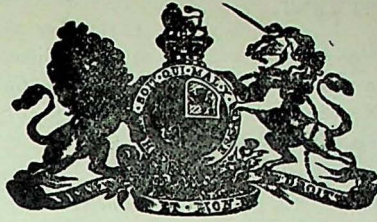


THE



Bombay Government Gazette.

Published by Authority.

[No. 19

THURSDAY, 9TH MAY 1895.

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

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PART I.

Government Notifications, Appointments, &c.

NOTIFICATIONS.

MARINE DEPARTMENT.

Bombay Castle, 25th April 1895.

No. 31.—The following Notice to Mariners is published for general information:—

“GULF OF ADEN.

Zeila Harbour—Uniform System of Buoyage adopted.

Information has been received from the Port Officer, Aden, dated 9th instant, that the buoys in the approaches to Zeila Harbour have been painted as follows in accordance with the proposed International System of Buoyage:—

Starboard hand buoys entering from seaward are painted red, Port hand buoys black.

The Seagull buoy is 5 cables west-north-west and the Filfil Shoal buoy is 2 cables south-south-west of the positions assigned to them on Chart No. 919.”

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Bombay Castle, 4th May 1895.

No. 32.—The following Notice to Mariners is published for general information:—

“INDIA—BAY OF BENGAL—BURMA.

Removal of certain Buoys for the S.-W. Monsoon.

Information has been received from the Port Officer, Rangoon, dated 23rd ultimo, that the Cheduba Straits Buoy and the Drunken Sailors' Buoy off Sandoway will be removed from their positions on the 24th April 1895 for the South-west Monsoon.”

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

J. DEC. ATKINS,

For Secretary to Government.

REVENUE DEPARTMENT.

Bombay Castle, 4th May 1895.

No. 3360.—*Errata*.—In the schedule annexed to Government Notification No. 567, dated 22nd January 1894, published at pages 53—56 of the *Bombay Government Gazette* of the 25th idem, Part I,—

Name of Village.	Survey No.	Area.			
		For		Real	
		A.	g.	A.	g.
Básoli	17	24	30	105	15
	29	141	8	577	33
	43	103	22	554	15

Bombay Castle, 7th May 1895.

No. 3427.—In exercise of the power conferred by Section 4 of the Indian Forest Act, No. VII of 1878, as amended by Act No. V of 1890, His Excellency the Governor in Council is pleased to declare that it is proposed to constitute the lands specified in the schedule hereto annexed Reserved Forests in the Hyderabad Talúka of the Hyderabad District:—

Schedule referred to above.

Name of Deb.	Survey No.	Area.	
		A.	g.
Mehráni	118	2	6
	124	1	9
	131	5	20
	132	3	35
	139	1	15
	142	1	1
	144	1	37
	152	6	25
	156	4	10
	157	70	15
	158	9	5
Tarah (now Mehráni) ...	36	6	36
	59	4	25
	61	4	1
	72	1	29

2. The Assistant Collector in charge of the Hála Sub-division is hereby appointed, under clause (c) of the same section, to be the Forest Settlement Officer to enquire into and determine the existence, nature and extent of any rights alleged to exist in favour of any person in these lands.

3. Under Section 16 of the said Act His Excellency the Governor in Council is also pleased to appoint the Collector of Hyderabad to hear appeals from any orders passed by the said Forest Settlement Officer under Sections 10, 11, 14 or 15 of the said Act.

No. 3428.—*Erratum*.—In the schedule annexed to Government Notification No. 4F of 1st March 1879, published at pages 142—161 of the *Bombay Government Gazette* of the 6th idem, Part I, against the village of Sápne Khurd, talúka Váda:—

For—

Reserved Forest Survey Nos.	Protected Forest Survey Nos.	Remarks.
107	92, 96, 107	Demarcated. Of No. 107, 56 acres Reserved, 171 acres Protected.

Read—

Reserved Forest Survey Nos.	Protected Forest Survey Nos.	Remarks.
.....	92, 96	

No. 3428A.—In exercise of the power conferred by Section 19 of the Indian Forest Act, No. VII of 1878, as amended by Act No. V of 1890, His Excellency the Governor in Council is pleased, with reference to the Government Notification noted in the margin, to declare the land specified in the schedule hereto annexed to be Reserved Forest in the Váda Talúka of the Thána District from 9th July 1895:—

Schedule referred to above.

Name of Village.	Survey No.	Area.	Remarks.
Sápne Khurd ...	108 part	263 18	The old first class forest demarcated in 1873.

No. 3433.—The Government of India having in their Notification* in the Finance and Commerce Department No. 1494 S R, dated 29th March 1895, prohibited the use of the adhesive stamps, bearing the words "Court-fees" in use on the date of their Notification No. 351, dated the 18th April 1883, for denoting the fee chargeable under the Court Fees Act, VII of 1870, when in any case the fee is less than Rs. 10; it is hereby notified for the information of the public that adhesive court-fee stamps of the pattern introduced in 1883 and now in use will be issued in exchange for unused stamps of the old pattern of equal value

* Republished under Government Notification No. 2653, dated 2nd April 1895, at page 415 of Part I of the *Bombay Government Gazette* dated 4th idem.

the possession of which by the holder is satisfactorily explained, or that, if the owner prefer it, the full value of such old stamps will be refunded in cash on application being made to Collectors and Treasury Officers within three months from the date of publication of this notification.

No. 3436.—In exercise of the power conferred by Section 19 of the Indian Forest Act, No. VII of 1878, as amended by Act No. V of 1890, His Excellency the Governor in Council is pleased, with reference to Government Notification No. 7373, dated 4th September 1894, published at pages 910 and 911 of the *Bombay Government Gazette* of 6th idem, as amended by Government Notification No. 10204, dated 12th December 1894, published at page 1232 of the *Bombay Government Gazette* of 13th idem, to declare the lands specified in the schedule hereto annexed to be Reserved Forests in the Ghorábári Taluka of the Karáchi District from the 9th July 1895 :—

Schedule referred to.		
Name of Deh.	Survey No.	Area.
		A. g.
Kotri Allah Rakhio Shah ...	5	3 20
	8	13 15
	13	17 20
	17	13 0
	18	12 0
	28	1,004 0
	29	58 36
	30	114 13
	50	763 0
	Total ...		1,999 24
Marho Kotri ...	Part 1	2,073 22
	Kacho	335 8
Dhand Shákráni ...	Part 59	56 0
Khánáni ...	3	223 0
	4	303 30
	Part 21	1,600 25
	68	4 37
	69	5 32
Maliriri ...	70	1 20
	... Kacho ...	411 8

Bombay Castle, 8th May 1895.

No. 3441.—The following Resolution by the Government of India is republished :—

“No. 2056-S.R.

GOVERNMENT OF INDIA.

FINANCE AND COMMERCE DEPARTMENT.

STATISTICS AND COMMERCE.

Customs.

Simla, the 3rd May 1895.

Read the following Customs Circulars :

CUSTOMS CIRCULAR No. IV.

(Levy of duty, at six annas a maund, on salted fish imported into British India.)

No. 1548-S.R.

GOVERNMENT OF INDIA.

FINANCE AND COMMERCE DEPARTMENT.

STATISTICS AND COMMERCE.

Customs.

NOTIFICATION.

Calcutta, the 24th March 1894.

In exercise of the power conferred by the Indian Tariff Act, VIII of 1894, and in supersession of the Notification in the Finance and Commerce Department No. 3493, dated the 12th August 1893, the Governor General in Council directs that on and from the date of this Notification a duty at the rate of six annas a maund of 82½ lbs. avoirdupois shall be levied on salted fish, dry and wet, imported into any Customs port from any place beyond the limits of British India.

(Signed) J. F. FINLAY,

Secretary to the Government of India.

CUSTOMS CIRCULAR No. V.

