—

(*a*) to declare the below-mentioned classes of trees in the protected forests of Kánara to be reserved from 15th February 1890;

(*b*) to prohibit from 15th February 1890 the collection or removal of timber of the below-mentioned descriptions in the district of Kánara;

(*c*) to prohibit from the 15th February 1890 the removal of minor forest produce of the below-mentioned descriptions in Kánara.

*Classes of trees and timber referred to in clauses (a) and (b).*

| Consecutive No. | Native names. | Botanical names. |
|---|---|---|
| | *In the Kánara District.* | |
| 1 | Sagwan ... ... | Teak or Tectona Grandis. |
| 2 | Gandada Mara ... | Sandalwood or Santalum Album. |
| 3 | Sheshum ... ... | Blackwood or Dalbergia Latifolia. |
| 4 | Abnus .. .. | Ebony or Diospyros Ebenum. |
| 5 | Honi ... ... | Pterocarpus Marsupium. |
| 6 | Surhonay ... ... | Poon or Calophyllum Elatum. |
| 7 | Pannas ... ... | The Jack tree or Artocarpus Integrifolia. |
| 8 | Pat Panas ... ... | Artocarpus Hirsuta. |
| 9 | Balghay ... ... | Vitex Altissima. |
| 10 | Karrimutal ... ... | Ougenia Dalbergioides. |
| 11 | Nana ... ... | Lagerstræmia Microcarpa. |
| 12 | Shewani ... ... | Gmelina Arborea. |
| 13 | Mati ... ... | Terminalia Tomentosa. |
| 14 | Hirda ... ... | Terminalia Chebula. |
| 15 | Jamba ... ... | Xylia Dalabriformis. |
| 16 | Bendi ... ... | Thespesia Sp. |
| 17 | Khair ... ... | Acacia Catechu. |
| 18 | Shigikai ... ... | Soapnut or Acacia Concinna. |
| 19 | Ippi Mara ... ... | Bassia Latifolia. |

*Descriptions of minor forest produce referred to in clause (c).*

*In the Kánara District.*

Myrobalans (Harda), fruit of the Terminalia Chebula.

*In the Kánara District.*

(1) Pods of Acacia Concinna.

(2) Ippi or Mowrá, flowers of the Bassia Latifolia.

(3) Catechu, or produce of Acacia Catechu."

*Bombay Castle, 22nd November 1890.*

No. 8323.—In exercise of the power conferred by Section 4 of the Indian Forest Act, No. VII of 1878, as amended by Act No. V of 1890, His Excellency the Governor in Council is pleased to declare that it is proposed to constitute the lands specified in the schedule hereto annexed Reserved Forests in the Honávar Táluka of the Kánara District :—

*Schedule referred to above.*

| Name of Village. | Survey No. | Unoccupied Assessed Waste. Area. A. g. a. | Unoccupied Assessed Waste. Assessment. Rs. a. p. | Unassessed Waste. A. g. a. |
|---|---|---|---|---|
| Upponi .. ... | 60 | .. ... | ..... | 238 38 0 |
| Mahime ... ... | 1 | 1 17 0 | 3 8 0 | ..... |
| | 2 | 3 3 0 | 7 0 0 | ..... |
| | 15 | 4 36 0 | 15 0 0 | ..... |
| | 21 | 3 23 0 | 11 0 0 | ..... |
| | 22 | 3 22 0 | 10 0 0 | ..... |
| | 23 | 1 13 0 | 0 8 0 | ..... |
| | 24 | 2 30 0 | 9 0 0 | ..... |
| | 25 | 2 0 0 | 5 0 0 | ..... |
| | 26 | 2 29 0 | 8 0 0 | ..... |
| | 33 | 1 27 0 | 5 0 0 | ..... |
| | 34 | 2 4 0 | 6 0 0 | ... .. |
| | 38 | 1 31 0 | 5 0 0 | ..... |
| | 108 | 2 26 0 | 5 0 0 | ..... |
| | 109 | 3 23 0 | 13 0 0 | ..... |
| | 110 | 3 0 0 | 11 0 0 | ..... |
| | 111 | 2 36 0 | 11 0 0 | ..... |
| | 112 | 2 2 0 | 6 0 0 | ..... |
| | 113 | 2 13 0 | 7 0 0 | ..... |
| | 114 | 1 26 0 | 5 0 0 | ..... |
| | 115 | 2 6 0 | 6 0 0 | ..... |
| | 116 | 0 37 0 | 0 8 0 | ... .. |
| | 168 | 7 15 0 | 26 0 0 | ..... |
| | 27 | .. ... | ... .. | 408 18 0 |
| | 28 | ..... | ..... | 474 27 0 |
| | 35 | ..... | ..... | 571 36 0 |
| | 37 | ... .. | .. .. | 421 23 0 |
| | 39 | ..... | ..... | 584 34 0 |
| | 40 | ..... | ..... | 452 28 0 |
| | 71 | ..... | ..... | 603 5 0 |
| | 72 | ..... | ..... | 574 0 0 |
| | 82 | ..... | ..... | 764 13 0 |
| | 83 | ..... | ..... | 643 0 0 |
| | 84 | ..... | ..... | 496 32 0 |
| | 85 | ..... | ... .. | 471 2 0 |
| | 86 | ..... | .. .. | 390 37 0 |
| | 94 | ..... | ..... | 456 37 0 |
| | 103 | ..... | ... .. | 533 18 0 |
| | 104 | ..... | ..... | 626 18 0 |
| | 146 | ..... | ... .. | 645 36 0 |
| | 147 | ..... | ..... | 350 11 0 |
| | 150 | ..... | ..... | 558 2 0 |
| | 151 | ..... | ..... | 638 37 0 |
| | 154 | ..... | ..... | 687 25 0 |
| | 155 | ... .. | ..... | 765 13 0 |
| | 156 | .. ... | ..... | 861 29 0 |
| | 157 | ..... | ..... | 600 30 0 |
| | 158 | ..... | ..... | 441 37 0 |
| | 159 | .. .. | ..... | 457 27 0 |
| | 160 | ..... | ..... | 552 36 0 |
| | 162 | ..... | ..... | 620 6 0 |
| | 169 | ..... | ..... | 613 5 0 |
| | 170 | ..... | ... . | 729 22 0 |
| | 179 | ... .. | . .... | 513 32 0 |
| | 192 | .... | ..... | 557 0 0 |
| | 193 | ..... | ..... | 427 7 0 |
| | 201 | ..... | ..... | 598 39 0 |
| Herangadi ... | 68 | ..... | ..... | 10 19 0 |
| | 204 | ..... | ..... | 449 38 0 |
| | 207 | ..... | ... .. | 440 5 0 |
| | 277 | ..... | ..... | 192 19 0 |
| Mutta ... ... | 69 | ..... | ..... | 408 30 0 |

| Name of Village. | Survey No. | Unoccupied Assessed Waste. Area. | Unoccupied Assessed Waste. Assessment. | Unassessed Waste. |
|---|---|---|---|---|
| | | A. g. a. | Rs. a. p. | A. g. a. |
| Bálegade—*contd.* | 110 | ..... | ..... | 6 6 0 |
| | 112 | ..... | ..... | 8 28 0 |
| | 113 | ..... | ..... | 7 13 0 |
| | 114 | ..... | ..... | 6 7 0 |
| | 127 | ..... | ..... | 6 18 0 |
| | 130 | ..... | ..... | 6 26 0 |
| | 133 | ..... | ..... | 3 35 0 |
| | 134 | ..... | ..... | 5 13 0 |
| | 135 | ..... | ..... | 3 27 0 |
| | 136 | ..... | ..... | 5 29 0 |
| | 137 | ..... | ..... | 8 5 0 |
| | 149 | ..... | ..... | 1 11 0 |
| | 150 | ..... | ..... | 163 7 0 |
| | 151 | ..... | ..... | 90 10 0 |
| | 152 | ..... | ..... | 3 5 0 |
| | 153 | ..... | ..... | 5 14 0 |
| | 156 | ..... | ..... | 4 37 0 |
| | 157 | ..... | ..... | 4 19 0 |
| | 158 | ..... | ..... | 5 34 0 |
| | 164 | ..... | ..... | 4 13 0 |
| Hárepál ... ... | 120 | 5 11 0 | 1 8 0 | ..... |
| | 4 | ..... | ..... | 9 6 0 |
| | 8 | ..... | ..... | 0 27 0 |
| | 9 | ..... | ..... | 2 17 0 |
| | 11 | ..... | ..... | 2 35 0 |
| | 12 | ..... | ..... | 3 4 0 |
| | 19 | ..... | ..... | 0 21 0 |
| | 20 | ..... | ..... | 4 7 0 |
| | 21 | ..... | ..... | 4 14 0 |
| | 22 | ..... | ..... | 2 21 0 |
| | 23 | ..... | ..... | 8 14 0 |
| | 24 | ..... | ..... | 1 2 0 |
| | 25 | ..... | ..... | 3 6 0 |
| | 28 | ..... | ..... | 47 22 0 |
| | 29 | ..... | ..... | 5 37 0 |
| | 31 | ..... | ..... | 2 7 0 |
| | 32 | ..... | ..... | 1 5 0 |
| | 35 | ..... | ..... | 0 15 0 |
| | 37 | ..... | ..... | 7 8 0 |
| | 38 | ..... | ..... | 8 5 0 |
| | 42 | ..... | ..... | 10 31 0 |
| | 44 | ..... | ..... | 5 23 0 |
| | 56 | ..... | ..... | 4 24 0 |
| | 57 | ..... | ..... | 11 29 0 |
| | 61 | ..... | ..... | 8 7 0 |
| | 62 | ..... | ..... | 6 38 0 |
| | 64 | ..... | ..... | 3 36 0 |
| | 65 | ..... | ..... | 4 14 0 |
| | 66 | ..... | ..... | 13 30 0 |
| | 67 | ..... | ..... | 8 29 0 |
| | 68 | ..... | ..... | 4 28 0 |
| | 71 | ..... | ..... | 5 26 0 |
| | 73 | ..... | ..... | 0 25 0 |
| | 74 | ..... | ..... | 9 30 0 |
| | 77 | ..... | ..... | 6 20 0 |
| | 79 | ..... | ..... | 259 33 0 |
| | 80 | ..... | ..... | 8 9 0 |
| | 81 | ..... | ..... | 4 12 0 |
| | 82 | ..... | ..... | 10 9 0 |
| | 83 | ..... | ..... | 11 39 0 |
| | 87 | ..... | ..... | 4 36 0 |
| | 88 | ..... | ..... | 12 35 0 |
| | 91 | ..... | ..... | 3 25 0 |
| | 92 | ..... | ..... | 4 12 0 |
| | 93 | ..... | ..... | 10 4 0 |
| | 95 | ..... | ..... | 14 2 0 |
| | 100 | ..... | ..... | 14 4 0 |
| | 105 | ..... | ..... | 4 23 0 |
| | 108 | ..... | ..... | 6 33 0 |
| | 109 | ..... | ..... | 11 16 0 |
| | 110 | ..... | ..... | 14 16 0 |
| | 111 | ..... | ..... | 12 33 0 |
| | 121 | ..... | ..... | 4 11 0 |
| | 122 | ..... | ..... | 10 8 0 |
| | 124 | ..... | ..... | 8 27 0 |
| | 129 | ..... | ..... | 1 12 0 |
| | 131 | ..... | ..... | 5 37 0 |
| | 134 | ..... | ..... | 5 39 0 |
| | 135 | ..... | ..... | 9 9 0 |
| | 136 | ..... | ..... | 14 31 0 |
| | 140 | ..... | ..... | 1 11 0 |
| | 141 | ..... | ..... | 29 22 0 |
| | 142 | ..... | ..... | 7 17 0 |
| | 154 | ..... | ..... | 10 39 0 |

