

Bombay Government Gazette.

Published by Authority.

[No. 21

THURSDAY, 26TH MAY 1892.

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

CONTENTS.

	Pages.		Pages.
Part I. —Government Notifications, Appointments, &c. 415—472		Part VI. —Government of India Bills.	
Miscellaneous Notifications, Appointments, &c. 473—475		<i>Not published this week.</i>	
Part I A. —Notifications under the Bombay Local Boards and District Municipal Acts.....67, 68		Part VII. —Trade Returns, Bombay and Sind.	
Part II. —Miscellaneous Notices and Advertisements ...628—651		<i>Not published this week.</i>	
Part III. —Miscellaneous Supplements .....586, 587		Part VIII. —Commissariat Notices.	
Part IV. —Acts passed by Government of India and Government of Bombay.		<i>Not published this week.</i>	
<i>Not published this week.</i>		Part IX. —Maráthi Acts, &c.....43—48	
Part V. —Proceedings of the Legislative Council.....26—78		Part X. —Gujaráti Acts, &c.....50—63	
		Part XI. —Canarese Acts, &c. ....34—41	
		Part XII. —Hindustani Acts, &c.	
		<i>Not published this week.</i>	

PART I.

Government Notifications, Appointments, &c.

NOTIFICATIONS.

LEGISLATIVE DEPARTMENT.

Bombay Castle, 23rd May 1892.

No. 134.—His Excellency the Right Honourable the Governor of Bombay has accepted the resignation by the Honourable Mr. L. R. W. FORRESTER of his office as an Additional Member of the Council of the Governor of Bombay for the purpose of making Laws and Regulations.

By order of His Excellency the Right Honourable the Governor,

C. H. A. HILL,

Secretary to the Council of His Excellency
the Governor of Bombay for making
Laws and Regulations.

GENERAL DEPARTMENT.

Bombay Castle, 24th May 1892.

No. 1686.—It is hereby notified that Government will assemble at Poona on Monday the 6th June 1892.

Bombay Castle, 25th May 1892.

No. 1698.—Under Section 3 of the Indian Factories Act XV of 1881, as amended by Act XI of 1891, His Excellency the Governor in Council is pleased to appoint the City Magistrate of Ahmedabad to be Inspector for the B. B. & C. I. Railway Oil Mill, and the District Deputy Collector in charge of Sánand and Dholka Tálukas to be Inspector for those tálukas. These Inspectors shall for the purposes of the Act be officially subordinate to the District Magistrate of Ahmedabad.

No. 1699.—The following telegrams are published for general information :—

Telegram from the Political Resident, Aden, dated 23rd May 1892 :—

“Cholera prevalent in Zaila.”

Telegram to the Political Resident, Aden, dated 24th May 1892 :—

“Your telegram of yesterday. Has Egypt imposed quarantine on arrivals from Zaila?”

Telegram from the Political Resident, Aden, dated 24th May 1892 :—

“Your telegram of to-day. Yes.”

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

T. D. MACKENZIE,

Chief Secretary to Government.

MARINE DEPARTMENT.

Bombay Castle, 11th May 1892.

No. 46.—The following information received from the Collector of Salt Revenue is published for general information :—

The buoys on the coast between Alibág and Vengurla will be removed from their position for the ensuing monsoon after the 15th May 1892.

2. The exact dates on which the several buoys have been removed will be given hereafter.

Bombay Castle, 16th May 1892.

No. 47.—The following telegram from the Port Officer, Rangoon, dated 9th instant, is published for general information :—

Oyster Island new light will be exhibited on 10th instant.

Bombay Castle, 21st May 1892.

No. 50.—The following Notice to Mariners is published for general information :—

“INDIAN OCEAN (NORTH)—ARABIAN SEA.

Wreck reported 450 miles from Bombay.

Information has been received from the Port Officer, Bombay, that the Master of S. S. ‘Hoseinee’ reports having passed on the 18th instant a large buggalow bottom up in Latitude 17° North,

Longitude 65° East, about 450 miles from Bombay.

This wreck has also been reported by the Master of S. S. ‘Tanjore.’

This wreck presents danger to shipping.”

Bombay Castle, 23rd May 1892.

No. 51.—The following Bye-law made by the Trustees of the Port of Bombay under Section 72 of the Bombay Port Trust Act, 1879, in substitution of Bye-law No. 3 of the Bye-laws for Pilots of Coasting Steamers, and published in the *Bombay Government Gazette* (under Notification No. 39, dated 3rd May 1892,) on the 5th, 12th and 19th May 1892, has received the approval of Government as required by Section 74 of the said Act :—

Every such Pilot of coasting steamers shall hold a license to pilot only those steamers that have berths duly allotted to them alongside the Harbour walls of the Prince’s and Victoria Docks and the license shall only entitle him to pilot such steamers on the passage between the open sea and the berths in question and between such berths and the Dry Docks and Patent Slip north of Prince’s Dock, and shall be issued under the signature and seal and be revocable at the order of the Trustees of the Port.

No. 52.—The following Notice to Mariners is published for general information :—

“BAY OF BENGAL—BURMA.

GULF OF MARTABAN.

Alteration in Colour of Buoys in Rangoon River.

Information has been received from the Port Officer, Rangoon, dated 19th April 1892, that the colour of boys in Rangoon River from the Fairway buoy off the China Bakir Light-house to Rangoon Town is being altered.

All starboard buoys will be painted red and port buoys black.

The Fairway buoy will be painted black and white in horizontal bands.”

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

B. H. POTTINGER, Lieut.-General,

Secretary to Government.

PUBLIC WORKS DEPARTMENT.

(RAILWAY.)

Bombay Castle, 23rd May 1892.

No. 12.—The following Notification by the Government of India in the Public Works Department is republished for information:—

“ Simla, the 7th May 1892.

No. 174.—The following are published for general information :

CIRCULAR No. 3 RAILWAY.

GOVERNMENT OF INDIA.

PUBLIC WORKS DEPARTMENT.

RAILWAY TRAFFIC.

Simla, the 19th April 1892.

General Rules for working open lines of Railway in British India administered by the Government.

Read—

Section 47 of the Indian Railways Act, 1890.

Public Works Department Notification No. 267, dated 11th June 1890, appointing the Director General of Railways as the officer who, under Section 47, Indian Railways Act, 1890, is to make General Rules for railways administered by the Government.

Read also—

Public Works Department Circular No. 17 Railway, dated 21st August 1880, promulgating General Rules for all railways in India, and Public Works Department Notification No. 299, dated 13th September 1880, publishing those General Rules.

Public Works Department Resolution No. 467 R. T., dated 15th August 1890, promulgating a schedule containing modifications in the General Rules of 1880 for working open lines of railways in India as recommended by the Railway Conference of 1888, and Public Works Department Notification No. 361, dated 28th August 1890, publishing that schedule.

OBSERVATIONS.—In exercise of the powers conferred by section 47, sub-sections (1) and (2), of the Indian Railways Act (IX) of 1890, and Public Works Department Notification No. 267, dated 11th June 1890, the Director General of Railways has made the accompanying General Rules for all open lines of railway in British India administered by the Government.

RESOLUTION.—The Governor General in Council is pleased, in supersession of all previous rules on the subject so far as they affect State Railways in British India worked directly by the Government, to sanction, with effect from the 1st August 1892, the application of the accompanying General Rules to all open lines of railway in British India administered by Government.

2. State Railway Administrations are empowered by clause (b) of section 101 of the Indian Railways Act (IX) of 1890 to make subsidiary rules not inconsistent with these General Rules.

3. The Governor General in Council desires that the accompanying General Rules may be brought to the notice of the administrations of the several railways not administered by the Government, and that the Agents and Managers of those lines may be invited to submit a formal application for the adoption of these General Rules with such modifications as may be necessary in each case.

ORDER.—Ordered, that this Resolution, with the General Rules, be published under a Notification in Part I of the *Gazette of India*, as directed by section 47, sub-section (3), of the Indian Railways Act (IX) of 1890, 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 station master of every station on the said State Railways.

Ordered also, that this Resolution, and its enclosure, be communicated to the Local Governments, Administrations, and Officers noted in the margin for information and guidance; also to the Accountant General, Public Works Department, for information.

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

INDIAN STATE RAILWAYS.

General Rules for all open State Railways in British India.

CHAPTER I.—PRELIMINARY.

1. These rules shall be held applicable to, and are to be observed on all State Railways in British India used for the public carriage of passengers, animals, or goods, except any railway which is specially exempted from their operation by the Governor General in Council.

Catchwords.

2. The catchwords in the margin of these rules have been added merely for the purpose of facilitating reference; they are not to be held either as forming an integral part of the rules, or as in any way giving an interpretation to the rules to which they are annexed.

Definitions.

3. (1) In these rules, unless there is something repugnant in the subject or context,—

- (a) 'Written' instructions, orders, forms, &c., include documents which are printed, lithographed, or prepared by any other process, and instructions which are sent by telegraph;
- (b) 'Main line' means the line ordinarily used by trains to run through and between stations on any part of a railway;
- (c) 'Train' means an engine with or without vehicles attached;
- (d) 'Passenger train' means a train intended solely or mainly for the carriage of passengers and other coaching traffic;
- (e) 'Goods train' means a train intended solely or mainly for the carriage of general merchandise, and includes—
- (i) a train carrying live-stock,
 - (ii) a train carrying minerals, and
 - (iii) a train carrying materials;
- (f) 'Mixed train' means a train intended for the carriage of both passengers and goods, or of passengers, animals, and goods;
- (g) 'Ballast train' includes a train intended for the carriage of stone or material or fuel when picked up or put down between stations;
- (h) 'Ordinary train' means a train, whether passenger, goods, or mixed, which is entered in the working time-tables;
- (i) 'Special train' means any train which is not an 'Ordinary train';
- (j) 'System of working' means the system adopted for the time being on any portion of a railway as prescribed in Rule 4 and detailed in Chapter II, Sections II to VII, inclusive;
- (k) 'Station' means any place—
- (i) at which traffic is booked and authority is given for trains to proceed, or
 - (ii) at which authority is given for trains to proceed under the 'system of working';
- (l) 'Station limits' include all traffic lines and premises within the distant signal or signals, if such be provided; or, where no distant signal is provided, the 'Station limits' extend to the outside points; or, where there are no points and no distant signal, the 'Station limits' extend to the ends of the platform, or other positions fixed by the authorized officer in each case;
- (m) 'Authorised officer' means the person who usually issues instructions of the nature referred to in each case;
- (n) 'Special instructions' mean instructions given by the 'authorised officer';
- (o) 'Station Master' means the person on duty responsible for the time being for working the trains and traffic within 'Station limits,' and includes—
- (i) an Assistant Station Master,
 - (ii) a Traffic Inspector,
 - (iii) a Clerk in charge, and
 - (iv) any other person appointed to the charge of a station;

SYSTEMS OF WORKING TRAINS—GENERAL REGULATIONS.

- (p) 'Ganger' means the man in charge of a gang of men employed on repairing the 'Ganger' permanent-way, whatever he may be called on any particular railway ;
- (q) 'Driver' means the person in charge for the time being of a working locomotive 'Driver' engine ;
- (r) 'Station signal' means the signal which on some railways is called 'Main' or 'Station signal,' 'Home' or 'Platform' signal ;
- (s) 'Guard' includes the under-guard and any brakesman or other person who may 'Guard' for the time being be performing the duties of a guard ; and
- (t) 'Servant' means any person employed to perform any function in connection with 'Servant' a railway.

(2) Unless there is something repugnant in the subject or context, words defined Other words. in the Indian Railways Act (IX of 1890) have the meanings in these rules assigned to them in that Act.

CHAPTER II.

RULES FOR REGULATING THE MODE IN WHICH, AND THE SPEED AT WHICH, ROLLING STOCK USED ON THE RAILWAY IS TO BE MOVED OR PROPELLED: AND GENERALLY FOR REGULATING THE TRAVELLING UPON, AND THE USE, WORKING, AND MANAGEMENT OF THE RAILWAY.

SECTION I.

Systems of working trains—General Rules.

4. Every line of State railway upon which engine power is used for the public System of working. carriage of passengers, animals, or goods must be worked on one of the following systems, namely :—

- 'Line clear and caution message,'
 'Train following,'
 'Absolute block,'
 'Train staff and Ticket,'
 'Pilot Guard,'
 'One engine only,'

in accordance with the rules laid down in Sections II to VII for the system adopted.

5. Madras time, or such time as is adopted on each railway in India, shall be sent Time. to the principal stations in accordance with special instructions.

6. Where the absolute block system as prescribed in Section IV is not in operation, Interval of time between trains. no train shall be allowed to follow any other train on the same line within ten minutes unless it has been ascertained that the preceding train has arrived at the next station in advance.

7. Where the line is not worked under the absolute block system, no passenger train Following trains. shall follow a goods train, nor shall a fast goods train follow a stopping passenger train, from a station within fifteen minutes ; nor even then until the Driver has been properly warned of the time of the departure of the preceding train, and where it will next stop. But in case the distance to the next station in advance exceeds ten miles, the interval must be increased under special instructions.

8. In case a train may have to stop between stations to take up or put down mate- Ballast train working between stations. rial, the permission of the Station Master of the last station before the stoppage has to be made must be obtained before the train leaves such station. The Station Master must take care to give all necessary instructions.

9. (1) On a double line trains must invariably be run on the left hand road, except Double and single line working. under special instructions to the contrary, and in accordance with Rule 10.

(2) On a single line no train shall be permitted to leave one station for another until it has been ascertained that the line between those stations is clear of trains coming from the opposite direction, and of all impediments as far as can be known.

(3) When allowable under the system adopted for working, trains may on both single and double lines follow one another between stations in the same direction under special instructions, and in accordance with Rules 6 and 7.

RULES FOR WORKING TRAINS ON THE SYSTEM TERMED 'LINE CLEAR AND CAUTION MESSAGE' IN RULE 4.

- When line is blocked. 10. 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 the railway concerned for working in such cases.
- Running of special trains or light engines. 11. No special train or light engine shall leave a station unless previous notice has been given to all stations concerned.
- Engine not to push. 12. No engine shall be allowed to push a train, or portion of a train, or fuel truck unless within station limits, or under special instructions.

SECTION II.

Rules for working trains on the system termed 'Line clear and caution message' in Rule 4.

- Signals not dispensed with. 13. The working of trains on the 'line clear and caution message' system does not in any way dispense with the use of station, distant, or other signals whenever and wherever such signals may be requisite.
- Line clear and caution messages. 14. 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 on which the train will travel 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 special instructions; 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 special instructions.
- Following trains. 15. Trains may follow one another between stations in the same direction on both single and double lines, subject to the following conditions in addition to those prescribed in Rules 6 and 7 :—
- (a) 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.
 - (b) The 'caution' message shall contain an entry of the time at which the preceding train left the station.
 - (c) When a flag station or station without telegraph intervenes between two telegraph stations, special instructions must be issued regarding following trains, e.g., the following train must stop some distance before arrival at the flag station and pull slowly up to it, and, if necessary, wait at such flag station until the interval prescribed in Rule 6 or Rule 7, as the case may be, is fully restored:
- Authority to give and seek line clear. 16. No one except the Station Master or other duly authorised person is to give or seek a 'line clear' or 'caution' message.
- Time for seeking line clear. 17. Except at train terminal stations, the Station Master must not 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: provided that, where this procedure might involve delay to a train in consequence of the short distance between any two stations, such extended time for seeking 'line clear' as may be needed may be allowed by special instructions.
- Driver to obtain written permission. 18. (1) No train shall be moved from any station until the Driver has in his possession a 'line clear' or 'caution' message, or other permission written on the authorised form showing that he may proceed to the next station.
- Delivery of written permission to Driver. (2) Except in the case mentioned in clause (4) of this Rule, the Driver is to receive the 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 authorised for such duties. On all such occasions, when the Guard does not personally deliver the written permission to the Driver, it must be countersigned by the Guard before delivery to the Driver.
- Starting signal. (3) The Driver must also receive from the Guard the usual starting signal before moving.
- Delivery of written permission for trains running through. (4) When a train is arranged to run through a station without stopping, the Station Master or other authorised person of the station staff of that station may hand the written permission to proceed to the next station direct to the Driver, and in that case a duplicate of the permission shall be handed to the Guard in the same manner.

RULES FOR WORKING TRAINS ON THE SYSTEM TERMED 'LINE CLEAR AND CAUTION MESSAGE' IN RULE 4.

19. (1) Except in the case mentioned in clause (4) of Rule 18, the Station Master Delivery of written permission to other authorised person of the station staff is to hand the written permission to the Guard. The Guard must satisfy himself that the written permission 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 for which it is given and received. The Guard must also sign the written permission in cases where he does not personally deliver it to the Driver. The Driver must also satisfy himself before starting that the written permission has been properly filled up, and applies to his train.
- (2) When, in the case mentioned in clause (4) of Rule 18, the written permission is handed both to the Driver and the Guard of the train, the Station Master will be held wholly responsible to see that it applies to the particular train 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. Station Master responsible for correctness of written permission for trains running through.
- (3) The written permission, when a train is timed to stop at a station, 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. Written permission not to be delivered to Driver till train is ready to start, or incoming train is clear of points.
20. No forms other than those specially provided from time to time for the purpose are to be used in working under this system. The regular books prescribed by the working orders in force must be kept at each station. Forms and books.
21. The leaves of the said books shall 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. Each book shall contain a certificate showing the number of pages the book contains. Messages cancelled.
22. In addition to the progressive printed number, every message from each station to stations on each side must be numbered 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. Messages to be numbered.
23. (1) 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.
- (2) When a message bears reference to a prior message in the same direction, the number of such prior message must also be quoted at the beginning of the later message.
24. In train messages the train must be distinctly described; as, for instance, 'No. 2 down ballast,' 'No. 4 up goods,' and so on. For every train a separate enquiry and reply must be sent, and an enquiry and reply message must never be sent on one form. Train to be described in messages.
25. In 'line clear' enquiries, the Station Master must always give the time at which the last train, in the opposite direction, arrived at his station. If the train follows another on a 'caution' message, the time of departure of the preceding train must be endorsed on the message. Line clear enquiries.
26. 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 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. Starting train in opposite direction on single line on cancellation of line clear.
27. No part of a message affecting the passage of trains may be forwarded or acted upon until the whole has been written out, except in view to the prevention of an accident or in some other case of emergency. Messages to be wholly written out before being acted on.
28. 'Line clear' or 'caution' messages are not to be written out in full or in part, or signed before they are required. Messages not to be signed before required.
29. All messages connected with train working, including 'line clear' messages, are to be written in ink or other indelible substance, and are to be signed in full by the Station Master or other authorised person. Messages to be written in ink, and signed.
30. 'Line clear' and enquiry messages must be retained for at least a fortnight. Messages to be retained.
31. In case of accident to the line or train, or of failure or interruption of telegraphic communication, trains must be worked between stations in accordance with special instructions. Working of trains between stations when telegraph is interrupted.

RULES FOR WORKING TRAINS ON THE SYSTEMS TERMED 'TRAIN FOLLOWING,' 'ABSOLUTE BLOCK'
AND 'TRAIN STAFF AND TICKET' IN RULE 4.

SECTION III.

Rules for working trains on the system termed 'Train following' in Rule 4.

- Applicable to double line. 32. This system is applicable only to double line working.
- Following trains. 33. Trains may follow one another between stations in the same direction, subject to the conditions prescribed in Rules 34 and 35 in addition to those prescribed in Rules 6 and 7.
- When train is to be stopped. 34. Should a train arrive at a station within the limits of time mentioned in Rule 6 or Rule 7, as the case may be, it must be stopped until the prescribed interval has elapsed.
- Caution to following train. 35. When one train follows another before the first has reached the next station, the Station Master must caution the Guard and Driver of the second train, giving them the time of departure of the preceding train. The order to proceed must be given in writing, and an acknowledgment in writing must be obtained from the Driver, the train being stopped out of course if not booked to stop.

SECTION IV.

Rules for working trains on the system termed 'Absolute block' in Rule 4.

- Object of electric train-signalling system. 36. The object of the system of electric train-signalling is to prevent more than one train being between any two signal stations on the same line at the same time. This is accomplished by not allowing any train to leave a signal station till the previous train has been signalled clear.
- Other signals not dispensed with. 37. The block system of train working by electric train-signalling does not in any way dispense with the use of out-door and hand signals, whenever and wherever such signals may be requisite.
- Instruments. 38. The special electric block instruments, if provided, are to be used only in strict accordance with special instructions.
- Absolute block working. 39. (1) On those portions of any railway which are worked on the absolute block system, a train must not be allowed to enter any section until it has been ascertained by telegraph that the section is clear of trains or, in cases of double line working, of trains going in the same direction.
(2) Except when otherwise specified, a section is to be understood to be the line between two stations outside station limits.
- Lines fouled. 40. Should there be reason to suppose that from accident or otherwise either or both lines are obstructed, care must be taken to advise other stations concerned so as to prevent trains from entering the section.
- Working of trains between stations in case of accident or when telegraph is interrupted. 41. 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 special instructions.

SECTION V.

Rules for working trains on single lines of railway on the system termed 'Train staff and ticket' in Rule 4.

- Signals not dispensed with. 42. The train staff and ticket system of train working does not in any way dispense with the use of out-door and hand signals, whenever and wherever such signals may be requisite.
- Staff stations. 43. The working time-tables will contain the necessary information from time to time as to the places which are appointed staff stations.
- Train not to leave without staff or ticket. 44. A train staff or train staff ticket must be carried with each train, and without this staff or ticket no train shall be allowed to leave any station.
- Staff at station. 45. No train shall be permitted to leave any staff station unless the staff for that portion of the line over which the train is to travel is then at the station.
- Receipt and delivery of staff or tickets. 46. The Station Master for the time being is the only person authorised to receive and deliver the staff or ticket, and all tickets must be cancelled directly they are handed to him after use.

RULES FOR WORKING TRAINS ON SINGLE LINES OF RAILWAY ON THE SYSTEM TERMED 'TRAIN STAFF AND TICKET' IN RULE 4.

47. When a train is ready to start from a station, and no second train is intended to follow before the staff will be required for a train in the opposite direction, it is the duty of the Station Master to give the staff to the Driver, who shall then place it in a conspicuous place provided for that purpose on the engine. Delivery of staff to Driver.
48. If other trains 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 Station Master to the Driver of the first train, the staff for the section being shown to him, and so on with any other train except the last, the staff itself being given to the Driver of the last train as directed in Rule 47. After the staff has been sent away, no other train shall under any circumstances leave the station to follow in the same direction until the staff for that station has been returned. Tickets and staff for Drivers of trains following in succession.
49. No Driver with a train 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 person other than the Station Master. After receiving the staff or ticket, he must not start until the proper signals have been exhibited nor, when with a train in charge of a guard, 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 the ticket. On arriving at the station to which the staff or ticket extends, the staff or ticket must immediately be given up to the Station Master, and all tickets so given up must be immediately cancelled. Duties of Driver in regard to staff or ticket.
50. Each staff must have shown upon it the name of the staff stations 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. Distinguishing marks on staff, &c.
51. 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. Tickets, how kept.
52. The Station Master must keep a record in a book of each ticket issued, showing the number of each ticket, and the particular train for which it is issued. Record of tickets issued.
53. The staff, when at the station, must not be left in the box, but must be kept by the Station Master in safe custody. Custody of staff at station.
54. No Driver must take any staff or ticket beyond the station at which it ought to be left. Surrender of staff or ticket by Driver.
55. 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 assisting engines are travelling over the entire length of line to which the staff applies, and have to be followed by another train or engine, in which case 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. Staff or ticket when assisting engines are used.
56. (1) In the event of an engine which carries the staff breaking down between two stations, the Fireman 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. Engine disabled.
- (2) Should the engine that fails be in possession of a ticket instead of the staff, assistance must ordinarily come only 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.
- (3) The Fireman must accompany the assisting engine to the place where he has left his own engine.
57. (1) When a ballast train has to work between stations, the staff must be given to the Driver in charge of the train: this will close the line whilst the train is at work. The train must proceed afterwards to one of the staff stations to open the line before the ordinary traffic can be resumed. Ballast trains at work on the line.
- (2) Ballast trains not stopping to work between stations may run with staff or ticket as ordinary or special trains.

RULES FOR WORKING TRAINS ON SINGLE LINES OF RAILWAY ON THE SYSTEM TERMED 'PILOT GUARD'
IN RULE 4.

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 authorised 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 VI.

Rules for working trains on single lines of railway on the system termed 'Pilot guard' in Rule 4.

58. This system is only applicable to short branch lines.
59. The Pilot Guard will be distinguished by a red dress or badge, and no train 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.
60. 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 Pilot Guard's ticket (on a printed form, where such are provided) properly filled up and signed, and must personally start each 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 Station Master; and all tickets so given up must be immediately cancelled.
61. The Driver must not start his train without seeing the Pilot Guard, or, if the Pilot Guard does not accompany the train, without receiving from the Guard of his train the Pilot Guard's ticket authorising him to proceed. A Driver working an engine, unaccompanied by a Guard, must himself observe the rules prescribed in this section for a Guard with a train.

Application of system,

Pilot Guard to start trains,

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

Duties of Driver.

RULES FOR WORKING TRAINS ON SINGLE LINES OF RAILWAY ON THE SYSTEM TERMED 'ONE ENGINE ONLY'
IN RULE 4. SIGNALS.

SECTION VII.

Rules for working trains on single lines of railway on the system termed 'One engine only' in Rule 4.

62. This system is only applicable to short branch lines.

Application
system.

63. Only one engine in steam, or two or more engines coupled together, which are then to be treated as one engine or train, may be allowed to be on the line at one and the same time, except as provided in Rule 64.

64. In the case of a 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 Station Master 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 train, who must explain to the Driver where, and under what circumstances, the disabled train is situated.

65. The Guard of the disabled 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.

Responsibility
Guard of disab
train.

66. Should an engine without a Guard become disabled, the Fireman, or, if necessary, the Driver, must perform the duties prescribed in this section for the Guard.

Absence of Guard.

SECTION VIII.

Signals.

67. RED is a signal of 'DANGER'—Stop.

Colours.

GREEN is a signal of 'Caution'—Go slowly.

WHITE is a signal of 'ALL RIGHT'—Go on.

68. Except in the case mentioned in Rule 72, the hand signals shall be made by flags in the day, and by lights at night or in foggy weather or in tunnels.

69. 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.

70. (1) Except as provided in clause (2) of this Rule, if it be necessary to proceed with 'Caution,' the green flag will be elevated thus—

or the green light shown.

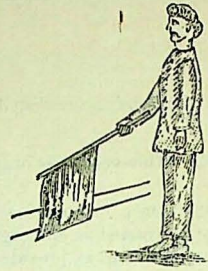


CAUTION.

SIGNALS.

(2) 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.



CAUTION
(DEFECTIVE ROAD).

71. 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.

72. In the absence of flags—

(a) Both arms raised above the head denotes 'Danger,' thus—



DANGER.

(b) One arm raised with the hand above the head denotes 'Caution,' thus—



CAUTION.

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



ALL RIGHT.

SIGNALS.

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

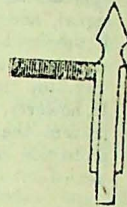
74. In the absence of a green light, a white light waved slowly from side to side denotes 'Caution'—Go slowly. Caution with white light.

75. (1) 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.

(2) 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 train.

76. 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—

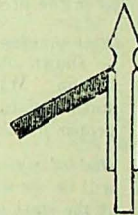
and at night by the exhibition of a *red* light.



DANGER.