(Refund of the difference between the specific and *ad valorem* duty to be allowed on arms purchased by European British subjects residing in Native States from an importer or seller also residing in a Native State.)

No. 102-S.

GOVERNMENT OF INDIA.

FINANCE AND COMMERCE DEPARTMENT.

STATISTICS AND COMMERCE.

Customs.

To

The SECRETARY to the GOVERNMENT of MADRAS,
REVENUE DEPARTMENT.

Calcutta, the 27th March 1894.

Sir,

I am directed to acknowledge the receipt of the Proceedings forwarded with your letter No. 623, dated the 14th ultimo, and to say that the Government of India agree with the Government of Madras that a refund should be made of the difference between the specific and *ad valorem* duty on arms purchased by European British subjects residing in Native States from an importer or seller also residing in a Native State.

* * * * *

I have the honour to be,

Sir,

Your most obedient Servant,

(Signed) J. E. O'CONNOR,

Assistant Secretary to the Government of India.

Copy forwarded to the Governments of Bombay and Bengal, and to the Chief Commissioner of Burma.

CUSTOMS CIRCULAR No. VI.

(Refund of import duty not to be granted on lost goods, on which duty has been paid when they have passed out of Customs custody.)

No. 2692-S.R.

GOVERNMENT OF INDIA.

FINANCE AND COMMERCE DEPARTMENT.

STATISTICS AND COMMERCE.

Customs.

To

The CHIEF SECRETARY to the GOVERNMENT of BOMBAY,
REVENUE DEPARTMENT.

Simla, the 30th May 1894.

Sir,

I am directed to acknowledge the receipt of your letter No. 2834, dated 24th April 1894, on the subject of a claim made by * * * for the refund of the Customs duty paid by them on 198 cgses of kerosine oil which were lost in Bombay Harbour while in transit from the importing vessel to the wharf after the oil had been entered for home consumption and duty had been paid on it.

found favour generally among the authorities in this country. The Governor General in Council, while regarding with every respect the opinion of the eminent gentlemen upon the Special Committee and the Executive Committee of the National Leprosy Fund who dissented from the finding of the Leprosy Commissioners regarding the contagious character of the disease, is constrained to accept the conclusion of the Commissioners upon this matter, fortified as it is by the views of the distinguished medical authorities just cited, and by the general opinion of those in India who are qualified to pass judgment on it. His Excellency in Council accordingly feels assured that the extent to which the disease is propagated in India by contagion is small, and, holding this opinion, is unable to approve of the compulsory segregation, either absolute or partial, of lepers except under the special circumstances which are detailed *infra* in paragraph 10.

8. The Local Governments and Administrations were requested to offer their opinions for giving practical effect to the recommendations of the Commissioners. There is complete unanimity of opinion in favour of the first recommendation that lepers should be prohibited from engaging in certain trades. This recommendation cannot indeed be directly justified on the conclusion of the Commissioners regarding the question of the contagiousness of leprosy, but it appears to the Government of India that, as the Lieutenant-Governor of the Punjab observes, 'it is amply justified on the grounds that there is a certain danger in allowing lepers with running sores to engage in those trades, and the people of this country, and indeed, it may be said, of any other country, would be struck with dismay if they discovered that the articles they used or consumed had been handled by such lepers.' There is, in fact, the Government of India are advised, danger of septic poisoning from any such running sore or ulcer.

The question arises whether the prohibition in respect of the trades in question should be confined to Municipalities or made of general application. The majority of the Local Governments and Administrations would, for the present at least, proscribe lepers from engaging in trades only in Municipal areas, upon the broad grounds that the enforcement of the prohibition would be impracticable in agricultural villages, and that the members of village communities, who are fully cognizant of the most trifling details connected with the every day life of their fellow residents in a village, are well able to protect themselves. The object is to protect the public from dealing unwittingly with leper tradesmen, and the Governor General in Council thinks that this can be adequately secured if the prohibition is confined to Municipalities and to the larger fairs and religious and other gatherings which are held outside the limits of towns. His Excellency in Council has, therefore, decided that, for the present at all events, the prohibition should not apply except to lepers in and near Municipalities and at the larger fairs and similar gatherings. As the Government of India abstain strictly from regulating prostitution, no bye-law or Act dealing with the prohibition against lepers following certain trades or callings should extend to that of prostitution by leper women.

In the opinion of the Governor General in Council the question of amending the Municipal Acts in the Provinces where they are at present deficient in this respect should now be taken into consideration. In connection with this point it appears to His Excellency in Council that section 55 of Act XV of 1883 in the North-Western Provinces and Oudh cannot, as urged by the Lieutenant-Governor of the North-Western Provinces and Chief Commissioner of Oudh, be held to refer to this matter, and that section 85 of Act XVIII of 1889 in the Central Provinces, which the Chief Commissioner of the Central Provinces considers would enable Municipal Commissioners to prohibit, as a public nuisance, lepers from publicly exposing their sores or from engaging in trade, does not provide for it with sufficient precision.

9. The second recommendation of the Commissioners was directed against the prevalent custom of mendicant lepers to leave their homes and crowd into the large centres of population. The Commissioners held that vagrant and indigent lepers scattered about the country are not a source of serious danger, and their proposal that Municipal authorities should be empowered by bye-laws to prevent vagrants afflicted with leprosy from begging in or frequenting places of public resort or using public conveyances in towns and cities was dictated by the expectation that the effect of such bye-laws in large towns would be an emigration into the surrounding country, and a furtherance of the scheme for establishing experimental leper colonies or farms in rural districts. With the exception of the Government of Madras and the Chief Commissioner of Assam, the Local Governments and Administrations are generally in favour of sending to, and retaining in, asylums vagrant pauper lepers who congregate in towns. It has been forcibly urged to the Government of India that this question, as well as that of prohibiting lepers from engaging in certain trades, has an administrative as well as a medical aspect, and that action such as the Commissioners proposed is justified by the loathsomeness of the disease, by the circumstance that those suffering from it very commonly obtrude their sores upon the public with a view to forcing people to give them money, and by the fact that people in India are commonly struck with horror at the approach of a leper, and are apt to yield to his importunity in order to induce him to move on. In deference to the sentiments of the community generally, the Government of India agree that steps should be taken to prevent mendicant lepers from obtruding their deformities on the public gaze in towns and cities. The experience gained in Bombay, since the establishment of the Leper Asylum at Matunga, shows that regulations having this object may, if intelligently and energetically carried out, be expected to be productive of great benefit to the leper community as well as to the general public.

The Commissioners recommended that the authorities in towns should be empowered to order a leper infringing the regulations either to return to his home or to enter an asylum. This recommendation is generally accepted except by the Government of Madras which would limit the power of enforcing obedience to the bye-laws to the actual expulsion of lepers from towns and cities, and by the Chief Commissioner of Assam on the ground that he is not prepared to recommend compulsory detention in asylums. The view which approves itself to the Government of India and to the majority of the Local Governments and Administrations is that vagrant lepers in Municipalities should be dealt with in much the same way as vagrant lunatics are dealt with under the provisions of Act XXXVI of 1858, *viz.*, that such persons should be brought before a Medical officer and a Magistrate and sent to an asylum by an order of the latter if found to be suffering from the disease and without relatives who can properly care for and treat them. The Governor General in Council considers that, for the present at all events, it will be sufficient to take power to deal with vagrant lepers in this manner in Municipalities and their immediate neighbourhood.

10. The Commissioners recommended that Leper Asylums should be built near towns where they do not already exist, and the memorandum of the Surgeon-General with the Government of India, circulated with Home Department letter of the 15th September 1893, contained detailed suggestions for the establishment and location of additional asylums throughout the country. The Surgeon-General was of opinion that requirements would be met if on an average one asylum was provided to each revenue division. A suggestion of the Commissioners, intended to be ancillary in the rural districts to the establishment of asylums in the immediate neighbourhood of towns, was that leper farms in rural tracts where lepers with their wives and families could cultivate the soil might be productive of practical good. They considered that comparatively few children would be born, and proposed that they should, if possible, be removed to orphanages from which they would be discharged as soon as they could support themselves.