| Name of Village. | Survey No. | Unoccupied Assessed Waste. Area. | Unoccupied Assessed Waste. Assessment. | Unassessed Waste. |
|---|---|---|---|---|
| | | A. g. a. | Rs. a. p. | A. g. a. |
| Hárepál—*contd.*... | 158 | ..... | ..... | 2 22 0 |
| | 159 | ..... | ..... | 10 32 0 |
| | 163 | ..... | ..... | 3 31 0 |
| | 164 | ..... | ..... | 7 20 0 |
| Itgulli ... ... | 116 | 2 29 0 | 1 0 0 | ..... |
| | 117 | 1 13 0 | 0 8 0 | ..... |
| | 118 | 2 14 0 | 0 12 0 | ..... |
| | 1 | ..... | ..... | 14 34 0 |
| | 2 | ..... | ..... | 2 21 0 |
| | 5 | ..... | ..... | 9 32 0 |
| | 6 | ..... | ..... | 4 35 0 |
| | 7 | ..... | ..... | 12 7 0 |
| | 8 | ..... | ..... | 2 19 0 |
| | 9 | ..... | ..... | 4 6 0 |
| | 10 | ..... | ..... | 5 11 0 |
| | 11 | ..... | ..... | 7 13 0 |
| | 12 | ..... | ..... | 3 34 0 |
| | 13 | ..... | ..... | 4 23 0 |
| | 20 | ..... | ..... | 4 24 0 |
| | 34 | ..... | ..... | 5 19 0 |
| | 35 | ..... | ..... | 3 36 0 |
| | 42 | ..... | ..... | 15 13 0 |
| | 46 | ..... | ..... | 0 17 0 |
| | 47 | ..... | ..... | 4 3 0 |
| | 51 | ..... | ..... | 13 15 0 |
| | 56 | ..... | ..... | 107 23 0 |
| | 57 | ..... | ..... | 10 2 0 |
| | 62 | ..... | ..... | 8 18 0 |
| | 67 | ..... | ..... | 81 8 0 |
| | 68 | ..... | ..... | 3 31 0 |
| | 69 | ..... | ..... | 5 18 0 |
| | 70 | ..... | ..... | 4 11 0 |
| | 71 | ..... | ..... | 1 35 0 |
| | 72 | ..... | ..... | 1 9 0 |
| | 73 | ..... | ..... | 5 4 0 |
| | 74 | ..... | ..... | 6 1 0 |
| | 80 | ..... | ..... | 5 30 0 |
| | 81 | ..... | ..... | 4 31 0 |
| | 82 | ..... | ..... | 6 7 0 |
| | 85 | ..... | ..... | 0 1 10 |
| | 98 | ..... | ..... | 3 24 0 |
| | 99 | ..... | ..... | 3 16 0 |
| | 100 | ..... | ..... | 8 6 0 |
| | 105 | ..... | ..... | 5 13 0 |
| | 106 | ..... | ..... | 3 33 0 |
| | 107 | ..... | ..... | 3 11 0 |
| | 108 | ..... | ..... | 3 19 0 |
| | 109 | ..... | ..... | 4 16 0 |
| | 110 | ..... | ..... | 6 21 0 |
| | 111 | ..... | ..... | 6 32 0 |
| | 122 | ..... | ..... | 182 4 0 |
| | 134 | ..... | ..... | 5 30 0 |
| | 135 | ..... | ..... | 6 31 0 |
| | 138 | ..... | ..... | 15 25 0 |
| | 143 | ..... | ..... | 1 35 0 |
| | 144 | ..... | ..... | 2 32 0 |
| | 145 | ..... | ..... | 1 23 0 |
| | 146 | ..... | ..... | 9 16 0 |
| | 147 | ..... | ..... | 1 34 0 |
| | 155 | ..... | ..... | 2 36 0 |
| | 156 | ..... | ..... | 7 0 0 |
| | 160 | ..... | ..... | 3 23 0 |
| | 163 | ..... | ..... | 4 36 0 |
| | 164 | ..... | ..... | 3 14 0 |
| | 168 | ..... | ..... | 4 12 0 |
| | 169 | ..... | ..... | 13 1 0 |
| | 170 | ..... | ..... | 10 4 0 |
| Devarkop ... | 3 | ..... | ..... | 12 39 0 |
| | 4 | ..... | ..... | 16 24 0 |
| | 15 | ..... | ..... | 7 26 0 |
| | 16 | ..... | ..... | 2 2 0 |
| | 17 | ..... | ..... | 10 23 0 |
| | 20 | ..... | ..... | 28 16 0 |
| | 21 | ..... | ..... | 25 20 0 |
| Agsál ... .. | 30 | 10 38 0 | 2 8 0 | ..... |
| | 31 | 2 9 0 | 0 12 0 | ..... |
| | 59 | 4 33 0 | 1 0 0 | ..... |
| | 64 | 16 22 0 | 4 0 0 | ..... |
| | 67 | 18 35 0 | 5 0 0 | ..... |
| | 103 | 1 34 0 | 2 8 0 | ..... |

| Name of Village. | Survey No. | Unoccupied Assessed Waste. Area. | Unoccupied Assessed Waste. Assessment. | Unassessed Waste. |
|---|---|---|---|---|
| | | A. g. a. | Rs. a. p. | A. g. a. |
| Agsál—*continued.* | 104 | 32 22 0 | 8 0 0 | ..... |
| | 146 | 5 3 0 | 8 0 0 | ..... |
| | 284 | 0 22 0 | 3 0 0 | ..... |
| | 286 | 0 18 0 | 0 2 0 | ..... |
| | 8 | ..... | ..... | 6 31 0 |
| | 9 | ..... | ..... | 18 4 0 |
| | 11 | ..... | ..... | 7 14 0 |
| | 12 | ..... | ..... | 8 13 0 |
| | 19 | ..... | ..... | 4 6 0 |
| | 24 | ..... | ..... | 4 9 0 |
| | 25 | ..... | ..... | 506 35 0 |
| | 32 | ..... | ..... | 11 13 0 |
| | 33 | ..... | ..... | 5 20 0 |
| | 37 | ..... | ..... | 12 1 0 |
| | 40 | ..... | ..... | 8 6 0 |
| | 41 | ..... | ..... | 10 30 0 |
| | 60 | ..... | ..... | 4 28 0 |
| | 69 | ..... | ..... | 9 7 0 |
| | 79 | ..... | ..... | 9 38 0 |
| | 85 | ..... | ..... | 12 21 0 |
| | 94 | ..... | ..... | 5 36 0 |
| | 95 | ..... | ..... | 3 14 0 |
| | 96 | ..... | ..... | 3 3 0 |
| | 97 | ..... | ..... | 1 38 0 |
| | 102 | ..... | ..... | 2 4 0 |
| | 108 | ..... | ..... | 6 33 0 |
| | 109 | ..... | ..... | 15 2 0 |
| | 112 | ..... | ..... | 4 24 0 |
| | 133 | ..... | ..... | 2 4 0 |
| | 137 | ..... | ..... | 10 30 0 |
| | 142 | ..... | ..... | 15 31 0 |
| | 148 | ..... | ..... | 819 27 0 |
| | 149 | ..... | ..... | 7 14 0 |
| | 150 | ..... | ..... | 0 30 0 |
| | 151 | ..... | ..... | 7 8 0 |
| | 155 | ..... | ..... | 0 11 0 |
| | 156 | ..... | ..... | 0 22 0 |
| | 159 | ..... | ..... | 5 7 0 |
| | 170 | ..... | ..... | 11 12 0 |
| | 171 | ..... | ..... | 3 21 0 |
| | 178 | ..... | ..... | 8 7 0 |
| | 179 | ..... | ..... | 4 20 0 |
| | 180 | ..... | ..... | 7 32 0 |
| | 181 | ..... | ..... | 5 13 0 |
| | 186 | ..... | ..... | 5 37 0 |
| | 188 | ..... | ..... | 6 0 0 |
| | 189 | ..... | ..... | 7 21 0 |
| | 190 | ..... | ..... | 7 27 0 |
| | 191 | ..... | ..... | 10 25 0 |
| | 193 | ..... | ..... | 0 26 0 |
| | 194 | ..... | ..... | 5 18 0 |
| | 195 | ..... | ..... | 2 5 0 |
| | 196 | ..... | ..... | 3 2 0 |
| | 211 | ..... | ..... | 2 21 0 |
| | 213 | ..... | ..... | 3 39 0 |
| | 216 | ..... | ..... | 5 22 0 |
| | 217 | ..... | ..... | 6 9 0 |
| | 223 | ..... | ..... | 7 39 0 |
| | 227 | ..... | ..... | 6 8 0 |
| | 234 | ..... | ..... | 11 11 0 |
| | 238 | ..... | ..... | 7 1 0 |
| | 239 | ..... | ..... | 5 32 0 |
| | 249 | ..... | ..... | 9 35 0 |
| | 250 | ..... | ..... | 5 6 0 |
| | 251 | ..... | ..... | 8 13 0 |
| | 252 | ..... | ..... | 1 12 0 |
| | 253 | ..... | ..... | 7 20 0 |
| | 254 | ..... | ..... | 4 20 0 |
| | 256 | ..... | ..... | 9 6 0 |
| | 257 | ..... | ..... | 6 32 0 |
| | 258 | ..... | ..... | 3 6 0 |
| | 259 | ..... | ..... | 6 15 0 |
| | 260 | ..... | ..... | 2 1 0 |
| | 261 | ..... | ..... | 3 16 0 |
| | 262 | ..... | ..... | 10 23 0 |
| | 263 | ..... | ..... | 5 22 0 |
| | 264 | ..... | ..... | 4 17 0 |
| | 265 | ..... | ..... | 8 6 0 |
| | 266 | ..... | ..... | 1 27 0 |
| | 267 | ..... | ..... | 11 10 0 |
| | 268 | ..... | ..... | 6 2 0 |
| | 269 | ..... | ..... | 2 36 0 |
| | 270 | ..... | ..... | 4 38 0 |
| | 271 | ..... | ..... | 4 21 0 |
| | 272 | ..... | ..... | 3 2 0 |
| | 273 | ..... | ..... | 0 21 0 |
| Agsál—*continued.* | 274 | ..... | ..... | 1 0 0 |
| | 275 | ..... | ..... | 0 20 0 |
| | 276 | ..... | ..... | 0 33 0 |
| | 277 | ..... | ..... | 2 24 0 |
| | 278 | ..... | ..... | 4 16 0 |
| | 279 | ..... | ..... | 3 22 0 |
| | 280 | ..... | ..... | 3 12 0 |
| | 281 | ..... | ..... | 3 14 0 |
| | 282 | ..... | ..... | 2 10 0 |
| | 283 | ..... | ..... | 8 7 0 |
| Bomanalli ... | 149 | 3 6 0 | 1 0 0 | ..... |
| | 193 | 3 32 0 | 1 8 0 | ..... |
| | 194 | 1 33 0 | 0 8 0 | ..... |
| | 254 | 2 36 0 | 0 12 0 | ..... |
| | 256 | 2 27 0 | 0 12 0 | ..... |
| | 258 | 2 0 0 | 0 8 0 | ..... |
| | 259 | 5 24 0 | 1 8 0 | ..... |
| | 260 | 3 21 0 | 0 12 0 | ..... |
| | 326 | 2 28 0 | 0 8 0 | ..... |
| | 329 | 3 16 0 | 0 12 0 | ..... |
| | 332 | 8 5 0 | 2 8 0 | ..... |
| | 2 | ..... | ..... | 4 0 0 |
| | 3 | ..... | ..... | 5 11 0 |
| | 4 | ..... | ..... | 1 34 0 |
| | 5 | ..... | ..... | 2 34 0 |
| | 8 | ..... | ..... | 5 30 0 |
| | 9 | ..... | ..... | 1 15 0 |
| | 14 | ..... | ..... | 2 13 0 |
| | 15 | ..... | ..... | 0 27 0 |
| | 16 | ..... | ..... | 3 22 0 |
| | 22 | ..... | ..... | 7 11 0 |
| | 23 | ..... | ..... | 5 8 0 |
| | 29 | ..... | ..... | 2 26 0 |
| | 37 | ..... | ..... | 2 24 0 |
| | 38 | ..... | ..... | 0 35 0 |
| | 39 | ..... | ..... | 3 17 0 |
| | 40 | ..... | ..... | 3 7 0 |
| | 41 | ..... | ..... | 2 31 0 |
| | 42 | ..... | ..... | 1 21 0 |
| | 43 | ..... | ..... | 2 17 0 |
| | 44 | ..... | ..... | 0 27 0 |
| | 52 | ..... | ..... | 4 21 0 |
| | 53 | ..... | ..... | 1 23 0 |
| | 66 | ..... | ..... | 1 5 0 |
| | 92 | ..... | ..... | 5 22 0 |
| | 93 | ..... | ..... | 1 25 0 |
| | 110 | ..... | ..... | 4 27 0 |
| | 111 | ..... | ..... | 7 38 0 |
| | 114 | ..... | ..... | 4 38 0 |
| | 115 | ..... | ..... | 7 5 0 |
| | 121 | ..... | ..... | 1 26 0 |
| | 122 | ..... | ..... | 2 10 0 |
| | 124 | ..... | ..... | 5 10 0 |
| | 125 | ..... | ..... | 3 17 0 |
| | 126 | ..... | ..... | 0 27 0 |
| | 127 | ..... | ..... | 15 30 0 |
| | 128 | ..... | ..... | 3 26 0 |
| | 129 | ..... | ..... | 3 31 0 |
| | 131 | ..... | ..... | 0 26 0 |
| | 135 | ..... | ..... | 6 14 0 |
| | 136 | ..... | ..... | 13 12 0 |
| | 138 | ..... | ..... | 9 18 0 |
| | 139 | ..... | ..... | 4 39 0 |
| | 140 | ..... | ..... | 13 22 0 |
| | 141 | ..... | ..... | 40 33 0 |
| | 142 | ..... | ..... | 81 30 0 |
| | 146 | ..... | ..... | 6 38 0 |
| | 147 | ..... | ..... | 12 4 0 |
| | 151 | ..... | ..... | 4 19 0 |
| | 156 | ..... | ..... | 0 22 0 |
| | 161 | ..... | ..... | 8 38 0 |
| | 162 | ..... | ..... | 11 8 0 |
| | 163 | ..... | ..... | 1 39 0 |
| | 164 | ..... | ..... | 2 0 0 |
| | 165 | ..... | ..... | 5 3 0 |
| | 166 | ..... | ..... | 2 10 0 |
| | 167 | ..... | ..... | 5 2 0 |
| | 168 | ..... | ..... | 3 3 0 |
| | 169 | ..... | ..... | 4 32 0 |
| | 170 | ..... | ..... | 2 4 0 |
| | 171 | ..... | ..... | 2 20 0 |
| | 172 | ..... | ..... | 4 38 0 |
| | 173 | ..... | ..... | 2 32 0 |
| | 174 | ..... | ..... | 3 31 0 |