77. 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—

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



CAUTION.

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

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



ALL RIGHT.

79. Fixed signals are always to be kept at 'Danger,' and lowered or reversed only to allow a train to pass. Fixed signals to be kept at 'Danger.'

Station Signals.

80. Station signals are placed at stations, junctions, sidings, outside station limits, and signal boxes, and when at 'Danger,' no train may pass them, or foul the crossings or points to which they apply, except as prescribed in Rules 82 and 85. Station signals.

81. A station signal at a junction must never be passed when at 'Danger' by the Junction signals, train to which the signal applies. Junction signals.

82. Station signals at stations, sidings, and signal boxes (other than at junctions) must never be passed when at 'Danger' unless the Driver is signalled past by a person duly appointed by an authorised officer. Passing station signals.

83. Station signals must invariably stand at 'Danger,' except when lowered for an approaching train. Station signals at 'Danger.'

84. Distant signals are fixed at a considerable distance from the station, and are constructed to exhibit the 'Danger' and 'Caution' signals only. Distant signals.

SIGNALS.

Distant signals to be replaced at 'Danger,' 85. Distant signals must be replaced at 'Danger' immediately they are passed by an engine.

Fixed signals to fly to 'Danger.' 86. Fixed distant signals must be constructed to exhibit 'Danger' in case of any failure of their connections.

Use of Signals.

Use of distant and station signals together. 87. The following rules are prescribed regarding the use of the station and distant signals together:—

(a) *Distant signal at 'Danger' and station signal at 'Danger.'*—The Driver of an approaching train must bring his train to a dead stop outside of the distant signal, 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 signals so as to be protected by it, but not so as to foul the outer points, and then stop until signalled into the station in accordance with special instructions. 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 Rules 245 to 254).

(b) *Distant signal at 'Caution' and station signal at 'Danger.'*—With these signals shown, the train may at once be brought inside the distant signal, but must be stopped without fouling the outer points; and all further action must be taken as in the preceding case, clause (a).

(c) *Distant signal at 'Caution' and station signal at 'Caution.'*—These signals will be shown only when the yard is clear to admit a train which is to stop at the station. With these signals shown, the train may be cautiously brought into the station yard, the train being kept well in hand; and must be stopped at the proper platform or place at which signalled to stop.

(d) *Distant signal at 'Caution' and station signal at 'All Right.'*—These signals will be shown only when the yard is clear to admit a train which is not to stop at the station, but to run through without stopping. With these signals shown, the train may enter the station yard and run through, but the speed over facing points is not to exceed ten (10) miles an hour, as prescribed in Rule 230, or such lower speed as may be prescribed by the authorised officer. If, however, the points are interlocked with a signal and automatically fastened in a manner approved by an Inspector of Railways appointed under the Indian Railways Act (IX of 1890), they may be passed over at a speed not exceeding twenty (20) miles per hour.

Signals apply only to proper direction. 88. Station and distant signals apply only to trains running in the proper direction and must not be used for any other purpose. Trains 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 so employed.

Defective signals. 89. (1) Every Station Master and every other railway servant must, in the event of any signal under his charge or used by him becoming defective, forthwith 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.

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

Signal lights. 90. (1) Whenever any train is timed to run, or from any cause is expected to run, on any portion of the line later than sunset and before sunrise, all the signal lamps must be lighted at sunset, or at such hour as shall be directed by the authorised officer. During twilight in the mornings and evenings, both day and night signals must be used. The signal lights must not be put out until broad daylight, except under special instructions.

(2) 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.

Signals ready for use. 91. All signals must be kept ready for immediate use.

SIGNALS.

92. The greatest care must be exercised in the cleaning, trimming, and lighting of signal lamps, and Station Masters will be held responsible that this work is efficiently performed. The signal lamps must be lighted and extinguished in accordance with Rule 90. Trimming signal lamps.
93. No line shall be obstructed or occupied by shunting or otherwise until the signals applicable to it have been placed at 'Danger.' Obstruction of line by shunting, &c.
94. Should any obstruction exist upon the line within the sight or knowledge of the Pointsman or Signaller, he must exhibit the 'Danger' signals, and must not allow any train to pass in that direction until the 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. Duties of Pointsmen and Signallers in case of obstruction.
95. Men in charge of signals must pay particular attention to the rules for working signals. Attention to signal rules.
96. If a Signaller or Pointsman observe anything wrong or unusual in a passing train, he must report the circumstance to his superior officer; 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. Passing trains to be observed.
97. In thick, foggy, or tempestuous weather, and in cases of obstruction, detonators must be used in addition to the regular day and night signals, in accordance with Rules 100, 101, 102, 103, and 244 to 254. Use of detonating signals.
98. Every Guard, Driver, Foreman of works, and Ganger will be provided with detonators or fog signals, which they are always to have ready for use whilst on duty; and every Station Master must keep a supply of these signals in a suitable place, easy of access. Supply of detonators.
99. Detonators must be carefully handled, as they are liable to explode if roughly treated. It is necessary to keep them well protected from damp. At least one from each person's stock must be tested, at intervals of not more than one month, to ensure that they are in good condition. Where extra supplies are kept for Guards and others, Station Masters shall test at least one from each box before issue. Testing detonators.
100. Detonators must be placed on the rail (label or brand upwards) and secured by bending the clasp round the upper flange of the rail. A detonator explodes with a loud report when an engine passes over it, and 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. Placing detonators.
Engine passing over detonators.
101. In thick, foggy, or tempestuous weather two detonators, ten yards apart, must be placed on the rail by the Signaller or some 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 of omission to do this. Use of detonators in foggy weather.
102. On a double line detonators must be renewed immediately after a train has passed over them; and on a single line they must be placed before an approaching train is due or expected. Renewal of detonators.
103. The Station Master must see that fresh supplies of signals are sent to the men in place of those exploded, and in case it is necessary to keep a man out for any length of time, he must be relieved every six hours and visited as often as practicable to ensure that he is on the alert. Fresh supplies of detonators and relief of men.
104. Platelayers and labourers must not, except in case of emergency, or as provided in Rule 127, avail themselves of the fixed signals; and must in all cases use their own special signals for their own purposes. Fixed signals not to be used by platelayers or labourers.
105. (1) The signals to be used by the men engaged in repairing the permanent-way are red and green flags, red and green hand lamps, and detonators. The flags must be used during daylight, the lamps after sunset and in foggy weather, and the detonators whenever necessary by day or night. Signals to be used by labourers.
- (2) 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.
106. A green flag or a green light exhibited by Platelayers indicates that speed must not exceed fifteen miles an hour, or such lower speed as may be ordered, over the portion of the line protected by such signal. Platelayer's signal to reduce speed.
107. The Driver and Fireman must pay immediate attention to and obey all signals, whether the cause of a signal being shown is known to them or not. The Driver must not, however, trust entirely to signals, but must on all occasions be vigilant and cautious. Observance of signals by Driver.

MAINTENANCE OF PERMANENT-WAY.

- Absence of signals. 108. 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, and the fact reported to the Station Master.
- Defective signals to be reported. 109. Drivers, Guards, and others must invariably report to the nearest Station Master any defective signals or obstruction of or neglect in working signals.
- Engine and train lights. 110. (1) On both double and single lines 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 authorised officer must be exhibited.
- (2) In the case of two or more engines running coupled together without vehicles attached, the first engine only must exhibit the prescribed head lights, and the last engine only must exhibit at least one red tail light.
- (3) Clauses (1) and (2) do not apply to trains doing station work.
- Lights on shunting engines. 111. Shunting engines employed in station yards and sidings must after sunset and in foggy weather carry the prescribed head and tail lights.

SECTION IX.

Maintenance of permanent-way.

- Road to be inspected daily. 112. Every portion of the permanent-way must be inspected daily on foot by some authorised person responsible for its condition; and bridges and all other works (including signals and signal wires) must be regularly inspected in accordance with special instructions.
- Defects in wires, &c. 113. (1) Each Ganger must report to the Inspector of Permanent-way when any telegraph post on his length of line 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.
- (2) 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 or wires should be made to the officers of that Department by the Inspector of Permanent-way.
- Lifting permanent-way. 114. In lifting the permanent-way, no lift shall be greater than three inches at once, and then it must be effected in such a manner as not to occasion any sudden change of gradient. Both rails must be raised equally and at the same time, and, if possible, the ascent must be made in the direction in which the trains run.
- Ballast thrown up. 115. Ballast must not be thrown up between the rails to a higher level than three inches on the standard gauge, or higher than rail level on the metre or other narrow gauge, and it must be thrown as much as possible on the outside of each line, or between the two roads. The rails must be kept clear of gravel, ballast, and other material.
- Blasting. 116. No blasting shall be allowed on or near to the railway without the authority of the authorised officer.
- Gates to be closed. 117. Gangers must close and fasten all gates they find open, and report the circumstances.
- Duties of Ganger in case of floods. 118. Each Ganger 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 apprehend 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 of Permanent-way thereof; and until the Inspector arrives, he must take precautionary measures for securing the safety and stability of the line.
- Fire. 119. In the event of a fire occurring upon or near the line, the men employed on the line must take immediate measures for putting it out.
- Cleaning of signals. 120. Gangers must keep clean the working parts of signals, unless the duty is otherwise specially provided for.
- Line to be kept clear. 121. Each 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.

MAINTENANCE OF PERMANENT-WAY.

122. (1) Gangers must see that all broken chairs, rails or sleepers, or other defective materials are removed from the road with the least possible delay, and sound materials substituted. Defective materials.

(2) All tools, rails, sleepers, pieces of iron or wood, and other implements or materials must be carefully placed so as to be quite clear of the line, and at least three feet away from the rails. Materials to be kept clear of rails.

123. Each Inspector of Permanent-way will be held responsible for the security of all rails, chairs, sleepers, and other permanent-way materials in his district. They must be kept clear of both lines and properly stacked. Custody of materials.

124. When a train is approaching, platelayers and labourers must stop work and stand clear of all the lines. Platelayers and labourers when train is approaching.

125. Each Ganger will be responsible for collecting any coupling chains, hooks, pins, iron, or other materials which may be found on the line, and for having them conveyed to the nearest station. Materials found on the line.

126. No person may put in any points and crossings without the written authority of the authorised officer, or begin or perform any operation which will involve danger to trains or traffic without the previous permission of the Inspector of Permanent-way, or some other authorised competent person, who must himself be present to superintend such operation, and who shall be responsible that all necessary signals are shown and other precautions taken as prescribed in Rule 127 or Rule 128, as the case may be, before the commencement of work, and that such signals and precautions are continued until the line is again clear for trains or traffic. But in cases of emergency, when it may be necessary for safety to replace or turn any rail or otherwise obstruct traffic before the Inspector of Permanent-way can arrive, the Ganger or other person in charge of the gang must take all necessary steps to protect trains and traffic as prescribed in Rule 127 or Rule 128, as the case may be. Permission to be obtained before commencing work on line.

127. (1) Whenever it is necessary within station limits to change or turn a rail, or in any manner to obstruct the line, or to do any work of a character to make the exhibition of a signal necessary the permission of the Station Master must be first obtained by the Ganger, and the work must not be commenced until all necessary signals have been placed at 'Danger,' and the signals must remain in that position until the Station Master is informed by the same Ganger that the line is again clear and safe for traffic. Work in station limits.

(2) The Ganger must in addition protect the operations by hand signals.

128. Whenever outside station limits, a rail has to be taken out, or the line is from any cause not safe, a 'Danger' signal must be exhibited, and two detonators placed on the line, ten yards apart, at a distance of at least three quarters of a mile on a gradient of one in two hundred and fifty ($\frac{1}{250}$) or steeper, falling in the direction of the obstruction, or half a mile on a flatter or rising gradient or on the level, in rear of the place of obstruction on a double line, and in both directions on a single line, and hand signals must also be exhibited at the place where the work is being done. Works outside station limits.

129. When repairing, lifting the line, or performing any operation so as to make it necessary for a train to proceed cautiously, the Ganger must himself be present at the spot, and must send a man on a double line backwards, and on a single line in both directions, at least a quarter of a mile, and as much further as the circumstances of the case render necessary, to exhibit a 'Caution' signal so as to be plainly visible to the Driver of an approaching train. Signals when repairing line.

He must also exhibit another 'Caution' signal at the site of the repairs. If the Ganger has any doubt whatever as to the line being in a fit state to pass a train at slow speed, he must invariably display 'Danger' signals as laid down in Rule 128 instead of the 'Caution' signals herein prescribed.

130. 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 trains during a fog or storm; and in every case the times for effecting repairs which involve the stopping of trains must be so selected as to interfere as little as possible with the passage of the traffic. Rail not to be displaced in a fog or storm.

131. A lorry or truck, loaded or empty, used for conveying materials, or a light trolley so loaded that it cannot be readily removed from the line, must on a double line be taken in the same direction as that in which the trains run, and must be followed at a distance of not less than half a mile by a man with 'Danger' hand signals and detonators. In the case of a single line, where trains run in both directions, such lorry, truck, or trolley must be protected in both directions. Protection of lorry, truck, or trolley on line.

BALLASTING.

- Responsibility for lorries and trollies.** 132. No lorry used for the conveyance of material, or trolley used for the conveyance of men, may in any case be placed on the line, except by the authorised person who is responsible for its proper protection and use according to special instructions.
- Security of lorries and trollies.** 133. (1) No lorry or trolley 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.
- Main line to be clear.** (2) No wagon, truck, lorry, or other impediment shall be allowed to be on any part of the main line within ten minutes of a train being due, except on lines worked on the absolute block system, when the time must not be less than five minutes; and, excepting in cases of accident or absolute necessity, all repairs must be effected, and the line made clear and safe for the passage of trains, not less than ten or five minutes, as the case may be, before a train is due or expected.
- Lorries, &c., not to run during a fog.** 134. No wagon, truck, or lorry shall be run, if it can be avoided, except during daylight and when the weather is sufficiently clear for a signal to be distinctly seen at a distance of a half a mile. Whenever it is necessary to run a truck or lorry at night, or during a fog, it must be protected by the prescribed lights.
- Trespassing.** 135. 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 authorised officer of the railway.
- Trespassers.** 136. Gangers and others employed on the line must order off the railway all trespassers, and these, if they persist in remaining, may be immediately removed from the railway by, or by the direction of, any railway servant.
- Articles found on line.** 137. All luggage, goods, or articles found on the line must be taken to the nearest station, and a report made containing the best information that can be obtained respecting the train from which they may have fallen.

SECTION X.

Ballasting.

- Ballast train rules.** 138. Ballast trains must, except where specially exempted, be worked under the same rules as other trains.
- Persons in charge of ballast trains.** 139. All persons in charge of ballast trains must obey the orders of Station Masters so far as relates to the time of their running on the line, and no Driver of a ballast train shall leave a siding without the necessary permission.
- Guards and Brakesmen.** 140. (1) Guards and Brakesmen of ballast trains shall be experienced men selected from the train Guards.
(2) A Guard or Brakesman must accompany each ballast train.
- Permanent-way men to assist in working signals.** 141. The Guard or Brakesman of a ballast train has authority to require persons employed in repairing the permanent-way and works to assist him in working signals.
- Rules for Guards of ballast trains.** 142. Guards of ballast trains are responsible for carrying out Rules 245 to 252 inclusive and 259, and all other rules or regulations prescribed for Guards for the protection of trains.
- Ballasting.** 143. No ballasting is to be carried on except with the permission of the authorised officer.
- Working of ballast trains at night, &c.** 144. Ballast trains are prohibited from passing along the main line at night or in a fog, or during heavy rain, except when authorised to do so under special circumstances, and then must not move faster than fifteen (15) miles an hour. Whenever it is necessary to run a ballast train at night or during a fog, it must be protected by the prescribed lights.
- Ballast train to keep clear of traffic trains.** 145. The Guard of a ballast train is held responsible for keeping clear of all other trains. When a ballast train has to work on the line between two stations, the Guard must, when practicable, arrange with the Station Masters of both stations where and when the next train is to be passed.
- When ballast train is to be clear of main line.** 146. No ballast train or other impediment shall be allowed to be on any part of the main line within ten minutes of a train being due or expected, except on lines worked on the absolute block system, when the time must be not less than five minutes.
- Ballast train running through.** 147. When a ballast train is intended to run through from one station to another without working between them, it must be treated as a special train.

LEVEL-CROSSINGS.

148. Ballast trains, the working of which requires that they must stop outside station limits, may be protected by special instructions; but in cases in which their protection is not so specially provided for, they must be protected as prescribed in Rules 245 to 254 inclusive. Working outside station limits.

149. Ballast trains may, on a written order, be run with a pushing engine, but in such cases the speed must not exceed fifteen (15) miles an hour, or such lower speed as may be ordered. Ballast train with pushing engine.

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

151. When ballast wagons are left on a siding outside station limits, the Guard must secure a wheel of the wagon nearest to the points of the siding, and he is responsible that the vehicles are properly secured in accordance with special instructions, and that scotch blocks, where provided, are fastened. Security of wagons left outside station limits.

SECTION XI.

Level-crossings.

152. 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 from sunset to sunrise, and during thick, foggy, or stormy weather. Gate signals.

153. 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 thoroughfares, except when required to be opened for the road traffic, and must then as quickly as possible be closed again across the thoroughfares. The Gateman must, before opening the gates, look up and down the line to assure himself that no train is approaching, and he must be prepared night and day with danger signals to be exhibited in case of necessity. At all crossings where there is only one man on duty, the gates closing across thoroughfares must be locked between sunset and sunrise. Gates open to railway.

154. Where special authority is given, gates made to close across the railway may be kept open to the public thoroughfare, except when a train is due or expected, at which time such gates must be closed, and fastened across the public thoroughfare; and, until such train has passed, the gates must be kept closed, and no person or thing is to be allowed within them. The gates should not be closed across the thoroughfare any longer than is absolutely necessary to secure the safety of the trains and of the public. 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. Gates open to roads.

155. Where gates are kept open for passage of trains, the gate towards which traffic is approaching must not be opened until the opposite gate has been opened, so as to allow the traffic to cross over without stopping upon the line. Farther gate to be first opened.

156. Particular notice must be taken of each train, and, if anything be wrong, a 'Danger' signal to the Guard and Driver must be shown. Trains to be observed.

157. 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. Position of Gateman when signalling.

158. If any gates or fastenings are out of order, the Gateman must immediately report to his superior officer and to the nearest Ganger in order that the gates may be made safe. Gates out of order.

159. Gatemen must take care that the channel for the flange of the wheels is always clear before the passage of each train; that the rails and way are clear; and that rubbish is not allowed to accumulate near the hut and crossings. Rails, &c., to be kept clear.

160. 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 an accident. Obstructions.

161. 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 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. Fixed signals to be tested.

WORKING TRAFFIC WITHIN STATION LIMITS.

- Knowledge of sig- 162. All Gatemen must have a knowledge of hand signals.
nals.
- Gatemen to prevent 163. Gatemen are to prevent as much as possible any trespassing on the railway ;
trespassing. and every case of trespass must be immediately reported. They are also to report any
irregularity in the signals, or their working, or other infringement of these rules or of
special instructions.
- Gateman's equip- 164. Every Gateman must be provided with day and night signals, which he must
ment. keep in proper order, reporting immediately any defect he may observe to his superior
officer.
- Transfer of charge of 165. No Gateman is to leave his gate unless another man has arrived to take charge
gate. of it.

SECTION XII.

Working traffic within Station limits.

- Stores. 166. The Station Master must be careful that all stores supplied for the station are
prudently and economically used, and that there is no waste of oil, stationery, or other
stores.
- Notices at stations. 167. The Station Master must see that the proper time bills and notices are
exhibited, and that time bills and notices are renewed when necessary, and removed when
out of date.
- Closing of safety 168. The Station Master is responsible that all safety points and catch sidings,
points. when it is not necessary that they should be opened, are closed against the line which they
are intended to protect.
- Fastening, &c., of 169. Facing points must in all cases be securely fastened or held for the passage of
facing points. trains or vehicles.
- Fastening of points. 170. Points must not under any circumstances be fastened in any other manner
than that prescribed by an authorised officer.
- Securing vehicles in 171. (1) The Station Master is responsible that vehicles standing at the station in
sidings. sidings are properly secured in accordance with special instructions, and that scotch blocks,
where provided, are fastened.
(2) No vehicle shall be left in any siding outside station limits without the wheels
being properly secured, clear of all running lines.
- Protection of lines 172. Before the commencement of any loading or other operation by which any line
obstructed. of rails in use for traffic purposes may be fouled or obstructed, the person in charge of
such operation must obtain the permission of the Station Master, who must see that all
necessary steps are taken for the protection of traffic during such obstruction.
- Passage for Guard to 173. Except when it is necessary to carry passengers in goods vehicles, no passenger
carriages. train or mixed train shall be allowed to move from any station unless it be provided with
an arrangement by which the Guard can communicate with, or make his way or otherwise
get access to, every passenger carriage in the train.
- Brake-vans, &c. 174. Except in the case of an engine running without vehicles, no train shall be
despatched from any station without one or more brake-vans and one or more Guards, and
all the necessary lamps and other appliances.
- Brake on trains. 175. A brake must be placed at the rear of every train, unless special instructions
are given to the contrary.
- Load of trains. 176. The Station Master must leave it to the discretion of the Driver to determine
what load the engine can take, but every instance of refusal to take the prescribed load
must be reported to the authorised officer.
- Duties of Guard in 177. The Guard in charge of a train must satisfy himself before starting and
charge. during the journey that the train is properly loaded, marshalled, coupled, and lamped ;
that the vehicles are sheeted ; that lashings and chains are secure ; and that the brakes are
in good working order ; also, 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.
- Guards responsible 178. Guards are responsible that their brakes and lamps are in good working order,
that brakes, and that the lamps are trimmed and lighted and brightly burning between sunset and
lamps, &c., are in sunrise and during a fog ; also that the vehicles of the train are in good order, and that
working order. the cord or other appliance for communication between Guard and Driver, if provided, is
in order and properly arranged throughout.

WORKING TRAFFIC WITHIN STATION LIMITS.

179. The windows and lamp-holes of all empty compartments must be closed, not only while the carriages are standing at stations, but also when they are running on trains. Windows of empty compartments to be closed.
180. No unprotected light shall be allowed in any railway vehicle. Unprotected light in vehicles.
181. No vehicle shall be loaded beyond its marked carrying capacity. Load of vehicles.
182. Carriages, machinery, timber, and other large articles in open trucks must be loaded within the authorised loading dimensions. Loading of large articles.
183. Before attaching any travelling crane, the Guard must see that the jib is properly lowered and secured. The crane must, when practicable, be so placed that the jib will point towards the rear of the train. Travelling cranes.
184. When the jib of a crane or a load projects beyond its truck, whether standing in a yard or on a running train, the jib or load must be protected by a dummy, which dummy may be loaded. Dummy wagon.
185. All goods vehicles attached to passenger or mixed trains must be furnished with screw couplings. Screw couplings.
186. At stations where Carriage Examiners are kept, the Station Master before starting the train must satisfy himself that the examination of it has been completed, and that the train is all right and fit to proceed. Where Examiners are not kept, steps must be taken to remedy any defects that may be observed in the running of vehicles by supplying oil or grease to the axle-boxes where required, or removing the defective vehicles from the train when necessary. Examination of trains.
187. No vehicle which is pronounced unfit by the Carriage and Wagon Examiner 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, except in the case of derailment outside station limits, when, if the Driver considers it safe to do so, the vehicle may be taken slowly to the next station. Unfit vehicles.
188. Should a vehicle be attached to, or detached from, the rear of a train at an intermediate station, the Guard, or, if there be more than one, the Guard in the rear van, must see that the tail and side lamps are in their proper places on the train. Tail and side lamps.
189. No engine or other vehicle, the property of a private owner, shall be allowed to enter upon the main line except under special instructions. Private vehicles.
190. An engine shall not enter upon or cross the main line without the permission of the person in charge of the points and signals, and the Driver must satisfy himself that the proper signal has been exhibited. Engine entering main line.
191. 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. Duties of Driver as regards engine-lamps.
192. 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 may he leave his engine without a competent man being placed in charge of it. Driver leaving engine.
193. The Driver must place his engine in front of the train not less than five minutes before the time of starting; after so placing it, and until the end of the journey, he 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, so far as the safe and proper working of his engine will allow. Driver to receive orders from Guard, &c.
194. The Driver must afford such assistance with his engine as may be required for the formation, arrangement, and despatch of his train. Driver to assist in forming train.
195. Drivers must always sound the whistle before putting an engine in motion. Whistle to be sounded.
196. After taking water from tanks or water columns, Drivers must be careful to leave the hose or water crane clear of the line and properly secured. Drivers to leave hose or water crane clear of line.
197. When a passenger or mixed train has come to a stand at a station—whether alongside, beyond, or short of the platform—the Driver must not move it for any purpose whatever, except upon instructions from the Guard under orders of the Station Master. The signal for the train to move again must not be given by the Guard until he has satisfied himself that no passenger is getting into or out of the train, and that all the carriage doors are closed. Trains over-running or stopping short.

RUNNING TRAINS.

- Arrival and departure of trains.** 198. It is the special duty of every Station Master, or such other person as may be appointed for the purpose by the authorised officer, to attend to the arrival and departure of trains.
- Despatch of trains, &c.** 199. Every exertion must be made for the expeditious despatch of the station duties, and for ensuring the safety of the public and the punctuality of the trains. But no train conveying passengers shall be started before the advertised time.
- Authority to leave station.** 200. The Guard must, before leaving a station, receive either a 'line clear' message with the necessary instructions endorsed upon it, or the usual authority for leaving a station in accordance with the system in force for working the traffic.
- Starting of trains.** 201. Before a train starts, care must be taken that all carriage doors are fastened, and it will be the duty of the Guard to see that this has been done. The signal to the Driver to start must be given by the Guard upon receiving intimation from the Station Master that all is right for the train to proceed. But no train shall be started until the rules of the system of working have been complied with.
- Drivers to have permission before starting.** 202. Before starting the Driver must have the permission prescribed by the rules of the system adopted for working the line, and must satisfy himself that the line before him is clear.
- Name of station to be called out.** 203. The Station Master is responsible that immediately on the stopping of each passenger train, the name of the station is called out along the train in a distinct and audible manner, and that the station servants pay immediate attention to any indication shown by the passengers of their desire to alight.
- Roof lamps.** 204. At stations where roof lamps are supplied to trains, Station Masters are responsible that the lamps are properly cleaned and trimmed, and that no smoky, defective, or badly burning lamp is placed in the train.
- Lamps of passing trains.** 205. The Station Master must look at the head and tail lamps of every passing train, and, if necessary and possible, must see that they are re-trimmed. But if the train does not stop at the station, and any of the lamps require trimming, he must immediately telegraph to the station in advance to stop the train and re-trim the lamps.
- Shunting not to cause danger.** 206. Station Masters must see that the shunting of trains or crossing from one line to another is performed only at such times and in such manner as will not incur danger.
- Side lamps of shunted trains.** 207. When a train is shunted for another train to pass, the side lamps must be reversed, or so disposed of as not to exhibit the red light to a following train.
- Shunting operations to be protected.** 208. No engine or vehicle shall be shunted or moved so as to obstruct the main line until the proper signals have been exhibited in one or both directions, as may be necessary; and care must be taken when the main line is about to be obstructed, after a distant signal has been placed at 'Danger' for the purpose of protecting the line, that sufficient time is allowed to elapse for any approaching train (which may have been near to or within such signal before it was so placed at 'Danger') to pass before the obstruction takes place.
- Shunting on inclines.** 209. 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.
- Fly shunting.** 210. Fly shunting of vehicles against loaded passenger trains, or of vehicles containing passengers or live-stock, is strictly prohibited.
- Examination, &c., of empty vehicles shunted off at stations.** 211. All vehicles shunted off at stations as empties must be carefully searched. The windows and lamp-holes of all empty compartments must be closed when the carriages are standing on the sidings at the stations.
- Vehicles escaping.** 212. 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 accidents as far as practicable.
- Guards not to leave trains till handed over.** 213. Guards must not leave their trains until they have been properly handed over.