This part of the subject appears to the Government of India to need further consideration by the Local Governments and Administrations. The Governor General in Council considers that in each division or some convenient area an asylum, or an asylum and a farm, should be maintained so as to accommodate the lepers who may be found vagrant in the Municipalities in the division or area, and His Excellency in Council is of opinion that the additional expense which may be necessary for the purpose should be met jointly by the Municipalities and District and Local Boards of the division or area. The Government of India will be glad if the Local Governments and Administrations will take the matter into their consideration at an early date, in order to determine to what extent additional accommodation will be required, how the cost of providing and maintaining such accommodation should be divided among the local bodies, and whether any amendment of the law relating to Municipalities and District and Local Boards is necessary for the establishment of such asylums and farms outside the limits of Municipalities and for the proposed division of the cost. The Government of India are inclined to think that it may not be necessary to legislate, as was proposed in clause 4 of the Bill circulated in 1889, for the voluntary admission of lepers in asylums, but they would have no objection to the adoption of such a provision in any Province in which the Local Government or Administration thinks it would be useful.

11. The fourth recommendation of the Commissioners was that competent medical authority should always be consulted before action in regard to lepers is taken. With this view the Government of India entirely agree. But the Commissioners did not suggest a definition of the terms "leper" and "leprosy" which could be adopted for the purpose of the provisions to be made in the different laws and bye-laws. In the opinion of the Government of India the terms should for this purpose be defined, as in the Bill at present before the Legislative Council of the Lieutenant-Governor of Bengal, which is alluded to in the preamble of this Resolution, so as only to include cases in which ulceration has actually commenced. The Governor General in Council considers that the public interests do not require that action should be taken against persons attacked with the disease who have not reached that stage. In any case in which it is proposed to enforce the bye-laws against a person who appears to be affected with ulcerous sores, a preliminary to such action will be that he should be examined by a competent medical authority.

12. The enquiry mentioned in paragraph 2 of this Resolution which was instituted into the question whether the disease of leprosy is on the increase or not in this country was taken up by the Leprosy Commissioners. At the time when the report was issued the returns for the census of 1891 had not been fully revised, but they were sufficiently complete to enable the Commissioners to make an elaborate examination of the Statistics given in the last three censuses taken in India regarding the distribution of lepers in the country. The conclusions at which they arrived was that the alarm about the increase of leprosy in British India is altogether groundless, that the figures available, though unfortunately consisting of only three sets, pointed strongly to a decrease in the number of these unfortunate people, and in any case to the disease not being on the increase, that the number of lepers had been greatly overstated, 110,000 being perhaps nearest the truth, and that leprosy could therefore not be regarded in the light of a general danger. The final statistics of the Census Commissioner for India showed the number of persons described as lepers at the Census of 1891 to be 126,361, of whom 31,069 were females. Mr. Baines thought it possible that a good deal of the decrease in the numbers of lepers returned in 1891, from tracts in which they were formerly remark-

ably high, might be nominal, and due to greater accuracy of diagnosis, and the Governor General in Council is inclined to agree with him that it is impossible to say for certain whether the disease of leprosy in this country is on the whole stationary or not. His Excellency in Council, however, sees no reason to dissent from the general conclusion of the Commissioners that leprosy does not prevail in India to such an extent as to constitute a general or universal danger, and that the means by which we must look forward to secure its diminution are improved sanitation and better dietetic conditions.

13. The legislation which is required to carry out the decisions of the Government of India in paragraphs 8, 9 and 10 of this Resolution will be effected in Local Legislative Councils in the Provinces where they exist and for other Provinces by the Governor General in Council. The Bill cited in the preamble has already been introduced in the Council of the Lieutenant-Governor of Bengal, and the Governments of Madras, Bombay and the North-Western Provinces and Oudh should now proceed to legislate, either by means of a separate Bill or by such amendment of the Municipal law as is necessary to bring it into accord with the principles which have been accepted by the Government of India. The Governor General in Council will be glad to receive in due course, from the Lieutenant-Governor of the Punjab and the Local Administrations, proposals for effecting the changes in the law which will be required in the Provinces administered by them.

14. The Governor General in Council cannot conclude this Resolution without placing on record his appreciation of the able and exhaustive manner in which the Leprosy Commissioners conducted their enquiry. Two of them, the Governor General in Council regrets, passed away before His Excellency in Council had had an opportunity of publicly acknowledging their labours. Surgeon-Major Barclay died at Simla of typhoid fever while the Commissioners were still engaged in their investigations, and Dr. Beaven Rake at Trinidad in August 1894. Finally, the Government of India desire to express on behalf of the Empire their thanks to the Committee of the National Leprosy Fund for devoting a portion of the subscriptions raised in memory of the late Father Damien to the investigation of the disease of leprosy throughout India."

ORDER.—Ordered, that this Resolution be published in the *Gazette of India*, and that a copy be forwarded to all Local Governments and Administrations and to the Foreign Department for information.

(True Extract)

(Signed) J. P. HEWETT,

Officiating Secretary to the Government of India."

No. 1832.—The Birthday of Her Majesty the QUEEN, EMPRESS OF INDIA, will be kept on Saturday the 25th instant, the Public Offices being closed after 3 P.M. on Friday the 24th idem.

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

J. DEC. ATKINS,

For Secretary to Government.

JUDICIAL DEPARTMENT.

Bombay Castle, 8th May 1895.

No. 2988.—In exercise of the power conferred by Section 1 of the Bombay Prevention of Gambling Act, 1887, the Governor in Council is pleased to extend all the provisions of that Act, as amended by Bombay Act I of 1890, to the following local area in the Khándesh District:—

The Municipal District of Songir in the Dhulia Táluka.

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

G. W. VIDAL,

Acting Chief Secretary to Government.

PUBLIC WORKS DEPARTMENT.

(RAILWAY.)

Bombay Castle, 7th May 1895.

No. 22.—The following Notification by the Government of India in the Public Works Department is republished for information :—

“ Simla, the 30th April 1895.

No. 170.—The following are published for general information :

Circular No. 7 R., dated 19th April 1895.

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

Read again—

- Government of India circular No. 4 Ry., dated the 5th March 1878.
- Government of India circular No. 27 Ry., dated the 16th September 1878.
- Government of India circular No. III Ry., dated the 7th January 1881.
- Government of India circular No. XI Ry., dated the 4th July 1885.
- Government of India circular No. VII Ry., dated the 19th May 1886.
- Government of India circular No. IV Ry., dated the 24th April 1888.
- Government of India circular No. XIX Ry., dated the 18th September 1890.
- Government of India letter No. 86 R. T., dated the 20th February 1891.
- Government of India circular No. 1 Ry., dated the 7th March 1892.

Read also—

The following extracts from the Indian Railways Act, IX of 1890, in regard to accidents :

Report of railway accidents.