| Name of Village. | Survey No. | Unoccupied Assessed Waste. Area. | Unoccupied Assessed Waste. Assessment. | Unassessed Waste. |
|---|---|---|---|---|
| | | A. g. a. | Rs. a. p. | A. g. a. |
| Bómanalli—*contd.* | 175 | ..... | ..... | 2 21 0 |
| | 176 | ..... | ..... | 3 9 0 |
| | 177 | ..... | ..... | 4 1 0 |
| | 178 | ..... | ..... | 4 31 0 |
| | 179 | ..... | ..... | 6 23 0 |
| | 180 | ..... | ..... | 6 18 0 |
| | 181 | ..... | ..... | 2 11 0 |
| | 182 | ..... | ..... | 4 7 0 |
| | 183 | ..... | ..... | 2 18 0 |
| | 184 | ..... | ..... | 6 27 0 |
| | 190 | ..... | ..... | 2 15 0 |
| | 191 | ..... | ..... | 3 1 0 |
| | 192 | ..... | ..... | 3 37 0 |
| | 195 | ..... | ..... | 7 18 0 |
| | 198 | ..... | ..... | 2 24 0 |
| | 200 | ..... | ..... | 1 25 0 |
| | 207 | ..... | ..... | 5 28 0 |
| | 208 | ..... | ..... | 3 21 0 |
| | 213 | ..... | ..... | 3 34 0 |
| | 217 | ..... | ..... | 2 35 0 |
| | 218 | ..... | ..... | 4 20 0 |
| | 219 | ..... | ..... | 5 15 0 |
| | 220 | ..... | ..... | 6 7 0 |
| | 227 | ..... | ..... | 4 30 0 |
| | 228 | ..... | ..... | 5 12 0 |
| | 232 | ..... | ..... | 5 28 0 |
| | 237 | ..... | ..... | 5 34 0 |
| | 243 | ..... | ..... | 1 14 0 |
| | 257 | ..... | ..... | 2 31 0 |
| | 261 | ..... | ..... | 2 16 0 |
| | 262 | ..... | ..... | 3 24 0 |
| | 263 | ..... | ..... | 2 17 0 |
| | 264 | ..... | ..... | 4 4 0 |
| | 265 | ..... | ..... | 3 25 0 |
| | 266 | ..... | ..... | 13 16 0 |
| | 267 | ..... | ..... | 5 10 0 |
| | 268 | ..... | ..... | 4 17 0 |
| | 269 | ..... | ..... | 3 27 0 |
| | 270 | ..... | ..... | 5 6 0 |
| | 292 | ..... | ..... | 9 21 0 |
| | 295 | ..... | ..... | 9 8 0 |
| | 296 | ..... | ..... | 9 30 0 |
| | 297 | ..... | ..... | 6 36 0 |
| | 304 | ..... | ..... | 13 34 0 |
| | 305 | ..... | ..... | 6 7 0 |
| | 306 | ..... | ..... | 12 12 0 |
| | 307 | ..... | ..... | 10 2 0 |
| | 308 | ..... | ..... | 4 10 0 |
| | 310 | ..... | ..... | 4 12 0 |
| | 311 | ..... | ..... | 8 2 0 |
| | 312 | ..... | ..... | 2 18 0 |
| | 319 | ..... | ..... | 8 12 0 |
| | 325 | ..... | ..... | 308 20 0 |
| | 333 | ..... | ..... | 13 24 0 |
| | 334 | ..... | ..... | 10 16 0 |
| | 335 | ..... | ..... | 2 27 0 |
| | 336 | ..... | ..... | 0 15 0 |
| | 337 | ..... | ..... | 1 37 0 |
| | 338 | ..... | ..... | 2 37 0 |
| | 339 | ..... | ..... | 0 19 0 |
| | 340 | ..... | ..... | 0 30 0 |
| | 341 | ..... | ..... | 0 24 0 |
| | 342 | ..... | ..... | 5 25 0 |
| | 343 | ..... | ..... | 0 27 0 |
| | 344 | ..... | ..... | 1 16 0 |
| | 345 | ..... | ..... | 1 19 0 |
| | 346 | ..... | ..... | 3 22 0 |
| | 347 | ..... | ..... | 1 2 0 |
| | 348 | ..... | ..... | 4 14 0 |
| | 349 | ..... | ..... | 4 33 0 |
| | 350 | ..... | ..... | 1 4 0 |
| | 351 | ..... | ..... | 4 16 0 |
| | 352 | ..... | ..... | 0 33 0 |
| | 353 | ..... | ..... | 1 14 0 |
| | 354 | ..... | ..... | 0 8 0 |
| | 355 | ..... | ..... | 0 24 0 |
| | 356 | ..... | ..... | 0 27 0 |
| | 357 | ..... | ..... | 0 24 0 |
| | 358 | ..... | ..... | 0 33 0 |
| | 359 | ..... | ..... | 1 16 0 |
| | 360 | ..... | ..... | 0 7 0 |
| | 361 | ..... | ..... | 1 12 0 |
| | 362 | ..... | ..... | 0 24 0 |
| | 363 | ..... | ..... | 0 7 0 |
| | 364 | ..... | ..... | 0 28 0 |
| | 365 | ..... | ..... | 1 35 0 |
| Bomanalli—*contd.* | 366 | ..... | ..... | 1 8 0 |
| | 367 | ..... | ..... | 0 32 0 |
| | 368 | ..... | ..... | 0 15 0 |
| | 369 | ..... | ..... | 1 4 0 |
| | 370 | ..... | ..... | 1 29 0 |
| | 371 | ..... | ..... | 2 28 0 |
| | 372 | ..... | ..... | 0 35 0 |
| | 373 | ..... | ..... | 2 5 0 |
| Hipnalli .. ... | 43 | ..... | ..... | 24 12 0 |
| | 68 | ..... | ..... | 53 8 0 |
| | 69 | ..... | ..... | 4 19 0 |
| | 78 | ..... | ..... | 0 13 0 |
| | 79 | ..... | ..... | 3 10 0 |
| | 80 | ..... | ..... | 3 9 0 |
| | 81 | ..... | ..... | 4 35 0 |
| | 82 | ..... | ..... | 0 35 0 |
| | 83 | ..... | ..... | 21 26 0 |
| | 84 | ..... | ..... | 12 20 0 |
| | 85 | ..... | ..... | 8 19 0 |
| | 86 | ..... | ..... | 11 25 0 |
| | 87 | ..... | ..... | 0 20 0 |
| | 88 | ..... | ..... | 16 18 0 |
| | 89 | ..... | ..... | 10 39 0 |
| | 90 | ..... | ..... | 19 14 0 |
| | 91 | ..... | ..... | 3 36 0 |
| | 92 | ..... | ..... | 11 21 0 |
| | 93 | ..... | ..... | 8 9 0 |
| | 94 | ..... | ..... | 13 10 0 |
| | 95 | ..... | ..... | 10 10 0 |
| | 96 | ..... | ..... | 11 29 0 |
| | 97 | ..... | ..... | 16 35 0 |
| | 98 | ..... | ..... | 23 26 0 |
| | 99 | ..... | ..... | 14 38 0 |
| | 100 | ..... | ..... | 13 22 0 |
| | 101 | ..... | ..... | 132 33 0 |
| | 102 | ..... | ..... | 1 27 0 |
| | 103 | ..... | ..... | 3 32 0 |
| | 104 | ..... | ..... | 3 35 0 |
| | 105 | ..... | ..... | 3 39 0 |
| | 106 | ..... | ..... | 4 1 0 |
| | 107 | ..... | ..... | 3 11 0 |
| | 108 | ..... | ..... | 1 32 0 |
| | 109 | ..... | ..... | 1 1 0 |
| | 110 | ..... | ..... | 6 5 0 |
| | 111 | ..... | ..... | 81 13 0 |
| | 112 | ..... | ..... | 33 1 0 |
| | 113 | ..... | ..... | 4 30 0 |
| | 114 | ..... | ..... | 4 6 0 |
| | 115 | ..... | ..... | 11 34 0 |
| | 116 | ..... | ..... | 3 36 0 |
| | 117 | ..... | ..... | 0 19 0 |
| | 118 | ..... | ..... | 0 18 0 |
| | 119 | ..... | ..... | 2 14 0 |
| | 120 | ..... | ..... | 1 5 0 |
| | 121 | ..... | ..... | 0 6 0 |
| | 122 | ..... | ..... | 0 12 0 |
| | 123 | ..... | ..... | 0 17 0 |
| | 124 | ..... | ..... | 0 6 0 |
| | 125 | ..... | ..... | 0 4 0 |
| | 126 | ..... | ..... | 0 5 0 |
| | 127 | ..... | ..... | 1 29 0 |
| | 128 | ..... | ..... | 0 12 0 |
| | 129 | ..... | ..... | 0 7 0 |
| | 130 | ..... | ..... | 0 14 0 |

2. The Forest Settlement Officer, Kánara, is hereby appointed, under clause (*c*) of the same section, to enquire into and determine the existence, nature and extent of any rights alleged to exist in favour of any person in these lands.