SECTION XIII.

Running trains.

- Engine not to run tender foremost.** 214. (1) No engine of a train conveying passengers may be driven outside station limits with tender or fuel truck foremost, except under a written order, or in cases of unavoidable necessity to be established by the Driver, or in the cases mentioned in clause (2) of this rule.

RUNNING TRAINS.

(2) When necessary on short branch lines or on other short lengths of line, passenger trains may be drawn by engines running tender foremost at a maximum speed of fifteen (15) miles an hour on either the standard or the metre gauge. On the standard gauge this maximum speed may be increased on special occasions on the written authority of an Inspector of railways appointed under the Indian Railways Act (IX of 1890) within the limit of twenty-five (25) miles an hour.

215. No engine shall be allowed to be in motion outside station limits unless both the Driver and the Firemen are upon it. Manning of engines in motion.

216. (1) The Driver must start and stop his train steadily and without a jerk. Management of train by Driver.

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

(3) 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.

217. No person other than the Driver and Firemen is to ride on the engine or tender without permission from the authorised officer. No unauthorised person to ride on engine.

218. The Driver and Firemen must frequently during the journey look back and see that the whole of the train is following in a safe and proper manner. Driver and Firemen to look back.

219. The Driver and Firemen must carefully observe all signals; and when from fog or storm, or any other cause, the fixed signals are not visible as soon as usual, every possible precaution must be used, especially in approaching stations and junctions, so that the train can be stopped short of any obstruction, should the signals be against it. Driver and Firemen to observe signals and use precaution in foggy weather and storms.

220. 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 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. Responsibility of Driver and Firemen of leading engine.

221. The train when in motion is under the control of the Guard when there is only one, and of the head Guard when there are more than one. The passengers and property in the train are under his charge, and he is responsible for the safety and regularity of the whole. He must regulate his time-piece in accordance with special instructions. Train in motion under control of Guard.

222. Each Guard must ride in his proper van and not on the engine, nor in a carriage or wagon, except under special circumstances. Guards to travel in their vans.

223. Guards must see that the doors of the carriages are properly closed. Carriage doors to be closed.

224. Guards must not allow any person to ride outside the carriages, nor may they permit any unauthorised person to travel in any compartment or vehicle not intended for the carriage of passengers, except under special instructions. Passengers not to ride outside.

225. Every Guard when travelling must keep a good look-out; and should he see any reason to apprehend danger, he must use his best endeavours to attract the attention of the Driver, and give notice to him of the apprehended danger. Guard to keep a good look-out.

226. Should complaint be made of the running of any carriage, the Guard must report the complaint to the Station Master and enter the particulars in his journal, giving the number and class of the carriage; but if the Guard has reason to apprehend danger from such carriage before it can be inspected, he must have it detached from the train. Defective carriages.

227. If an engine is running 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. Light engine.

228. After each train has left the platform, and before it reaches the distant signal, the Guard and the Driver must exchange signals with each other. 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 of signals between Guard and Driver.

229. The Driver must regulate the running of his engine as accurately as practicable, according to the working time-table, so as to avoid either extreme speed or loss of time. Regulation of speed.

230. Drivers must not pass through facing points at a speed exceeding ten (10) miles an hour, or such lower rate as may be prescribed by special instructions. Speed through facing points.

If, however, the points are interlocked with a signal and automatically fastened in a manner approved by an Inspector of railways appointed under the Indian Railways Act (IX of 1890), they may be passed over at a speed not exceeding twenty (20) miles per hour.

RUNNING TRAINS.

- Speed of trains.** 231. (1) Drivers must run their trains within the limits of speed fixed for the section of the line upon which they are running.
- (2) These limits are not on any line to exceed the following rates respectively :—
 (a) on the standard gauge for passenger trains, sixty (60) miles an hour, and for goods and mixed trains, forty (40) miles an hour; (b) on the metre gauge, or any other narrow gauge for passenger trains, forty (40) miles an hour, and for goods and mixed trains, twenty-five (25) miles an hour.
- Making up time.** 232. Drivers must not make up between any two stations more time than is allowed in that behalf under special instructions.
- Driver's signal to Guard with whistle.** 233. In the absence of special instructions to the contrary, when a Driver requires the assistance of the Guard's brake he must give three or more short, sharp whistles, or sound the brake whistle (when a special whistle is supplied for that purpose), and apply the communication, where such exists.
- Ditto.** 234. In the absence of special instructions to the contrary, when the Driver gives three or more short, sharp whistles, or sounds the brake whistle or applies the communication, the Guard or Guards must immediately apply the brakes.
- Guard to assist Driver with brake on steep inclines.** 235. In travelling down steep inclines, Guards must, in order to steady the train, assist the Driver with their brakes if required.
- Driver observing trains following too closely on double lines.** 236. Whenever on the double line a Driver observes a train following too closely any preceding train on the road opposite to that on which he is running, he must sound his whistle and exhibit a 'Caution' or 'Danger' signal, as occasion may require, to warn the Driver of such following train.
- Driver observing obstruction on double line.** 237. Whenever on the double line a Driver observes anything wrong on the road opposite to that on which he is running, he must sound his whistle and exhibit a 'Danger' signal to any train he may meet, and stop at the first signal-box or station in order to report what he has observed.
- Occasions when engine whistle should be used.** 238. (1) Should another train be approaching, stopping at, or leaving a station on the opposite line, or should shunting operations be going on, the Driver must on approaching, and whilst passing through the station, sound the engine whistle.
- (2) The whistle must also be sounded on entering a tunnel, and repeatedly when passing through a long tunnel.
- Train obscured by steam.** 239. Should a Driver observe a train obscured by steam or smoke on the opposite line to that on which he is running, or on a siding, he must sound his whistle and approach the train cautiously, so as to be able to stop if necessary.
- Trains not to stop where not timed to call.** 240. Except under special instructions, no passenger train shall be stopped for the purpose of taking up, or setting down passengers at a station where it is not timed to call.
- Driver observing defect in road or signals.** 241. (1) Should a Driver observe any irregularity in the working of signals, or any obstruction on the line or defect in the signals, or any defect in the works, permanent-way, or telegraph, he must report the same at the first station at which he stops, and at the end of his journey; he must also report any other unusual circumstance that he may have observed.
- (2) Should any of the circumstances referred to in clause (1) of this rule involve danger, the Driver must stop at the next station or signal-box in order to report; and should it be necessary for the safety of the traffic to do so, he must either stop, or endeavour to stop the train at once.
- Spirituo-liquors.** 242. 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 authorised officer.
- Train parting.** 243. Should any part of a train become detached when in motion, care must be taken not to stop the front portion before the rear portion has been stopped, and the rear Guard must promptly apply his brake to prevent a collision with the front portion.
- Portion of train left on main line.** 244. (1) When a portion of a train is left on the line outside station limits from accident or inability of the engine to take the whole forward, the Guard must put down the brakes and carefully secure the rear portion, so that it will remain stationary, and it must be protected in the manner prescribed in Rules 245 to 254, inclusive. The Driver must not return for the second portion on the same line except upon written instructions from the Guard; and if upon a double road no such written instructions are given, the engine must return upon the proper line under the rules of the system adopted for working, and cross at the nearest points to the rear of the portion left, which he must work to a station or siding where he can again shunt to the front of the train. If it is necessary

RUNNING TRAINS.

for the engine to return to the rear portion of the train on the same line, the Driver must, before starting with the front portion, obtain from the Guard the necessary written instructions authorising him to do so, and the Guard must in such cases continue to protect his train in the rear, and must not permit a following train to move it.

(2) When there are two Guards with a train so divided, the second Guard, or, if there is only one Guard, the Fireman, must, if it is practicable and safe to do so, ride upon the last vehicle of the front portion until it is placed in a siding.

245. Except as provided in Rule 259, when a train has been stopped from any cause outside station limits on a double line, the head Guard must go (or see that a competent person is sent) back, showing 'Danger' hand signals, having with him detonators (to be used by day as well as by night) to stop any train approaching on the same line of rails. Protection of trains stopping outside station limits.

246. The person going to protect the train in accordance with Rule 245 must place upon the rails on which the train has been running two detonators, ten yards apart, at a distance of three quarters of a mile on a gradient of one in two hundred and fifty ($\frac{1}{250}$) or steeper falling in the direction of the train, or half a mile on any flatter or rising gradient or on the level; and he must also on his way out place one detonator at half those distances respectively. He must remain exhibiting his hard 'Danger' signal at the further distance until recalled by engine whistle or otherwise, when he must leave down the two most distant detonators, taking up the other on his way back. Ditto,

247. On a double line, should both roads be fouled, detonators and hand signals must be used on each line in the manner prescribed in Rule 246, and all trains approaching from either direction must be stopped. Ditto.

248. In the case of a single line, the train must be protected in the manner prescribed in Rules 245 and 246 in front as well as in rear. Ditto.

249. If two or more trains approach the obstruction, the train which last arrives must be protected in the rear in the manner prescribed in Rules 245 and 246; and when the other train or trains is or are thus protected in that direction, the person or persons who protected such other train or trains may return, and the intermediate detonators may be removed. Ditto.

250. When the mixed gauge is laid, detonators must be placed on each rail for both the broad and the narrow gauge trains. Ditto.

251. On a single line the rear of a train must be protected first, and in cases on a double line in which both roads are obstructed and men are not available to be sent out in both directions at the same time, the Guard must use his discretion as to which road should be first protected. Ditto.

252. When necessary, a Fireman must be sent out with the signals for the protection of the train. Ditto.

253. Should the stoppage occur to an engine not attached to a train, or to a train without a Guard, the Driver must himself take precautions prescribed in Rules 245 to 252 for its protection, employing the Fireman or some other competent person to assist him. Ditto.

254. On a double road, should both lines be fouled, the Driver must aid the Guard and at once display a 'Danger' signal to the front; and, if the engine is not disabled, it should be used to convey the person who goes forward to the proper distance. Ditto.

255. When starting a train which has stopped outside station limits, the Guard and Driver must exchange signals. Unless these signals are exchanged, the Driver must stop. Ditto.

256. 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 Rules 245 to 251 to protect either or both lines, as may be necessary. Ditto.

257. Where a line is being worked on the absolute block system, or a section of the line has been temporarily blocked under the orders of an authorised officer, Rules 245 to 254 apply only to actual breakdowns and not to incidental stoppages. Ditto.

258. (1) 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 for the purpose of attaching or detaching vehicles, 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 special instructions as may be given. Attaching and detaching vehicles where line is not level.

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

Where line is level.

259. Ballast or other trains, the working of which require that they must stop outside station limits, may be protected by special instructions; but in cases in which their protection is not so specially provided for, they must be protected as prescribed in Rules 245 to 254, inclusive. Protection of trains working between stations.

REPORT OF OBSTRUCTIONS. FIRES IN TRAINS. PASSENGERS.

SECTION XIV.

Report of obstructions.

- Failure of works. 260. Any failure of any part of the works affecting the safety of a line must be reported as soon as possible to the nearest Inspector of Permanent-way and to the Station Masters on both sides of the point at which the failure has occurred.
- Obstruction to trains. 261. In case of obstruction to a train, 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.
- Duty of Station Master. 262. In case of obstruction to a train, the Station Master must obtain all necessary assistance as soon as possible, and must report the occurrence by telegraph, or by the most expeditious means available, to the next station on the other side of the obstruction, so that notice may be given to the Drivers and Guards of approaching trains.

SECTION XV.

Fires in trains.

- Fires in trains. 263. Special instructions shall be given by the authorised officer for dealing with cases of fires in trains.

CHAPTER III.

RULES FOR PROVIDING FOR THE ACCOMMODATION AND CONVENIENCE OF PASSENGERS, AND REGULATING THE CARRIAGE OF THEIR LUGGAGE: AND GENERALLY FOR REGULATING THE TRAVELLING UPON, AND THE USE, WORKING, AND MANAGEMENT OF THE RAILWAY.

SECTION I.

Passengers.

- Period for which tickets are available. 264. Tickets are available only from the date and for the period specified by the railway administration by which they are issued.
- Proper booking, &c. 265. If the Guard has reason to suppose that any passenger is without a ticket, or is not in the proper class of carriage, he must request the passenger to show his ticket, reporting to the Station Master any irregularity he may detect. When a passenger is desirous of changing from an inferior to a superior class of carriage on payment of the difference in fare, the Guard must have this arranged by the Station Master.
- Ladies. 266. When ladies are travelling alone, the Guards are to pay every attention to their comfort; and in placing them in the train they must, if requested, endeavour to select a carriage (according to the class of their tickets) in which other ladies are travelling.
- Prisoners and insane persons. 267. Prisoners and persons afflicted with insanity must not be allowed to mix with other passengers, but must be placed, with their escort, in a prison-van or in a separate compartment, as the case may be, upon reserved accommodation being paid for.
- Detention of offenders. 268. The power of arrest given by section 132 of the Indian Railways Act (IX of 1890) is to be exercised with the greatest caution.
- Guards to prevent breach of rules. 269. Guards must exert themselves to prevent any breach of rules by passengers or others, and report to the Station Master any breach that comes to their notice.
- Disorderly persons. 270. In the event of any person being drunk or disorderly, or causing annoyance to others, the Station Master is to use all reasonable means to stop the annoyance; and if the offender persists, the Station Master is to have him removed from the railway premises, and to direct the necessary steps to be taken for his prosecution under the Indian Railways Act (IX of 1890).
- Smoking on railway premises. 271. Any person (a) found smoking, or having an open light or fire, in a goods-shed or store yard, or (b) having an open light or a lighted mineral oil lamp in a carriage, or (c) 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 authorised officer, shall be immediately removed from the railway premises.
- Discretion to be used when other offences are committed. 272. If a passenger commits any offence not mentioned in Rule 270 or Rule 271, the case must be immediately investigated by the Station Master, who is to exercise his discretion as to the proceedings to be taken, always reporting, by telegraph if necessary, to his immediate superior.

LUGGAGE, PARCELS, &C. DANGEROUS AND OFFENSIVE GOODS.

SECTION II.

Luggage, parcels, &c.

273. A certain weight of passenger's luggage, to be fixed from time to time by the Free allowance of railway administration under section 54 of the Indian Railways Act (IX of 1890), will be taken free of charge. Except as provided in Rule 276, Guards must not allow any parcels or luggage to be conveyed by the train unless properly booked. luggage.

274. All luggage in excess of the free allowance fixed as mentioned in Rule 273 will be charged for at the rate from time to time in force. Excess luggage.

275. The free allowance can be claimed only when luggage is booked before the journey is commenced. If luggage is not booked before the commencement of the journey, it will be charged at destination or *en route* on the full weight carried, and no free allowance will be made. No free allowance on unbooked luggage.

276. Passengers may take into a carriage such small articles of personal luggage only as can be placed under the seat occupied by the passenger. No other luggage will on any account be allowed into a carriage. Small articles of personal luggage.

277. A railway administration will not be responsible for any loss or damage that may occur to the animals or articles referred to in sections 73 and 75 of the Indian Railways Act (IX of 1890), whether accompanying passengers in the carriages or sent as luggage or parcels; nor will they undertake to carry, or to be responsible for loss of or damage to luggage or parcels improperly packed or locked, or otherwise insufficiently secured, or containing goods declared by Rule 279 to be dangerous, except by special agreement. Non-responsibility for excepted articles except by special agreement.

278. A railway administration has the right to correct any charges that have been incorrectly entered in railway receipts or tickets. Right to correct charges.

CHAPTER IV.

RULES FOR DECLARING WHAT SHALL BE DEEMED TO BE DANGEROUS OR OFFENSIVE GOODS, AND FOR REGULATING THE CARRIAGE OF SUCH GOODS; AND GENERALLY FOR REGULATING THE TRAVELLING UPON, AND THE USE, WORKING, AND MANAGEMENT OF THE RAILWAY.

279. For the purposes of the Indian Railways Act (IX of 1890), the following are declared to be dangerous goods:— Dangerous goods.

(The several articles bear an initial letter for the purpose of easy reference to the rules relating to their packing and despatch hereinafter contained in Appendix A.)

Acid, Carbolic	...	...	...	...	A
" " concentrated	...	...	...	...	B
" Cresylic	...	...	...	...	B
" Crude coal tar used as disinfectants	...	...	...	...	A
" Hydrofluoric, syn: Fluoric	...	...	...	...	B
" Glacial acetic	...	...	...	...	B
" Hydrochloric, syn: Muriatic, or Spirits of salts	...	...	...	...	B
" Nitric, syn: Aquafortis	...	...	...	...	B
" Sulphuric, syn: Oil of Vitriol, or Vitriol	...	...	...	...	B
" Pieric	...	...	...	...	C
Alcohol, Absolute	...	...	...	...	D
" Amylic	...	...	...	...	A
" Methylic	...	...	...	...	D
" not otherwise specified	...	...	...	...	A
Ammonia, in solution	...	...	...	...	B
Ammunition, not otherwise herein specified	...	...	...	...	C
Asphalene	...	...	...	...	C
Batching oils, flashing above 76° Fahr.	...	...	...	...	A
Blasting gelatine	...	...	...	...	C
Blasting powder, Schultz's	...	...	...	...	C
" Atlas'	...	...	...	...	C
" Brain's	...	...	...	...	C
" Erhardt's	...	...	...	...	C
" Horsley's	...	...	...	...	C
" Horsley's, original	...	...	...	...	C
" Revérley's	...	...	...	...	C
" not otherwise herein specified	...	...	...	...	C

DANGEROUS AND OFFENSIVE GOODS.

Blasting charges, Hochstadter's ...	...	...	...	...	C
" Reihchen's ...	...	...	...	...	C
" Saxefragine ...	...	...	...	...	C
" not otherwise herein specified	...	...	...	...	C
Benzine or Benzole ...	...	...	...	...	D
Benzoline ...	...	...	...	...	D
Bisulphide of carbon ...	...	...	...	...	D
Bromine ...	...	...	...	...	B
Cartridges ...	...	...	...	...	C
Chlorate mixture ...	...	...	...	...	C
Chlorates generally ...	...	...	...	...	C
Chloride of sulphur ...	...	...	...	...	B
Chlorides of phosphorus ...	...	...	...	...	C
Chloroform ...	...	...	...	...	B
Collodion ...	...	...	...	...	D
Carbo-azotine ...	...	...	...	...	C
Colored fires ...	...	...	...	...	C
Combustibles, not otherwise herein specified ...	...	...	...	...	C
Cotton-powder ...	...	...	...	...	C
Crackers ...	...	...	...	...	C
Detonators ...	...	...	...	...	C
Diazo Benzole ...	...	...	...	...	C
Dualine ...	...	...	...	...	C
Diorrexin ...	...	...	...	...	C
Dynamite ...	...	...	...	...	C
" ammonia ...	...	...	...	...	C
" gelatine ...	...	...	...	...	C
Ether ...	...	...	...	...	D
Etnite ...	...	...	...	...	C
Explosive chemicals, not otherwise herein specified	...	...	...	...	C
Explosives and explosive powders, not otherwise herein specified	...	...	...	...	C
Fog signals ...	...	...	...	...	C
Fortis ...	...	...	...	...	C
Fireworks ...	...	...	...	...	C
" composition ...	...	...	...	...	C
Fulminate of mercury ...	...	...	...	...	C
" of silver ...	...	...	...	...	C
Fuze ...	...	...	...	...	C
Gas, compressed ...	...	...	...	...	D
Gasoline ...	...	...	...	...	D
Gun-cotton ...	...	...	...	...	C
" powder ...	...	...	...	...	C
" chlorated ...	...	...	...	...	C
" nitrated ...	...	...	...	...	C
Gunpowder ...	...	...	...	...	C
Glyoxiline ...	...	...	...	...	C
Gun paper ...	...	...	...	...	C
Gun sawdust ...	...	...	...	...	C
Iodide of nitrogen ...	...	...	...	...	C
Matches, congrève ...	...	...	...	...	C
" lucifer ...	...	...	...	...	C
" vesuvian ...	...	...	...	...	C
Methylic nitrate ...	...	...	...	...	C
Methylated spirits ...	...	...	...	...	D
Muriate of tin ...	...	...	...	...	B
Mataziette ...	...	...	...	...	C
Meganite ...	...	...	...	...	C
Naptha ...	...	...	...	...	D
" wood or Wood spirit ...	...	...	...	...	D
Naphthalin ...	...	...	...	...	A
Nitrate of Barium ...	...	...	...	...	C
" of Iron ...	...	...	...	...	B
" of Strontia ...	...	...	...	...	C
" of Diazo Benzole ...	...	...	...	...	C
Nitrates, metallic, not otherwise specified	...	...	...	...	C
Nitro-glycerine and its compounds	...	...	...	...	C
Nitro-mannite ...	...	...	...	...	C

DANGEROUS AND OFFENSIVE GOODS.

Oil, fusel	...	...	...	...	A
„ Gas, and any such other substance as gives off an inflammable vapour at a temperature of 90° Fahr.	...	...	...	...	D
„ Kerosine, flashing above 76° Fahr.	...	...	...	...	A
„ Kerosine, flashing below 76° Fahr.	...	...	...	...	D
„ Petroleum and other hydro-carbon oils, refined or crude, which do not give off inflammable gas	...	...	...	...	A
„ Rangoon, flashing above 76° Fahr.	...	...	...	...	A
Paraffine	...	...	...	...	A
Perchloride of iron	...	...	...	...	B
Percussion caps	...	...	...	...	C
Phosphorus	...	...	...	...	B
„ amorphous	...	...	...	...	B
Peralite	...	...	...	...	C
Pudrolithe	...	...	...	...	C
Pyrolithe	...	...	...	...	C
Pierates	...	...	...	...	C
Pieric powder	...	...	...	...	C
Rockets	...	...	...	...	C
Rhexite	...	...	...	...	C
Rectified spirit	...	...	...	...	D
Sulphate of indigo, concentrated	...	...	...	...	B
Teutonite	...	...	...	...	C
Tubes for firing explosives	...	...	...	...	C
Tonite	...	...	...	...	C
Turpentine	...	...	...	...	D
„ spirits of	...	...	...	...	D
Vigorite	...	...	...	...	C
War rockets	...	...	...	...	C
Wood spirit	...	...	...	...	D
Xyloidine	...	...	...	...	C

and every other article which, under the Indian Explosives Act, 1884, is an explosive as defined in that Act.

280. For the purposes of the Indian Railways Act (IX of 1890), the following are Offensive goods, declared to be offensive goods:—

- Vegetables, fish, meat, carcases, and other articles in a decayed condition.
- Dead bodies.
- Bones.
- Municipal or town sweepings.
- Manures.
- Rags.

281. (1) Subject to any exceptions from time to time specially notified by the railway administration, dangerous goods are accepted for conveyance only at the risk of the owner, and the consignor must give a written declaration that they have been packed (a) if they are explosives to which the rules for the time being in force under the Indian Explosives Act, 1884, apply, in accordance with those rules; and (b) if they are not explosives, in accordance with the rules prescribed in Appendix A for the particular class to which the goods belong. The consignor must accept in writing the responsibility in case of accident caused by any defect in the method of packing, or in respect of any loss or damage arising in, or by reason of the loading, stowage, or unloading of the goods, other than loss or damage caused by proved gross neglect on the part of the railway servants.

Responsibility of owner of dangerous goods conveyed at owner's risk only.

(2) The rules now in force under the Indian Explosives Act, 1884, are set forth in Appendix B.

282. Subject to any exceptions from time to time notified by the railway administration, dangerous goods will not be received for conveyance by rail unless sufficient notice to provide special vehicles for their reception has been given.

Special vehicles for dangerous goods.

283. Dangerous goods which require special vehicles for their conveyance are subject to a minimum charge as from time to time fixed by the railway administration.

Minimum charge for dangerous goods.

284. Subject to any exceptions from time to time notified by the railway administration, the freight on dangerous and offensive goods must be prepaid.

Freight to be prepaid on dangerous and offensive goods.

285. Dangerous and offensive goods must be loaded by the consignor and unloaded by the consignee.

Loading and unloading of dangerous and offensive goods.

PASSENGERS SUFFERING FROM INFECTIOUS OR CONTAGIOUS DISORDERS. CONDUCT OF RAILWAY SERVANTS GENERALLY.

- Unclaimed dangerous goods. 286. If, upon arrival at a station, a consignee does not take delivery of and remove dangerous goods within the prescribed time, they may be kept in the van until delivery is effected, or until they are otherwise disposed of.
- Offensive consignments. 287. With the view to preventing contagious and infectious diseases being disseminated by means of rags, bones, or other offensive consignments, the following conditions must be scrupulously observed :—
- No offensive consignments are to be allowed to accumulate on the railway premises: each consignment must be brought complete, and arrangements made to immediately load it in the wagons.
 - Whenever practicable, offensive consignments are to be kept quite distinct and separate from all other goods, except minerals; and when it is absolutely necessary to warehouse them at destination, they are to be stored in remote but secure places, *not* in the railway warehouses.
 - All rules as to prepayment of freight, minima charges, and other matters are to be most carefully observed, and demurrage or wharfage strictly enforced in case of delay in loading or delivery.

CHAPTER V

RULES FOR REGULATING THE CONDITIONS ON WHICH THE RAILWAY ADMINISTRATION WILL CARRY PASSENGERS SUFFERING FROM INFECTIOUS OR CONTAGIOUS DISORDERS, AND PROVIDING FOR THE DISINFECTION OF CARRIAGES WHICH HAVE BEEN USED BY SUCH PASSENGERS; AND GENERALLY FOR REGULATING THE TRAVELLING UPON, AND THE USE, WORKING, AND MANAGEMENT OF THE RAILWAY.

Infectious disorders. 288. For the purposes of the Indian Railways Act (IX of 1890), the following are to be considered infectious or contagious disorders :—

Cholera.	Scarlet fever.
Diphtheria.	Small-pox.
Leprosy.	Typhus fever.
Measles.	Typhoid fever.
Whooping cough.	

Attendants. 289. Any person being in attendance on a person suffering from an infectious or contagious disorder is subject to the same restrictions while travelling by railway as if he himself were suffering from the disorder.

Reserved compartment. 290. The Station Master giving permission to a person suffering from an infectious or contagious disorder, or to his attendants to enter the railway premises or carriages, must arrange for his or their complete separation from other passengers during the whole time such person, or his attendants, remains or remain on the railway, and will give due notice to the Guard accordingly. A person suffering from an infectious or contagious disorder is not to be allowed to travel in the same compartment, or to mix with other passengers, but must take and pay for reserved accommodation for himself as well as for his attendants, if any; and special precautions are to be taken against the infection being communicated to other persons on the railway premises or in the carriages.

Disinfection of carriages. 291. If any railway carriage has been entered by a person suffering from an infectious or contagious disorder, the carriage must be disinfected, in accordance with special instructions, immediately after it has arrived at its destination, and no passenger shall be allowed into it until the disinfection has been completed.

CHAPTER VI.

RULES FOR REGULATING THE CONDUCT OF RAILWAY SERVANTS, AND GENERALLY FOR REGULATING THE TRAVELLING UPON, AND THE USE, WORKING, AND MANAGEMENT OF THE RAILWAY.