Section 83.—When any of the following accidents occurs in the course of working a railway, namely :

- (a) any accident attended with loss of human life, or with grievous hurt as defined in the Indian Penal Code,* or with serious injury to property ;
- (b) any collision between trains of which one is a train carrying passengers ;
- (c) the derailment of any train carrying passengers, or of any part of such a train ;
- (d) any accident of a description usually attended with loss of human life or with such grievous hurt as aforesaid or with serious injury to property ;
- (e) any accident of any other description which the Governor General in Council may notify in this behalf in the *Gazette of India* ;

* *Indian Penal Code, Act XLV of 1860, section 320.*—The following kinds of hurt only are designated as ‘grievous’ :

- First.*—Emasculation.
- Secondly.*—Permanent privation of the sight of either eye.
- Thirdly.*—Permanent privation of the hearing of either ear.
- Fourthly.*—Privation of any member or joint.
- Fifthly.*—Destruction or permanent impairing of the powers of any member or joint.
- Sixthly.*—Permanent disfiguration of the head or face.
- Seventhly.*—Fracture or dislocation of a bone or tooth.
- Eighthly.*—Any hurt which endangers life, or which causes the sufferer to be, during the space of twenty days, in severe bodily pain, or unable to follow his ordinary pursuits.

the railway administration working the railway and, if the accident happens to a train belonging to any other railway administration, the other railway administration also shall, without unnecessary delay, send notice of the accident to the local Government and to the Inspector appointed for the railway ; and the Station Master nearest to the place at which the accident occurred or, where there is no Station Master, the railway servant in charge of the section of the railway on which the accident occurred shall, without unnecessary delay, give notice of the accident to the Magistrate of the district

† The power of appointing Magistrates and police officers to whom notices of accidents are to be given has been delegated, under section 144 of the Indian Railways Act, 1890, to Local Governments—see notification No. 268, dated the 11th June 1890, in *Gazette of India*, 1890, Part:1, page 438.

in which the accident occurred, and to the officer in charge of the police station within the local limits of which it occurred, or to such other Magistrate and police officer as the Governor General in Council appoints in this behalf.

Section 84.—The Governor General in Council may make rules, consistent with this Act and any other enactment for the time being in force, for all or any of the following purposes, namely :

- (a) for prescribing the forms of the notices mentioned in the last foregoing section and the particular of the accident which those notices are to contain ;
- (b) for prescribing the class of accidents of which notice is to be sent by telegraph immediately after the accident has occurred ;
- (c) for prescribing the duties of railway servants, police officers, Inspectors and Magistrates on the occurrence of an accident.

Section 85.—Every railway administration shall send to the Governor General in Council a return of accidents occurring upon its railway, whether attended with personal injury or not, in such form and manner and at such intervals as the Governor General in Council directs.

Submission of return of accidents.

Section 92.—If a railway company fails to comply with the provisions of * * * section 85 with respect to the submission of any return, it shall forfeit to the Government the sum of fifty rupees for every day during which the default continues after the fourteenth day from the date prescribed for the submission of the return.

Section 96.—If a railway company omits to give such notice of an accident as is required by section 83 and the rules for the time being in force under section 84, it shall forfeit to the Government the sum of one hundred rupees for every day during which the omission continues.

Penalty for delay in submitting returns under section * * 85.
Penalty for omitting to give the notices of accidents required by section 83 and under section 84.

Section 103.—If a Station Master or a railway servant in charge of a section of a railway omits to give such notice of an accident as is required by section 83 and the rules for the time being in force under section 84, he shall be punished with fine which may extend to fifty rupees.

Omission to give notice of accident.

OBSERVATIONS.—In Government of India letter No. 86 R. T., dated the 20th February 1891, now read again, the Local Governments and Administrations, officers controlling railways and railway administrations were asked for an expression of their opinion on the draft rules for enquiring into and reporting on accidents on railways, which formed an enclosure to that letter. Replies have now been received, and, after careful consideration of the several suggestions offered and of the provisions of the sections of the Indian Railways Act, 1890, read above, the rules have been revised so as to render them suitable for general adoption.

RESOLUTION.—The rules herewith enclosed are published for general information.

2. It will be observed that the rules forming Enclosure No. 1 which have been framed under section 84 of the Indian Railways Act, 1890, relate only to accidents occurring in the course of working a railway. In the case of accidents occurring otherwise than in the course of working a railway, *e.g.*, damage to the line or works from excessive floods, etc., involving interruption to traffic but not causing any train accident, the railway administration should send notice of the occurrence by telegram to the Government Inspector who, for the portion of the railway on which the accident occurs, performs the duties prescribed in section 4, sub-section (2), clauses (a) and (b), of the said Act and also to the Director General of Railways when the railway concerned is under the direct control of that officer. A detailed report of such accident should also, whenever the railway administration may consider it necessary to do so, be subsequently submitted to the same officers. Rules 22 to 27 of the accompanying rules which have been framed under section 84 of the Act will, so far as they may be applicable, also regulate the duties of the Government Inspector in regard to accidents occurring otherwise than in the course of working a railway.

The rules forming Enclosure No. 2 which have been framed under section 85 of the Act, relate not only to accidents which occur on a railway, but to all other railway accidents.

3. The present rules and orders are confined to railways in British India. A notification will be issued by the Government of India in the Foreign Department applying them to railways occupying lands in Native States.

4. The following Government of India circulars are hereby cancelled :

Government of India circular No. 4 Ry., dated the 5th March 1878.

Government of India circular No. 27 Ry., dated the 16th September 1878.

Government of India circular No. III Ry., dated the 7th January 1881.

Government of India circular No. XI Ry., dated the 4th July 1885.

Government of India circular No. VII Ry., dated the 19th May 1886.

Government of India circular No. IV Ry., dated the 24th April 1888.

Government of India circular No. XIX Ry., dated the 18th September 1890.

Government of India circular No. 1 Ry., dated the 7th March 1892.

ORDER.—Ordered that this resolution be communicated to the Local Governments and Administrations, and to the officers noted in the margin, for information and guidance; and to the Governments of the North-Western Provinces and Oudh and the Punjab, the Chief Commissioner of the Central Provinces, the Resident in Mysore, the Agents to the Governor General for Central India and Baluchistan, and the Accountant General, Public Works Department, for information.

The Governments of Madras, Bombay and Bengal.
The Chief Commissioners of Burma and Assam.
The Resident at Hyderabad.
The Agent to the Governor General for Rajasthan.
The Director General of Railways.
The Consulting Engineers to the Government of India for Railways, Calcutta, Lucknow, and Assam.

Ordered also that this resolution, together with the rules and forms referred to therein, be further notified to railway servants by a copy thereof being kept open to inspection, free of any charge, in the office of the Station Master of every station in the case of open lines, and of the Engineer in Charge in the case of lines under construction.

Ordered further that this resolution, together with the rules and forms referred to therein, be forwarded to the Home Department for information, and be published under a notification in Part I of the *Gazette of India*.

Enclosure No. 1 to Government of India Circular No. 7 Railway of 1895.

In exercise of the powers conferred by section 84 of the Indian Railways Act, 1890, the Governor General in Council is pleased to make the following rules, regarding notices of accidents occurring in the course of working a railway and the duties of railway servants, Police Officers, Government Inspectors, and Magistrates on the occurrence of such accidents :

Notices.

1. The notices mentioned in section 83 of the Indian Railways Act, 1890, shall contain the following particulars, namely :

mileage at which the accident occurred, and the name of the station nearest to the spot ;
time and date of the accident, and the number and description of the train or trains ;
nature of the accident, and the number of people killed or injured, as far as known ;
cause of the accident, as far as known ;
probable detention to traffic.

2. In the case of the following accidents, namely :

- (a) accidents attended with loss of human life, or with serious injury to persons or property, or
- (b) collisions between trains, of which one is a train carrying passengers, or
- (c) the derailment of any train carrying passengers, or of any part of such a train,

such notices shall be sent by telegraph immediately after the accident has occurred.

N.B.—Notices of accidents described in section 83 of the Indian Railways Act, 1890, and not falling under rule 2, must in accordance with that section be given without unnecessary delay, and may be sent by post.

Duties of Railway Servants.

3. Every railway servant shall report, with as little delay as possible, every accident occurring in the course of working the railway on which he is employed which may come to his notice. Such reports shall be made to the nearest Station Master, or where there is no Station Master, to the railway servant in charge of the section of the railway on which the accident has occurred.