*Bombay Castle, 24th November 1890.*

No. 8359.—In exercise of the power conferred by Section 19 of the Indian Forest Act, No. VII of 1878, as amended by Act No. V of 1890, His Excellency the Governor in Council is pleased, with reference to Notification No. 4230*A* of 12th June 1889, published at page 529 of the *Bombay Govern-*

*ment Gazette*, dated 13th idem, Part I, to declare the lands specified in the schedule hereto annexed to be Reserved Forest in the Jávli Táluka of the Sátára District from 1st January 1891 :—

*Schedule referred to above.*

| Village. | Survey Nos. |
|---|---|
| Birvadi ... ... ... | 100 and 102. |
| Sindola ... ... ... | 37. |

No. 8385.—The following extract paragraph 1 of a Despatch from Her Majesty's Principal Secretary of State for India in Council, No. 14 (Public), dated 16th October 1890, to the address of His Excellency the Right Honourable the Governor in Council, Bombay, is published for general information :—

"The undermentioned gentlemen have been appointed Members of the Bombay Civil Service in the following order :

Mr. Henry Staveley Lawrence.
„ James McNeill.
„ John Clerke Gloster.
„ Charles Gordon Hill Fawcett.
„ Charles Clifford Boyd.
„ Frederick Greville Pratt.
„ Louis Charles Crump."

*Bombay Castle, 25th November 1890.*

No. 8395.—Gradation List of Senior and Junior Collectors and of First and Second Assistant Collectors as it stood on the 1st October 1890 :—

| Appointment. | No. | Holder of Substantive Appointment. | Cause of Vacancies. | Holder of Acting Appointment in Grade. | Date of Appointment to act in Grade. | Remarks. |
|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| Collectors— | 1 | Mr. Waddington ... | ..... | *Mr. Loch* ... | 15th Mar. 1890. | Sub. *pro-tem.* On privilege leave for 2 months and 27 days from 15th August 1890. |
| | 2 | Mr. East ... ... | ..... | Mr. Winter ... | 26th Mar. 1890. | |
| | 3 | Mr. Middleton ... | ..... | Mr. Crawley-Boevey. | 16th April 1890. | |
| | 4 | Mr. Keyser ... | Acting Commissioner, Southern Division. | Mr. Allen ... | 6th May 1890. | |
| Senior: 12 appointments on Rs. 2,325, including the appointment of Collector of Land Revenue and Customs, Bombay. | 5 | Mr. James... ... | Acting Commissioner, N. D. | *Mr. Sinclair* ... | 30th May 1890. | On privilege leave for 56 days from 7th September 1890. |
| | 6 | Mr. Candy... ... | ..... | Mr. Lely ... | 7th Sep. 1890. | Without acting allowance. |
| | 7 | Mr. Spence ... | Sub. *pro-tem.* Commissioner of Customs. | ..... | ..... | |
| | 8 | Mr. Reid ... ... | ..... | ..... | ..... | |
| | 9 | Mr. Fleet ... ... | ..... | ..... | ..... | |
| | 10 | Mr. Vidal... ... | ..... | ..... | ..... | |
| | 11 | *Mr. Porteous* .. | On leave on private affairs for 6 months from 16th May 1890. | ..... | ..... | |
| | 12 | Mr. Muir ... ... | ..... | ..... | ..... | |
| | 1 | *Mr. Ebden...* ... | On furlough for 2 years from 1st October 1889. | Mr. Lely ... | 28th July 1890. | Sub. *pro-tem.* |
| | 2 | Mr. Loch ... ... | Sub. *pro-tem.* Senior Collector. | Mr. Campbell. | 22nd Dec. 1889. | |
| Junior: 8 appointments on Rs. 1,800, including the appointment of Collector of Salt Revenue. | 3 | Mr. Winter ... | Acting Senior Collector. | Mr. Cooke ... | 8th July 1889. | |
| | 4 | Mr. Crawley-Boevey | Acting Senior Collector. | Mr. Todd ... | 21st Mar. 1889. | |
| | 5 | Mr. Allen ... ... | Acting Senior Collector. | Mr. Monteath . | 12th April 1890. | |
| | 6 | Mr. Sinclair ... | Acting Senior Collector. | Mr. Ommanney. | 15th Aug. 1890. | |
| | 7 | *Mr. Wingate* ... | On furlough for 18 months from 7th April 1889. | Mr. Woodward. | 1st June 1890. | |
| | 8 | *Mr. Charles* ... | On furlough for 2 years from 5th April 1889. | Mr. Woodburn. | 19th May 1890. | |
| | | | | Mr. Cappel ... | 7th Sep. 1890 . | On ½ths acting allowance. |
| | 1 | Mr. Lely ... ... | Sub. *pro-tem.* Collector, Surat. | Mr. Snow ... | 11th June 1888. | Sub. *pro-tem.* |
| | 2 | Mr. Campbell ... | Acting Collector, Thána. | Mr. Kennedy . | 16th July 1889. | Sub. *pro-tem.* |
| | 3 | Mr. Cooke... ... | Acting Collector, Kaira. | Mr. Gray ... | 23rd May 1889. | |
| | 4 | Mr. Todd ... ... | Acting Collector, Ratnágiri. | Mr. S. P. Pestanji. | 28th Mar. 1888. | |
| | 5 | Mr. Wiltshire ... | ..... | Mr. L. G. Deshmukh. | 31st Mar. 1888. | |

| Appointment. | No. | Holder of Substantive Appointment. | Cause of Vacancies. | Holder of Acting Appointment in Grade. | Date of Appointment to act in Grade. | Remarks. |
|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| | 6 | Mr. Baines ... | Serving under the Government of India as Census Commissioner from 12th August 1889. | *Mr. Doderet* ... | 14th May 1889. | On privilege leave for three months from 3rd September 1890. |
| First Assistant Collectors: 15 appointments on Rs. 900, including the appointment of First Assistant Collector of Bombay. | 7 | Mr. McCallum ... | ..... | *Mr. Gibb* ... | 12th Mar. 1890. | On privilege leave for three months from 18th July 1890. |
| | 8 | *Mr. Frost* ... ... | On furlough for 17 months and 18 days from 17th May 1889. | Mr. G. D. Pánse. | 31st Mar. 1890. | |
| | 9 | Mr. Ommanney ... | Acting Collector, Khándesh. | Mr. Maconochie. | 24th July 1890. | |
| | 10 | Mr. H. Woodward. | Acting Collector of Kánara. | Mr. Moore ... | 21st June 1890. | |
| | | **Mr. Ozanne.** | | | | |
| | 11 | Mr. Woodburn ... | Acting Collector of Panch Mahál. | Mr. Bagnell ... | 24th May 1890. | |
| | 12 | *Mr. Davidson* ... | On furlough for one year from 16th May 1890. | Mr. Rand ... | 31st May 1890 | |
| | 13 | Mr. Jopp ... ... | Acting Registrar, High Court, Appellate Side, Bombay. | Mr. Dodgson... | 1st June 1890. | |
| | 14 | Mr. Winchester ... | ..... | *Vacant* ... | 7th July 1890. | Mr. Jehangir Dosabhai Framji acts in this vacancy. |
| | 15 | Mr. Silcock ... | ..... | ..... | ..... | |
| | No. on the General List. | | | | | |
| 1 | 82 | *Mr. Cumine* ... | On furlough for 16 months and 15 days from 5th June 1890. | Mr. Harvey ... | 29th Aug. 1890. | Sub. *pro-tem.* Acted as First Assistant Collector without acting allowance from 3rd to 6th and from 8th to 25th September 1890, and with acting allowance for the 7th September 1890. |
| 2 | 85 | Mr. Snow ... ... | Sub. *pro-tem.* First Assistant Collector, Sátára. | Mr. K. R. Bamanji. | 1st Dec. 1888. | Sub. *pro-tem.* |
| 3 | 88 | Mr. Kennedy ... | Sub. *pro-tem.* First Assistant Collector. | Mr. Weir ... | 23rd Mar. 1889. | Sub. *pro-tem.* Acted as First Assistant Collector without acting allowance for 7th September 1890. |
| 4 | 91 | Mr. Drew ... ... | Under Secretary to Government, General Department (Census). | Mr. N. B. Divatia. | 29th Mar. 1889. | |
| 5 | 93 | Mr. Cappel ... | Acting Collector, Kolába. | Mr. Urquhart . | 18th April 1890. | |
| 6 | 94 | Mr. Gray ... ... | Acting First Assistant Collector. | Mr. Quin ... | 28th Feb. 1890. | |
| Second Assistant Collectors: 13 appointments on Rs. 700. | 98 | Mr. Jenkins ... | Acting Assistant Commissioner in Sind. | Mr. Barrow ... | 12th Mar. 1890. | |
| | 100 | Mr. S. P. Pestanji. | Acting First Assistant Collector. | Mr. Stewart... | 15th Mar. 1890. | |
| 9 | 102 | Mr. J. DeC. Atkins. | Acting Under Secretary to Government in the Revenue, &c., Departments. | Mr. Sayad Nur-ud-Din Khan. | 28th Mar. 1890. | |
| 10 | 103 | Mr. L. G. Deshmukh. | Acting First Assistant Collector. | Mr. Sheppard . | 31st Mar. 1890. | |
| 11 | 104 | Mr. Logan... ... | Acting Under Secretary to Government, Political, &c., Departments. | Mr. Pratt ... | 1st April 1890. | |
| 12 | 109 | Mr. Doderet ... | Acting First Assistant Collector. | Mr. Hervey ... | 1st June 1890. | |
| 13 | | *Vacant* * ... ... | ..... | Mr. M. B. Tyabji | 29th April 1890. | With acting allowance up to 25th and from 30th September 1890, and without acting allowance from 25th to 29th September 1890. |
| | | | | Mr. Hudson ... | 18th July 1890. | |

* This is an appointment deferred until an officer serving in Sind is entitled to substantive or acting promotion in the grade of Second Assistant Collector.

Mr. Winchester ceased to act as Junior Collector from 8th September 1890.

Mr. J. K. N. Kabraji acted as Second Assistant Collector without acting allowance from 3rd to 25th September 1890.

Mr. Jackson acted as Second Assistant Collector without acting allowance for the 7th September 1890.

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

J. NUGENT,
Chief Secretary to Government.

## POLITICAL DEPARTMENT.

*Bombay Castle, 25th November 1890.*

No. 7287.—The following Notifications by the Government of India in the Foreign Department are republished for general information :—

"*Fort William, the 21st November 1890.*

No. 3902-*I.*—Whereas the Chiefs of Morvi, Vánkáner, Wadhwán, Lakhtar, Sáila, Muli, Dhrol and Rájkot, and the Tálukdárs of Gavridad and Kotharia, in Káthiáwár, have granted to the British Government the civil and criminal jurisdiction exercised by them within the lands which lie within their respective territories and are occupied by the Morvi State Railway (including the lands occupied by stations, by out-buildings, and for all other railway purposes, and the lands occupied by culverts or bridges over which the railway passes) ; and whereas the Governor-General in Council has now full jurisdiction within the aforesaid lands : In exercise of this jurisdiction, and of the powers conferred by sections 4 and 5 of the Foreign Jurisdiction and Extradition Act, 1879, and of all other powers enabling him in this behalf, the Governor-General in Council is pleased, in supersession of the notifications noted in the margin, to issue the following orders :—

No. 1827-I., dated the 11th May 1888.
No. 452-I., dated the 31st January 1889.
No. 4071-I., dated the 17th October 1889.

PART I.

(1) The provisions, so far as they may be applicable, and as amended for the time being by subsequent enactments, of the Acts mentioned below are hereby applied to the aforesaid lands, namely :—

Act XLV of 1860 (The Indian Penal Code).

Act VI of 1864 (The Whipping Act).

Act I of 1871 (The Cattle Trespass Act).

Act X of 1882 (The Code of Criminal Procedure, 1882).

Bombay Act IV of 1890 (The Bombay District Police Act, 1890).

(2) The Code of Criminal Procedure, 1882, shall be subject in its application to the aforesaid lands to the following modifications, namely :—

(*a*) Trials before the Court of Session may, in the discretion of the Sessions Judge, be without jury or the aid of assessors.