SECTION I.

General.

Obedience to instructions. 292. 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 of the railway.

CONDUCT OF RAILWAY SERVANTS GENERALLY.

293. The pay of every railway servant always includes his services during all hours, whether early or late, as may be determined from time to time by his superior. Pay.
294. No railway servant may under any circumstances absent himself from duty without proper permission. Absence from duty.
295. (1) A copy of these rules shall be supplied to each railway servant who understands English, and who is in any way connected with the out-door working of the railway, or with the working of trains. Supply of copy of rules.
- (2) Each Native subordinate, who is in any way connected with the out-door working of the railway or with the working of trains, and who is unacquainted with the English language, shall be provided with a translation, in a language which he understands, of these rules, or of all such of them as relate to his duties.
296. Every railway servant must make himself acquainted with the rules supplied to him, and must produce his copy of the rules when required. If the copy be lost, defaced, or torn, he must apply to his immediate superior for a new one, which will be supplied at the cost of the servant. Any railway servant who should have a copy and is found without one is liable to punishment. Servants to be acquainted with rules and to keep copies.
297. Station Masters, Foremen, and Gangers are responsible that the subordinates working under them are acquainted with all the rules relating to their respective duties. Station Masters, Foremen, &c., responsible that their subordinates are acquainted with rules.
298. Every railway servant is bound by the terms of his employment to obey these general rules. Obedience to rules.
299. Every servant is required to assist in carrying out the rules, 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. All persons must assist in carrying out rules.
300. Every railway servant required to wear uniform is to appear in it, clean and neat, when on duty. Uniform.
301. The conduct of all railway servants must be prompt, civil, and obliging. They must at all times afford every proper facility for the business to be performed, and be careful to give correct information. Conduct of servants.
302. Swearing and immoral language and violent altercations and threats are strictly prohibited. Improper language.
303. Intoxication on duty renders the offender liable to one or other, as the case may be, of the penalties prescribed in section 100 of the Indian Railways Act (IX of 1890). Intoxication on duty.
304. A railway servant is not allowed to travel on the railway, except in the execution of his duty, unless he is provided with a proper ticket or free pass; nor is he allowed to ride on the engine, or in the brake-van, or in any vehicle in which luggage or parcels is or are conveyed, except with written permission from an authorised officer. Ticket or pass necessary.
305. The staff along the line must always be prepared for special trains without previous notice. Special trains without notice.
306. In the case of an accident or obstruction, the most prompt mode of communicating the circumstances to the next station 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. Obstructions.
307. The safety of the public must under all circumstances be the chief care of railway servants. Public safety.
308. Any lost article found on the railway line or premises must be immediately made over to the nearest Station Master to be dealt with in accordance with special instructions. Lost articles.
309. All railway servants are subject to immediate dismissal or suspension without pay for refusal of duty, disobedience of orders, negligence, misconduct, or absence without leave, or for any neglect of these rules. Misconduct, &c.
310. 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. Leaving service without notice.
311. Any railway servant committing a breach of Rules 294, 302, 304, 309, or 310 shall forfeit a sum not exceeding one month's pay, which may be deducted by the railway administration from his pay. Breach of rules.

CONDUCT OF RAILWAY SERVANTS—STATION MASTERS AND GUARDS.

- Gratuities.** 312. No money or gratuity, in the shape of fee or reward, is allowed to be taken from passengers or other persons by any railway servant, even although the regular hours of duty 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 Chapter IX of the Indian Penal Code.
- Surrender of railway property on leaving.** 313. When a railway servant leaves the service, he must deliver up all railway property in his charge; and no money due for wages will be paid until all articles which have been supplied to him have been delivered up in accordance with special instructions. 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.
-
- SECTION II.**
Station Masters.
- Station Masters under traffic department.** 314. Station Masters will receive their orders from, and report to, such traffic-officers as may be placed over them.
- Responsibility of Station Masters.** 315. Every Station Master is answerable for the security and protection of the office and buildings, and of the railway property at his station. He is responsible for the faithful and efficient discharge of the duties devolving upon all the railway servants either permanently or temporarily employed at the station or within its limits, and all such servants are subject to his authority and directions in the working of the line and station. He is also responsible for the general working of the station being carried out in strict accordance with all rules and special instructions.
- Office duties.** 316. The Station Master must see that all orders and instructions are duly entered and executed, and that all books are regularly and neatly kept, and all returns properly prepared and submitted.
- Points and signals.** 317. The Station Master is responsible that all points, gates, and signals at his station are in proper working order. He must report the particulars of any defects to the nearest Inspector of Permanent-way, and must advise his immediate superior thereof.
- Daily inspection of stations.** 318. The Station Master, or such other person as may be appointed for the purpose, must daily inspect the station, and see that all rooms, latrines, and other offices, platforms, and appurtenances are kept neat and clean.
- Civility to public.** 319. The Station Master must take care that all railway servants at his station behave respectfully and civilly to the public and passengers of every class.
- Servants coming on duty.** 320. The Station Master must take care that all railway servants at his station come on duty at proper times in a clean and tidy state, and in uniform when so required.
- Misconduct to be reported.** 321. The Station Master must report, without delay, to his superior officer any neglect of duty or other misconduct on the part of any of the railway servants within station limits, and must also forward to his superior officer particulars of any complaint made by the public.
- Absence from duty.** 322. In cases of illness necessitating his absence from duty, the Station Master must inform his superior officer, and take care that some competent person is entrusted with his duties.

SECTION III.*Guards.*

- To receive instructions from Station Master.** 323. Guards will receive instructions from the Station Master or other authorised officer, to whom they must apply for anything necessary for the working of their trains.
- Attendance at station.** 324. Every Guard must be at the station from which he is to start at the time appointed for his attendance, and must have with him a copy of these rules, and of the working time-tables of the lines over which he has to run.
- Acquaintance with instructions.** 325. Every Guard must make himself acquainted with all instructions requiring his attention on those parts of the line over which he has to work.
- Equipment.** 326. Every Guard must have with him the equipment and stores prescribed by the authorised officer.
- Head Guard to be obeyed.** 327. When there are two or more Guards or Brakesmen with a train, the subordinates must obey the instructions of the head Guard.

CONDUCT OF RAILWAY SERVANTS—DRIVERS AND FIREMEN, PERMANENT-WAY STAFF, SIGNALMEN AND POINTSMEN.

SECTION IV.

Drivers and Firemen.

328. Drivers and Firemen must be with their engines at such time before starting as the Locomotive Superintendent or other authorised officer may require, and must satisfy themselves that their engines are in proper order. Attendance.
329. The Driver must keep a good look-out all the time the engine is in motion. Firemen must also keep a look-out when not necessarily otherwise engaged. Look-out by Driver and Firemen.
330. Every Driver must make himself acquainted with all instructions requiring his attention on those parts of the line over which he has to work. Acquaintance with instructions.
331. (1) Every Driver must have with him, at all times when on duty, such flags, lamps, tools, and other appliances as may be ordered from time to time by the Locomotive Superintendent or other authorised officer. Equipment.
- (2) He must also have with him a copy of these rules, and of the working time-tables in force upon the lines over which his engine has to run. To have rules and working time-tables.
332. Firemen must obey the orders of the Driver in all particulars; and they are held jointly responsible with the Driver for the proper observance of all rules and special instructions. Firemen jointly responsible with Driver.

SECTION V.

Inspectors, Platelayers, Gangers, and others employed on the permanent-way.

333. 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 keep an account of all materials used, and must see that none are wasted. 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. Duties of Inspectors
334. In each gang of platelayers or men repairing the permanent-way, there shall be a Ganger; and the Inspector of Permanent-way for the district must take care that every Ganger is provided with a copy in the vernacular of such of these rules as relate to his duties; also with proper signals, a permanent-way gauge, and all necessary tools, which the Inspector of Permanent-way must inspect at least once a month, and ascertain that the gauges are correct; that the tools and signals are in good order, and that no article has been lost. Gangers.
335. 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. Each Ganger will be held responsible for having his signals constantly in proper order and ready for use. Supply of lamps and signals to platelayers.
336. The Inspector must take care that all rules are observed, and report any departure from them to the authorised officer. Observance of rules.
337. Each Inspector must have a register of the name and place of residence of all the Gangers employed in his district, so that in case of accident he may be enabled to call upon them to summon their men immediately to assist in any way that may be required; and should any obstruction take place, caused by slips or other sudden emergency, each Ganger must immediately collect the men required. Register of names. Gangers must summon men.
338. Each Ganger is responsible that the subordinates working under him are acquainted with all the rules relating to their respective duties. Gangers to explain rules.
339. Each Ganger is responsible on his own length of line for the security of tools and implements supplied to him. Custody of tools.

SECTION VI.

Signalmen and Pointsmen.

340. Signalmen and Pointsmen must not during their period of duty leave the signals or points of which they have charge. Regular attendance when on duty.
341. Signalmen and Pointsmen must have with them, when on duty, hand signal lamps, which must be lighted when necessary, and flags. Hand signals.

WAREHOUSING AND RETENTION OF GOODS.

- Care of points. 342. Pointsmen must be careful to keep their points clean and clear, and whenever a train has passed, they must remove anything that may have got within the points, so as to prevent them from closing.
- Injured points to be reported. 343. Whenever points, crossings, or guide rails are injured or damaged, the Pointsman must immediately report the circumstance to his superior officer and, if possible, to the nearest Inspector of Permanent-way.

CHAPTER VII.

RULES FOR REGULATING THE TERMS AND CONDITIONS ON WHICH THE RAILWAY ADMINISTRATION WILL WAREHOUSE OR RETAIN GOODS ON BEHALF OF THE CONSIGNEE OR OWNER; AND GENERALLY FOR REGULATING THE TRAVELLING UPON, AND THE USE, WORKING, AND MANAGEMENT OF THE RAILWAY.

SECTION I.

Warehousing and retention of goods.

- Wharfage charges on inward goods. 344. All goods left on the railway premises for any period exceeding twenty-four hours, either for the convenience, or by the desire, or in consequence of the neglect of the consignor or consignee, will be subject to a wharfage charge to be fixed from time to time by the railway administration.
- Wharfage charges on outward goods. 345. Goods brought on to a railway station for despatch, which are allowed to remain over the time prescribed by the railway administration from time to time under section 54 of the Indian Railways Act (IX of 1890), without the consignment being completed and a forwarding note tendered, will become subject to a wharfage charge for each 24 hours (or fraction of 24 hours) after such prescribed time.
- Demurrage on inward wagons. 346. Demurrage, at a wagon rate to be fixed from time to time by the railway administration, may be charged on all wagons laden with goods requiring to be unloaded by owners that are not discharged within 24 hours after being placed in position for unloading.
- Demurrage on outward wagons. 347. Demurrage, at a wagon rate to be fixed from time to time by the railway administration, may be charged on all wagons that are ordered and not loaded, or are loaded and not ready for despatch, within 24 hours after being placed in position for loading.
- Combined wharfage and demurrage charges. 348. In the event of goods requiring to be loaded or unloaded by the owner becoming liable to both wharfage and demurrage charges, the railway authorities may, as from time to time fixed by the administration, levy either wharfage or demurrage charges for the entire period, or both charges.
- Minimum charges. 349. Wharfage, demurrage, and storage charges will be subject to such minimum rates as may from time to time be fixed by the railway administration.
- Payment of demurrage, wharfage, and storage charges. 350. Demurrage, wharfage, and storage charges must be paid before delivery is given.
- No charge for Sundays, &c. 351. Sundays, Christmas-day, and Good Friday are omitted in charging demurrage or wharfage, but not in charging storage.
- Unclaimed consignments. 352. Subject to the exceptions mentioned in Rule 356, unclaimed consignments will be kept on hand at the station to which invoiced for one month, during which time the notice prescribed in section 56 of the Indian Railways Act (IX of 1890) will, if possible, be served upon the person appearing entitled thereto.
- Unclaimed consignments. 353. If not taken delivery of within one month after receipt at the station to which invoiced unclaimed consignments will be sent to the Lost Property Office.
- Wharfage, demurrage, &c., on unclaimed consignments. 354. Unclaimed consignments will be liable to the wharfage and demurrage charges hereinbefore referred to so long as they remain at stations, and thereafter to Lost Property Office storage charges; they will also be liable to freight and other charges incident on their transfer to the Lost Property Office, as well as to all special expenditure incurred by the railway administration on account of their custody.
- Periodical clearance sales. 355. Public sales by auction will be held from time to time of all unclaimed or lost property which has remained in the Lost Property Office over six months. A month's previous notice of each auction will be given by advertisement in a newspaper.

CLOAK-ROOMS. APPENDIX A.

356. (1) Unclaimed perishable and offensive articles will be disposed of by the Station Master of the station at which they may be left immediately after the expiry of 24 hours. Special disposal of unclaimed perishable and offensive articles.

(2) Unclaimed animals will be sold by auction after 15 days' notice.

357. Where articles, such as arms, ammunition, explosives, spirits and opium, the sale of which by unlicensed persons is prohibited by law, are left unclaimed in the possession of the railway administration, they will be sold only in accordance with instructions of the Government of India specially issued from time to time in this behalf. When not of a dangerous, perishable, or offensive character, they will, however, be retained in the possession of the railway administration for the same period as that prescribed for other unclaimed consignments. Sale of articles requiring license.

358. Any surplus proceeds arising out of sales of lost property or unclaimed consignments will, after payment of all charges and expenses due to the railway administration be paid to the person or persons thereto entitled. Payment of surplus proceeds on sales.

SECTION II.

Cloak-rooms.

359. Passengers may leave small parcels or packages in the cloak-rooms at such stations as may be specified from time to time by the railway administration. Cloak-rooms for left luggage and parcels.

360. A fixed charge per package or parcel, at such rate as may from time to time be fixed by the railway administration, may be levied for each 24 hours, or part of 24 hours, during which the package or parcel remains in a cloak-room. Charge.

361. The responsibility of the railway administration for articles left in a cloak-room shall be that of a bailee under sections 151, 152, and 161 of the Indian Contract Act, 1872. Responsibility for articles in cloak-room.

362. A receipt ticket shall be given to any person depositing parcels or packages for custody in a cloak-room; and delivery will be made to any person presenting such receipt ticket, after which all responsibility of the railway administration in respect of such parcels or packages shall absolutely cease and determine. Receipt for articles left in cloak-room.

363. Articles unclaimed after a period from time to time fixed by the railway administration will be transferred to the Lost Property Office, and dealt with as prescribed in Rules 354 to 358 for unclaimed consignments. Unclaimed articles.

364. All unclaimed booked luggage left on the railway premises for more than 24 hours is subject to a storage charge. Storage charge on unclaimed luggage.

365. After being on hand for one month, unclaimed booked luggage will be transferred to the Lost Property Office, and dealt with in the manner prescribed in Rules 354 to 358 for unclaimed consignments. Transfer of unclaimed luggage to Lost Property Office.

366. Lost property found in railway vehicles or on railway premises will (subject to the exceptions mentioned in Rule 356) be sent to the nearest Lost Property Office, and become subject to such storage charge as may from time to time be fixed by the railway administration. Storage charge on lost property.

367. An account of all unclaimed luggage, and of any lost property found on the line or on railway premises, must be kept by the Station Master. Account of lost property.

APPENDIX A. [SEE RULE 279.]

RULES RELATING TO THE PACKING AND DESPATCH OF DANGEROUS GOODS.

I.—Articles marked A.

(1) When not loaded in wagons specially constructed for their conveyance, they must be securely packed, to prevent leaking, in strong tins or in bottles corked and sealed, and such tins or bottles must be enclosed in wooden cases. When bottles are used, they must be packed in straw or sawdust. Packing.

(2) Senders must declare the flashing point (degree) of kerosine oil on the consignment note, which should be entered on the invoice and railway receipt. Kerosine and other oils.

APPENDIX A.

(3) All kerosine or mineral oil having its flashing point below 76° Fahrenheit must under the provisions of section 7 of the Petroleum Act be marked 'Highly inflammable' and 'Dangerous,' and such oil will be received only under the rules and conditions applicable to Class D.

(4) Petroleum and other hydro-carbon oils which do not give off inflammable gas, and Rangoon oil, are carried under the same conditions as kerosine oil not having its flashing-point below 76° Fahrenheit.

II.—Articles marked B.

Packing.

(5) They must be well secured in stoneware jars or glass-stoppered bottles standing upright in cases with sloping covers: provided that (a) fluoric acid must be put into leaden or guttapercha bottles; (b) solution of ammonia must be put in metal bottles with caps soldered on; and (c) sulphuric acid must not be carried in tins or in jars with cork or wooden stoppers.

(6) Bottles containing bromine, muriatic acid, nitric acid, aquafortis, or solution of ammonia, must be only three-fourths full to allow for expansion of vapour.

(7) The inside packing in the case of boxes containing concentrated mineral acids must on no account be of straw, chaff, sawdust, or other organic matter, but must be of ashes free from cinders, chalk, sand, or dry earth. In other cases the inside packing must be of straw, chaff, or sawdust, mixed with coal or wood ashes, chalk, or sand.

(8) Only one description of these articles may be put in each case, and no other goods of any kind. Each case must be marked with the name of the kind of articles it contains.

(9) The weight of each case must not exceed 2 maunds, except for sulphuric acid, for which the maximum is 2½ maunds.

Carriage.

(10) Subject to any exceptions from time to time enumerated by the railway administration, articles of this class are carried only in vans specially constructed for the purpose, and are subject to a minimum charge.

Small quantities by passenger train.

(11) One case packed as above can be despatched by passenger train.

III.—Articles marked C.

Packing.

(12) If they are explosives to which the rules for the time being in force under the Indian Explosives Act, 1884, apply, they must be packed in accordance with those rules (*vide* Appendix B).

(13) Other articles marked C must be packed in strong dust-tight wooden cases having a metal lining: provided that—

(a) No case shall contain more than 1 lb., and no box or package shall contain more than ten such cases.

(b) All packages must bear a label on which the contents must be legibly described.

(c) Packages must not be brought on to the railway premises until the officials have given intimation that they can receive them.

Carriage of articles marked C.

(14) Subject to any exceptions from time to time enumerated by the railway administration, articles marked C are carried only in specially constructed vans, and are subject to a minimum charge.

IV.—Articles marked D.

Packing.

(15) They will not be accepted for despatch unless packed in the manner prescribed for articles marked B, with this difference that, besides stoneware jars and glass bottles, metal vessels (such as tin or copper) provided with screw stoppers or corked, and with caps covering their mouths soldered on, may be employed to contain them.

(16) Different articles of this class may be put in one case, but articles of any other class must not be put in the same case with them.

(17) Each case must be marked with the names of the kinds of articles it contains.

(18) Spirits of wine, methylated or rectified, should be in corked capsuled bottles, or corked and capped drums securely packed.

(19) Turpentine should be despatched in corked or capsuled bottles, or in drums or tins properly soldered, securely packed in wooden cases.

Carriage.

(20) Subject to any exceptions from time to time enumerated by the railway administration, articles marked D are carried only in specially constructed vans, and each consignment is subject to a minimum charge.

APPENDIX B.

F.—General Rules applicable to railway employes engaged in dealing with explosive goods.

(21) The following rules are applicable to railway employes :—

General rules applicable to railway employes.

- (a) Ordinary merchandise must not be laden in powder-vans with explosives.
- (b) Martini-Henri and Snider ammunition, packed as required, can be despatched by ordinary covered wagons placed in rear of the train when powder-vans are not available.
- (c) Powder-vans and cattle trucks when loaded with explosives are to be sent by goods train only, being placed in the rear of the train, but not next to the rear brake-van, with the following exception :—
When loaded with ammunition, &c., belonging to troops, in which case they should be put next behind the front brake-van on the train by which the troops travel.
- (d) If upon any part of the line there should be no goods train running within the next twenty-four hours, they can be put on the mixed train next to the leading brake-van. Whenever this is done, a special note should be made of the fact in the Guard's journal.
- (e) Powder-vans and vans for combustibles, as well as cattle trucks, when loaded with explosives should always have a ' Dangerous goods ' label placed on each side of the vehicle.
- (f) Special care must be exercised by Guards and others who may have during the night to approach or open powder-vans, wagons containing combustibles, or other vehicles specially labelled ' Dangerous,' not to use naked lights, and not to leave lamps or lights of any kind near the wagons.

APPENDIX B. [SEE RULE 281 (2).]

Notifications by the Government of India in the Home Department (Public), No. 1417, dated the 24th June 1887, and No. 1191, dated the 20th June 1890.

RULES NOW IN FORCE UNDER THE INDIAN EXPLOSIVES ACT, 1884.

PRELIMINARY.

1. For the purposes of these rules, explosives shall be classified as follows, *viz.* :—

- Class 1—Gunpowder.
 „ 2—Nitrate mixture.
 „ 3—Nitro-compound.
 „ 4—Chlorate mixture.
 „ 5—Fulminate.
 „ 6—Ammunition.
 „ 7—Fireworks.

And when an explosive falls within the description of more than one class, it shall be deemed to belong exclusively to the latest of the classes within the description of which it falls.

Class 1.—Gunpowder class.

The term 'gunpowder' means exclusively gunpowder ordinarily so called.

Class 2.—Nitrate mixture class.

The term 'nitrate mixture' means any preparation, other than gunpowder ordinarily so called, formed by the mechanical mixture of a nitrate with any form of carbon or with any carbonaceous substance not possessed of explosive properties, whether sulphur be or be not added to such preparation, and whether such preparation be or be not mechanically mixed with any other non-explosive substance.

The nitrate mixture class comprises such explosives as—

- Pyrolithe,
 Pudrolithe,
 Poudre Saxifragine,

and any preparation coming within the above definition.

APPENDIX B.

Class 3.—Nitro-compound class.

The term 'nitro-compound' means any chemical compound possessed of explosive properties, or capable of combining with metals to form an explosive compound, which is produced by the chemical action of nitric acid (whether mixed or not with sulphuric acid), or of a nitrate mixed with sulphuric acid upon any carbonaceous substance, whether such compound is mechanically mixed with other substances or not.

The nitro-compound class has two divisions :—

Division 1 comprises such explosives as—

Nitro-glycerine,
Dynamite,
Lithofracteur,

Dualine,
Glyoxiline,
Methylic nitrate,

and any chemical compound or mechanically mixed preparation which consists, either wholly or partly, of nitro-glycerine or of some other liquid nitro-compound.

Division 2 comprises such explosives as—

Gun-cotton ordinarily so called,
Gunpaper,
Xyloidine,
Gun sawdust,
Nitrated gun-cotton,
Cotton gunpowder,

Schultz's powder,
Nitro-mannite,
Picrates,
Pieric powder,
Tonite (or cotton-powder),

and any nitro-compound as before defined which is not comprised in the first division.

Class 4.—Chlorate mixture class.

The term 'chlorate mixture' means any explosive containing a chlorate. The chlorate mixture class has two divisions :—

Division 1 comprises such explosives as—

Horsley's blasting powder,
Brain's do. do.

and any chlorate preparation which consists partly of nitro-glycerine or of some other liquid nitro-compound.

Division 2 comprises such explosives as—

Horsley's original blasting powder,
Erhardt's powder,
Reverley's powder,

Hochstadter's blasting charges,
Reihchen's blasting charges,
Teutonite,
Chlorated gun-cotton,

and any chlorate mixture as before defined which is not comprised in the first division.

Class 5.—Fulminate class.

The term 'fulminate' means any chemical compound or mechanical mixture, whether included in the foregoing classes or not, which, from its great susceptibility to detonation, is suitable for employment in percussion caps or any other appliances for developing detonation, or which, from its extreme sensibility to explosion, and from its great instability (that is to say, readiness to undergo decomposition from very slight exciting causes), is especially dangerous.

This class consists of two divisions :—

Division 1 comprises such compounds as the fulminates of silver and of mercury, and preparations of these substances, such as are used in percussion caps, and any preparation consisting of a mixture of a chlorate with phosphorus, or certain descriptions of phosphorus compounds, with or without the addition of carbonaceous matter, and any preparation consisting of a mixture of a chlorate with sulphur, or with a sulphurate, with or without carbonaceous matter.

Division 2 comprises such substances as the chloride and the iodide of nitrogen, fulminating gold and silver, diazo benzole, and the nitrate of diazo benzole.

Class 6.—Ammunition class.

The term 'ammunition' means an explosive of any of the foregoing classes when enclosed in any case or contrivance, or otherwise adapted or prepared so as to form a cartridge or charge for small-arms, cannon, or any other weapon, or for blasting, or to form any safety or other fuze for blasting or for shells, or to form any tube for firing explosives, or to form a percussion-cap, a detonator, a fog-signal, a shell, a torpedo, a war rocket, or other contrivance other than a firework.

The term 'percussion-cap' does not include a detonator.

APPENDIX B.

The term 'detonator' means a capsule or case which is of such strength and construction, and contains an explosive of the fulminate-explosive class in such quantity, that the explosion of one capsule or case will communicate the explosion to other like capsules or cases.

The term 'safety fuze' means a fuze for blasting which burns and does not explode, and which does not contain its own means of ignition, and which is of such strength and construction, and contains an explosive in such quantity, that the burning of such fuze will not communicate laterally with other like fuzes.

The expression 'safety cartridges' means cartridges for small-arms, of which the case can be extracted from the small-arm after firing, and which are so closed as to prevent any explosion in one cartridge being communicated to other cartridges.

The ammunition class has three divisions:—

Division 1 comprises exclusively—

Safety cartridges.
Safety fuzes for blasting.
Railway fog signals.
Percussion-caps.

Division 2 comprises any ammunition as before defined which does not contain its own means of ignition, and is not included in division 1, such as—

Cartridges for small arms, which are not safety cartridges,
Cartridges and charges for cannon, shells, mines, blasting, or other like purposes,
Shells and torpedoes containing any explosive,
Fuzes for blasting, which are not safety fuzes,
Fuzes for shells,
Tubes for firing explosives,
War rockets,

which do not contain their own means of ignition.

Division 3 comprises any ammunition as before defined which contains its own means of ignition, and is not included in division 1, such as—

Detonators,
Cartridges for small arms, which are not safety cartridges,
Fuzes for blasting, which are not safety fuzes,
Fuzes for shells,
Tubes for firing explosives,

which do not contain their own means of ignition.

By ammunition containing its own means of ignition is meant ammunition having an arrangement, whether attached to it or forming part of it, which is adapted to explode or fire the same by friction or percussion.

Class 7.—Firework class.

The term 'firework' comprises firework composition and manufactured fireworks.

Division 1.—The term 'firework composition' means any chemical compound or mechanically mixed preparation of an explosive or inflammable nature which is used for the purpose of making manufactured fireworks, and is not included in the former classes of explosives, and also any colored fire composition.

Division 2.—The term 'manufactured firework' means any explosive of the foregoing classes, and any firework composition, when such explosive or composition is enclosed in any case or contrivance, or is otherwise manufactured so as to form a squib, cracker, serpent, rocket (other than a war rocket), maroon, star, lance, wheel, Chinese fire, Roman candle, or other article adapted for the production of pyrotechnic effects or pyrotechnic signals.

TRANSPORT.

(A).—*Packing.*

2. The following general rules shall be observed with respect to the packing of explosives for conveyance:—

I.—Each class of explosive shall be separately packed.

II.—An explosive not being an explosive of the 5th (fulminate) class, or of the 2nd and 3rd divisions of the 6th (ammunition) class, or of the 1st division of the 7th (firework) class, shall, if not exceeding five lbs. in quantity, be contained in a substantial case, bag, canister, or other receptacle made and closed so as to prevent the explosive from escaping.