4. (1) Whenever an accident such as is described in section 83 of the Indian Railways Act, 1890, has occurred in the course of working a railway, the Agent or Manager shall cause a departmental enquiry to be promptly made by a railway servant for the thorough investigation of the causes which led to the accident :

Provided that such enquiry may be dispensed with—

- (a) if the accident has not been attended with loss of human life or with serious injury to persons or property ;
- (b) if there is no reasonable doubt as to the cause of the accident ; and
- (c) if one department of the railway intimates that it accepts all responsibility in the matter.

(2) Where a departmental enquiry is dispensed with, it shall be the duty of the Heads of Departments of the railway to make such enquiry as they may consider necessary if their staff or their system of working is concerned, and to adopt or suggest such measures as they may consider expedient for preventing a recurrence of similar accidents.

5. (1) Whenever a departmental enquiry is to be made, the Agent or Manager shall cause notice of the date and hour at which the enquiry will commence to be given to the following officers, namely :

- (a) the Magistrate of the district in which the accident occurred, or such other officer as the Local Government may appoint in this behalf ;
- (b) the Government Inspector appointed under section 4, sub-section (1), of the Indian Railways Act, 1890, for the section of the railway on which the accident occurred ;
- (c) the Consulting Engineer in administrative charge of the railway, when that officer is not the Government Inspector referred to in clause (b) of this rule for the section of the railway on which the accident occurred ; and
- (d) the officer in charge of the railway police, or if there are no railway police, the officer in charge of the police station in the jurisdiction of which the accident occurred.

(2) The date and hour at which the enquiry will commence shall be fixed so as to give the officers mentioned or referred to in clauses (a), (b), (c) and (d) of this rule sufficient time to reach the place where the enquiry is to be held.

6. (1) As soon as any departmental enquiry has been completed, the railway servant who made the enquiry shall submit to the Agent or Manager a report in the form prescribed by rule 25.

(2) The Agent or Manager shall forward a copy of such report—

- (a) to the Government Inspector mentioned in rule 5, clause (b), and
- (b) if no enquiry has been made under rule 16, or if the departmental enquiry has been held first, to the Magistrate or officer mentioned in rule 5, clause (a), and
- (c) if any judicial enquiry is being made, to the Magistrate making such enquiry.

(3) Such copy shall be accompanied—

in case (b), by a statement of the persons, if any, whom the Agent or Manager desires to prosecute and in case (c), by a copy of the evidence taken at the departmental enquiry.

7. (1) Whenever any accident has occurred in the course of working a railway, the Agent or Manager shall give all reasonable aid to the District Magistrate or the Magistrate appointed or deputed under rule 16, and to the Government Inspector, Medical Officers, the police, and others concerned, to enable them promptly to reach the scene of the accident, and shall assist those authorities in making enquiries and in obtaining evidence as to the cause of the accident.

(2) When any enquiry under rule 16 or any judicial enquiry is being made, the Agent or Manager shall arrange for the attendance, as long as may be necessary, at the office or place of enquiry, of all railway servants whose evidence is likely to be required.

8. Whenever any accident has occurred in the course of working a railway and any offence referred to in section 131 of the Indian Railways Act, 1890, has been committed, the Agent or Manager or some officer of the railway nominated by him shall instruct the senior police officer or policeman present, or, if there be no member of the police force present a railway servant, at once to arrest the offender: Provided that, when such offender is a railway servant whose removal would cause danger or grave inconvenience, he need not be arrested until the arrival of a substitute, but precautions shall be taken to prevent his escape.

9. Whenever any accident occurring in the course of working a railway has been attended with serious personal injury, it shall be the duty of the Agent or Manager to afford medical aid to the sufferers, and to see that they are properly and carefully attended to till removed to their home or handed over to the care of their relatives or friends. In any such case, or in any case in which any loss of human life has occurred, the local medical officer should be communicated with if he is nearer than any railway medical officer.

Duties of Police Officers.

10. The railway police may make an investigation into the causes which led to any occurring accident in the course of working a railway, and shall do so—

- (a) whenever any such accident is attended with loss of human life or with grievous hurt as defined in the Indian Penal Code, or with serious injury to property, or has *prima facie* been due to any criminal act or omission; or
- (b) whenever the District Magistrate or the Magistrate appointed under rule 16 has given a direction under clause (c) of that rule:

Provided that no such investigation shall be made when a Magisterial enquiry has been commenced or ordered under rule 16, clause (a) or clause (b).

11. (1) Whenever an investigation is to be made by the railway police—

- (a) in a case in which an accident is attended with loss of human life or with serious injury to persons or property; or
- (b) in pursuance of a direction given under rule 16, clause (c),

the investigation shall be conducted by the officer in charge of the railway police, or, if that officer should be unable to conduct the investigation himself, then by an officer to be deputed by him.

(2) An officer deputed under clause (1) of this rule shall ordinarily be an Assistant Superintendent of Police, but if in any case it should be found impracticable to depute an officer of that grade, an Inspector of Police may be deputed.

12. The officer who is to conduct an investigation in pursuance of rule 11 shall proceed without delay to the scene of the accident and conduct the investigation there, and shall at once advise the Agent or Manager of the railway and the Traffic Officer of the district by telegraph of the date and hour at which the investigation will commence, so that, if possible, the presence of a railway official may be arranged for to watch the proceedings and to aid the officer making the investigation. The absence of a railway official must not, however, be allowed to delay the investigation, which should be made as soon as possible after the accident has taken place.

13. (1) In every case to which rule 11 applies, immediate information shall be given by the railway police to the district police, who, if so required, shall afford all necessary assistance, and shall, if occasion arise, carry the investigation beyond the limits of the railway premises. But the railway police are primarily entrusted with the duty of carrying on the investigation within such limits.

(2) Subject to any provisions elsewhere contained in these rules, the further prosecution of the case, on the conclusion of the police investigation, shall rest with the railway police.

14. The result of every police investigation shall be reported at once to the Magistrate of the district, or other officer appointed in this behalf by the Local Government, and to the Agent or Manager of the railway.

15. Where there are no railway police, the duties imposed by rules 10, 11 and 12, rule 13, clause (2), and rule 14 on the railway police, or on the officer in charge of the railway police, shall be discharged by the district police or by the District Superintendent of Police, as the case may be.

Duties of Magistrates.

16. Whenever an accident such as is described in section 83 of the Indian Railways Act, 1890, has occurred in the course of working a railway, the District Magistrate, or any other Magistrate who may be appointed in this behalf by the Local Government, may either—

- (a) himself make an enquiry into the causes which led to the accident; or
- (b) depute a Subordinate Magistrate, who, if possible, should be a Magistrate of the first class, to make such an enquiry; or
- (c) direct an investigation into the causes which led to the accident to be made by the police.

17. Whenever it is decided to make an enquiry under rule 16, clause (a) or clause (b), the District Magistrate or other Magistrate, appointed as aforesaid, or the Magistrate deputed under rule 16, clause (b), as the case may be, shall proceed to the scene of the accident and conduct the enquiry there, and shall at once advise the Agent or Manager of the railway and the Government Inspector by telegraph of the date and hour at which the enquiry will commence, so as to enable the railway administration to summon the requisite expert evidence.

18. A Magistrate making an enquiry under rule 16 may summon any railway servant, and any other person whose presence he may think necessary, and, after taking the evidence and completing the enquiry, shall, if he considers there are sufficient grounds for a judicial enquiry, take the requisite steps for bringing to trial any person whom he may consider to be criminally liable for the accident. Whenever technical points are involved, the Magistrate should be careful to call for and take the opinion of the Government Inspector or other professional persons.

19. The result of every enquiry made under rule 16 shall be communicated by the Magistrate to the Agent or Manager of the railway and to the Government Inspector.