(*b*) Sentences of transportation or imprisonment for more than seven years passed by the Court of Session shall be referred for confirmation to the Governor of Bombay in Council. In any case so referred the Governor of Bombay in Council may either confirm the sentence or pass any other sentence warranted by law, or may annul the conviction and order a new trial on the same or an amended charge, or may acquit the accused person.

(*c*) Appeals from Magistrates of the second class shall lie to the Court of Session and not to the District Magistrate.

PART II.

For the purposes of the exercise of criminal jurisdiction within the aforesaid lands, the Governor-General in Council is pleased to make the following arrangements :—

(1) The Assistant Political Agent in Jhálávád for the time being and the Deputy Assistant Political Agent in Jhálávád for the time being shall respectively exercise the powers of a District Magistrate and a Magistrate of the first class, and the District Thánadár and Station Officer at Wadhwán for the time being shall exercise the powers of a Magistrate of the second class (with power to commit for trial to the Court of Session), as described in the Code of Criminal Procedure, 1882.

(2) The Judicial Assistant for the time being in Káthiáwár and the Governor of Bombay in Council shall respectively exercise the powers of a Court of Session and a High Court as described in the Code of Criminal Procedure, 1882, in respect of all offences over which jurisdiction is exercised by the said Magistrates.

(3) There shall be a Superintendent of Railway Police, who shall be such person as the Governor-General in Council may from time to time appoint in this behalf.

(4) The Superintendent of Railway Police shall have the powers of a District Superintendent of Police as described in the Bombay District Police Act, 1890.

(5) The Political Agent in Káthiáwár for the time being shall have the powers of a Commissioner of Police as described in the said Bombay District Police Act, 1890.

(6) This Part of this notification applies to all proceedings except—

(*a*) proceedings against European British subjects, or persons jointly charged with European British subjects ; and

(*b*) proceedings pending at the date of this notification, which should be carried on as if this notification had not been issued.

PART III.

For the purposes of the exercise of civil jurisdiction within the aforesaid lands, the Governor-General in Council is pleased to make the following arrangements :—

(1) The Judicial Assistant in Káthiáwár for the time being, the Assistant Political Agent in Jhálávád for the time being, the Deputy Assistant Political Agent in Jhálávád for the time being, and the District Thánadár at Wadhwán for the time being, shall respectively exercise within the aforesaid lands the same civil jurisdiction as is exercised by them within the limits of the Káthiáwár Political Agency under the rules for defining the jurisdiction, original and appellate, to be exercised by the Civil Courts of the Political Agency in Káthiáwár, published at page 312 of the *Káthiáwár Agency Gazette* dated the 27th December 1883.

(2) In the administration of civil justice in the aforesaid lands, the rules referred to in the last foregoing paragraph and the Code of Civil Procedure (Act XIV of 1882), so far as they may be

applicable and as amended for the time being by subsequent rules or enactments, as the case may be, shall be taken as general guides.

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No. 3904-*I*.—Whereas His Highness the Jám of Navánagar, F. S. P. Lely, Esq., Administrator on behalf of the Rána of Porbandar, and His Highness the Thákur Saheb of Gondal in Káthiáwar have ceded to the British Government full jurisdiction within the lands which lie within their respective territories and which are or may hereafter be occupied by the Dhoráji-Porbandar section of the Bhávnagar-Gondal-Junágad-Porbandar Railway (including the lands occupied by stations, by outbuildings, and for all other railway purposes): In exercise of this jurisdiction and of the powers conferred by sections 4 and 5 of the Foreign Jurisdiction and Extradition Act, 1879, and of all other powers enabling him in this behalf, the Governor-General in Council is pleased to issue the following orders:—

PART I.

(1) The provisions, so far as they may be applicable, and as amended for the time being by subsequent enactments, of the Acts mentioned below shall be deemed to be in force in the aforesaid lands, that is to say:—

Act XLV of 1860 (The Indian Penal Code).

Act VI of 1864 (The Whipping Act).

Act I of 1871 (The Cattle Trespass Act).

Act X of 1882 (The Code of Criminal Procedure, 1882).

Bombay Act IV of 1890 (The Bombay District Police Act, 1890).

(2) The Code of Criminal Procedure, 1882, shall be subject, in its application to the aforesaid lands, to the following modifications, namely:—

(*a*) Trials before the Court of Session may, in the discretion of the Sessions Judge, be without jury or the aid of assessors.

(*b*) Sentences of transportation or imprisonment for more than seven years passed by the Court of Session shall be referred for confirmation to the Governor of Bombay in Council. In any case so referred the Governor of Bombay in Council may either confirm the sentence or pass any other sentence warranted by law, or may annul the conviction and order a new trial on the same or an amended charge, or may acquit the accused person.

PART II.

For the purposes of the exercise of criminal jurisdiction within the aforesaid lands, the Governor-General in Council is pleased to make the following arrangements:—

(1) The Railway Magistrate for the time being of the Bhávnagar-Gondal-Junágad-Porbandar Railway shall exercise the powers of a District Magistrate within the limits of the aforesaid lands.

(2) The Judicial Assistant for the time being in Káthiáwár and the Governor of Bombay in Council shall respectively exercise the powers of a Court of Session and a High Court as described in the Code of Criminal Procedure, 1882, in respect of all offences over which jurisdiction is exercised by the said Magistrate.

(3) There shall be a Superintendent of Railway Police, who shall be such person as the Governor-General in Council may from time to time appoint in this behalf.

(4) The Superintendent of Railway Police shall have the powers of a District Superintendent of Police as described in the Bombay District Police Act, 1890.

(5) The Political Agent in Káthiáwár for the time being shall have the powers of a Commissioner of Police as described in the said Bombay District Police Act, 1890.

(6) This Part of this notification applies to all proceedings except—

(*a*) proceedings against European British subjects, or persons jointly charged with European British subjects; and

(*b*) proceedings pending at the date of this notification, which should be carried on as if this notification had not been issued.

PART III.

For the purposes of the exercise of civil jurisdiction within the aforesaid lands, the Governor-General in Council is pleased to make the following arrangements:—

(1) The Judicial Assistant in Káthiáwár for the time being, the Assistant Political Agent in Sorath for the time being, and the Deputy Assistant Political Agent in Sorath for the time being, shall respectively exercise within the aforesaid lands the same civil jurisdiction as is exercised by them within the limits of the Káthiáwár Political Agency under the rules for defining the jurisdiction, original and appellate, to be exercised by the Civil Courts of the Political Agency in Káthiáwár, published at page 312 of the *Káthiáwár Agency Gazette* dated the 27th December 1883, and shall, in the administration of civil justice in the aforesaid lands, conform to the rules aforesaid and to the Code of Civil Procedure (Act XIV of 1882) so far as they may be applicable and as amended for the time being by subsequent rules or enactments, as the case may be.

(Signed) H. S. BARNES,
Offg. Deputy Secy. to the Government of India."

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

W. LEE-WARNER,
Secretary to Government.

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## JUDICIAL DEPARTMENT.

*Bombay Castle, 17th November 1890.*

No. 6390.—The Governor in Council is pleased to direct that the Chief Constable or officer in charge of a Police Station, including an officer temporarily in charge, shall be the officer authorized under the Government of India Notification No. 2230, dated the 29th November 1889, to receive licenses for the possession and transport of gunpowder and fuses for *bonâ-fide* blasting purposes and to inspect the articles covered by them.

*Bombay Castle, 25th November 1890.*

No. 6525.—It is hereby notified that the undermentioned convicts, who have escaped from Port Blair, are still at large, and that a reward of Rs. 100 will be paid by this Government for information leading to the recapture of each convict:—

| Port Blair No. | 7992 B. | 6946 B. | 9071 B. | 9040 B. |
|---|---|---|---|---|
| Name of Prisoner. | Hari. | Sankria. | Nagu. | Radkya. |
| Father's Name. | Bhuia. | Shela. | Sidu. | Vithia. |
| Caste. | Koli. | Kole. | Bhil. | Katkari. |
| Religion. | Hindu. | Hindu. | Hindu. | Hindu. |
| Native or what Place. — Town or Village. | Pengalvádi. | Ladchi. | Gogalgaon. | Rode. |
| Native or what Place. — Pargana or Táluka | Násik. | Dindori. | Nevása. | Pen. |
| Native or what Place. — District and Province. | Násik. | Násik. | Ahmednagar. | Kolába. |
| Trade or Profession. | Cultivator. | Labourer. | Ramosi. | Labourer. |
| Personal Description. | Round features; brown complexion; very high forehead; a cut scar 1 inch long just above the right eye-brow, right end; 2 small brands on right and left temples; a joint brand 2 inches × ½ inch about 2 inches above navel; a brand 2 inches above the right wrist exteriorly, 2 brands of the nape of neck. | Long features; high forehead; hazel eyes; round nose; medium built; a dark brown mark size of an 8-anna bit 3 inches below the left nipple; a small boil mark 6 inches above the navel; another boil mark 3 inches above the navel to the right; an inoculation mark on the left fore-arm. | Few small-pox marks on face; face oval; brown complexion; high forehead; hazel eyes; small nose (short); large nostrils; stout built; a scar 1½ inch long on outer and back part of right fore-arm below the elbow; a faint scar 2×2 inches in size on inner part of left knee-joint. | Brown complexion; long face; nose rather flat; eyes hazel; stout built; cheek bones prominent; an inoculation mark about 3 inches below the bend of left elbow; 2 hurt scars about 1½ inch apart 2 inches below the right knee; a hurt scar on the top of right shoulder-blade. |
| Whether able to read and write, and what language. | Unable. | Unable. | Unable. | Unable. |
| Crime. | Dacoity—Section 395, Indian Penal Code. | Dacoity—Section 395, Indian Penal Code. | Dacoity—Section 396, Indian Penal Code. | Stolen property—Section 411, Indian Penal Code. |
| Date of Sentence. | 10th December 1887. | 12th October 1887. | 30th July 1889. | 22nd August 1889. |
| Period of Imprisonment | Ten (10) years' transportation. | Ten (10) years' transportation. | Transportation for life. | Transportation for life. |
| By what Court sentenced. | Sessions Court, Násik. | Sessions Court, Násik. | Sessions Judge, Ahmednagar. | Joint Sessions Judge, Kolába. |
| Age. — Years. | 31 | 27 | 40 | 40 |
| Age. — Months. | ... | ... | ... | ... |
| Height. — Feet. | 5 | 5 | 5 | 5 |
| Height. — Inches. | 2¾ | 2½ | 3 | 4½ |
| Date of escape. | 24th August 1890. | 24th August 1890. | 11th August 1890. | 11th August 1890. |
| Remarks. | | | | |

| Port Blair No. | 9420 B. | 26029 |
|---|---|---|
| Name of Prisoner. | Ismáil Khán. | Yella. |
| Father's Name. | Akrám Khán. | Jettappa. |
| Caste. | Pathán. | Marátha. |
| Religion. | Mahomedan. | Hindu. |
| Native of what Place. — Town or Village. | Original Pesháwar, lately now at Deesa Camp. | Agadi. |
| Native of what Place. — Pargana or Táluka. | Original Punjáb, lately at Deesa. | Hubli. |
| Native of what Place. — District and Province. | Deesa. | Dhárwár. |
| Trade or Profession. | Government service, Police Sawár. | Cooly. |
| Personal Description. | Medium height; fairly well made; face deeply scarred with small-pox; a mole on right breast-bone 3 inches to left of nipple; a scar ¼ inch long 2 inches below the mole; a large irregular scar of burn on right armpit; 4 small moles above right nipple. | Small-pox marks on left of bridge of nose; a mole 1 inch above right eye-brow; 2 moles on right of back of neck. |
| Whether able to read and write, and what language. | Little; can sign his name in Urdu. | Unable. |
| Crime. | Attempt to commit murder and causing grievous hurt in course of such attempt (Section 307.) | Murder—Section 302. |
| Date of Sentence. | 1st August 1889. | 31st October 1878. |
| Period of Imprisonment. | Transportation for life. | Transportation for life. |
| By what Court sentenced. | Political Superintendent, Pálanpur. | Sessions Judge, Dhárwár. |
| Age. — Years. | 30 | 30 |
| Age. — Months. | ... | ... |
| Height. — Feet. | 5 | 5 |
| Height. — Inches. | 6¼ | 3 |
| Date of escape. | 1st September 1890. | 2nd September 1890. |
| Remarks. | | |

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

W. LEE-WARNER,
Secretary to Government.

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## GENERAL ORDERS

### By the Right Honourable the Governor in Council.

### MILITARY DEPARTMENT.

*Bombay Castle, 22nd November 1890.*

No. 603.—Colonel A. M. Phillips, Staff Corps, is permitted to reside out of India under Article 738 (*b*), Army Regulations, India, Volume I, Part I, from or after the 13th December 1890. Pension service thirty-seventh year, commenced 8th February 1890.