APPENDIX B.

III.—An explosive of the 1st (gunpowder) class, which is intended to be used for blasting purposes, may be carried in barrels covered with wax cloth or gunny.

IV.—In every other case the explosive shall be contained in a double package. The inner package shall be a substantial case, bag, canister, or other receptacle made and closed so as to prevent the explosive from escaping, and the outer package shall be a box, barrel, or case of wood or metal or other solid material, and shall be of such strength, construction, and character that will not be broken or accidentally opened, or become defective or insecure whilst being conveyed, and will not allow the explosive to escape.

Provided as follows :—

- (a) If the explosive is explosive of the 1st (or gunpowder) class, or is explosive of the 2nd (nitrate mixture) class, or is gun-cotton or other explosive of the second division of the 3rd (nitro-compound) class, the quantity of explosive in any one outer package shall not, in the case of explosives of the first two classes, exceed 100 lbs., and in the case of the last, 50 lbs.; and if the explosive be gun-cotton, it shall be carried thoroughly saturated with water;
- (b) If the explosive belongs to the first division of the 3rd (nitro-compound) class or to the 4th (chlorate mixture) class, the inner package shall be without any metal in its construction, and the inner or outer package, or both, shall be thoroughly water-proof. No one of the inner packages shall contain more than 10 lbs., and the aggregate quantity of the explosive in any one outer package shall not exceed 50 lbs.;
- (c) If the explosive belongs to the 5th (fulminate) class, it shall be packed in such manner as the Governor General in Council may specially direct;
- (d) If the explosive belongs to the first division of the 6th (ammunition) class, or is any explosive of the second division, an outer package shall not be required; but it may be contained in quantity not exceeding 100 lbs. in a single package, which shall be a box, barrel, or case not less than three-fourths of an inch in thickness, of such strength, construction, and character as will not be broken or accidentally opened, or become defective or insecure whilst being conveyed, and will not allow the explosive to escape;
- (e) If the explosive belongs to the third division of the 6th (ammunition) class, it shall be packed in a double package. The inner package shall not contain more than 2 lbs. of such explosive, and no more than 50 lbs. shall be contained in the outer package;
- (f) If the explosive belongs to the first division of the 7th (firework) class, it shall be contained in a double package. The inner package shall be a substantial canister, case, or other receptacle hermetically closed and containing no more than 1 lb. of explosive, and no more than 20 lbs. shall be contained in the outer package; and
- (g) If the explosive belongs to the second division of the 7th (firework) class, it shall be contained in a box, barrel, or case of wood, metal, or other solid material, and of such strength, construction, and character that it will not be broken or accidentally opened, or become defective or insecure whilst being conveyed, and will not allow any explosive to escape, and the quantity of explosive in any one package shall not exceed 100 lbs.

V.—Whatever be the amount of the explosive, and to whatever class or division of a class it belongs, the following conditions shall be observed :—

- (a) The interior of every package, whether single or double, shall be kept free from grit and otherwise clean;
- (b) Every package, whether single or double, when actually used for the packing of explosive, shall not be used for the packing of any other explosive of the same or any other class or for any other purpose;
- (c) There shall not be any iron or steel in the construction of any such single package, or inner or outer package, unless the same is effectually covered with tin, zinc, or other suitable material;
- (d) On the outermost package there shall be affixed, in conspicuous characters, by means of a brand or securely attached label or mark, the word 'Explosive,' followed by name of the explosive or other description of the contents, and the name and address of the owners or sender; and
- (e) The amount of explosive in any single package, or, if there is a double package, in any one outer package, shall not exceed the amount specified in the foregoing rules, except with the consent of, and under conditions to be approved by, an officer appointed by the local Government in this behalf.

APPENDIX B.

3. If any person commits a breach of any of the foregoing rules relating to the packing of explosives for conveyance, he shall be punished with fine which may extend to Rs. 1,000.

(B).—*Mode of conveyance.*

4. The following general rules shall be observed with respect to the conveyance of explosives :—

I.—No explosive shall be conveyed from place to place unless packed in the manner provided for in the foregoing rules.

II.—There shall not be conveyed in any carriage or vessel, which is being used for the conveyance of an explosive, any explosive of a different class and division, of whatsoever nature, which contains its own means of ignition, unless it be sufficiently separated therefrom to prevent any fire or explosion which may take place in one such explosive being communicated to another.

III.—No explosive shall be loaded or unloaded except between sunrise and sunset.

IV.—Whilst the explosive is being loaded on, or unloaded out of, any carriage or vessel, no fire or artificial light, nor any article which is liable to cause or communicate fire or explosion (such as charcoal, lucifer-matches, articles for striking a light, petroleum to which the Petroleum Act or any Act repealing or amending the same applies, or any spirit or oil or substance that gives forth an inflammable vapour at a temperature below 100° (Fahrenheit) shall be, or shall be allowed to be, brought, had, or used dangerously near to such carriage, ship, or boat, and no smoking shall be allowed in, on, or dangerously near to the same: provided that when the use of a light for the purpose of such loading or unloading is unavoidable, a lamp of such construction, position, or character as not to cause any danger from fire or explosion may be used; and no person while handling any explosive (except gunpowder, explosive of division I, class 6, or explosive of class 7, if packed in accordance with the packing rules) shall wear boots or shoes with iron or steel nails, heels, or tips.

V.—In loading or unloading any explosive, the casks and packages containing the same shall be passed from hand to hand and not rolled upon the ground; they shall not be thrown or dropped down, but shall be carefully deposited and stowed.

VI.—The explosive shall not be conveyed except in the interior of a carriage so enclosed on all sides with wood or metal, or in the hold of a ship or a boat having a close deck so closed as effectually to protect the explosive against accident by fire from without. If the explosive cannot be so secured, it shall be completely covered with painted cloth, tarpaulin, or other suitable material so as to effectually protect it against communication of fire.

VII.—There shall not be any iron or steel in the interior of the portion of the carriage or vessel with which the case containing the explosive is in contact, unless the same be effectually covered with leather, wood, cloth, or other suitable material.

VIII.—In the stowing of explosives due precautions shall be taken by means of a partition or otherwise, and by careful stowing, to secure such explosive from being brought into contact with, or endangered by, any other article or substance conveyed in such carriage or vessel which is liable to cause fire or explosion; and if the explosive is dangerously affected by water, due precautions shall be taken to exclude water from coming into contact with such explosive.

IX.—The amount of explosive conveyed in any one carriage or vessel at any one time shall not exceed 2,000 lbs. unless the carriage be so enclosed on all sides with wood or metal, or the vessel have a close deck so closed as effectually to protect the explosive against accident by fire from without, in which case the amount of explosive conveyed shall not exceed the following :—

In any one carriage on a railway	... 10 tons.
In any one other carriage	... 2 „
In any one vessel	... 20 „

NOTE.—This rule must in the case of dynamite conveyed by railway be read subject to paragraph XII of Rule 6.

X.—Nothing in the foregoing rules (except Rule I) shall apply to any explosive of the 1st division of the 6th (ammunition) class, provided all due precautions are taken for the prevention of accidents.

*

*

*

*

APPENDIX B.

6. The following rules shall be observed with respect to the conveyance of explosives by public railway :—

I.—No person shall send for carriage upon any railway any consignment of an explosive unless he has given to the officer in charge of the railway station previous notice in writing, which, at the option of the railway administration, may extend to 48 hours, of his intention to send such consignment, and stating the true name, description, quantity, and mode of packing of the explosive proposed to be conveyed, and his own name and address, and also the name and address of the proposed consignee, and unless he has had an intimation in writing from an authorised officer of the railway that such consignment will be received.

II.—No explosive which a railway administration shall, by any notice or regulation for the time being in force, notify that they will not receive shall be brought, sent, or forwarded to, or upon, any railway of the said railway administration.

III.—Consignments of explosives shall be sent to the forwarding station, and shall be received by the railway servants only at such times between sunrise and sunset as the railway administration may appoint; and every package containing any explosive proposed to be conveyed on any railway shall, immediately on arrival at the station, be unloaded and placed in a safe place under the special direction of the officer in charge of the station.

IV.—An explosive must be removed by the consignee from the receiving station during the twelve hours of daylight after arrival. If this condition is not strictly complied with, the railway administration may return the consignment to the consignor at his risk and expense. And such packages shall in the meanwhile be kept as far from the station buildings as possible in the wagon they were conveyed in, or, if unloaded, shall be completely covered with tarpaulins or other suitable material, and, if necessary, shall be protected by a police guard.

V.—The railway administration may refuse to receive any packages which they suspect to contain any explosive packed or sent in contravention of these regulations. And in case any package which the railway administration suspect shall be upon any railway, they may open, or require to be opened, any such package to ascertain the fact at the risk and expense of the consignor, and may return the explosive contained in the package to the consignor at his risk and expense, keeping the packages pending such return in the manner prescribed in the preceding rule.

VI.—Subject to the exception provided for in clause (c), no explosive shall be conveyed by passenger train except of the kinds and in the manner hereinafter specified in this rule :—

- (a) Safety cartridges and percussion-caps and safety-fuze (for blasting), also fog-signals for railway use, which may be conveyed in ordinary wagons or carriages.
- (b) Dynamite which may be carried in the form of cartridges up to the limit of 5 lbs., provided that no detonators are carried in the same compartment.
- (c) Detonators which may be carried to the number of 200, provided that in no case the amount of fulminate of mercury in the package or packages containing the detonators exceeds in the aggregate 3 ozs. (a certificate to this effect being given by the company, firm, or person tendering the detonators for transport, or by its or his Agent); provided also that no dynamite is carried in the same compartment.
- (d) Sporting gunpowder or non-safety cartridge packed in double cases as before provided, so long as the gunpowder is contained in one-pound tin canisters packed in a stout wooden case with an outer covering of tin or zinc completely spark-proof, or in metallined cases of a pattern approved by the railway administration. But no outer case shall contain more than 25 pounds of gunpowder, and the total consignment of gunpowder or non-safety cartridges by one train shall not exceed 80 lbs.
- (e) Explosives may be carried by mixed trains on any line on which goods trains are not running, subject to the conditions that not more than one vehicle containing explosives is forwarded at any one time by a mixed train; that the precautions prescribed for conveyance by goods trains are observed; and that directly a wagon containing explosives arrives at a section on which goods trains are running, it is detached from the mixed train.

VII.—Not more than five carriages containing explosives shall be loaded or unloaded at any railway station, or be conveyed by any one train at any one time; and the quantity of explosive to be contained in any one carriage shall not exceed two-thirds of the normal load, unless the carriage shall be specially built and approved of by the Government of India for the conveyance of explosives. But nothing in this clause shall be held to apply to separate consignments of small-arms ammunition.

APPENDIX B.

VIII.—There shall not be conveyed in the same carriage with any explosive any lucifer or other matches, fuzes, pipe-lights, acids, naphtha, paraffin, petroleum to which the Petroleum Act or any Act repealing or amending the same applies, or any other volatile spirit or substance liable to give off an inflammable vapour or liable to spontaneous ignition, or to cause or communicate fire or explosion.

IX.—The consignor shall attach to the consignment note a certificate signed by an officer authorised by the local Government in this behalf that the explosive, if it is gun-cotton, dynamite, or blasting gelatine, is of the standard purity and has undergone no deterioration since its manufacture; and further, in the case of dynamite, that the cartridges have been examined and show no signs of exuded nitro-glycerine. The consignor shall also certify that the cartridges have been packed in this country in accordance with the packing rules.

X.—In the case of dynamite, the outer package shall be marked with the date on which the dynamite was packed, and be secured with a leaden seal in token of the inspection having been made.

XI.—The certificate referred to in Rule IX shall be valid for six months after date if the examination has been made between the 15th October and 31st March; but any railway administration which accepts dynamite for transport may demand a fresh certificate for dynamite presented for conveyance between 1st April and 15th October (both inclusive).

XII.—Packages containing dynamite shall be stowed in one layer only, and secured so as to prevent movement during transit. The gross load in any one wagon shall not exceed three tons.

XIII.—No explosives belonging to the 5th (fulminate) class or to class VI, division 3 shall be carried in the same train with dynamite, or with any other explosive belonging to class III, division 1.

XIV.—Wagons used for the carriage of explosives shall be examined to see that they are spark-proof, and have been cleaned out before they are loaded. Haircloth, hides, or other suitable material shall be spread on the floor of the wagon, and between each layer of packages, except when the packages are covered with gunny or felt, or contain small-arms ammunition packed in tin-lined service-pattern boxes.

XV.—Wagons containing explosives shall be loaded and unloaded on sidings distant as far as possible from the station buildings.

XVI.—More than three layers of packages containing explosives shall never be packed one above another, except in the case of small-arms ammunition packed in tin-lined service-pattern boxes, when such a restriction is unnecessary. The loading and unloading of explosives when once begun shall be diligently proceeded with during daylight until the same is completed.

XVII.—When the train is being marshalled, wagons loaded with explosives may be shunted by a locomotive, provided that they are separated from the engine by not less than three wagons containing no explosive nor easily inflammable substance; this precaution is not necessary with wagons specially constructed for the carriage of explosives. The speed of these movements will be restricted to five miles an hour; they will be superintended by a duly authorised officer, who will be held responsible for the observance of these orders. Flying shunts are strictly prohibited.

XVIII.—Wagons containing explosives shall be placed at the end of the train away from the locomotive, and shall be close coupled to one another, as well as to the adjoining wagons, and must be preceded and followed by three wagons not loaded with explosive or other traffic of an inflammable nature.

XIX.—If the wagons employed in the transport of explosives as well as those immediately adjoining them are provided with brakes, the brakes shall on no account be worked.

XX.—Wagons must in every case be locked when loaded with explosives.

XXI.—All operations connected with the transshipment of explosives at junction station shall take place during daylight.

7. If any person commits a breach of any of the foregoing rules relating to the mode of conveyance of explosives, he shall be punished with a fine which may extend to Rs. 1,000."

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

F. FIREBRACE, Lieut.-Colonel, R. E.,

Secretary to Government.

PUBLIC WORKS DEPARTMENT.

Bombay Castle, 25th May 1892.

No. 23.—The following Government Notification is published in lieu of Government Notification No. 39, dated 30th April 1890:—

It is hereby notified that the annual examination for the Subordinate Accounts Establishment of the Public Works Department will, commencing from the current year, be held on the second Monday in July and following days, at the following centres, viz. :—

Karachi (Superintending Engineer's Office),
Ahmedabad (Executive Engineer's Office),
and

Belgaum (Executive Engineer's Office) as well as at Poona (College of Science).

2. As a general rule, no one will be admitted into the Accounts Branch of the Public Works Department otherwise than by entering as an Accountant, 4th Grade, before he attains the age of 25 (except in the cases of candidates already in permanent Government employ) and until he passes the examination herein prescribed.

3. No degrees, diplomas or certificates gained elsewhere can be accepted as affecting the terms of this special examination.

4. Candidates must apply to the Examiner of Public Works Accounts, Bombay, two months before the examination.

5. Each application must be accompanied by a fee of Rs. 10 (for which a receipt will be given) and the following certificates in original:—

- (1) Certificate of good character signed by the applicant's immediate official superior, by the instructor under whom he has been educated, or by some other superior under whom he may have been brought up or employed, or to whom he may be well known. (This certificate must have especial reference to the two years immediately preceding the application.)
- (2) Certificate that the candidate is under 25 years of age (not required, if the candidate is in permanent Government employ).
- (3) Certificate that the application is in the candidate's handwriting.
- (4) Certificate that the candidate has passed the examination in force for the time being making him eligible for admission to the lower grades of the Public Service.

6. It will rest with the Examiner of Public Works Accounts, Bombay, on a consideration of these certificates, to decide whether the candidate should be registered for the examination or whether his application should be rejected.

7. The following are the subjects of examination and the number of marks in each:—

	Full Marks.	Minimum passing Marks.
Writing (neatness, clearness and rapidity)	100	50
Diction (spelling, punctuation, &c.)	100	50
Arithmetic (the whole)	240	160
Mensuration (the whole)	60	30
Book-keeping (mercantile)	100	50
	<hr/>	<hr/>
	600	400

8. The result will be published in the *Government Gazette*, but the marks gained by candidates who fail will not be published.

9. The test books are:—

For Book-keeping.

- (1) "Book-keeping by Ball and Hamilton";
 - (2) "Book-keeping by Double and Single Entry" by W. Inglis.
- (Chambers' Educational Course); and

For Mensuration.

Todhunter's "Mensuration for Beginners."

10. Each examination is complete in itself. A candidate who has failed in an examination and presents himself for examination on a subsequent occasion, must undergo the full examination and furnish a fresh fee and certificate.

11. Passed candidates should apply for employment to the Examiner of Public Works Accounts, Bombay.

12. It must be distinctly understood that the passing of this examination does not give any claim to appointment, and that, in making appointments preference will be given to qualified persons who are already in the Department.

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

W. C. HUGHES,
Secretary to Government.

JUDICIAL DEPARTMENT.

Bombay Castle, 20th May 1892.

No. 2676.—In exercise of the power conferred on him by Section 34 of Bombay Act VI of 1863 (an Act for the regulation of Public Conveyances, &c.) as amended by Bombay Act V of 1887, the Governor in Council is pleased to extend the provisions of the said Act to the town of Kalyán in the Thána District, with effect from the 1st July 1892, and to direct (a) that the duties assigned by the Act to the Commissioner of Police, Bombay, shall be performed by the District Magistrate of Kalyán; (b) that all Magistrates having jurisdiction at Kalyán shall exercise the powers conferred by the said Act on Magistrates of Police in Bombay; and (c) that the balance of fees, after the necessary contingent expenses shall have been paid therefrom, shall, from time to time, be paid by the District Magistrate to the credit of the Municipality of Kalyán.

No. 2677.—With reference to Government Notification No. 2676, dated the 20th May 1892, extending the provisions of Bombay Act VI of 1863 as amended by Bombay Act V of 1887 to the town of Kalyán in the Thána District, it is hereby notified for general information that the District Magistrate of Kalyán, with the sanction of the Governor in Council, has fixed the following rates for the hire of public conveyances in the said town:—

From	To	Rates for Tongas drawn by two horses.		Rates for Tongas drawn by one horse.		Rates for Rekla drawn by two bullocks.		Rates for labour carts drawn by two bullocks.	
		Single journey.	Double journey.	Single journey.	Double journey.	Single journey.	Double journey.	Single journey.	Double journey.
		Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.
Kalyán Railway Station.	Kalyán Bandar	0 4 0	0 6 0	0 1 0	0 2 6	0 2 0	0 3 0	0 3 0	0 5 0
Do.	Pimplachapar	0 2 0	0 3 0	0 1 0	0 1 6	0 1 0	0 1 6	0 2 0	0 3 0
Do.	Kashinath Manaji's house	0 2 0	0 3 0	0 1 0	0 1 6	0 1 0	0 1 6	0 2 0	0 3 0
Kalyán Bandar	At the lighting post with 5 lamps.	0 1 0	0 1 6	0 0 9	0 1 6	0 0 6	0 0 9	0 1 0	0 1 6

The above rates do not apply to trips to any places beyond the limits of the Kalyán Municipality.

Any of the abovementioned conveyances detained by the hirer shall be paid for as follows:—

- (1) Tonga with two horses, 3 annas per hour.
- (2) Tonga with one horse, 2 annas per hour.
- (3) Rekla or
- (4) Labour cart } $1\frac{1}{2}$ anna per hour.

For any distance not included in the above table the scale of fares shall be as follows:—

- (1) Tonga with two horses, 3 annas
 - (2) Do. with one horse, 2 do.
 - (3) Rekla or
 - (4) Labour cart } $1\frac{1}{2}$ anna
- } For every mile travelled.

No. 2678.—With reference to the foregoing Notifications, the following subsidiary rules made and stands appointed by the District Magistrate of Thána, with the approval of the Governor in Council under Section 14 of Bombay Act VI of 1863, are also published for general information:—

Subsidiary Rules.

No charge shall be made for detention not exceeding 15 minutes.

Including the driver, no Tonga shall carry more than four and no Rekla more than three persons. Children in arms shall not be counted, and two children, each under the age of 10 years, shall be counted as one person.

In case a public conveyance is called from a stand or other place to any place at a distance exceeding half a mile to take up a fare, the driver or owner of the conveyance shall be entitled to charge two annas in addition to the prescribed fare.

It shall not be obligatory on any owner or attendant of a conveyance to carry one or more persons for any fare less than that fixed for the whole conveyance in the absence of any special agreement to the contrary.

List of Stands.

- 1 Railway Station.
- 2 Kalyán Bandar.
- 3 Sarkar Wáda or Pimplachapar.
- 4 Open space opposite the house of Kashinath Manaji.
- 5 Shahganj Chávidi.

No. 2693.—The Governor in Council, considering that in consequence of the conduct of the inhabitants of the village of Pansora in the A'nand Táluka of the Kaira District it is expedient to direct the employment in that village of a Police force in excess of the ordinary force quartered thereabouts, is pleased, in exercise of the powers conferred on him by Section 25 (1) of the Bombay District Police Act, 1890, to direct that an additional Police force of the strength and cost mentioned below be employed in the said village for a period of one year, and that the cost thereof be defrayed by a local rate charged on the said village under Section 25 (2) of the said Act:—

	Rs. a. p.
1 Head Constable, Second Class, at Rs. 19-6-0	232 8 0
4 Constables, First Class, at Rs. 9-11-0	465 0 0
4 Constables, Second Class, at Rs. 8-11-6	418 8 0
	Rs. 1,116 0 0
<i>Add—</i>	
6 per cent. on account of European supervision	66 15 4
Capitation grant at the rate of Rs. 6 per head per annum	54 0 0
One-twelfth on account of pension contribution	93 0 0
Hutting allowance at 8 annas per man per mensem	54 0 0
Total cost per annum Rs. ..	1,383 15 4

Bombay Castle, 23rd May 1892.

No. 2738.—The Governor in Council is pleased to extend the provisions of Section 41 of the Bombay District Police Act, 1890, to the following local areas in the districts of Karáchi, Hyderabad and Upper Sind Frontier:—

1 KARA'CHI.

Municipal Towns.

1. Karáchi.
2. Kotri.
3. Mánjhand.
4. Sehwan.
5. Bubak.
6. Tatta.
7. Ketí Bandar.
8. Mirpur Batoro.

2 HYDERABAD.

Municipal Towns.

1. Hyderabad.
2. Tando Alahyar.
3. Do. Adam.
4. Nasarpur.
5. Hála.
6. Matíári.
7. Tando Muhammad Khán.

Non-Municipal Towns.

1. Mirpur Khás.
2. Shahdádpur.
3. Udero Lál.

4. Naushahro.
5. Tháru Sháh.
6. Bhiria.
7. Moro.
8. Kandiáro.

3 UPPER SIND FRONTIER.

Municipal Town.

Jacobabad.

Bombay Castle, 25th May 1892.

No. 2747.—Government Notification No. 2503, dated the 11th instant, is cancelled.

Under Section 9 of the Code of Criminal Procedure, 1882, the District Magistrate of Kolába is hereby appointed to be a Joint Sessions Judge in the Thána Sessions Division, and is directed, under Section 193 of the Code, to try all cases which may be committed to him for trial by the Magistrates in the Kolába District, or such cases arising in the Kolába District as may be made over to him for trial by the Sessions Judge of Thána, during the months of May, June, July, August, September and October 1892.

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

W. LEE-WARNER,
Secretary to Government.

REVENUE DEPARTMENT.

Bombay Castle, 19th May 1892.

No. 4312.—Whereas it appears to the Governor of Bombay in Council that land is required to be taken by Government at the expense of the Bársi Municipality for a public purpose, viz., for a female ward to be added to the Municipal Dispensary at Bársi, táluka Bársi, district Sholápur; it is hereby declared that for the above purpose a piece of land measuring about 69 feet 2 inches by 23 feet, and specified below, is required within the aforesaid town of Bársi:—

Name of Occupants.	Area.	Boundaries.			
		North.	South.	East.	West.
1. Narhar Náráyan Naregalkar.	69 ft. 2 in. by 23 ft.	Bhagwant's well and its open space.	Public road	Municipal build- ing.	Dattátraya Shankar Kesar's house.
2. Gundo Náráyan Naregalkar.					

This declaration is made under the provisions of Section 6, Act X of 1870, to all whom it may concern, who are hereby warned not to obstruct or interfere with persons employed on the land.

Bombay Castle, 20th May 1892.

No. 4331.—The following draft Notification is published for general information. Persons who have any objections to urge to it are required to communicate the same in writing to the Chief Secretary to Government, Revenue Department, within one month from the date of the publication of this Notification:—

In exercise of the power conferred by Section 9 (c) of the Sea Customs Act, 1878, the Commissioner of Customs, Bombay, with the sanction of

His Excellency the Governor of Bombay in Council, is pleased to make the following rules for carrying out the provisions of Section 55 of the said Act, viz.:—

1. In specifying in the Import General Manifest, as required by Section 55 of the Sea Customs Act, all goods intended to be landed at the Port of Bombay from any steamer or square-rigged vessel arriving from a foreign port, it shall be sufficient to describe the contents of packages which contain a variety of

free and unrestricted goods covered by one bill of lading under one or more general heads, but a description which does not indicate the class or character of the goods shall not be deemed to be sufficient.

2. The preceding rule shall not apply to packages the contents of which consist wholly or partly of dutiable or restricted goods. All the goods contained in such packages shall be specified in the Import General Manifest in full detail.

3. For the purposes of these rules the goods specified in the margin and all articles of which the import is prohibited or restricted under Sections 18 and 19 of the Sea Customs Act or under any other law for the time being in force shall be deemed to be "dutiable or restricted goods." All other goods shall be deemed to be "free and unrestricted goods."

Bombay Castle, 25th May 1892.

No. 4413.—Whereas it appears to the Governor of Bombay in Council that land is required to be taken by Government at the public expense for a public purpose, viz., for the construction of the Athni and Shedbal road, in the villages of Shedbal, Mangsuli, Kavalgud, Murgundi and Athni in the Athni Taluka of the Belgaum District; it is hereby declared that for the above purpose the land specified below is required within the aforesaid villages:—

Village.	Survey No.	Land required more or less amounting to	
		A. g.	
Shedbal	696	2 12	
	699	4 21	
	700	1 2	
	729	2 0	
	721	1 26	
	730	0 34	
	780	0 38	
	779	1 27	
	778	1 4	
	777	1 9	
	Mangsuli	332	0 23
		331	1 35
333		0 39	
330		1 12	
329		1 2	
328		1 8	
324		3 14	
323		0 31	
322		2 27	
320		0 38	

Village.	Survey No.	Land required more or less amounting to
		A. g.
Mangsuli—continued	319	0 2
	291	4 6
	292	1 28
	309	0 27
	306	0 24
	307	0 12
	336	0 29
	335	0 9
	3	0 4
	2	0 28
	589	1 6
	17	0 2
	585	0 11
	584	0 8
	576	0 1
	18	0 24
	19	0 5
	21	.....
	575	0 6
	574	0 10
	573	0 7
	572	0 23
	571	0 24
	569	0 32
	568	0 20
	567	0 35
	556	1 3
	555	1 6
	554	1 38
	553	2 14
	552	0 30
	542	0 38
	543	1 20
539	0 5	
537	1 31	
536	0 32	
534	0 28	
533	0 31	
531	2 6	
530	2 4	
528	1 31	
527	1 28	

Branch Road to Shedbal.