20. If in the course of any judicial enquiry into an accident occurring in the course of working a railway, the Magistrate desires the assistance of the Government Inspector or of the Agent or Manager of the railway, or the attendance of any officer of the railway, to explain any matter relating to railway supervision, management or working, he will issue a requisition to such officer to attend the court, stating at the same time the nature of the assistance required. In summoning railway servants, the Magistrate will take care not to summon so large a number of the employés, specially of one class, on the same day, as to cause inconvenience to the working of the railway. In the case of very serious accidents it will generally be advisable for the Magistrate to receive either the evidence of, or a report from, both the Government Inspector and the Agent or Manager of the railway in regard to the accident before finally concluding the judicial enquiry.

21. On the conclusion of any such judicial enquiry the Magistrate shall send a copy of his decision to the Agent or Manager of the railway, and shall, unless in any case he thinks it unnecessary to do so, report the result of the enquiry to the Local Government.

Duties of the Government Inspector appointed under section 4 (1) of the Indian Railways Act, 1890.

22. Whenever the Government Inspector receives notice, under section 83 of the Indian Railways Act, 1890, of an accident having occurred in the course of working a railway, he shall, if the accident falls under rule 2 of these rules, report the occurrence to the Government of India by telegraph, but in the case of other accidents the report may be made by post.

Every such report shall contain the particulars prescribed by rule 1.

23. (1) The Government Inspector shall proceed to the scene of the accident to note the facts and to enquire generally into the causes which led to the accident, whenever he receives notice as aforesaid of an accident which he considers serious enough to warrant an enquiry or investigation being made under any of these rules.

(2) Whenever an enquiry under clause (1) of this rule is made by the Government Inspector, he shall, if practicable, be present at the departmental enquiry (if any) made under rule 4.

24. Whenever the Government Inspector has made an enquiry under rule 23, clause (1), he shall submit a report, in writing, to the Local Government or Administration controlling the railway and to the Government of India, or, if the railway is under the control of the Director General of Railways, then to that officer only; and shall forward a copy of such report to the Agent or Manager of the railway concerned, and, if a magisterial enquiry has been made, to the Magistrate who made such enquiry.

25. In the case of all serious accidents, such reports shall be submitted in the form adopted by the Inspecting Officers of the Board of Trade, in order to admit of their reproduction in a uniform shape in the quarterly accident returns; and shall contain—

- (1) a brief description of the accident;
- (2) a description of the locality of the accident;
- (3) a detailed statement of the evidence taken;
- (4) the conclusion arrived at by the Government Inspector;
- (5) an appendix stating the damage done; and
- (6) (when necessary) a sketch illustrative of the accident.

26. In important cases, where the occurrence of an accident appears to show that a change in the system of working is necessary, the Government Inspector shall inform the Government of India, or the Local Government or Administration controlling the railway, of the steps which have been or are proposed to be taken by the railway administration to prevent a recurrence of similar accidents, and whether, in his opinion, further action in the matter is desirable.

27. The Government Inspector shall, as far as possible, assist any Magistrate making an enquiry under rule 16 or a judicial enquiry, whenever he may be called upon to do so.

N.B.—These rules do not limit the exercise of any of the powers conferred on Government Inspectors by section 5 of the Indian Railways Act, 1890.

Enclosure No. 2 to Government of India Circular No. 7 Railway of 1895.

In exercise of the powers conferred by section 85 of the Indian Railways Act, 1890, the Governor General in Council is pleased to issue the following directions with regard to the returns of accidents to be submitted by railway administrations to the Governor General in Council:

1. The returns shall be prepared in the forms hereto appended, marked respectively Parts I to V and Tables 1 and 2, and shall be accompanied by all necessary remarks and explanations by the railway officials by whom they are prepared. The returns shall be submitted not later than three weeks after the close of the periods to which they respectively relate. The returns, whether submitted in manuscript or in print, should be set forth on one side of the paper only.

2. The returns should comprise all accidents of the following classes, namely:

(a) all cases, without exception, of cattle being run over;

In cases of running over cattle it should invariably be stated whether the engine is fitted with a cow-catcher or cattle guard, and, if so, the pattern should be specified. In these cases the condition of the fencing should also be reported.

(b) all cases of injury to the way, stock or works, whether attended or not by injury to life or limb;

(c) all accidents of any kind likely to have endangered life or limb, or to have caused serious loss of property; such, for example, as cases of trains running over chairs placed on the line, of persons falling out of trains but who are not injured in any way, or of fires in trains, not resulting in injury to the way, stock or works, etc.

In case of fire attributed to sparks from the engine it should be recorded whether the engine is fitted with a spark-arrester, and if so, the pattern should be stated, as also the description of the fuel used. In cases in which there is reason to suppose that the sparks escaped from the ashpan, it should be stated what, if any, precaution has been taken to check the escape of sparks therefrom.

(d) all cases of injury to life or limb from causes connected with the working of railways.

3. The following classes of railway servants should be included in the returns, namely:

(a) all persons employed in stations, including Police;

(b) all persons employed in the maintenance of ways and works, exclusive of men entertained for special works, that is, for railway works involving no risk from the working of trains, *e.g.*, the construction of spurs in a river on which railway work-people are employed; and

(c) all persons employed on trains or running engines, also all gate-keepers.

4. Accidents described in clauses (b) and (c) of rule 2 which are of a trivial nature, such as petty accidents in shunting, etc., need not be included in the returns. All accidents should, however, be recorded in the office of the Agent or Manager of the railway concerned, it being left to that officer to decide which of them may be omitted from the returns as trivial.

5. Accidents on open lines of railway not coming under any of the classified heads in the forms marked Parts I, II and III, but which have caused loss of human life or personal injury, should be entered in the form marked Part IV.

6. Accidents connected with the bursting of boilers should be shown separately from those connected with the bursting of tubes. A detailed account of each recorded case of the bursting of a boiler should invariably be given in the form marked Part I.

7. In classifying accidents in column 3 on page 2 of the form marked Part I, the word 'serious' should be entered above the number in order to show which accidents were reported to the Local Government under section 83 of the Indian Railways Act, 1890.

8. In the forms marked Parts I to V those accidents only should be entered which have occurred during the quarter to which the returns relate. The specimen entries in the said forms explain the nature of the accidents which should be included therein. The entries in the forms marked Tables Nos. 1 and 2 should, however, be cumulative, and these tables should be prepared for three months, six months, nine months, and twelve months, respectively. Tables Nos. 1 and 2 for the second quarter should, therefore, include the figures for both the first and second quarters, those for the third quarter the figures for three quarters, and those for the fourth quarter the figures for the whole twelve months.

9. Accidents occurring—

- (a) in railway workshops; or
 (b) on new works not opened for traffic; or
 (c) on lines under construction; or
 (d) on lines not used for the public carriage of passengers, animals or goods; or
 (e) to steamers or flats working in connection with railways,

should be entered in the briefest possible manner in Part V only and not entered in any other Parts or Tables of the returns. Accidents of the nature referred to in this rule should also, when necessary, be reported in accordance with the provisions of the Indian Factories Act, 1881.

Accompaniment to Enclosure No. 2 to Government of India Circular No. 7 Railway of 1895.

Part I.

RETURN OF ACCIDENTS TO TRAINS, ROLLING STOCK, PERMANENT-WAY, etc., on the _____ RAILWAY during the _____ Quarter of 18____, with the number of persons killed or injured thereby.

KEY.

This table distinguishes the different classes of accidents included in this Part, and is referred to by the figures in column 3 of the general return.