*Bombay Castle, 24th November 1890.*

No. 604.—The following Native promotions are made with effect from the 11th November 1890 :—

*5th Bombay Light Infantry.*

Subhedár Ambar Singh to be Subhedár Major; Jamádár Budan Khán to be Subhedár, and Color Haváldár Lakshman Teli to be Jamádár (provisionally) vice Subhedár Major and Sardár Bahádur Ramchandar Rao Chauhan, pensioned.

No. 605.—*Second Battalion B. B. and C. I. Railway Volunteer Rifle Corps.*—Second Lieutenant W. P. Johnson to be Captain.

*Bombay Castle, 25th November 1890.*

No. 606.—The undermentioned officer is admitted to the Bombay Staff Corps, with effect from the date specified, subject to the confirmation of the Right Honourable the Secretary of State for India :—

Lieutenant Walter Fawcett Newnham, 2nd Battalion Lancashire Fusiliers, officiating Squadron Officer, 6th Bombay Cavalry,—30th April 1889.

No. 607.—The undermentioned officer is granted leave to proceed out of India on private affairs under the leave rules for the Staff Corps, the specified period to count from date of being struck off duty :—

Major B. L. P. Reilly, Staff Corps, Assistant Commissary General, Third Class, for one hundred and eighty-two days. Pension service twenty-second year, commenced 7th July 1890.

No. 608.—The provisional promotions of the undermentioned Native officers, announced in the orders herein specified, are confirmed from the dates originally notified :—

Jamádár Mohan Singh, 1st Lancers—G. O. G. 428 of 1889.

Jamádár 'Abdur Rahman, 2nd Lancers—G. O. G. 510 of 1889.

Jamádár Shaikh Abdul Hamid, 5th Cavalry—G. O. G. 190 of 1889.

Jamádár Yar Muhammad, 6th Cavalry, G. O. G. 500 of 1889.

Ressaidár Bishna Parshad, Aden Troop—G. O. G. 279 of 1890.

Jamádár Shaikh Wazir, 1st Bombay Infantry—G. O. G. 251 of 1889.

Jamádár Ramji Jadao, 3rd Bombay Infantry—G. O. G. 319 of 1888.

Jamádár Pancham Tewari, 5th Bombay Infantry—G. O. G. 65 of 1890.

Jamádár Brijlal Tewari, 9th Bombay Infantry—G. O. G. 540 and 575 of 1889.

Jamádár Lakhsiman Gujar, 14th Bombay Infantry—G. O. G. 586 of 1888.

Jamádár Joseph Aaron, 16th Bombay Infantry—G. O. G. 22 of 1890.

Jamádár Mahadeorao Powar, 19th Bombay Infantry—G. O. G. 453 of 1888.

Jamádár Gabru Mānekar, 19th Bombay Infantry—G. O. G. 615 of 1889.

Jamádár 'Akbar Khan, 21st Bombay Infantry—G. O. G. 17 of 1890.

Jamádár Shaikh Usman, 22nd Bombay Infantry—G. O. G. 584 of 1887.

Jamádár Shri Gopal, 22nd Bombay Infantry—G. O. G. 193 of 1888.

Jamádár Moses Samuel, 22nd Bombay Infantry—G. O. G. 305 of 1889.

Jamádár Kishan Singh, 23rd Bombay Infantry (2nd Rifle Regiment)—G. O. G. 351 of 1889.

Jamádár Krishnajirao Moray, 24th Bombay Infantry—G. O. G. 541 of 1889.

Jamádár Ram Parrab, 25th Bombay Infantry (3rd Rifle Regiment)—G. O. G. 607 of 1887.

Jamádár 'Abdulla Khan, 27th Bombay Infantry—G. O. G. 403 of 1888.

Jamádár Maiyaji Tauray, 28th Bombay Infantry—G. O. G. 242 of 1889.

Jamádár Amirulla Khan, 30th Bombay Infantry—G. O. G. 222 of 1890.

No. 609.—The following extract from the *London Gazette* dated 31st October 1890, page 5748, is republished :—

"*Indian Staff Corps.*

Lieutenant-General Herbert Henderson James, Bombay, has been transferred to the Unemployed Supernumerary List, dated 8th October 1890.

* * * *

To be Major-generals on the Unemployed Supernumerary List, dated 8th October 1890 : Colonel Thomas Rose Nimmo, Bombay.

* * * *."

*Bombay Castle, 26th November 1890.*

No. 610.—Colonel W. Luckhardt, C.B., A.D.C., Staff Corps, is permitted to reside out of India under Article 738 (F), Army Regulations, India, Volume I, Part I, from or after the 12th December 1890. Pension service thirty-third year, commenced 8th November 1890.

No. 611.—The undermentioned officer is admitted to the Bombay Staff Corps, with effect from the date specified, subject to the confirmation of the Right Honourable the Secretary of State for India :—

Lieutenant Charlton Macleod Cockcraft, 1st Battalion Loyal North Lancashire Regiment, officiating Wing Officer, Meywár Bheel Corps, —2nd May 1889.

No. 612.—The following General Order by the Government of India, No. 1035 dated 21st November 1890, is republished :—

"HONORARY DISTINCTIONS.

No. 1035.—Her Majesty the Queen-Empress of India has been graciously pleased to approve of the 4th Regiment of Bombay Cavalry (Poona Horse) being designated in future 'The 4th (Prince Albert Victor's Own) Regiment of Bombay Cavalry (Poona Horse).'"

No. 613.—The undermentioned officers have been granted by the Secretary of State for India extensions of leave for the periods specified :—

Surgeon-Major G. Bainbridge, Indian Medical Service, eleven months, private affairs.

Colonel S. B. Miles, Staff Corps, two days, private affairs.

No. 614.—The undermentioned officers have been permitted by the Secretary of State for India to return to duty :—

Surgeon-General W. M. Webb, Medical Staff.

Major F. W. Snell, Staff Corps.

Colonel S. B. Miles, Staff Corps.

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

B. H. POTTINGER, Major-General,
Secretary to Government.

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## ECCLESIASTICAL DEPARTMENT.

*Bombay Castle, 25th November 1890.*

No. 41.—The Revd. P. B. Horne, M.A., Chaplain of Poona, has been granted privilege leave for forty-five days from such date as he may avail himself of it.

No. 42.—The following appointment is made :—

The Revd. P. R. Harrison, officiating Chaplain of Ghorepuri, to officiate as Chaplain of Poona in addition to his own duties from the date of the Revd. P. B. Horne's departure on leave and until further orders.

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

B. H. POTTINGER,
Secretary to Government.

## CIVIL APPOINTMENTS, &c.

### JUDICIAL DEPARTMENT.

*Bombay Castle, 15th November 1890.*

No. 6370.—The services of Mr. J. G. Foard, acting District Superintendent of Police, Panch Mahâls, are placed at the disposal of the Political Department for employment in the Cambay State.

2. His Excellency the Governor in Council is pleased to make the following appointments vice Mr. Foard, pending further orders :—

Mr. W. L. Souter to act as District Superintendent of Police in the Panch Mahâls District.

Mr. F. H. Warden to act as District Superintendent of Police in the Sholápur District.

Mr. J. E. Down to act as District Superintendent of Police in the Sátára District.

Mr. W. J. Holland to act as District Superintendent of Police in the Belgaum District.

3. His Excellency in Council is further pleased to appoint Mr. H. Scannell, on being relieved by Major J. Humfrey, to act as Superintendent of Police, G. I. P. Railway, till further orders.

*Bombay Castle, 18th November 1890.*

No. 6414. — Major J. Humfrey, Inspector General of Police, on special duty in England, was granted by Her Majesty's Secretary of State for India privilege leave for three months from the 25th August 1890, the date on which his special duty terminated.

*Bombay Castle, 20th November 1890.*

No. 6479.—In continuation of Government Notification No. 1660, dated the 9th May 1860, extending the operation of Act XIII of 1859 to the district of Poona, His Excellency the Governor in Council is pleased, in exercise of the powers vested in him by Section 5 of that Act, to appoint Ráo Sáheb Yeshwant Ballal Tambe, Magistrate of the Second Class and Mámlatdár of táluka Junnar in the district of Poona, to exercise the powers vested in a Magistrate of Police by the said Act.

No. 6482.—His Excellency the Governor in Council is pleased to appoint Mr. Keshav Sadashiv Ketkar, B.A., LL.B., to act as Second Class, Fourth Grade, Subordinate Judge, and to do duty at Sinnar during the absence of Khán Sáheb Teimuras Navroji Sanjana, or until further orders.

*Bombay Castle, 24th November 1890.*

No. 6518.—A'zam Annaji Ramchandra Pethe, acting Head Kárkún of táluka Kalyán in the district of Thána, is appointed, under Section 12 of the Code of Criminal Procedure, 1882, to be a Magistrate of the Third Class in that district.

*Bombay Castle, 25th November 1890.*

No. 6520.—Mr. G. C. Whitworth, Judge and Sessions Judge of Khándesh, has been permitted by Her Majesty's Secretary of State for India to return to duty within the period of his leave.

No. 6522.—Khán Bahádur Manekji Nasarvanji Nanavati relinquished charge of the First Class Subordinate Judge's Court at Ratnágiri on the 7th instant, in the afternoon.

No. 6523.—His Excellency the Governor in Council is pleased to appoint Mr. R. S. Tipnis, C. S., to be temporarily Joint Sessions Judge of Kánara for the trial of the cases of Imperatrix *versus* Devarbhat and another, and Imperatrix *versus* Ramkrishna Narayanbhat.

No. 6524.—Ráo Sáheb Shridhar Mahadev Kale and Ráo Sáheb Prabhakar Vithal Gupte respectively delivered over and received charge of the Second Class Subordinate Judge's Court at Rájápur in the Ratnágiri District on the 5th instant, in the afternoon.

No. 6526.—Messrs. C. G. W. Macpherson, C.I.E., and T. S. Hamilton respectively delivered over and received charge of the office of Judge and Sessions Judge of Surat on the 7th instant, in the forenoon.

No. 6527.—Mr. Vajiram Manibhai Mehta assumed charge of the Second Class Subordinate Judge's Courts at Khatáv and Dahivádi in the Sátára District on the 29th ultimo, in the forenoon.

No. 6547.—A'zam Rijhumal Mulram, Head Munshi of táluka Tando Allahyár in the Hyderabad District, is appointed, under Section 12 of the Code of Criminal Procedure, 1882, to be a Magistrate of the Second Class in that district.

No. 6548.—Mr. J. P. Lobo, Huzúr Deputy Collector, Karáchi, is appointed, under Section 12 of the Code of Criminal Procedure, 1882, to be a Magistrate of the Second Class in the Karáchi District.

No. 6549.—Under Section 13 of the Code of Criminal Procedure, 1882, Mr. M. C. Gibb, Magistrate of the First Class in the district of Khándesh, is appointed to be the Magistrate in charge of the sub-division of that district comprising the tálukas of Pimpalner, Nandurbár, Taloda and Sháháda.

No. 6550.—Under Section 32 of the Code of Criminal Procedure, 1882, A'zam Hiralal Santokram, Magistrate of the Second Class in the district of Panch Mahâls, is empowered to pass sentences of whipping.