Shedbal	639	0 25
	638	0 8
	625	0 3
	702	0 5
	703	0 7
	704	0 6
	708	1 1
	709	2 0
	711	0 19
	712	0 11
	713	1 4
	714	1 5
	597	1 15
	596	1 17
	595	0 27
Kavalgud	49	0 11
	46	0 16
	48	0 11
	44	0 7
	42	0 14
	43	0 6
	41	0 6
	40	0 2
	38	0 16
	39	0 9
	34	0 26
33	0 4	
31	0 2	

Village.	Survey No.	Land required more or less amounting to	Village.	Survey No.	Land required more or less amounting to
		A. g.			A. g.
Murgundi ...	74	0 11	Athni— <i>continued</i> ...	1,911	0 6
	73	0 16		1,670	0 9
	87	0 19		1,913	0 3
	88	0 2		1,914	0 3
	89	0 2		1,669	0 11
	72	0 1		1,921	0 18
	90	0 1		1,658	0 10
	65	0 1		1,657	0 12
	91	0 1		1,922	0 18
	64	0 1		1,656	0 10
	92	0 13		1,924	0 11
	40	0 13		1,931	0 6
	94	0 5		1,933	0 12
	39	0 3		1,934	0 11
	95	0 5		1,646	0 22
	38	0 6		1,946	0 8
	102	0 2		1,640	0 7
	37	0 1		1,947	0 2
	103	0 15		1,948	0 2
	36	0 1		1,639	0 9
	104	0 3		1,638	0 4
	35	0 1		1,949	0 6
	105	0 3		1,637	0 10
	34	0 2		1,657	0 20
	106	0 7		2,121	0 10
	33	0 5		1,634	0 13
	107	0 1		1,633	0 7
	32	0 1		1,953	0 4
	108	0 2		1,954	0 2
	31	0 3		1,955	0 5
	109	0 2		1,632	0 5
	30	0 3		1,631	0 4
	110	0 1			
29	0 9				
111	0 2				
112	0 2				
113	0 2				
115	0 1				
116	0 4				
117	0 5				
118	0 3				
119	0 4				
28	0 21				
27	0 4				
197	0 13				
206	0 7				
207	0 2				
Athni ...	1,784	0 13			
	1,785	0 8			
	1,786	0 7			
	1,782	0 1			
	1,791	0 1			
	1,787	0 6			
	1,788	0 13			
	1,865	0 5			
	1,730	0 4			
	1,867	0 5			
	1,697	0 6			
	1,868	0 6			
	1,696	0 6			
	1,694	0 5			
	1,871	0 9			
	1,693	0 6			
	1,692	0 9			
	1,872	0 3			
	1,691	0 5			
	1,873	0 3			
	1,690	0 11			
	1,874	0 5			
	1,687	0 18			
1,877	0 22				
1,686	0 9				
1,878	0 9				
1,679	0 4				
1,910	0 26				
1,678	0 8				
1,671	0 9				

2. This declaration is made, under the provisions of Section 6, Act X of 1870, to all whom it may concern, who are hereby warned not to obstruct or interfere with persons employed on the land.

No. 4414.—Whereas it appears to the Governor of Bombay in Council that land is required to be taken by Government at the public expense for a public purpose, viz., for the construction of Kurbet-Yádvád road, in the village of Arbhavi, táluca Gokák, district Belgaum; it is hereby declared that for the above purpose the land specified below is required within the aforesaid village of Arbhavi:—

Name of Village.	Survey No.	Portion required, more or less.
		A. g. a.
Arbhavi, Táluca Gokák ...	395	0 29 6
	394	0 22 1
	393	0 12 14
	392	0 5 8

This declaration is made under the provisions of Section 6, Act X of 1870, to all whom it may concern, who are hereby warned not to obstruct or interfere with persons employed on the land.

No. 4415.—Whereas it appears to the Governor of Bombay in Council that land is required to be taken by Government at the expense of the District Local Board, Ratnágiri, for a public purpose, viz., for constructing a well in the village of Jaigad, táluka Ratnágiri, district Ratnágiri; it is hereby declared that for the above purpose the land specified below is required within the aforesaid village of Jaigad :—

Name of Occupant.	Area and Assessment of Survey Number.			Area and Assessment of Land required.	
	Survey No.	Area.	Assessment.	Area.	Assessment.
Bhiku Sakharanshet ...	* 54 Pot No. 1...	15½	Rs. a. p. 2 8 0	1½	0 3 10

* Unalienated.

This declaration is made under the provisions of Section 6, Act X of 1870, to all to whom it may concern, who are hereby warned not to obstruct or interfere with persons employed on the land.

No. 4416.—Whereas it appears to the Governor of Bombay in Council that land is required to be taken by Government at the expense of the Táluka Local Board, Bágévádi, for a public purpose, viz., for the construction of the Bahirwadgi-Hippargi road, in the village of Manur, táluka Sindgi, district Bijápuri; it is hereby declared that for the above purpose a piece of land measuring 15 gunthas

(886 feet long and 24 feet wide) forming part of Survey No. 85, belonging to Irabhadraya bin Iraya, is required within the aforesaid village of Manur.

This declaration is made under the provisions of Section 6, Act X of 1870, to all whom it may concern, who are hereby warned not to obstruct or interfere with persons employed on the land.

No. 4417.—Whereas it appears to the Governor of Bombay in Council that land is required to be taken by Government at the expense of the Ránpur Municipality for a public purpose, viz., for a night-soil depôt, in the village of Ránpur, táluka Dhandhuka, district Ahmedabad; it is hereby declared that for the above purpose the land specified below is required within the aforesaid village of Ránpur :—

Name of the Occupant.	Area and Assessment of Survey No.			Area and Assessment of Land required.		Boundaries of the Land required.				Remark.
	Survey No.	Area.	Assessment.	Area.	Assessment.	North.	South.	East.	West.	
Ladhu Shekha ...	175	A. g. 3 14	Rs. a. p. 6 0 0	A. g. 3 14	Rs. a. p. 6 0 0	Survey No. 173, the property of Je-sang Mul-chand.	Survey No. 178, the property of Bo-rah Fula Gani.	Survey No. 144, the property of Bhuder Lal-chand.	Survey No. 174, the property of Bo-rah Mitha Ladji.	The land is unalienated.

This declaration is made under the provisions of Section 6, Act X of 1870, to all whom it may concern, who are hereby warned not to obstruct or interfere with persons employed on the land.

No. 4418.—Whereas it appears to the Governor of Bombay in Council that land is required to be taken by Government at the public expense for a public purpose, viz., for the Dhupdal Storage Reservoir, in the village of Konnur, táluka Gokák, district Belgaum; it is hereby declared that for the above purpose the land specified below is required within the aforesaid village of Konnur :—

Name of Village.	Survey Number.	Area.	Assessment.	Portion required, more or less.		Whether alienated or not.
				Permanently.	Temporarily.	
1	2	3	4	5	6	7
Konnur ...	94	A. g. 8 22	Rs. a. 21 0	A. g. 8 22	.....	Government.
	95	4 25	11 0	4 25		Do.
	97	2 11	4 4	2 11		Inám.
	98	9 17	21 0	9 17		Do.

This declaration is made under the provisions of Section 6, Act X of 1870, to all whom it may concern, who are hereby warned not to obstruct or interfere with persons employed on the land.

No. 4426.—Under the provisions of Section 11, clause (c), of the Sea Customs Act VIII of 1878, it is hereby notified that the Ballard Pier in the Port of Bombay is appointed to be a wharf for the landing and shipment of passengers' baggage and declared to be a landing-place with effect from the date hereof.

No. 4437.—In exercise of the power conferred by Section 6 of Act VIII of 1878 (The Sea Customs Act, 1878,) and in supersession of all previous Notifications on the same subject, the Governor of Bombay in Council is pleased to appoint the following officers to be Officers of Customs as hereinbelow respectively specified, and to exercise the powers conferred, and to perform the duties imposed by the said Act on such officers respectively, namely:—

(1) The Commissioner of Customs, Salt, Opium and A'bkári to be the Chief Customs Authority throughout the Presidency of Bombay, except for the ports in Sind and the port of Aden;

(2) The Collector of Land Revenue, Customs and Opium, Bombay, to be the Chief Customs Officer at the port of Bombay and to be a Customs Collector for that port;

(3) The First Assistant Collector of Bombay to be a Customs Collector for the port of Bombay, except for the purposes of Section 182 of the said Act, and to be an Assistant Collector of Customs for the purposes of clause (b) of the said section;

(4) The Assistant Collector of Customs stationed at the Prince's Dock, Bombay, to be a Customs Collector for the port of Bombay, except for the purposes of Section 182 of the said Act, and to be an Assistant Collector of Customs for the purposes of clause (b) of the said section.

No. 4437A.—In exercise of the power conferred by Section 6 of Act VIII of 1878 (The Sea Customs Act), and in continuation of Notification No. 1674A, dated 9th March 1892, the Governor of Bombay in Council is pleased to appoint the following Officers of Customs, respectively, as set forth below, to exercise the powers conferred and to perform the duties imposed on a Customs Collector by the sections of the said Act hereinafter specified in respect of each such officer:—

(1) The Assistant Collectors in charge of the Import and Export Departments of the Bombay Custom House—Sections 24, 29, 42, 55, 57, 58, 61, 62, 63, 64, 65, 66, 86, 120, 121, 128, 137, 141, 143, 158, 159, 160, 161, 195 and 201.

(2) The Superintendent, Preventive Service—Sections 59, 67, 85 and 201, and to the extent of granting written permission (a) under Section 70 when a vessel has been entered inwards under Section 57 or outwards under Section 61, for the discharging and shipping respectively without the presence of a Customs officer, of all cargo—

(1) to be discharged or shipped in the Wet Docks;

(2) to be discharged or shipped in the stream by a steamer or square-rigged vessel, except dutiable, restricted or doubtful goods;

(3) to be discharged or shipped by a country craft at the free anchorage;

and (b) under Section 72 for discharging and shipping or water-bearing goods beyond the notified hours on other than Sundays, holidays or prohibited days.

3. The Preventive Officers in charge of the Máhím, Varli and Arthur Bandar Custom Houses—Sections 158, 159, 160 and 201.

4. All Preventive Officers in the Town and Island of Bombay to the extent of granting under Section 72 written permission to land, at the several wharves where such landing is allowed, fresh fruit, vegetable and live-stock on all days, including Sundays and holidays.

No. 4437B.—In exercise of the powers conferred by Section 11 of the Sea Customs Act, 1878, and in supersession of all previous Notifications as far as they relate to the port of Bombay, the Governor in Council is pleased to make the following declarations and applications:—

(1) The limits of the port of Bombay shall be an imaginary line commencing at the outer light-ship and running from there direct to the south point of Elephanta Island, thence along the west coast of that island to the north point, thence direct to the south-west point of Trombay south of Mahul, thence direct to a point half-way between Mahul and the nearest point of Bombay Island, thence round the north side of Bombay Island mid-way between the island and mainland to the central point of Máhím Causeway, thence direct to a point 2 miles due west of Varli point and thence direct to the outer light-ship.

(2) Subject to the fulfilment of the conditions hereinafter prescribed, the following places are hereby appointed as wharves, respectively, as hereinafter specified, for the landing only, and for the shipment only, or both for the landing and shipment, of such particular classes of goods as are in respect thereof hereinafter specified, that is to say:

*1. *Pilot Bandar*.—Coals.

*2. *Todd Bandar*.—Green grass, hay, firewood, sand and chunam on import only.

*3. *Sassoon Dock*.—Cotton, wool, gingelly, linseed and rape-seed.

*4. *Victoria Bandar*.—Landing:—Cotton, wool, seeds from Indian ports, green grass, firewood, fresh fish, coals, bricks, tiles, chunam, sand and stones. Shipment:—Cotton, wool, seeds, myroballams, horns, castor-oil, hoop iron, bardans, hemp, rags, mowra and twist.

*5. *Gun Carriage Bandar*.—Landing:—Materials, stores and coals for B. B. & C. I. Railway Company, timber and coals for the Gun Carriage Agency, and fresh fish. Ship-

ment:—Railway materials. For both landing and shipment:—Stores and materials to or from the Harbour Defences Batteries.

- *6. *Jamseljee Bandar*.—Landing:—Cotton, wool, coals and hemp, materials, stores and coals for the B. B. & C. I. Railway Company only. Shipment:—Cotton, wool and hemp, materials, stores and coals for the B. B. & C. I. Railway Company only.
- *7. *Arthur Bandar*.—Landing:—All free and unrestricted goods, except fish (salted or fresh) by native craft from customs ports. Shipment:—Cotton, wool, linseed, rape-seed and gingelly.
8. *Government Coal Dépôt*.—Government coals.
- *9. *Apollo Bay Reclamation*.—Cotton, wool, coal, hay, straw, firewood, and laddi-stones.
- *10. *Apollo Bandar*.—Fresh provisions, passengers' baggage, ice, treasure, military stores and horses the property of Government or of officers proceeding on duty.
11. *Government Dockyard*.—Government stores.
- 12.
13. *Arsenal Wharf*.—Government Military stores.
- Mody Bay Reclamation.
- *14. *South Wharf*.—Landing:—Chunam, bricks, stones, sand, hay and fresh fruits. Shipment:—Fresh provisions. Landing and shipment:—Coal.
- *15. *Bori Bandar*.—Passengers' baggage and stores not dutiable, vegetables, fresh fruits, provisions, hay, straw, chunam and sand.
- *16. *North Wharf*.—Free and unrestricted goods by country craft to or from customs ports, coal to or from any port, firewood, bamboos, fresh vegetables, fruits and Porbandar stones from foreign ports.
- *17. *Mody Bandar*.—Landing:—All free goods. Shipment:—All free goods except opium. But the east end of Mody Bandar with a quay frontage of 450 feet facing the east, 200 feet facing the south, and 50 feet facing the north is appointed a wharf for the use of passengers only. None but the following articles may be landed or shipped at the said wharf: Passengers' baggage, tents and camp equipage, treasure, Government records and stores, Borhas' and pedlars' packs when accompanied by the owners, horses, carriages and cattle, ice and provisions and household stores of all kinds intended *bonâ fide* not for sale but for private use or consumption, eggs and fresh fruits other than cocoanuts.
18. *Carnac Bandar*.—All goods except opium, gunpowder and explosives from or to foreign ports and by steamers and square-rigged vessels from or to customs ports also.

19. *Victoria Dock*. { All goods except gun-
20. *Prince's Dock*. { powder and explosives.
21. *Malot Bandar*.—Coals to or from any port. All free and unrestricted goods except fish (salted or fresh) by native craft to or from customs ports.
- *22. *Frere Basin Bandar*.—Materials, stores and coals for the G. I. P. Railway Company.
- *23. *Clerk Basin Bandar*.—Coals.
- *24. *B. I. S. N. Company's Dockyard*.—Company's stores.
- *25. *Mazgaon Bandar*.—Passengers' baggage, ships' stores, treasure, fresh fish and firewood.
26. *P. and O. S. N. Company's Dockyard*.—Company's stores.
27. *Kasâra Bandar*.—Timber.
28. *Powder Works Bandar*.—Landing:—Petroleum, laddi-stones and all goods (except gunpowder and explosives) not allowed at the Town Bandar, by steamers and square-rigged vessels. All free and unrestricted goods except salted fish by native craft. Shipment:—Country twist, piece-goods, wool, rags and goats' hair.
- *29. *Tank Bandar*.—Timber.
- *30. *Frere Land Pier Company's Bandar*.—Hay, straw, firewood, coals, coke, chunam, tiles, stones, bricks, bones, timber, sand, hides, horns, pottery, dangerous petroleum, flour, yarn and piece-goods.
- *31. *Candli Battery*.—Firewood, hay, straw and tattas.
- *32. *Port Trust and Powder Magazine, Siwri*.—Gunpowder, ammunition and other explosives.
- *33. *Hajee Esa Fudla's Bandar*.—Fish (salted, dry or fresh), hides, bones, sand, stones and coals.
- *34. *Siwri Bandar*.—Firewood, batty, hay, straw, pottery and tattas.
35. *Government Powder Magazine, Siwri*.—Gunpowder.
- *36. *Antop Hill*.—Dynamite and other explosives.
- *37. *Sion Bandar*.—Firewood, batty, hay, straw, pottery, tattas, dry fish, tiles and fishing stakes.
38. *Mâhim Bandar*.—Passengers' baggage and ships' stores not dutiable. All free and unrestricted goods by native craft to and from Indian ports.
- *39. *Varli Bandar*.—Fresh fish, fishing nets, firewood, cadjans, batty, chunam, hay, straw, dry fish, fishing stakes, tiles, bricks, clay, earth, coals, bamboos, bark, baskets (empty), coke (loose), earthen pots, fruits (loose), hides (loose), kankar, limestones, oil-cakes (loose), rafters, sand, stones, vegetables from and to Indian ports and goods

No. 4426.—Under the provisions of Section 11, clause (c), of the Sea Customs Act VIII of 1878, it is hereby notified that the Ballard Pier in the Port of Bombay is appointed to be a wharf for the landing and shipment of passengers' baggage and declared to be a landing-place with effect from the date hereof.

No. 4437.—In exercise of the power conferred by Section 6 of Act VIII of 1878 (The Sea Customs Act, 1878,) and in supersession of all previous Notifications on the same subject, the Governor of Bombay in Council is pleased to appoint the following officers to be Officers of Customs as hereinbelow respectively specified, and to exercise the powers conferred, and to perform the duties imposed by the said Act on such officers respectively, namely:—

(1) The Commissioner of Customs, Salt, Opium and A'bkári to be the Chief Customs Authority throughout the Presidency of Bombay, except for the ports in Sind and the port of Aden;

(2) The Collector of Land Revenue, Customs and Opium, Bombay, to be the Chief Customs Officer at the port of Bombay and to be a Customs Collector for that port;

(3) The First Assistant Collector of Bombay to be a Customs Collector for the port of Bombay, except for the purposes of Section 182 of the said Act, and to be an Assistant Collector of Customs for the purposes of clause (b) of the said section;

(4) The Assistant Collector of Customs stationed at the Prince's Dock, Bombay, to be a Customs Collector for the port of Bombay, except for the purposes of Section 182 of the said Act, and to be an Assistant Collector of Customs for the purposes of clause (b) of the said section.

No. 4437A.—In exercise of the power conferred by Section 6 of Act VIII of 1878 (The Sea Customs Act), and in continuation of Notification No. 1674A, dated 9th March 1892, the Governor of Bombay in Council is pleased to appoint the following Officers of Customs, respectively, as set forth below, to exercise the powers conferred and to perform the duties imposed on a Customs Collector by the sections of the said Act hereinafter specified in respect of each such officer:—

(1) The Assistant Collectors in charge of the Import and Export Departments of the Bombay Custom House—Sections 24, 29, 42, 55, 57, 58, 61, 62, 63, 64, 65, 66, 86, 120, 121, 128, 137, 141, 143, 158, 159, 160, 161, 195 and 201.

(2) The Superintendent, Preventive Service—Sections 59, 67, 85 and 201, and to the extent of granting written permission (a) under Section 70 when a vessel has been entered inwards under Section 57 or outwards under Section 61, for the discharging and shipping respectively without the presence of a Customs officer, of all cargo—
(1) to be discharged or shipped in the Wet Docks;

(2) to be discharged or shipped in the stream by a steamer or square-rigged vessel, except dutiable, restricted or doubtful goods;

(3) to be discharged or shipped by a country craft at the free anchorage;

and (b) under Section 72 for discharging and shipping or water-bearing goods beyond the notified hours on other than Sundays, holidays or prohibited days.

3. The Preventive Officers in charge of the Máhm, Varli and Arthur Bandar Custom Houses—Sections 158, 159, 160 and 201.

4. All Preventive Officers in the Town and Island of Bombay to the extent of granting under Section 72 written permission to land, at the several wharves where such landing is allowed, fresh fruit, vegetable and live-stock on all days, including Sundays and holidays.

No. 4437B.—In exercise of the powers conferred by Section 11 of the Sea Customs Act, 1878, and in supersession of all previous Notifications as far as they relate to the port of Bombay, the Governor in Council is pleased to make the following declarations and applications:—

(1) The limits of the port of Bombay shall be an imaginary line commencing at the outer light-ship and running from there direct to the south point of Elephanta Island, thence along the west coast of that island to the north point, thence direct to the south-west point of Trombay south of Mahul, thence direct to a point half-way between Mahul and the nearest point of Bombay Island, thence round the north side of Bombay Island mid-way between the island and mainland to the central point of Máhm Causeway, thence direct to a point 2 miles due west of Varli point and thence direct to the outer light-ship.

(2) Subject to the fulfilment of the conditions hereinafter prescribed, the following places are hereby appointed as wharves, respectively, as hereinafter specified, for the landing only, and for the shipment only, or both for the landing and shipment, of such particular classes of goods as are in respect thereof hereinbelow specified, that is to say:

*1. *Pilot Bandar*.—Coals.

*2. *Todd Bandar*.—Green grass, hay, firewood, sand and chunam on import only.

*3. *Sussoon Dock*.—Cotton, wool, gingelly, linseed and rape-seed.

*4. *Victoria Bandar*.—Landing:—Cotton, wool, seeds from Indian ports, green grass, firewood, fresh fish, coals, bricks, tiles, chunam, sand and stones. Shipment:—Cotton, wool, seeds, myroballams, horns, castor-oil, hoop iron, bardans, hemp, rags, mowra and twist.

*5. *Gun Carriage Bandar*.—Landing:—Materials, stores and coals for B. B. & C. I. Railway Company, timber and coals for the Gun Carriage Agency, and fresh fish. Ship-

ment:—Railway materials. For both landing and shipment:—Stores and materials to or from the Harbour Defences Batteries.

- *6. *Jamseljee Bandar*.—Landing:—Cotton, wool, coals and hemp, materials, stores and coals for the B. B. & C. I. Railway Company only. Shipment:—Cotton, wool and hemp, materials, stores and coals for the B. B. & C. I. Railway Company only.
- *7. *Arthur Bandar*.—Landing:—All free and unrestricted goods, except fish (salted or fresh) by native craft from customs ports. Shipment:—Cotton, wool, linseed, rape-seed and gingelly.
8. *Government Coal Depôt*.—Government coals.
- *9. *Apollo Bay Reclamation*.—Cotton, wool, coal, hay, straw, firewood, and laddi-stones.
- *10. *Apollo Bandar*.—Fresh provisions, passengers' baggage, ice, treasure, military stores and horses the property of Government or of officers proceeding on duty.
11. *Government Dockyard*.—Government stores.
- 12.
13. *Arsenal Wharf*.—Government Military stores.
- Mody Bay Reclamation. {
- *14. *South Wharf*.—Landing:—Chunam, bricks, stones, sand, hay and fresh fruits. Shipment:—Fresh provisions. Landing and shipment:—Coal.
- *15. *Bori Bandar*.—Passengers' baggage and stores not dutiable, vegetables, fresh fruits, provisions, hay, straw, chunam and sand.
- *16. *North Wharf*.—Free and unrestricted goods by country craft to or from customs ports, coal to or from any port, firewood, bamboos, fresh vegetables, fruits and Porbandar stones from foreign ports.
- *17. *Mody Bandar*.—Landing:—All free goods. Shipment:—All free goods except opium. But the east end of Mody Bandar with a quay frontage of 450 feet facing the east, 200 feet facing the south, and 50 feet facing the north is appointed a wharf for the use of passengers only. None but the following articles may be landed or shipped at the said wharf: Passengers' baggage, tents and camp equipage, treasure, Government records and stores, Borhas' and pedlars' packs when accompanied by the owners, horses, carriages and cattle, ice and provisions and household stores of all kinds intended *bonâ fide* not for sale but for private use or consumption, eggs and fresh fruits other than cocoanuts.
18. *Carnac Bandar*.—All goods except opium, gunpowder and explosives from or to foreign ports and by steamers and square-rigged vessels from or to customs ports also.

19. *Victoria Dock*. { All goods except gun-
20. *Prince's Dock*. { powder and explosives.
21. *Malet Bandar*.—Coals to or from any port. All free and unrestricted goods except fish (salted or fresh) by native craft to or from customs ports.
- *22. *Frere Basin Bandar*.—Materials, stores and coals for the G. I. P. Railway Company.
- *23. *Clerk Basin Bandar*.—Coals.
- *24. *B. I. S. N. Company's Dockyard*.—Company's stores.
- *25. *Mazgaon Bandar*.—Passengers' baggage, ships' stores, treasure, fresh fish and firewood.
26. *P. and O. S. N. Company's Dockyard*.—Company's stores.
27. *Kasara Bandar*.—Timber.
28. *Powder Works Bandar*.—Landing:—Petroleum, laddi-stones and all goods (except gunpowder and explosives) not allowed at the Town Bandar, by steamers and square-rigged vessels. All free and unrestricted goods except salted fish by native craft. Shipment:—Country twist, piece-goods, wool, rags and goats' hair.
- *29. *Tank Bandar*.—Timber.
- *30. *Frere Land Pier Company's Bandar*.—Hay, straw, firewood, coals, coke, chunam, tiles, stones, bricks, bones, timber, sand, hides, horns, pottery, dangerous petroleum, flour, yarn and piece-goods.
- *31. *Candli Battery*.—Firewood, hay, straw and tattas.
- *32. *Port Trust and Powder Magazine, Sivri*.—Gunpowder, ammunition and other explosives.
- *33. *Hajee Esa Fulla's Bandar*.—Fish (salted, dry or fresh), hides, bones, sand, stones and coals.
- *34. *Sivri Bandar*.—Firewood, batty, hay, straw, pottery and tattas.
35. *Government Powder Magazine, Sivri*.—Gunpowder.
- *36. *Antop Hill*.—Dynamite and other explosives.
- *37. *Sion Bandar*.—Firewood, batty, hay, straw, pottery, tattas, dry fish, tiles and fishing stakes.
38. *Mâhim Bandar*.—Passengers' baggage and ships' stores not dutiable. All free and unrestricted goods by native craft to and from Indian ports.
- *39. *Varli Bandar*.—Fresh fish, fishing nets, firewood, cadjans, batty, chunam, hay, straw, dry fish, fishing stakes, tiles, bricks, clay, earth, coals, bamboos, bark, baskets (empty), coke (loose), earthen pots, fruits (loose), hides (loose), kankar, limestones, oil-cakes (loose), rafters, sand, stones, vegetables from and to Indian ports and goods

to and from customs ports by native craft only except dutiable and restricted goods.

*40. *Chauupati Bandar*.—Firewood, tiles, chunan, fresh fish, stones and cadjans.

(3) The building known as the Town Custom House in Marine Street is hereby declared a Custom House for the purposes of this Act.

Its limits are, West, Marine Street; North, the Export Gate Road; East, the Export Gate Road and shed belonging to the Port Trust, the Centre Gate Road, open space belonging to the Port Trust, the Import Gate Road; South, the Import Gate Road.

* On condition that for all goods to which Section 86 applies a bill of entry has been delivered and an order to clear passed on it previously to their landing.

No. 4487C.—In exercise of the powers conferred by Section 11 (a) of the Sea Customs Act, 1878, the Governor in Council is pleased to declare the following places in the Presidency of Bombay to be ports for the shipment and landing of goods, namely:—

BOMBAY.

CHIEF PORT—Bombay.