	NUMBER OF PASSENGERS AND OTHERS		NUMBER OF SERVANTS		TOTAL ALL CLASSES.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
1. Collisions between passenger trains or parts of passenger trains...						
2. Collisions between passenger trains and goods or mineral trains, engines and vehicles standing foul of the line ...						
3. Collisions between goods trains or parts of goods trains ...						
4. Collisions between light engines ...						
5. Passenger trains, or parts of passenger trains, leaving the rails ...						
6. Goods trains, or parts of goods trains, engines, etc., leaving the rails ...						
7. Trains or engines travelling in the wrong direction through points ...						
8. Trains running into stations or sidings at too high a speed ...						
9. Trains running over cattle on the line ...						
10. Trains running over obstructions on the line ...						
11. Trains running through gates at level-crossings ...						
12. The bursting of boilers of engines ...						
12A. The bursting of tubes of engines ...						
13. The failure of machinery, springs, etc., of engines ...						
14. The failure of tyres ...						
15. „ of wheels ...						
16. „ of axles ...						
17. „ of brake apparatus ...						
18. „ of couplings ...						
19. „ of tunnels, bridges, viaducts, or culverts ...						
20. Broken rails ...						
21. The flooding of portions of permanent-way.						
22. Slips in cuttings or embankments ...						
23. Fire in trains ...						
24. Fire at stations, or involving injury to bridges or viaducts ...						
25. Other accidents...						
Total ...						

Part I.

GENERAL RETURN OF ACCIDENTS TO TRAINS, ROLLING STOCK, PERMANENT-WAY, etc.—*continued.*

Date of accident.	Name of railway, with nature and cause of accidents.	* For classifier (for, see key to this Part.	PASSENGERS AND OTHERS.		RAILWAY SERVANTS.		TOTAL ALL CLASSES.		GENERAL RETURN.
			Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	
18 .	EAST INDIAN—								
October 26th .	A goods train parted inside the up distant signal at Baidyabati, actual cause unknown; the front portion was taken on to Bhadreswar in spite of signals shown by the staff. The parties in fault were punished.	18	...	...	...	...	...	...
„ 27th .	A Pilot engine was derailed at Cawnpore causing several detentions to the Up Mail and other trains.	6	...	...	...	...	...	...
TOTAL ...									

* In classifying the accidents in this column the word 'serious' should be put above the number in order to show which accidents were reported to the Local Government under Section 83 of the Indian Railways Act, 1890.

N.B.—Only such accidents, included in the returns of 'Failure of tyres,' 'Failure of axles,' 'Failure of wheels,' 'Broken rails,' 'Floods' and 'Running through level-crossings over gates, cattle or other obstructions' as are attended with injury to life or limb, or damage to rolling stock and permanent-way, or leading to any other accidents, such as derailment, etc., should be entered in this return; but care should be taken to show the total number of accidents coming under these heads in the columns provided for them in Table 2.

RETURN OF ACCIDENTS TO TRAINS, ROLLING STOCK, PERMANENT-WAY, etc.—*continued.*

RETURN of the FAILURES of TYRES, reported by the—RAILWAY during the—Quarter of 18 ...

Date of failure.	Name of Railway, with nature and cause of failure.	FAILURES OF TYRES.
18 .	Rajputana-Malwa.	
October 3rd ...	An engine of Dübs & Co.'s make attached to a local train failed at mile 150 between Bhankori and Dausa, owing to the tyre of the right hand centre wheel of the tender working off.	
	East Indian.	
November 11th .	The right hand middle tender wheel tyre of the engine working the up mail broke into pieces near Shikohabad. Cause unknown.	
	Southern Mahratta.	
December 19th .	Engine of No. 113 up mixed train failed within Badami station yard owing to the tyre of the left hand tender wheel having come off.	

Part I.

RETURN of ACCIDENTS to TRAINS, ROLLING STOCK, PERMANENT-WAY, etc.—continued.

Return of the FAILURES OF AXLES, reported by the _____ RAILWAY during the _____ Quarter of 18 .

FAILURES OF AXLES.	Date of failure.	Name of Railway, with nature and cause of failure.
	18 .	Rajputana-Malwa.
	October 27th ...	While shunting at Bandikui, the axle of a covered goods wagon broke owing to a flaw in the metal.
	November 2nd...	The left hand trailing journal of a goods wagon broke between Sendra and Beawar owing to a previous fracture.
	December 1st ...	Whilst a local mixed train was running near Umardeshi, the driving axle of the engine broke owing to a flaw in the metal. The engine was of Dübs & Co.'s make and was placed on the rails in 1884.

Return of the FAILURES OF WHEELS reported by the _____ RAILWAY during the _____ Quarter of 18 .

FAILURES OF WHEELS.	Date of failure.	Name of Railway, with nature and cause of failure.
	18 .	Morvi.
	November 24th .	A lower class carriage on an up passenger train was derailed between miles Nos. 58 and 57 owing to a wheel being loose on the axle. No damage was done to rolling stock or permanent-way, nor was any one hurt.
		The Gaekwar's Dabhoi.
	December 12th .	The front wheel of a wagon attached to a goods train broke at mile 8 between Philapur and Kelanpur. The wagon was derailed.
		Darjeeling-Himalayan.
	.n. 27th .	The flange of a wheel of a wagon attached to a goods train broke at mile 43½ and the wagon was derailed.

Return of RAILS found FRACTURED in the permanent-way, reported by the _____ RAILWAY during the _____ Quarter of 18 .

DATE WHEN FRACTURED.	Date when found fractured.	Name of Railway, with nature and cause of fracture.
	18 .	East Indian.
	December 1st ...	As No. 14 down goods train was drawing into Dadri station, a rail was found broken near the points. The train came to a stand and the rail was replaced.

Part I.

RETURN OF ACCIDENTS TO TRAINS, ROLLING STOCK, PERMANENT-WAY, etc.—concluded.

Return of cases reported during the _____ Quarter of 18 _____, of TRAINS RUNNING THROUGH LEVEL-CROSSING GATES, OVER CATTLE STRAYING ON _____ RAILWAY, OR OTHER OBSTRUCTIONS, but in which no personal injury was caused, nor any damage done to the trains or permanent-way.

Date of accident.	Name of Railway, with nature and cause of accident.	RUNNING THROUGH LEVEL-CROSSING GATES, OVER CATTLE AND OTHER OBSTRUCTIONS.
18 .	East Indian.	
October 3rd ...	A bullock was run over and killed at mile 278 between Burhee and Mokameh by an up special goods train. The engine was not fitted with a cow-catcher, but the fencing was good.	
	Southern Mahratta.	
„ 20th ...	A mixed train ran through the level-crossing gate near Bellary cantonment owing to the gateman not having opened it in time.	
	East Indian.	
„ 30th ...	A passenger train ran over and killed a buffalo at mile 819½ between Ferozabad and Tundla. The engine was fitted with a cow-catcher and the fencing was good. The animal got on the line through a level-crossing gate which had been left open.	

Return of the damage done to the PERMANENT-WAY of the _____ RAILWAY by FLOODS reported during the _____ Quarter of 18 _____.

Date of accident.	Name of Railway, with nature and cause of accident.	FLOODS.
18 .	Southern Mahratta.	
October 18th .	Owing to excessive rain a large gap was caused in the earthwork in the south end of the Yerla bridge between Astha Road and Sangle.	
	Rajputana-Malwa.	
December 3rd .	Owing to very heavy rain the whole of the line from mile 385 to 389½ between Ajanta and Gaspura was under water and dangerously cut in many places.	
	North Western.	
„ 15th .	The line between Násák and Hurnái stations was partially breached and washed away. The traffic was interrupted for about 5 hours and the embankment was slightly damaged.	

Part II.

RETURN OF PASSENGERS, PERSONS PASSING OVER LEVEL-CROSSINGS, TRESPASSERS, and OTHERS who have been killed and injured on the _____ RAILWAY during the _____ Quarter of 18____, by the TRAVELLING OF TRAINS or the MOVEMENT of VEHICLES used exclusively upon railways, exclusive of those killed or injured by accidents to trains, etc., reported in Part I.

KEY.

This table indicates the circumstances under which the accidents in this Part occurred, and is referred to by figures in column 4 of the Part.