No. 6551.—Ráo Sáheb Choitram Girdhardas, Mukhtyárkar of táluka Hyderabad in the Hyderabad District, is appointed, under Section 12 of the Code of Criminal Procedure, 1882, to be a Magistrate of the First Class in that district.

*Bombay Castle, 26th November 1890.*

No. 6555.—Under the provisions of clause 2 of Section 45 of (Bombay) Act II of 1874 His Excellency the Governor in Council is pleased to appoint Ráo Bahádur Anna Gopal, acting Huzúr Deputy Collector and Magistrate of the First Class in the district of Thána, to be a Visitor of the District Jail at Thána.

No. 6556.—Messrs. T. Hart-Davies and C. G. W. Macpherson, C.I.E., respectively delivered over and received charge of the office of Judge and Sessions Judge, Dhárwár, on the 19th instant, in the forenoon.

No. 6562.—Mr. J. V. Cooke, substantive *pro tem.* Police Probationer, Ahmednagar, passed on the 14th October 1890 an examination under Section (1) of Rule IV of the Rules for the examination of Police Probationers.

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

W. LEE-WARNER,
Secretary to Government.

## EDUCATIONAL DEPARTMENT.

*Bombay Castle, 20th November 1890.*

No. 2445.—Captain Sir Henry Morland, Kt., has been nominated by the Bombay Municipal Corporation a Member of the Board of the Victoria Jubilee Technical Institute vice Major H. O. Selby, resigned.

*Bombay Castle, 22nd November 1890.*

No. 2457.—Messrs. R. V. Subnis and G. J. Agashe respectively delivered over and received charge of the Byramjee Jeejeebhoy High School, Thána, on the 7th instant, before office hours.

No. 2458.—Ráo Sáheb Babaji Y. Kerur delivered over charge of the office of Deputy Educational Inspector, Kánara, to the Assistant Deputy Inspector on the 27th ultimo, after office hours, and received charge of the office of the Deputy Inspector, Bijápur, on the 31st idem, before office hours.

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

W. LEE-WARNER,
Secretary to Government.

## REVENUE DEPARTMENT.

*Bombay Castle, 20th November 1890.*

No. 8255.—Mr. C. G. H. Fawcett, appointed by Her Majesty's Secretary of State for India a member of Her Majesty's Covenanted Civil Service on the Bombay Establishment, reported his arrival on the 9th instant, and has been placed under the orders of the Collector of Sátára.

*Bombay Castle, 25th November 1890.*

No. 8403.—Under Section 12 of Act III of 1877 the following appointments were made in the Registration Department:—

*Ahmedabad District.*

Mr. Somnáth Bháiji, officiating Sub-Registrar of Sánand, on 22nd and 23rd and from 26th to 28th October 1890.

*Panch Mahál District.*

Mr. Brijmohanlál Kalyándás, officiating Sub-Registrar of Godhra, from 16th to 21st October 1890.

*Ratnágiri District.*

Mr. Vithal Yeshvant, officiating Sub-Registrar of Vengurla, from 5th to 9th October 1890.

*Sátára District.*

Mr. Wásudev Báláji, officiating Sub-Registrar of Jávli, from 1st to 4th October 1890.

*Ahmednagar District.*

Mr. Pralhád Digambar, officiating Sub-Registrar of Ahmednagar, from 15th to 21st October 1890.

Mr. Mahádev Rámchandra, officiating Sub-Registrar of Párner, from 20th to 24th October 1890.

*Belgaum District.*

Mr. Krishnáji Govind, officiating Sub-Registrar of Khánápur, on 19th and 20th October 1890.

*Bijápur District.*

Mr. Hanmant Govind, officiating Sub-Registrar of Hungund, from 22nd to 26th October 1890.

*Kánara District.*

Mr. Viráya Lochanáya, officiating Sub-Registrar of Kumta, from 20th to 24th October 1890.

*Hyderabad District.*

Mr. Pritamdás valad Behrunomal, officiating Sub-Registrar of Hála, from 14th to 18th October 1890.

Mr. Bulchand valad Parumal, officiating Sub-Registrar of Shahdádpur, from 15th September to 5th October 1890.

*Upper Sind Frontier District.*

Mr. Tekchand Thákurdás, officiating Sub-Registrar of Thul, from 28th July to 20th August and from 19th to 27th September 1890.

Mr. Sanvalsing valad Aulimchand, officiating Sub-Registrar of Thul, from 21st August to 18th September 1890.

No. 8413.—Mr. A. E. Spring, Assistant Superintendent, Konkan Revenue Survey, is promoted from the Third to the Second Grade of Assistant Superintendent with effect from the 16th October 1890.

*Bombay Castle, 26th November 1890.*

No. 8438.—Mr. J. McNeill, appointed by Her Majesty's Secretary of State for India a member of Her Majesty's Covenanted Civil Service on the Bombay Establishment, reported his arrival on the 22nd instant, and has been placed under the orders of the Collector of Dhárwár.

No. 8439.—Messrs. C. C. Boyd and H. S. Lawrence, appointed by Her Majesty's Secretary of State for India members of Her Majesty's Covenanted Civil Service on the Bombay Establishment, reported their arrival on the 23rd instant, and have been placed under the orders of the Collectors of Dhárwár and Ahmedabad respectively.

No. 8439*A*.—Mr. F. G. Pratt, appointed by Her Majesty's Secretary of State for India a member of Her Majesty's Covenanted Civil Service on the Bombay Establishment, reported his arrival on the 24th instant, and has been placed under the orders of the Collector of Kolába.

No. 8440.—Mr. J. C. Gloster, appointed by Her Majesty's Secretary of State for India a member of Her Majesty's Covenanted Civil Service on the Bombay Establishment, reported his arrival on the 15th instant, and has been placed under the orders of the Collector of Khándesh.

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

J. NUGENT,
Chief Secretary to Government.

## GENERAL DEPARTMENT.

*Bombay Castle, 25th November 1890.*

No. 4633.—Assistant Surgeon Mancherji Sorabji Postvala is allowed privilege leave for two months with effect from 26th November 1890.

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

J. NUGENT,
Chief Secretary to Government.

# Miscellaneous Notifications, Appointments, &c.

## BY HER MAJESTY'S HIGH COURT OF JUDICATURE.

### ORIGINAL SIDE.

The Honourable the Chief Justice has been pleased to extend the leave granted to M. H. Starling, Esquire, B.A., LL.B., Barrister-at-Law, Clerk of the Crown, to the 5th January 1891.

*Bombay, 25th November 1890.*

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The High Court will be closed on its Original Side for the Christmas Vacation from Wednesday the 24th of December 1890 to Wednesday, 7th January 1891, both days inclusive.

The offices of the Court will be closed during the above period, but provision will be made for the disposal of urgent business.

*Bombay, 26th November 1890.*

*By order,*
J. W. ORR,
Prothonotary and Registrar, O. J.

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### APPELLATE SIDE.

The Honourable the Chief Justice and Judges have been pleased to add the following Note at page 116 of the High Court's Civil Circulars:—

*Note 2.*—In lieu of Makar Sankránti, mentioned in the fourth column of the list printed at page 116, Nágpanchmi is to be observed as a holiday in the Kanara District.

C. H. JOPP,
Acting Registrar.

*Bombay, 18th November 1890.*

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The Honourable the Chief Justice and Judges of Her Majesty's High Court of Judicature at Bombay have been pleased to admit Mr. Pestonji Maneckji Kanga as a Vakil of the High Court.

A. K. OLIVER,
Deputy Registrar.

*Bombay, 20th November 1890.*

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## BY THE COMMISSIONERS.

### NORTHERN DIVISION.

Mr. G. B. Reid delivered over and Mr. C. E. Frost received charge of the office of the Collector and District Magistrate, Ahmedabad, on the 15th instant, in the afternoon.

*Ahmedabad, 18th November 1890.*

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Mr. L. G. Deshmukh delivered over and Mr. S. L. Batchelor received charge of the office of the Assistant Collector, Broach, on the 14th instant, in the forenoon.

Mr. C. E. Frost delivered over and Mr. E. Maconochie received charge of the office of the District Deputy Collector on the 17th instant, in the forenoon.

*Camp Thána, 19th November 1890.*

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Ráo Bahádur Chunilal Venilal delivered over and Mr. S. L. Batchelor received charge of the office of the District Deputy Collector, Broach, on the 17th instant, in the afternoon.

*Camp Thána, 21st November 1890.*

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Khán Bahádur Dhanjisha Edalji delivered over and Mr. A. D. Younghusband, C. S., received charge of the office of the Administrator, Rájpipla State, on the 18th instant, in the forenoon.

Mr. A. F. Woodburn delivered over and Mr. H. T. Ommanney received charge of the offices of the Collector and District Magistrate, Panch Mahál, and Political Agent, Rewa Kantha and Nárukot, on the 21st instant, in the afternoon.

*Camp Thána, 22nd November 1890.*

H. E. M. JAMES,
Commissioner, N. D.

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### CENTRAL DIVISION.

Chief Constable Batesing Dalpatsing, of the Khándesh Police, was appointed to act as substantive *pro tem.* 6th Grade Inspector of Police from 18th April to 4th June 1890, both days inclusive.

*Poona, 21st November 1890.*

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Messrs. W. A. East and E. L. Cappel respectively delivered over and received charge of the office of Collector, District Magistrate and Political Agent, Poona, on the 19th instant, in the afternoon.

*Poona, 24th November 1890.*

W. A. EAST,
Commissioner, C. D.

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### SOUTHERN DIVISION.

Mr. Balkrishna Balaji Sané, B.A., Deputy Accountant, is appointed to act as Head Accountant to the Collector of Kolába during the absence on privilege leave for two months and fifteen days, commencing from the 4th instant, of Ráo Sáheb Dinkar Govind Kalé.

A'zam Narayan Chintaman Pethé, Head Kárkún of Mahád, is appointed to act as Mámlatdár of Roha in the Kolába District during the absence of Ráo Sáheb Narayan Ganesh Nadgir on leave on private affairs for one month, with effect from the 14th instant, after 12 noon.

ALFRED KEYSER,
Acting Commissioner, S. D.

*Sampgaon, 23rd November 1890.*

## BY THE INSPECTOR-GENERAL OF REGISTRATION AND STAMPS.

The following are the names of those who passed the Registration Departmental Examination held on 10th September 1890. The names are arranged in each district according to the order of merit :—

| No. | Names. | Designation. | Where employed. |
|---|---|---|---|
| | *Bombay.* | | |
| 1 | Bhagwant Apaji Padhye ... ... ... | Clerk ... ... ... | Sub-Registry Office. |
| 2 | Manekji Bezonji Lilaoowala ... ... ... | Do. ... ... | Inspector-General of Registration and Stamps Office. |
| | *Ahmedabad.* | | |
| 3 | Somnath Bhaiji ... ... ... ... | Kárkún ... ... | Sánand Sub-Registry Office. |
| 4 | Vittal Bapuji ... ... ... ... ... | Do. ... ... | Viramgám Sub-Registry Office. |
| 5 | Bhogilal Balmukund ... ... ... ... | Do. ... ... | Do. do. |
| | *Broach.* | | |
| | (No candidate passed.) | | |
| | *Kaira.* | | |
| 6 | Mulji Nathabhai ... ... ... ... | Temporary Kárkún ... | A'nánd Sub-Registry Office. |
| 7 | Chunilal Harjiwandas ... ... ... ... | Kárkún ... ... | Nadiád Sub-Registry Office. |
| | *Panch Maháls.* | | |
| 8 | Motiram Ganpatram ... ... ... ... | Probationary Sub-Registrar. | Jhálod. |
| 9 | Manishankar Ravishankar ... ... ... | Do. ... | Kálol. |
| | *Surat.* | | |
| 10 | Pranjivandas Varajdass ... ... ... | Kárkún ... ... | Jalálpor Sub-Registry Office. |
| 11 | Chhaganlal Bhukandass ... ... ... | Do. ... ... | Surat Sub-Registry Office. |
| 12 | Girdharlal Gordhandass ... ... ... | Do. ... ... | Olpád Sub-Registry Office. |
| | *Kolába.* | | |
| | (No candidate appeared for examination.) | | |
| | *Ratnágiri.* | | |
| | (No candidate passed.) | | |
| | *Thána.* | | |
| 13 | Jagannath Chintaman ... ... ... ... | Kárkún ... ... | Bassein Sub-Registry Office. |
| 14 | Atmaram Ramchandra ... ... ... | Do. ... ... | Collector's Office. |
| | *Ahmednagar.* | | |
| 15 | Mahadeo Malhar ... ... ... ... | Probationary Sub-Registrar. | Sangamner. |
| 16 | Gopal Narayan ... ... ... ... ... | Village Registrar ... | Nimon. |
| | *Khándesh.* | | |
| 17 | Narayan Bhanu ... ... ... ... | Kárkún ... ... | Erandol Sub-Registry Office. |
| 18 | Gangadhar Vinayak ... ... ... ... | Do. ... ... | Páchora Sub-Registry Office. |
| 19 | Shrikrishna Anandrao... ... ... ... | Probationary Sub-Registrar. | Taloda. |
| 20 | Shrikrishna Rawji ... ... ... ... | Kárkún ... ... | Erandol Sub-Registry Office. |
| 21 | Anant Govind Bhalerao ... ... ... | Do. ... ... | Párola Sub-Registry Office. |
| | *Násik.* | | |
| 22 | Vinayak Ballal... ... ... ... ... | Probationary Sub-Registrar. | Kalvan. |
| 23 | Shamrao Shripat ... ... ... ... | Kárkún ... ... | Niphád Sub-Registry Office. |