Achra.
Agáshi.
Alibág.
Alibág Táluka.
Alibág.
Kihim.
Mándwa.
Rewadanda.
Rewas.
Thal.
Anjanwel.
Anjanwel Táluka.
Anjanwel.
Borya.
A'njarla.
Ankola.
Ankola Táluka.
Ankola.
Belikeri.
Gangáwali.
Tadri.
Antora.
Bándora.
Bánkót.
Baascin.
Baascin Táluka.
Agáshi.
Baascin.
Kolibandar.
Naugar.
Bauliári.
Belápur.
Belikeri.
Bhagwa.
Bhándup.
Bhatkal.
Bhátta.
Bhiwndi.
Bingi.
Borya.
Broach.
Broach Táluka.
Broach.
Hánsot.
Bulsár.
Bulsár Táluka.
Bulsár.
Dungri.
Gudarda.
Hariya.
Kolaka.
Kusumba.
Pocha.
Umar ári.
Wari.

Chendia.
Chikhli.
Chirner.
Kumta.
Dáhnú.
Dántiwára.
Dogám.
Dehej.
Devgad.
Dholera.
Dholera Táluka.
Bauliári.
Dholera.
Khun.
Dumas.
Dungri.
Edwan.
Gangáwali.
Gaviyar.
Gholwad.
Ghodbandar.
Ghodbandar Táluka.
Bándra.
Ghodbandar.
Manori.
Ráyi.
Utan.
Vesáwa.
Gogha.
Gogha Táluka.
Gogha.
Gudarda.
Hánsot.
Hariya.
Harnai.
Honávar.
Honávar Táluka.
Bhatkal.
Kumta.
Honávar.
Mánki.
Murdeswar.
Shiráli.
Jaygad.
Jaitápur.
Jambusar Táluka.
Degám.
Dehej.
Kavi.
Tankária.
Jhaigaunda.
Kálai.
Kalyán.
Kantayajal.
Karadi.
Karanja.
Kárwár.

Kárwár Táluka.
Bingi.
Chendia.
Kárwár.
Sadashivgad.
Kasheli.
Kavi.
Kelsi.
Kelva.
Khairna.
Khuna.
Kihim.
Kirmáni.
Kolak.
Kolibandar.
Koramthana.
Kudyána.
Kusumba.
Magdala.
Mábul.
Máhim.
Máivan.
Máivan Táluka.
A'chra.
Devgad.
Máivan.
Mándwa.
Mánki.
Manori.
Maroli.
Mátunga Táluka.
Matwád.
Mora.
Murdeswar.
Murwa.
Nágotima.
Naugar.
Navápur.
Nivti.
Panvel.
Panvel Táluka.
Belápur.
Chirner.
Khairna.
Panvel.
Phakland.
Phakland.
Pocha.
Purnagad.
Rájivda.
Rájipuri Táluka.
Tálkhári.
Ránder.
Ratnágiri.
Ratnágiri Táluka.
Jaygad.
Purnagad.
Rájivda.
Ratnágiri.
Varavda.
Ráyi.
Redi.
Rewdanda.
Rewas.
Sadashivgad.
Sáke Táluka.
Antora.
Nágotima.
Sanján.
Sátptáti.
Sawata.
Shewa.
Shiráli.
Surat.
Surat Táluka.
Bhawa.
Bhátta.
Dumas.
Gavivar.
Kantayajal.
Karadi.
Kudyána.
Magdala.
Matwád.
Ránder.

Surat.
Tena.
Suvarndurg Táluka.
A'njarla.
Bánkót.
Harnai.
Kelsi.
Tadri.
Tálkhári.
Tankária.
Tanna.
Tárápur.
Tárápur Táluka.
Dáhnú.
Dántiwára.
Edwan.
Kelva.
Koramthana.
Máhim.
Murwa.
Nawápur.
Sátptáti.
Sawata.
Tárápur.
Usarni.
Wadrai.
Tena.
Thal.
Tonka Phansa.
Trombay.
Trombay Táluka.
Bhándup.
Bhiwndi.
Kalyán.
Kasheli.
Mábul.
Tanna.
Trombay.
Umarsári.
Umbargaon.
Umbargaon Táluka.
Bordi.
Chikhli.
Gholwad.
Jhaigowada.
Kálai.
Maroli.
Sanján.
Tonka Phansa.
Umbargaon.
Uran Táluka.
Karanja.
Mora.
Shewa.
Usarni.
Utan.
Varavda.
Vesáwa.
Vengurla.
Vengurla Táluka.
Nivti.
Redi.
Vengurla.
Viziáurg.
Viziáurg or Yeshwantgad.
Táluka.
Jaitápur.
Viziáurg.
Wadrai.
Wari Táluka.
Kirmáni.
Wari.
Yeshwantgad or Viziáurg.
Táluka.
Jaitápur.
Viziáurg.

SIND.

CHIEF PORT—Karachi.
Keti Bandar.
Sirganda.
Kund.
Siran.
Bram Haider.
Reri.

No. 4487D.—In exercise of the powers conferred by Section 75 of the Sea Customs Act, VIII of 1878, the Governor of Bombay in Council is pleased to direct that a fee of one anna and

a half shall be chargeable on every package and on every parcel made over to an Officer of Customs for the purpose of being landed.

No. 4437E.—In exercise of the powers conferred by Section 157, clause (c), of the Sea Customs Act, 1878, the Governor of Bombay in Council is pleased to make the following rule:—

A vessel arriving at a port in the Bombay Presidency with dutiable stores on board shipped at a foreign port may, when she becomes a coasting vessel, carry such stores on payment of the duty chargeable thereon: provided that if they are intended for consumption after the vessel shall have re-entered the foreign trade and shall have ceased to be a coasting vessel, such stores may be carried without payment of duty, on their being sealed up under a Customs seal kept unbroken until the vessel has obtained entry outwards for a foreign port.

No. 4437F.—In exercise of the power conferred by Section 79 of the Sea Customs Act, 1878, and in supersession of the Notification of

19th April 1865, published under Section 161 of Act VI of 1863 at page 686 of the *Bombay Government Gazette* of 20th April 1865, the Governor of Bombay in Council is pleased to declare that after the 1st day of June 1892 no boat, not duly licensed and registered in accordance with the rules for the time being in force under the said section, shall be allowed to ply as a cargo-boat for the landing and shipping of merchandise within the limits of the Port of Bombay.

No. 4437G.—In exercise of the power conferred by Section 79 of the Sea Customs Act, 1878, and in supersession of all previous rules on the same subject, the Governor of Bombay in Council is pleased to prescribe the following rules and fees for the granting of licenses for cargo-boats in the Port of Bombay, viz.—

1. Licenses for cargo-boats or barges may be granted by the Collector of Customs on an application accompanied by the certificate of Registry granted under Act XIX of 1838.

2. A fee of Rs. 3 shall be charged for each license, and each license shall be renewable annually on payment of the same fee, and shall be in the following form, viz.:—

ROYAL ARMS.

CARGO-BOAT LICENSE.

In force for one year from date of issue.

Branded and Painted No.

Bombay Custom House,

189 .

No. OF 189 .

Whereas _____ has applied for a License for Cargo Boat _____ Branded and Painted No. _____ of _____ Bombay Khandies _____ tons burthen, and registered under No. _____ by the _____ of the Port _____
The said Boat is hereby permitted, under Section 79 of the Sea Customs Act (VIII of) 1878, to land and ship Merchandise in this Port. Given under my hand and Seal, this _____ day of _____ 189 .

Superintendent, Preventive Service.

Collector of Land Revenue,
Customs and Opium, Bombay.

[On the reverse.]

Extract from the Rules relating to cargo-boats in the Port of Bombay, framed by the Government of Bombay.

- “4. Immediately after a license is granted and before plying for hire the cargo-boat or barge must have the letters C. B. painted upon the bows in white letters a foot long on a black ground or in black letters on a white ground.
- “5. The license must be produced whenever demanded, and must be kept on board the boat or barge in the custody of the Tindal or crew for the time being.
- “6. Cargo-boats or barges, the licenses for which are not produced when demanded, will be treated as unlicensed, unless good cause to the contrary is shown.
- “7. The license will be cancelled or suspended if the boats or barges for which they have been issued be found concerned in a breach of the Customs Act or rules, or for a breach of these rules.”

3. The boat or barge for which license is applied shall be submitted for survey by such officer of Customs as the Collector of Customs may depute for the purpose, and no license will be granted unless the boat or barge is certified by such officer to be quite seaworthy and well found.

4. Immediately after a license is granted and before plying for hire the cargo-boat or barge must have the letters C. B. painted upon the bows in white letters a foot long on a black ground or in black letters on a white ground.

5. The license must be produced whenever demanded and must be kept on board the boat or barge in the custody of the Tindal or crew for the time being.

6. Cargo-boats or barges, the licenses for which are not produced when demanded, will be treated as unlicensed, unless good cause to the contrary is shown.

7. The licenses will be cancelled or suspended if the boats or barges for which they have been issued be found concerned in a breach of the Customs Act or rules or for a breach of these rules.

No. 4437H.—In exercise of the power conferred by Section 130 of the Sea Customs Act, (VIII of) 1878, the Governor of Bombay in Council is pleased to make the following rules regarding transhipment in the Port of Bombay in supersession of all rules heretofore made by him under the said section at present in force in that port, and to direct that the said new rules shall come into force after the expiry of 15 days from the date of the publication of this Notification:—

1. A written "transhipment," i.e., leave to tranship goods manifested for the purpose in the manner required by Section 128 of the Sea Customs Act, 1878, will be granted by the Customs Collector, on application in writing being duly made for the same in the following form, viz:—

TRANSHIP PERMIT.

THE COLLECTOR OF CUSTOMS.

Please permit to be transhipped from the _____ arrived here on the _____ of
 189 , under _____ Colours from _____ the undermentioned goods for Exportation per
 under _____ Colours to _____

Marks.	Number and kind of Packages.	Description of Goods.	Weight or Quantity.	Value.	
1	2	3	4	5	6
					Original Manifest for transhipment, Import General Manifest No. _____ of 1891. Transhipping fee to be received here on packages at anna _____ one each and duty to be collected at _____ Assistant Collector. No. _____ of 1891, ans. Transhipping fee received, Rs. _____ Cashier.

18

do declare the contents of this application

to be truly stated.

Let Tranship

Bombay, 18 . }

Assistant Collector.

2. Except as is hereinafter in these rules otherwise provided, no goods shall be transhipped unless and until—

- (a) A tranship-permit covering the same is produced ;
- (b) The transhipment-fees, if any, payable in respect thereof have been paid ;
- (c) An order to let tranship has been obtained in writing, in the case of free goods, from the officer by whom entry in words is granted, or, in the case of dutiable goods, from the officer by whom outward entry is granted.

3. (1) When it is desired to tranship goods (not being arms and ammunition or explosives or petroleum as defined, respectively, in the Arms, Explosives and Petroleum Acts) from one steamer to another and the receiving steamer is to start within twenty-four hours of the arrival of the discharging steamer, such transhipment may be effected within the said period, with the permission and under the superintendence of the Preventive Officer on board, in anticipation of the production of a tranship-permit and of the payment of the transhipment-fees, if any, payable in respect thereof: provided that the agent or master of the discharging steamer furnishes the said Preventive Officer with a list of all the goods which it is desired so to tranship.

(2) The tranship-permit for goods so transhipped shall be obtained and the transhipment fees, if any, be payable in respect thereof, shall be paid, immediately after the Import General Manifest has been put in.

4. (1) If any application for leave to tranship free and unrestricted goods from steamer to steamer be made on the duplicate of the Import General Manifest, leave to tranship may be given thereon by the Customs Collector, and such goods may thereafter be transhipped without other permits.

(2) When goods are so transhipped, the agent or master of the importing steamer shall, within three months of the entry inwards, furnish the Import Department with a correct list of the steamers into which the same have been transhipped.

5. In the case of dutiable goods or the goods the importation of which into British India is restricted by any law and the transhipment of which is not subject to any special regulations, leave to tranship to any foreign port on the Continent of India or any port in Ceylon other than a port included in any Customs union with the British Indian Government shall not be given unless the goods are to be transhipped into a steamer.

6. When goods which are to be transhipped in a dock are temporarily deposited on a wharf or in a shed, the Superintendent of the Dock shall not allow the removal of the said goods or of any of them, from the wharf or shed, without production of all such documents as are required by these rules, or except under the superintendence of a Customs Officer, as required by Section 129 of the Sea Customs Act, 1878.

No. 4437 I.—In exercise of the power conferred by Section 157, clause (a), of the Sea Customs Act, 1878, the Governor of Bombay in Council is pleased to make the following rule, viz. :—

At the port of Bombay, the provisions of Sections 61 and 136 of the said Act are extended to all coasting vessels of the description known as country craft and to all goods exported therein.

No. 4437 J.—In exercise of the power conferred by Section 14 of the Sea Customs Act, VIII of 1878, the Governor of Bombay in Council is pleased to declare the Port of Bombay to be a warehousing port for the purposes of the said Act.

No. 4437 K.—In exercise of the power conferred by Section 157, clause (d), of the Sea Customs Act, 1878, the Governor in Council is pleased to make the following rule, viz. :—

The conveyance of country liquor, as defined in the Bombay Akbári Act, between the ports of Bombay and Karáchi in any coasting vessel, other than a vessel propelled by steam, is prohibited.

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

T. D. MACKENZIE,
Chief Secretary to Government.

GENERAL ORDERS

By the Right Honourable the Governor in Council.

MILITARY DEPARTMENT.

Bombay Castle, 25th May 1892.

No. 273.—The undermentioned officers have been permitted by the Secretary of State for India to return to duty :—

Colonel J. G. Fagan, General List, Cavalry.
Second Lieutenant C. H. Alexander, Indian Staff Corps (Probationer).

No. 274.—The undermentioned officers have been granted by the Secretary of State for India extensions of leave for the periods specified :—

Captain H. E. C. Way, Indian Staff Corps, six months, medical certificate.
Captain R. H. Light, Indian Staff Corps, six months, medical certificate.

No. 275.—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 H. E. Penton, Staff Corps, Second-in-Command, 7th Bombay Infantry, for one year. Pension service twenty-fifth year, commenced 8th January 1892.

No. 276.—Deputy Commissary and Honorary Captain C. S. Wiseman, Adjutant General's Department, is permitted to retire from the Service with effect from the 30th May 1892.

No. 277.—*1st Battalion B. B. and C. I. Railway Volunteer Rifle Corps*—

Lieutenant C. Parker to be Captain vice Captain Doig, resigned.

Lieutenant W. H. Wolff to be Captain vice Captain Johnson, transferred to the 2nd Battalion.

Second Lieutenant C. H. Ross to be Lieutenant vice Lieutenant Parker, promoted.

No. 278.—Captain J. Fowle, 21st Hussars, Aide-de-Camp to His Excellency the Governor, is granted leave out of India on private affairs for three months from the 3rd June 1892 under clause 155, India Army Circulars, 1891.

No. 279.—The following appointment is made:—

7th Bombay Lancers.—Fatehkhān is appointed Jamādār on probation, with effect from the 13th February 1892, vice Jamādār Umārkhān, shot at Quetta.

No. 280.—Second Lieutenant A. N. Lovell, Second Battalion South Lancashire Regiment, Probationer, Indian Staff Corps, is granted leave to Ceylon for three months on medical certificate under (revised) paragraph 98, Army Regulations, India, Volume II, Part I. Pension service third year, commenced 21st December 1891.

No. 281.—With reference to General Order No. 267, dated 18th May 1892, the following General Order by the Government of India, No. 481 dated 20th May 1892, is republished:—

“COMMISSARIAT-TRANSPORT DEPARTMENT.

No. 481.—In G. G. O. No. 455 of 1892, for ‘Lieutenant C. M. Cockraft’ read ‘Lieutenant C. M. Cockraft.’”

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

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

MARINE DEPARTMENT.

Bombay Castle, 25th May 1892.

No. 53.—Mr. Thomas Anderson is appointed to act as a Member of the Board of Examiners to examine Engineers for Colonial Certificates of Competency during the absence of Mr. A. W. Scabrook on leave, or until further orders.

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

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

CIVIL APPOINTMENTS, &c.

POLITICAL DEPARTMENT.

Bombay Castle, 20th May 1892.

No. 3272.—Colonel G. E. Hancock, President of the Rājasthānik Court, Kāthiāwār, is granted special leave on urgent private affairs for three months with effect from the 27th instant.

No. 3274.—His Excellency the Governor in Council is pleased to appoint Captain R. P. Colomb to act as Political Agent, Mahi Kānthā, in addition to his own duties, as a temporary measure, vice Lieutenant-Colonel J. M. Hunter, proceeding on furlough, pending further orders.

Bombay Castle, 21st May 1892.

No. 3302.—His Excellency the Governor in Council is pleased to re-appoint Mr. F. S. P. Lely, Indian Civil Service, on return from service under the Government of India, to do duty as Agent to His Excellency the Governor at Surat with effect from the date of taking charge.

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

W. LEE-WARNER,
Secretary to Government.

JUDICIAL DEPARTMENT.

Bombay Castle, 11th May 1892.

No. 2516A.—Mr. T. M. Filgate, Inspector General of Prisons, is allowed privilege leave for three months from the 21st instant or such subsequent date as he may avail himself of it.

Bombay Castle, 14th May 1892.

No. 2560A.—His Excellency the Governor in Council is pleased to make the following promotions vice Colonel G. H. F. Codrington, who vacates his appointment in the Civil Department on the 29th instant:—

Mr. R. H. Vincent to be First Grade Superintendent of Police vice Colonel Codrington.

Mr. H. J. H. Duggan to be Second Grade Superintendent of Police vice Mr. Vincent.

Mr. E. V. Mackay to be Third Grade Superintendent of Police vice Mr. Duggan.

Mr. L. H. Spence to be Fourth Grade Superintendent of Police vice Mr. Mackay.

Mr. R. MacTier to be Fifth Grade Superintendent of Police vice Mr. Spence.

Mr. J. E. Penton to be First Grade Assistant Superintendent of Police vice Mr. MacTier.

Mr. T. J. B. Thatcher to be Second Grade Assistant Superintendent of Police vice Mr. Penton.

2. His Excellency in Council is also pleased to make the following appointments:—

Mr. J. E. Down to be District Superintendent of Police in the Sātāra District vice Colonel Codrington;

Mr. W. J. Holland to be District Superintendent of Police in the Belgaum District;

Mr. F. H. Warden to be District Superintendent of Police in the Sholāpur District; and

Mr. R. MacTier to be District Superintendent of Police in the Kolāba District, continuing to act as District Superintendent of Police in the Ahmedabad District during the absence on leave of Mr. L. H. Spence, or pending further orders.

Bombay Castle, 17th May 1892.

No. 2587.—His Excellency the Governor in Council is pleased to make the following transfers of Second Class Subordinate Judges:—

Ráo Sáheb Ramchandra Balkrishna Chitale, Joint Subordinate Judge of Málvan, to Sangameshvar as Joint Subordinate Judge.

Ráo Sáheb Vinayak Krishna Sowani, Joint Subordinate Judge of Sangameshvar, to Chiplún as Joint Subordinate Judge.

No. 2590.—The Governor in Council is pleased to appoint Surgeon-Lieutenant-Colonel S. M. Salaman, M.D., to act as Inspector General of Prisons during the absence of Mr. T. M. Filgate on privilege leave, or pending further orders.

No. 2597.—His Excellency the Governor in Council is pleased to appoint Mr. H. Kennedy, on being relieved by Major T. R. M. Macpherson, to act as District Superintendent of Police in the Ahmednagar District pending further orders.

Bombay Castle, 20th May 1892.

No. 2683.—His Excellency the Governor in Council is pleased to appoint Surgeon-Captain H. W. Stevenson to act as Superintendent of the Central Jail at Yeraoda during the absence of Surgeon-Lieutenant-Colonel S. M. Salaman, M.D., or pending further orders.

No. 2691.—His Excellency the Governor in Council is pleased to place the services of Mr. C. E. G. Crawford, Indian Civil Service, at the disposal of the Political Department for employment on special duty, with effect from the date of relief, and to appoint Mr. T. S. Hamilton, Indian Civil Service, on being relieved at Dhárwár by Mr. J. L. Johnston, Indian Civil Service, to act as District Judge and Sessions Judge of Thána pending further orders.

Bombay Castle, 21st May 1892.

No. 2708.—For paragraph 2 of Government Notification No. 1105, dated the 24th February 1892, published at page 194 of the *Bombay Government Gazette* dated the 3rd March 1892, Part I, the following should be substituted:—

"2. His Excellency the Governor in Council is pleased to appoint Captain W. B. Piers, 10th Bombay Infantry, to act as Cantonment Magistrate, Poona and Kirkee, in addition to his military duties, during the absence of Major E. D. Newnham-Smith, or until further orders."

No. 2712.—His Excellency the Governor in Council is pleased to permit Mr. W. E. Hart, Chief Judge of the Presidency Court of Small Causes, to resign his appointment with effect from the 24th July 1892.

2. His Excellency in Council is also pleased to confirm Mr. C. W. Chitty, Barrister-at-Law, in the appointment of Chief Judge of the Presidency Court of Small Causes with effect from the date of Mr. Hart's retirement.

Bombay Castle, 25th May 1892.

No. 2745.—His Excellency the Governor in Council is pleased to appoint Major Spenser Jackson, 1st Battalion Loyal North Lancashire Regiment, to act until further orders as Cantonment Magistrate of Devláli, in addition to his Military duties, vice Lieutenant-Colonel C. E. Hussey, on

leave, with effect from the date of his taking charge of the appointment. The Governor in Council is also pleased, under Section 12 of the Code of Criminal Procedure, 1882, to appoint Major Jackson to be a Magistrate of the First Class within the limits of the Cantonment of Devláli.

No. 2750.—Under Section 37 of the Code of Criminal Procedure, 1882, Messrs. M. D. Mackenzie and H. F. Brayson, Magistrates of the First Class and Sub-divisional Magistrates in the districts of Karáchi and Shikárpur, respectively, are each invested with the office of additional power, being one of those specified in the fourth schedule to the said Code:—

Power to hear appeals from convictions by Magistrates of the Second and Third Classes (Section 407).

No. 2751.—Messrs. G. M. Macpherson and E. Hosking respectively delivered over and received charge of the office of Judicial Commissioner in Sind and Judge of the Sadar Court of Sind on the 4th instant, in the afternoon.

No. 2752.—His Excellency the Governor in Council is pleased to confirm the following appointments made by the Honourable the Chief Justice of Her Majesty's High Court of Judicature at Bombay during the remainder of Mr. J. W. Orr's absence on furlough or pending further orders:—

Mr. Limji N. Banaji, Barrister-at-Law, to act as Prothonotary and Registrar, Original Jurisdiction.

Mr. W. Lane to act as Head Assistant to the Prothonotary and Commissioner for taking Affidavits.

Mr. J. W. Flanagan to act as Second Deputy Registrar and Commissioner for taking Affidavits.

No. 2753.—Messrs. G. H. Farran and Limji Nowroji Banaji respectively delivered over and received charge of the offices of Prothonotary, Testamentary and Intestate and Admiralty Registrar on the 6th instant, in the afternoon.

Messrs. Limji Nowroji Banaji and W. Lane respectively delivered over and received charge of the office of Head Assistant to the Prothonotary on the same day, in the afternoon.

Messrs. W. Lane and J. W. Flanagan respectively delivered over and received charge of the office of Second Deputy Registrar on the same day, in the afternoon.

No. 2754.—His Excellency the Governor in Council is pleased to confirm the order of the Honourable the Chief Justice of Her Majesty's High Court of Judicature at Bombay appointing Mr. E. B. Raikes, Barrister-at-Law, to act as Assistant Commissioner for taking Accounts and Taxing Master, High Court, vice Mr. A. K. Oliver, or pending further orders.

No. 2758.—Azam Bhimaji Gopal Tatkod, acting Head Karkún of taluka Gokák in the district of Belgaum, is appointed under Section 12 of the Code of Criminal Procedure, 1882, to be a Magistrate of the Third Class in that district.

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

W. LEE-WARNER,
Secretary to Government.

EDUCATIONAL DEPARTMENT.

Bombay Castle, 25th May 1892.

No. 1079.—Ráo Sáheb Nílkant Vinayek Chhatre and Mr. Anant Vinayek Sohoni respectively delivered over and received charge of the office of Deputy Educational Inspector, Thána Sub-division, on the 30th ultimo, after office hours.

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

W. LEE-WARNER,
Secretary to Government

FINANCIAL DEPARTMENT.

Bombay Castle, 19th May 1892.

No. 2109.—Mr. T. R. D. Bell, Divisional Forest Officer, Kolába and Ratnágiri, is allowed privilege leave of absence for three months with effect from 20th May 1892.

Bombay Castle, 21st May 1892.

No. 2142.—Mr. A. D. Wilkins, Deputy Conservator of Forests, Third Grade, and Divisional Forest Officer, Ahmednagar, is allowed privilege leave of absence for three months.

No. 2144.—Mr. S. B. Doig, Sanitary Engineer, Bombay Presidency, is allowed privilege leave of absence for three months from 15th July 1892 or such subsequent date as he may avail himself of it.

Bombay Castle, 25th May 1892.

No. 2166.—Surgeon-Captain M. A. T. Collie, M.B., C.M., acting Resident Surgeon, European General Hospital, Bombay, is allowed furlough on medical certificate for one year.

No. 2167.—Mr. A. Cumine, I. C. S., has been allowed by Her Majesty's Secretary of State for India to return to duty within the period of his leave.

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

T. D. MACKENZIE,
Chief Secretary to Government.

REVENUE DEPARTMENT.

Bombay Castle, 20th May 1892.

No. 4353.—His Excellency the Governor in Council is pleased to appoint Ráo Bahádúr Pándurang Dáji Adhikári to be Deputy Collector, Third Grade, vice Ráo Bahádúr Yeshvant Moreshvar Kelkar, seconded, with effect from date of vacancy.

No. 4354.—His Excellency the Governor in Council is pleased to make the following appointments on the return of Mr. A. Stewart from leave:—

Mr. F. Gladow to do duty as Professor of Forestry, College of Science;

Mr. A. D. Wilkins to do duty as Divisional Forest Officer, Poona;

Mr. A. Stewart to do duty as Divisional Forest Officer, Ahmednagar.

Bombay Castle, 21st May 1892.

No. 4378.—Under Section 12 of Act III of 1877 the following appointments were made in the Registration Department:—

Ratnágiri District.

Mr. Bhikáji Wáman, officiating Sub-Registrar of Devgad, from 25th March to 5th April 1892.

Ahmednagar District.

Mr. Balvant Ranganáth, officiating Sub-Registrar of Jámkhed, from 28th March to 5th April 1892.

Khándesh District.

Mr. Gangádhár Vinayak, officiating Sub-Registrar of Píchora, from 8th February to 7th April 1892.

Poona District.

Mr. Shivarám Báلكrishna, officiating Sub-Registrar of Mával, from 8th to 10th April 1892.

Sátára District.

Mr. Chinto Ganesh, officiating Sub-Registrar of Mán, from 31st March to 4th April 1892.

Belgaum District.

Mr. Rámchandra A'ppáji, officiating Sub-Registrar of Hukeri, on 22nd and 23rd March 1892.

Dhárwár District.

Mr. Rághvendra Jayáchárya, officiating Sub-Registrar of Kalghatgi, from 26th March to 1st April 1892.

Bijápúr District.

Mr. Rámchandra Krishna, officiating Sub-Registrar of Bágevádi, from 14th to 20th March 1892.

Mr. Rango Bápuji, officiating Sub-Registrar of Muddebihál, from 6th to 10th April 1892.

Mr. Rámchandra Bodhráo, officiating Sub-Registrar of Bágalkot, from 18th to 24th April 1892.

Kánara District.