| No. | Names. | Designation. | Where employed. |
|---|---|---|---|
| | *Poona.* | | |
| 24 | Ramchandra Dhondo ... ... ... ... | Village Registry Kárkún. | Registry Office, Poona. |
| | *Sátára.* | | |
| 25 | Ramchandra Satwaji ... ... ... ... | Kárkún ... ... | Sátára Sub-Registry Office. |
| 26 | Balaji Vittal ... ... ... ... ... | Do. ... ... | Do. do. |
| 27 | Gopal Vishnu ... ... ... ... ... | Do. ... ... | Wái Sub-Registry Office. |
| | *Sholápur.* | | |
| 28 | Sitaram Govind ... ... ... | Village Registrar ... | Mohol. |
| | *Belgaum.* | | |
| 29 | Govind Gangadhar ... ... ... ... | Probationary Sub-Registrar. ... | Hukeri. |
| | Sitaram Bhimrao ... ... ... ... | Candidate. | |
| 30 | Jiwaji Keshao ... ... ... ... ... | Kárkún ... ... | Rámdurg State. |
| | *Dhárwár.* | | |
| | (No candidate appeared for examination.) | | |
| | *Bijápur.* | | |
| 31 | Bhavani Ramchandra ... ... ... ... | Candidate ... ... | Judge's Court. |
| 32 | Govind Venktesh ... ... ... ... | Secretary ... ... | Guleddgudd Municipality. |
| 33 | Krishnaji Annaji ... ... ... ... | Temporary Kárkún ... | Bágalkot Sub-Registry Office. |
| | *Kánara.* | | |
| 34 | Ramkrishna Manjunathbhat ... ... ... | Kárkún ... ... | Collector's Office. |
| | *Karáchi.* | | |
| 35 | Motiram Bhawandas ... ... ... ... | Clerk ... ... ... | Karáchi Sub-Registry Office. |
| | *Hyderabad.* | | |
| 36 | Din Mahomed valad Abdul Hafiz ... ... | Candidate ... ... | |
| 37 | Haziballa valad Abdul Latif ... ... ... | Head Master... ... | Vernacular School, Kandiáro. |
| 38 | Rajunsha valad Usifsha ... ... ... | Kárkún ... ... | Nausháhro Sub-Registry Office. |
| | *Shikárpur.* | | |
| | (No candidate passed.) | | |
| | *Upper Sind Frontier.* | | |
| 39 | Jamiatrai valad Motaram ... ... ... | Sub-Registrar ... | Thul. |
| 40 | Sukhramdass valad Ladikdass ... ... | Clerk ... ... ... | Registry Office. |
| | *Thar and Párkar.* | | |
| | (No candidate appeared for examination.) | | |

T. M. FILGATE,
Inspector-General of Registration and Stamps.

*Camp Thána, 18th November 1890.*

## BY THE COMMISSIONER OF CUSTOMS, SALT, OPIUM AND A'BKA'RI.

No. 6661.—Mr. H. P. Quiterio, Distillery Inspector on Rs. 60, is granted privilege leave for one month from 6th instant.

J. K. SPENCE,
Acting Commissioner of Customs, Salt, Opium and A'bkári.

*Poona, 20th November 1890.*

## BY THE SANITARY COMMISSIONER.

No. 339.—Mr. Kashinath Govind, Third Class Inspector of Sanitation and Vaccination, Násik Zilla, S. D., is transferred to Khándesh Zilla, W. D., on public grounds with effect from 1st November 1890 vice Mr. Kissonsing Dowlatsing, transferred.

No. 340.—Mr. Kissonsing Dowlatsing, Second Class Inspector of Sanitation and Vaccination, Khándesh Zilla, W. D., is transferred to Násik Zilla, N. D., on public grounds with effect from 10th November 1890 vice Mr. Naro Janardan, transferred.

No. 341.—Mr. Naro Janardan, Third Class Inspector of Sanitation and Vaccination, Násik Zilla, N. D., is transferred to Násik, S. D., on public grounds with effect from 14th November 1890 vice Mr. Kashinath Govind, transferred.

No. 342.—Rangnath Pandurang, Candidate Vaccinator, Sátára, S. D., is dismissed the service with effect from 1st November 1890.

No. 343.—Anant Balkrishna is appointed Candidate Vaccinator, Sátára, S. D., with effect from 1st November 1890 vice Rangnath Pandurang, dismissed.

No. 344.—The privilege leave granted to Gopal Raghunath, Second Grade Local Fund Vaccinator, Malsiras Táluka, Sholápur Zilla, in Notifications Nos. 275 and 290, dated 10th September and 1st October 1890 respectively, is converted into sick leave and extended to 29th October 1890 inclusive.

No. 345.—In Notification No. 242, dated 6th August 1890, *for* "Second Grade Local Fund" *read* "Municipal" and in Notification No. 244 of the same date *for* "Third Grade" *read* "Second Grade."

No. 346.—Balkrishna Venkaji, Second Grade Local Fund Vaccinator, Muddebihal Táluka, Bijápur Zilla, was granted privilege leave with effect from 9th June to 8th July 1890 inclusive, and Ramchandra Dinkar was appointed to act for him.

No. 347.—Waman Gopal, Third Grade Local Fund Vaccinator, Váda Táluka, Thána Zilla, was granted sick leave with effect from 9th January to 30th September 1890 inclusive, and Raghunath Jaganath was appointed to act for him.

C. W. MACRURY, Surgeon-Major,
Sanitary Commissioner.

*Bombay, 26th November 1890.*

## BY THE CONSERVATOR OF FORESTS.

NORTHERN CIRCLE.

Messrs. F. Gleadow and A. Stewart, Deputy Conservators of Forests, respectively delivered over and received charge of the South Thána Divisional Forest Office on the 6th instant, before office hours.

A. T. SHUTTLEWORTH,
Conservator of Forests, N. C.

*Camp Rájegaon, Poona District, 20th November 1890.*

## BY THE INSPECTOR-GENERAL OF PRISONS.

Surgeon-Major H. McCalman, M.D., and Surgeon J. L. T. Jones, M.B., respectively delivered over and received charge of the Ratnágiri District Jail on the 17th November 1890, after office hours.

T. M. FILGATE,
Inspector-General of Prisons.

*Bombay, 22nd November 1890.*

## BY DISTRICT MAGISTRATES.

Mr. Rajaram Parmanand, Special Second Class Magistrate, Broach, is hereby invested with the additional powers under Section 191 (*a*) and (*b*) of the Code of Criminal Procedure.

WILLIAM ALLEN,
District Magistrate, Broach.

*Broach, 18th November 1890.*

## Notice.

The next Quarterly Meeting of the Central Committee for Vernacular Examinations will take place in the Council Hall, Secretariat, Bombay, on Monday the 12th January 1891, at 11 A.M. (Bombay time), and Junior Civil Servants who may be liable or prepared to undergo an examination in the Vernacular languages, as also Forest or other officers who may be permitted to appear before the Committee, are requested to send an intimation to the undersigned by the 25th proximo, stating at the same time the language or languages in which they are prepared to be examined.

*By order of the Central Committee for Vernacular Examinations,*

Y. M. KELKAR,
Secretary to the Central Committee for Vernacular Examinations.

*Bombay, 10th November 1890.*



BOMBAY : PRINTED AT THE GOVERNMENT CENTRAL PRESS.

THE

# Bombay Government Gazette

## EXTRAORDINARY.

Published by Authority.

FRIDAY, 28TH NOVEMBER 1890.

☞ *Separate paging is given to this Part, in order that it may be filed as a separate compilation.*

## PART I.

### Notification.

His Excellency the Governor will hold a Levee at the New Secretariat, Bombay, on Friday the 12th December 1890, at 4-30 P.M.

Gentlemen entitled to the Private Entreé are requested to leave their Cards with the Aide-de-Camp at the Main Entrance of the New Secretariat on the occasion of the Levee.

Gentlemen purposing to attend the Levee, who have already been presented, are requested to bring two Cards with their names legibly written on each: one Card will be delivered to the Aide-de-Camp at the Entrance, and the second to the Aide-de-Camp in waiting at the time of presentation.

Gentlemen wishing to attend the Levee, who have not already been presented, are requested to send their Cards to the Military Secretary to His Excellency the Governor at least three days before the date of the Levee.

Gentlemen wearing Uniform will appear in Full Dress: European Gentlemen not wearing Uniform will appear in a Frock Coat or Dress Coat, with White or Coloured Trousers and White or Buff Waistcoat.

Clergymen being University Graduates, and other Gentlemen entitled to wear Robes or Gowns on account of Judicial or Academical office or status, should appear in such Robes or Gowns.

The carriages of Gentlemen who have the Private Entreé will set down at the Main Entrance. All other carriages will set down at the North Door and take up at the South Door.

Gentlemen who have had the Private Entrée granted them on personal grounds by former Governors have the privilege continued.

*By Command,*

FRANCIS RHODES, Colonel,

Military Secretary to His Excellency the Governor.

*Military Secretary's Office, Government House,*
*Ganesh Khind, 27th November 1890.*

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## PART I.

### Notification.

REVENUE DEPARTMENT.

*Bombay Castle, 28th November 1890.*

No. 8508.—Under the provisions of Section 205 of the Sea Customs Act VIII of 1878 it is hereby notified that, in consequence of the construction of a wet basin for the Defence Flotilla, so much of the Government Notifications specified in the margin as appoints the Town Bandar to be a wharf for the landing and shipping of particular classes of goods is cancelled with effect from 8th December 1890.

No. 4178 of 28th June 1882, published at page 479 of the *Bombay Government Gazette*, Part I, dated 29th June 1882.

No. 8326*B* of 22nd October 1884, published at page 856 of the *Bombay Government Gazette*, Part I, dated 23rd October 1884.

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

J. NUGENT,
Chief Secretary to Government.



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THE

# Bombay Government Gazette

EXTRAORDINARY.

Published by Authority.

MONDAY, 1st DECEMBER 1890.

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## PART I.

### Notification.

POLITICAL DEPARTMENT.

*Bombay Castle, 1st December 1890.*

No. 7427.—His Excellency the Right Honourable the Baron Harris, G.C.I.E., Governor of Bombay, will arrive in Bombay by Train on Tuesday the 2nd December 1890, at 6-30 P.M. (Madras time). His Excellency will alight at the Victoria Terminus of the G. I. P. Railway, where a Guard of Honour will be in attendance. The usual Salute will be fired from the Saluting Battery on the following morning.

2 The Heads of Departments are requested to be present.

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

W. LEE-WARNER,
Secretary to Government.



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