Mr. Náráyan Mangesh, officiating Sub-Registrar of Kunta, from 19th to 21st April 1892.

Upper Sind Frontier District.

Mr. Teckchand Thákurdás, officiating Sub-Registrar of Thul, from 14th to 17th April 1892.

No. 4384.—His Excellency the Governor in Council is pleased to appoint—

Mr. R. P. Ryan to act as Divisional Forest Officer, Kolába, during the absence of Mr. T. R. D. Bell on privilege leave, or pending further orders;

Mr. G. A. Hight to hold charge of the office of Divisional Forest Officer, Bijápúr, in addition to his own duties, for the same period, or pending further orders.

No. 4385.—His Excellency the Governor in Council is pleased to make the following appointment:—

Surgeon-Major D. C. Davidson to relieve Surgeon-Captain H. W. Stevenson of his duties as Superintendent, Mahábaleshvar, pending further orders.

Bombay Castle, 23rd May 1892.

No. 4407.—His Excellency the Governor in Council is pleased to make the following appointments in modification of previous orders and in

consequence of the grant of privilege leave to Mr. A. D. Wilkins:—

Mr. S. Hornidge, A.M.I.C.E., to take charge of the office of Divisional Forest Officer, Ahmednagar, in addition to his own duties, pending the arrival of Mr. A. Stewart;

Mr. F. Gleadow to retain charge of the office of Divisional Forest Officer, Poona, pending Mr. Wilkins's return from leave, undertaking the duties of Professor of Forestry at the College of Science in addition.

No. 4408.—Under Section 13 of Act III of 1877 the following appointments and reversion are made in the Registration Department:—

Mr. Sharifdin Chainrái to be confirmed in the appointment of Sub-Registrar of Jacobabad.

Mr. Jamitráí Motárám, temporarily appointed Sub-Registrar of Shahdádpur, to revert to his appointment as Sub-Registrar of Thul.

Mr. Dayárám Hashmatráí, acting Sub-Registrar of Thul, to be Probationary Sub-Registrar of Shahdádpur.

Bombay Castle, 25th May 1892.

No. 4412.—Mr. A. M. T. Jackson, Indian Civil Service, was appointed to act as Collector and District Magistrate, Ratnágiri, and District Registrar, Ratnágiri, and to be Member and President of the Local Board established for the Ratnágiri District from 19th March to 26th April 1892, both days inclusive.

No. 4421.—Mr. W. H. Lucas, Indian Civil Service, was appointed to act as Deputy Commissioner and District Registrar, Thar and Párkar, from 29th March to 10th April 1892, both days inclusive.

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

T. D. MACKENZIE,
Chief Secretary to Government.

GENERAL DEPARTMENT.

Bombay Castle, 19th May 1892.

No. 1632.—His Excellency the Governor in Council is pleased to appoint Surgeon-Captain T. E. Dyson, M.B., C.M., to be Deputy Sanitary Commissioner, Gujarát Registration District, vice Dr. M. B. Kola, M.D., retiring.

Bombay Castle, 25th May 1892.

No. 1701.—His Excellency the Governor in Council is pleased to appoint Surgeon-Captain T. D. C. Barry to be Chemical Analyser to Government vice Brigade-Surgeon-Lieutenant-Colonel I. B. Lyon, C.I.E., retired.

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

T. D. MACKENZIE,
Chief Secretary to Government.

PUBLIC WORKS DEPARTMENT.

Bombay Castle, 25th May 1892.

No. 24.—*Ráo Sáheb* Gopal Vishvambhar Gayatonde, L.C.E., on return from leave, is promoted to Executive Engineer, Fourth Grade, *temporary rank*, with effect from 7th May 1892.

2. Mr. P. J. Fitzgibbon reverts to Assistant Engineer, First Grade, from that date.

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

W. C. HUGHES,
Secretary to Government.

Miscellaneous Notifications, Appointments, &c.

BY HER MAJESTY'S HIGH COURT OF JUDICATURE.

APPELLATE SIDE.

The Honourable the Chief Justice and Judges of Her Majesty's High Court of Judicature at Bombay have been pleased to issue to Mr. John Hykoop a Sanad authorizing him to practise as a Pleader in the Courts of the Ahmedabad District.

Bombay, 22nd April 1892.

The Honourable the Chief Justice and Judges of Her Majesty's High Court of Judicature at Bombay have been pleased to issue Sanads to Messrs. Narayan Vishwanath Sapre and Balaji Vitthal Wagmore authorizing them to practise as Pleaders in the Courts of the Násik District.

Bombay, 17th May 1892.

RANCHODLAL K. DESAI,
Acting Deputy Registrar.

BY THE COMMISSIONERS.

NORTHERN DIVISION.

The following Chitnises to the Collectors in the Northern Division are promoted to the rank of Mámlatdárs, Fourth Grade, under Government Resolution No. 4213, dated 16th instant, with effect from this date, continuing to do duty in their present appointments:—

Mr. Harilal Rewadas, Kaira.

Mr. Bhailal Purshotam, L.C.E., Surat.

Mr. Lallubhai Bhaishankar, Panch Maháls.

Mr. Raoji Dinkar, Thána.

Mr. Bulakhi Bapuji, Ahmedabad.

Camp Bándra, 21st May 1892.

Mr. C. E. Frost, C. S., delivered over and Mr. R. MacTier received charge of the offices of the Dis-

EDUCATIONAL DEPARTMENT.

Bombay Castle, 25th May 1892.

No. 1079.—Ráo Sáheb Nilkant Vinayek Chhatre and Mr. Anant Vinayek Sohoni respectively delivered over and received charge of the office of Deputy Educational Inspector, Thána Sub-division, on the 30th ultimo, after office hours.

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

W. LEE-WARNER,
Secretary to Government.

FINANCIAL DEPARTMENT.

Bombay Castle, 19th May 1892.

No. 2109.—Mr. T. R. D. Bell, Divisional Forest Officer, Kolába and Ratnágiri, is allowed privilege leave of absence for three months with effect from 20th May 1892.

Bombay Castle, 21st May 1892.

No. 2142.—Mr. A. D. Wilkins, Deputy Conservator of Forests, Third Grade, and Divisional Forest Officer, Ahmednagar, is allowed privilege leave of absence for three months.

No. 2144.—Mr. S. B. Doig, Sanitary Engineer, Bombay Presidency, is allowed privilege leave of absence for three months from 15th July 1892 or such subsequent date as he may avail himself of it.

Bombay Castle, 25th May 1892.

No. 2166.—Surgeon-Captain M. A. T. Collic, M.B., C.M., acting Resident Surgeon, European General Hospital, Bombay, is allowed furlough on medical certificate for one year.

No. 2167.—Mr. A. Cumine, I. C. S., has been allowed by Her Majesty's Secretary of State for India to return to duty within the period of his leave.

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

T. D. MACKENZIE,
Chief Secretary to Government.

REVENUE DEPARTMENT.

Bombay Castle, 20th May 1892.

No. 4353.—His Excellency the Governor in Council is pleased to appoint Ráo Bahádúr Pándurang Dáji Adhikári to be Deputy Collector, Third Grade, vice Ráo Bahádúr Yeshvant Moreshvar Kelkar, seconded, with effect from date of vacancy.

No. 4354.—His Excellency the Governor in Council is pleased to make the following appointments on the return of Mr. A. Stewart from leave:—

Mr. F. Gleadow to do duty as Professor of Forestry, College of Science;

Mr. A. D. Wilkins to do duty as Divisional Forest Officer, Poona;

Mr. A. Stewart to do duty as Divisional Forest Officer, Ahmednagar.

Bombay Castle, 21st May 1892.

No. 4378.—Under Section 12 of Act III of 1877 the following appointments were made in the Registration Department:—

Ratnágiri District.

Mr. Bhikáji Wáman, officiating Sub-Registrar of Devgad, from 25th March to 5th April 1892.

Ahmednagar District.

Mr. Balvant Ranganáth, officiating Sub-Registrar of Jámkhed, from 28th March to 5th April 1892.

Kháudesh District.

Mr. Gangádhár Vináyak, officiating Sub-Registrar of Páchora, from 8th February to 7th April 1892.

Poona District.

Mr. Shivarám Bállkrishna, officiating Sub-Registrar of Mával, from 8th to 10th April 1892.

Sátára District.

Mr. Chinto Ganesh, officiating Sub-Registrar of Mán, from 31st March to 4th April 1892.

Belgaum District.

Mr. Rámchandra A'ppáji, officiating Sub-Registrar of Hukeri, on 22nd and 23rd March 1892.

Dhárwár District.

Mr. Rághvendra Jayáchárya, officiating Sub-Registrar of Kalghatgi, from 26th March to 1st April 1892.

Bijápúr District.

Mr. Rámchandra Krishna, officiating Sub-Registrar of Bágévádi, from 14th to 20th March 1892.

Mr. Rango Bápuji, officiating Sub-Registrar of Muddebihál, from 6th to 10th April 1892.

Mr. Rámchandra Bodhráo, officiating Sub-Registrar of Bágalkot, from 18th to 24th April 1892.

Kánara District.

Mr. Náráyan Mangesh, officiating Sub-Registrar of Kunta, from 19th to 21st April 1892.

Upper Sind Frontier District.

Mr. Teekchand Thákurdás, officiating Sub-Registrar of Thul, from 11th to 17th April 1892.

No. 4384.—His Excellency the Governor in Council is pleased to appoint—

Mr. R. P. Ryan to act as Divisional Forest Officer, Kolába, during the absence of Mr. T. R. D. Bell on privilege leave, or pending further orders;

Mr. G. A. Hight to hold charge of the office of Divisional Forest Officer, Bijápúr, in addition to his own duties, for the same period, or pending further orders.

No. 4385.—His Excellency the Governor in Council is pleased to make the following appointment:—

Surgeon-Major D. C. Davidson to relieve Surgeon-Captain H. W. Stevenson of his duties as Superintendent, Mahábaleshvar, pending further orders.

Bombay Castle, 23rd May 1892.

No. 4407.—His Excellency the Governor in Council is pleased to make the following appointments in modification of previous orders and in

consequence of the grant of privilege leave to Mr. A. D. Wilkins:—

Mr. S. Hornidge, A.M.I.C.E., to take charge of the office of Divisional Forest Officer, Ahmednagar, in addition to his own duties, pending the arrival of Mr. A. Stewart;

Mr. F. Gleadow to retain charge of the office of Divisional Forest Officer, Poona, pending Mr. Wilkins's return from leave, undertaking the duties of Professor of Forestry at the College of Science in addition.

No. 4408.—Under Section 13 of Act III of 1877 the following appointments and reversion are made in the Registration Department:—

Mr. Sharifdin Chairnái to be confirmed in the appointment of Sub-Registrar of Jacobabad.

Mr. Jamitrái Motárám, temporarily appointed Sub-Registrar of Shahdádpur, to revert to his appointment as Sub-Registrar of Thul.

Mr. Dayárám Hashmatrái, acting Sub-Registrar of Thul, to be Probationary Sub-Registrar of Shahdádpur.

Bombay Castle, 25th May 1892.

No. 4412.—Mr. A. M. T. Jackson, Indian Civil Service, was appointed to act as Collector and District Magistrate, Ratnágiri, and District Registrar, Ratnágiri, and to be Member and President of the Local Board established for the Ratnágiri District from 19th March to 26th April 1892, both days inclusive.

No. 4421.—Mr. W. H. Lucas, Indian Civil Service, was appointed to act as Deputy Commissioner and District Registrar, Thar and Párkar, from 29th March to 10th April 1892, both days inclusive.

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

T. D. MACKENZIE,
Chief Secretary to Government.

GENERAL DEPARTMENT.

Bombay Castle, 19th May 1892.

No. 1632.—His Excellency the Governor in Council is pleased to appoint Surgeon-Captain T. E. Dyson, M.B., C.M., to be Deputy Sanitary Commissioner, Gujarát Registration District, vice Dr. M. B. Kola, M.D., retiring.

Bombay Castle, 25th May 1892.

No. 1701.—His Excellency the Governor in Council is pleased to appoint Surgeon-Captain T. D. C. Barry to be Chemical Analyser to Government vice Brigade-Surgeon-Lieutenant-Colonel I. B. Lyon, C.I.E., retired.

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

T. D. MACKENZIE,
Chief Secretary to Government.

PUBLIC WORKS DEPARTMENT.

Bombay Castle, 25th May 1892.

No. 24.—*Ráo Sáhel* Gopal Vishvambhar Gayatonde, L.C.E., on return from leave, is promoted to Executive Engineer, Fourth Grade, *temporary rank*, with effect from 7th May 1892.

2. Mr. P. J. Fitzgibbon reverts to Assistant Engineer, First Grade, from that date.

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

W. C. HUGHES,
Secretary to Government.

Miscellaneous Notifications, Appointments, &c.

BY HER MAJESTY'S HIGH COURT OF JUDICATURE.

APPELLATE SIDE.

The Honourable the Chief Justice and Judges of Her Majesty's High Court of Judicature at Bombay have been pleased to issue to Mr. John Hykoop a Sanad authorizing him to practise as a Pleader in the Courts of the Ahmedabad District.

Bombay, 22nd April 1892.

The Honourable the Chief Justice and Judges of Her Majesty's High Court of Judicature at Bombay have been pleased to issue Sanads to Messrs. Narayan Vishwanath Sapre and Balaji Vithal Wagmore authorizing them to practise as Pleaders in the Courts of the Násik District.

Bombay, 17th May 1892.

RANCHODLAL K. DESAI,
Acting Deputy Registrar.

BY THE COMMISSIONERS.

NORTHERN DIVISION.

The following Chitnisés to the Collectors in the Northern Division are promoted to the rank of Mámlatdárs, Fourth Grade, under Government Resolution No. 4213, dated 16th instant, with effect from this date, continuing to do duty in their present appointments:—

Mr. Harilal Rewadas, Kaira.

Mr. Bhailal Purshotam, L.C.E., Surat.

Mr. Lallubhai Bhaishankar, Panch Maháls.

Mr. Raoji Dinkar, Thána.

Mr. Bulakhi Bapuji, Ahmedabad.

Camp Bándra, 21st May 1892.

Mr. C. E. Frost, C. S., delivered over and Mr. R. MacTier received charge of the offices of the Dis-

trict Superintendent and Assistant Superintendent of Police, Ahmedabad, on the 13th instant, in the forenoon.

The following transfers of Mámlatdárs are made on public grounds:—

Khán Sáheb Dinsha Jamsedji from A'nand to Bárdoli in the Surat District, with First Class Magisterial allowance.

Ráo Sáheb Chhaganlal Bhudarji from Bárdoli to Dohad in the Panch Maháls, with First Class Magisterial allowance.

Ráo Sáheb Rámchandra Techaram from Gogha to A'nand in the Kaira District.

Ráo Sáheb Gopalji Gulabbhai from Dohad to Gogha in the Ahmedabad District.

Camp Bándra, 23rd May 1892.

W. W. LOCH,

Acting Commissioner, N. D.

CENTRAL DIVISION.

Messrs. F. Goldsmid and C. R. Jefferies respectively delivered over and received charge of the office of Superintendent of Police, Great Indian Peninsula Railway, on the 7th instant, in the afternoon.

Mr. Mahadev Vinayak Kolatkar, Deputy Accountant, Sátára, acted as Head Accountant of that district from 21st February to 10th March 1892, both days inclusive, pending the arrival of the permanent incumbent Ráo Sáheb Trimbak Damodar.

Camp Mahábaleshvar, 17th May 1892.

On the retirement of Ráo Sáheb Narayan Krishna Godbole, Mámlatdár of Shrigonda, the following appointments and transfers are made:—

A'zam Narayan Dattatraya Garde, L.C.E., to be substantive *pro tem.* Mámlatdár, Fourth Grade, and to be Mámlatdár of Táloda in Khándesh. Ráo Sáheb Annaji Ganesh Tilak to be Mámlatdár of Shrigonda in the Ahmednagar District.

Ráo Sáheb Shivram Sadashiv Blide to be Mámlatdár of Nándgaon in the Násik District.

Ráo Sáheb Narayan Waman Deolhankar to be Mámlatdár of Amalner in the Khándesh District.

Messrs. C. R. Jefferies and H. Scannell respectively delivered over and received charge of the office of the Superintendent of Police, G. I. P. Railway, on the 9th instant, in the forenoon.

Mr. H. Kennedy and Major T. R. M. Macpherson respectively delivered over and received charge of the office of the District Superintendent of Police, Poona, on the 16th instant, in the forenoon.

Lieutenant-Colonel C. E. Hussey and Mr. M. H. W. Hayward respectively delivered over and received charge of the Cantonment Magistrate's office at Devláli, on the 6th instant, after office hours.

Camp Mahábaleshvar, 19th May 1892.

G. B. REID,

Acting Commissioner, C. D.

SOUTHERN DIVISION.

A'zam Bhavanishankar Subrao Baidurkar, Head Kárkún, is appointed to act as Mámlatdár of Kárwár in the Kánara District during the absence of Ráo Sáheb Sajo Krishna Dhond on privilege leave for one month with effect from the 7th instant.

Belgaum, 17th May 1892.

Messrs. H. Woodward, I. C. S., and W. D. Sheppard, I. C. S., respectively delivered over and received charge of the offices of Collector and District Magistrate, Kánara, on the 14th May 1892, in the afternoon.

Belgaum, 18th May 1892.

J. F. FLEET,

Acting Commissioner, S. D.

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

No. 2398.—Mr. Isaac DeSouza, District A'bkári Inspector, Kárwár Range in the Kánara District, has been granted privilege leave for one month from the 24th ultimo.

Camp Mahábaleshvar, 18th May 1892.

No. 2441.—Messrs. H. L. Wright and Jehangir Dossabhoy Franji respectively delivered over and received charge of the office of the First Assistant Collector, Bombay, in the afternoon of the 16th instant.

Camp Mahábaleshvar, 20th May 1892.

A. D. CAREY,

Commissioner of Customs,
Salt, Opium and A'bkári.

BY THE COLLECTOR OF SALT REVENUE AND CONTINENTAL CUSTOMS.

PUBLIC NOTICE.

No. 2964.—Notice is hereby given that on and after the 1st of July next a

written application setting forth a true description of the goods with the marks, number and description of the packages containing them and a declaration of their value must be presented to the officer in charge of the Custom-House, Castle Rock, on the arrival there of any goods which it is desired to pass. Persons forwarding goods without attending, either personally or by agent, at the Custom House to pass them should take notice that their goods will be liable to detention, and that any goods which may be passed

or attempted to be passed without the application above described will be liable to be seized and confiscated.

The above notice of course does not apply to passengers' baggage.

J. POLLEN,

Collector of Salt Revenue and
Continental Customs.

Camp Vapi, 19th May 1892.

BY THE SANITARY COMMISSIONER.

No. 106.—Surgeon-Captain John Crimmin, V.C., and Surgeon-Major F. F. MacCartie, M.B., respectively delivered over and received charge of the office of the Health Officer of the Port of Bombay on 17th May 1892, after office hours.

No. 107.—Krishnaji Ramchandra, Candidate Vaccinator, Dhárwar Zilla, was granted sick leave from 1st to 31st December 1891 inclusive, and Annaji Lingo was appointed to act for him.

No. 108.—Bakerally Mirsaheb, Second Grade Local Fund Vaccinator, Dhandhuka Taluka, Ahmedabad Zilla, was granted privilege leave from 11th April to 12th May 1892 inclusive, and Kirpashankar Ichashankar was appointed to act for him.

No. 109.—The leave without pay granted to Bhojraj Kewalmal, Second Grade Local Fund Vaccinator, Karáchi Zilla, in Notification No. 103 of 18th May 1892, is converted into sick leave and extended to 24th June 1892 inclusive.

No. 110.—Prabhakar Hari, Head Vaccinator, Bombay City, is granted privilege leave with effect from 12th May to 11th June 1892 inclusive.

No. 111.—Mulji Kisordas is appointed Candidate Vaccinator, Panch Maháls Zilla, with effect from 1st May 1892, vice Chotalal Dalpatram, transferred.

C. W. MACRURY, Surgeon-Lieut.-Colonel,
Sanitary Commissioner.

Bombay, 25th May 1892.

BY THE SURVEY AND SETTLEMENT COMMISSIONER.

Mr. F. B. Young, Assistant Superintendent, Revenue Survey, relinquished charge of his duties in the Deccan Survey on the 13th instant, in the afternoon, and proceeded to join his appointment of Divisional Inspector, C. D., Agricultural Department, under the orders contained in Government Resolution No. 3966, dated 6th idem.

W. M. FLETCHER,

Acting Survey and Settlement Commissioner.

Mahábaleshvar, 17th May 1892.

I.—135

BY THE CONSERVATOR OF FORESTS.

NORTHERN CIRCLE.

Messrs. H. W. Keys, Deputy Conservator of Forests, and W. F. D. Fisher, Assistant Conservator of Forests, respectively delivered over and received charge of the office of the Divisional Forest Officer, Panch Maháls, on the 12th instant, after office hours.

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

*Camp Khandála, Poona District,
18th May 1892.*

BY DISTRICT MAGISTRATES.

Captain G. E. Even, Secretary, Cantonment Committee, Kirkee, and Special Magistrate of the Second Class within the military limits of the Cantonment of Kirkee, is invested with the following additional powers specified in the fourth schedule of the Criminal Procedure Code:—

- | | |
|---|--|
| 1 Power to take cognizance of offences upon complaint. | } Section 191,
Criminal
Procedure
Code. |
| 2 Power to take cognizance of offences upon police reports. | |

W. PORTEOUS,
District Magistrate, Poona.

Camp Bhushi, 19th May 1892.

Mr. E. Legatt, Magistrate, Third Class, is invested with the following additional powers:—

- (1) Power to make orders prohibiting repetitions of nuisances (Section 143).
- (2) Power to make orders under Section 144.
- (3) Power to hold inquests (Section 174).
- (4) Power to take cognizance of offences upon complaint (Section 191).
- (5) Power to take cognizance of offences upon police reports (Section 191).

F. S. P. LELY,
District Magistrate, Surat.

Camp Balsár, 21st May 1892.

Notice.

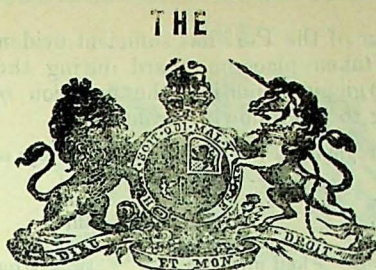
The next Quarterly Meeting of the Central Committee for Vernacular Examinations will take place in the Council Hall, Poona, on Saturday the 2nd July 1892, at 11 a.m. (Madras time), and Junior Civil Servants who may be liable or prepared to undergo an examination in the Vernacular languages, as also Forest 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.

Mahábaleshvar, 23rd May 1892.



Bombay Government Gazette

EXTRAORDINARY.

Published by Authority.

FRIDAY, 27TH MAY 1892.

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

PART I.

Notification.

GENERAL DEPARTMENT.

Bombay Castle, 27th May 1892.

No. 1732.—In exercise of the power conferred by Act I of 1870, the following Rules for Quarantine against Cholera have been made by the Government of Bombay, with the previous sanction of the Governor General in Council: they have effect from the 24th instant in the Ports of Aden, Perim and the Somali Coast as a temporary measure:—

- I.—The Commander of every vessel, including buggalows or other native craft, arriving from Zaila shall, before entering the harbour, indicate by signal the port from which such vessel has come.
- II.—Such Commander shall not, except as hereinafter provided, allow any communication, either with the pilot boat, except orally, or with the shore, or with any other vessel or boat in the harbour.
- III.—Immediately on arrival the Commander shall cause the letter R of the Commercial Signal Code to be hoisted, and shall keep the said flag flying during his stay in port or until authorized by the Health Officer to haul it down. If communication with the shore is not desired, the vessel shall anchor at such place as may be pointed out by the Port authorities, having regard to the season of the year. If communication with the shore is desired, the Health Officer shall go alongside the vessel, and, after all necessary enquiries, shall direct the Commander to take the vessel to the quarantine anchorage duly appointed and notified in that behalf by the Resident, there to remain for a period of seven days from the date of arrival, or for the shorter period prescribed in Rule IV, and undergo disinfection, which should apply as well to crew, passengers, effects, and susceptible goods.

IV.—If the Health Officer of the Port has sufficient evidence that no cases of a suspicious nature have taken place on board during the voyage, and if the vessel is besides in good hygienic condition, the duration of the quarantine will be diminished according to the following scale :—

After eight days of voyage	...	...	...	six days of quarantine.
Do. nine do.	...	...	...	five do.
Do. ten do.	...	...	...	four do.
Do. eleven do.	...	...	...	three do.
Do. twelve do.	...	...	...	two do.
Do. thirteen do.	and upwards	...	...	twenty-four hours of quarantine.

V.—If during the period a vessel is at the quarantine anchorage aforesaid, any case or cases of cholera should occur on board, the said vessel shall remain in quarantine for a period of seven days from the date of the last case occurring, and be subject to all the prohibitions provided for in Rule III.

VI.—When any vessel has been placed in quarantine as aforesaid, the Health Officer may direct the removal of so many of the passengers and crew as may not be suffering from illness, and whose services may not be required on board the vessel, to such particular spots as may from time to time be selected by the Resident as places of quarantine, there to remain for a period of seven days. If a case of cholera occurs among such passengers and crew during any such period, they shall remain in a place of quarantine for a period of fifteen days from the date of the occurrence of the last case of such illness.

VII.—Any mails or cargo which may be brought by any vessel so arriving shall be landed under such precautions as the Health Officer may deem necessary to prevent the spread of the disease.

VIII.—It will be the duty of the Port Officer to facilitate the conveyance to all vessels in quarantine of such supplies of provisions, stores and other articles as may be required by those on board. Such supplies will be placed on the boats of the vessels in quarantine to be subsequently removed by members of their crews.

IX.—All vessels arriving at Aden, Perim and the Somali Coast which may have communicated with vessels coming from Zaila shall be subjected to the same quarantine as vessels arriving at Aden, Perim and the Somali Coast from Zaila.

X.—All vessels which have undergone quarantine in the manner above prescribed should have the fact clearly stated on their Bills of Health.

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

T. D. MACKENZIE,

Chief Secretary to Government.



Bombay Government Gazette

EXTRAORDINARY.

Published by Authority.

MONDAY, 30TH MAY 1892.

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

PART I.

GENERAL DEPARTMENT.

Bombay Castle, 30th May 1892.

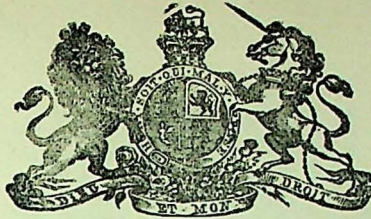
No. 1780.—The following extract from a telegram from the Political Resident, Aden, dated 30th instant, is published for general information:—

“Cholera continues Zaila; bad at Bulhar; suspected Berbera. Egypt has imposed quarantine on arrivals from Aden to Babelmandeb and African Coast—Suakim to Guardafui.”

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

T. D. MACKENZIE,
Chief Secretary to Government.

THE



Bombay Government Gazette

EXTRAORDINARY.

Published by Authority.

TUESDAY, 31st MAY 1892.

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

PART I.

Notification.

GENERAL DEPARTMENT.

Bombay Castle, 31st May 1892.

No. 1787.—The following telegram from the British Consul at Jedda is published for general information :—

“Ten days’ quarantine declared against arrivals from Aden to Babelmandeb and from Suakim to Guardafui.”

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

T. D. MACKENZIE,
Chief Secretary to Government.