	PASSENGERS	
	Killed.	Injured.
1. From falling between trains and platforms		
2. From falling on to the platform, ballast, etc., when getting into or out of trains.		
3. Whilst crossing the line at stations		
4. By the closing of carriage doors		
5. From falling out of carriages during the travelling of trains		
6. By other accidents		
Total		

RETURN OF PASSENGERS, PERSONS PASSING OVER LEVEL-CROSSINGS, TRESPASSERS, ETC.

Date of accident.	Name of railway, with nature and cause of accident.	PASSENGERS		See key to this Part.	OTHER PERSONS.						
		Killed.	Injured.		Whilst passing over railways at level-crossing.		Trespassers and suicides.		Miscellaneous not included in preceding columns.		
					Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	
18 .	East Indian.										
October 14th ...	A native passenger in stepping out of the branch train at Tinpar missed his footing and fell down the bridge breaking his leg.	...	1	2	...	...	...	...	...	...	...
„ 26th ...	A native by trespassing on the line between Sitarampur and Mihijam was run over and killed by a pilot engine.	...	...	6	...	...	1	...	...	...	...
Total ...		...	1	...	...	...	1	...	...	...	...

Part III.

RETURN of SERVANTS of the railway and of contractors who have been killed and injured on the _____ RAILWAY during the _____ Quarter of 18 _____, by the TRAVELLING OF TRAINS or the MOVEMENT OF VEHICLES used exclusively upon railways, exclusive of those killed or injured by accidents to trains, etc., in Part I.

KEY.

This table indicates the circumstances under which the accidents in this Part occurred, and is referred to by figures in column 7 of the Part.

	No. of SERVANTS.	
	Killed.	Injured.
1. Whilst coupling or uncoupling vehicles
2. By coming in contact, whilst riding on vehicles during shunting, with other vehicles, etc., standing on adjacent lines
3. Whilst passing over or standing upon buffers during shunting
4. When getting on or off, or falling off, engines, wagons, etc., during shunting.
5. Whilst braking, spragging or chocking wheels
6. Whilst attending to ground points, marshalling trains, etc.
7. Whilst moving vehicles by capstans, turntables, props, etc., during shunting.
8. By other accidents during shunting operations not included in the preceding.
9. From falling off engines, etc., during the travelling of trains
10. By coming in contact with overbridges or erections on the sides of the line during the travelling of trains
11. When getting on or off engines, vans, etc., during the travelling of trains
12. Whilst attending to or by the failure of machinery, etc., of engines in steam.
13. Whilst working on the permanent-way, sidings, etc.
14. Whilst attending to gates at level-crossings
15. Whilst walking, crossing, or standing on the line on duty
16. From being caught between vehicles
17. From falling or being caught between trains and platforms, walls, etc.
18. Whilst walking, etc., on the line on the way home or to work
19. Miscellaneous...
TOTAL

Date of accident.	Name of person.	Class of service.	Place where the accident happened.	Killed.	Injured.	See key to this Part.	REMARKS.
18 .							
	East Indian.						
October 18th	Phagoo	Lineman	Luckeesarai	1	...	9	
November 14th	Esmile	Khallasie	Magra	1	...	11	
	Great Indian Peninsula.						
November 17th	Ramoo Pandoo	Pointsman	Wádi	1	...	11	
			TOTAL	3	...	...

ACCIDENTS
TO SERVANTS.

Part IV.

RETURN OF PERSONS reported during the _____ Quarter of 18 _____, as having been killed or injured on the _____ RAILWAY by accidents in which the MOVEMENT OF VEHICLES used exclusively upon railways is NOT CONCERNED.

KEY.

This table indicates the circumstances under which the accidents in this Part occurred and is referred to by the figures in column 3 of the Part.

	NUMBER OF PASSENGERS AND OTHERS.		NUMBER OF SERVANTS.		TOTAL ALL CLASSES.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
1. While ascending or descending steps at stations ...						
2. By being struck by barrows, by falling over packages, etc., on platforms ...						
3. From falling off platforms ...						
4. Whilst loading, unloading or sheeting wagons ...						
5. Whilst moving or carrying goods at stations, etc....						
6. Whilst working at cranes or capstans ...						
7. By the falling of wagon-doors, lamps, bales of goods, etc. ...						
8. From falling off, or when getting on or off, stationary engines or vehicles ...						
9. From falling off platforms, ladders, scaffolds, etc. ...						
10. By stumbling whilst walking on the line or platforms ...						
11. Whilst attending to stationary engines in sheds ...						
12. By being trampled on or kicked by horses.						
13. Whilst working on the line or in sidings						
14. Miscellaneous ...						
TOTAL ...						

Date of accident.	Name of Railway, with nature and cause of accident.	See Key to this Part.	PASSENGERS AND OTHERS.		RAILWAY SERVANTS.	
			Killed.	Injured.	Killed.	Injured.
18 .	Great Indian Peninsula.					
October 2nd ...	At Itarsi, a cooly in the employ of a contractor, while unloading a block of stone from a truck, slipped and fell from the truck to the ground, receiving such severe injuries that he died ...	4	1	...	...	...
„ 24th ...	At Victoria Terminus, a passenger in passing from the waiting room to a train fell over a package on the platform and broke his arm ...	2	...	1	...	...
December 20th .	At Khandva, a porter when sheeting a wagon fell across the buffers and was seriously injured ...	4	...	...	...	1
TOTAL ...		...	1	1	...	1

Deaths of passengers in carriages and at stations from causes unconnected with the working of trains, slight abrasions or bruises which are incidental to a man's ordinary duties, need not be entered in this part. Accidents in railway workshops are to be entered in Part V.

TABLE No. I.

Number of persons reported during the MONTHS ending 18, as killed or injured on the RAILWAY (open line) by the TRAVELLING of TRAINS or the MOVEMENT of VEHICLES used exclusively upon railways, distinguishing between PASSENGERS, RAILWAY SERVANTS and OTHER PERSONS, and classifying, as far as practicable, the nature and causes of the accidents occasioning the death or injury.

RAILWAY.		PASSENGERS.		SERVANTS.		OTHERS.		
Killed.	Injured.	From accidents to trains, etc., from Table No. 2, or Part I.	FROM PART II.	Killed.	Injured.	FROM PART III.	FROM PARTS I AND II.	
Killed.	Injured.	From falling between trains and platforms.		Falling on to the platform, ballast, etc., when getting into or out of trains.	Whilst passing over the railway at level-crossings.			Trespassers.
Killed.	Injured.	Whilst crossing the line at stations.		Whilst attending to or by the failure of machinery, etc., of engines in steam.	Whilst walking, etc., on the line on the way home or to work.			Miscellaneous.
Killed.	Injured.	By closing of carriage doors.		Whilst working on the permanent-way, sidings, etc.	Whilst attending to gates at level-crossings.			Total from Part III.
Killed.	Injured.	Falling out of carriages during the travelling of trains.		Whilst attending to ground points, marshalling trains, etc.	Whilst walking, crossing, or standing on the line on duty.			Total servants.
Killed.	Injured.	Other accidents.		Whilst moving vehicles by capstans, turntables, props, etc., during shunting.	From being caught between vehicles.			Total others.
Killed.	Injured.	Total from Part II.		By other accidents during shunting operations not included in the preceding.	From falling or being caught between trains and platforms, walls, etc.			
Killed.	Injured.	Total passengers.		From falling off engines, etc., during the travelling of trains.	Whilst walking, etc., on the line on the way home or to work.			Total all classes.
Killed.	Injured.	From accidents to trains, etc., from Table No. 2, or Part I.		By coming in contact with over-bridges, or erections on the sides of the line during the travelling of trains.	Miscellaneous.			
Killed.	Injured.	Whilst coupling or uncoupling vehicles.		When getting on or off engines, vans, etc., during the travelling of trains.	Total from Part III.			Total all classes.
Killed.	Injured.	By coming in contact, whilst riding on vehicles during shunting, with other vehicles, etc., standing on adjacent lines.	Whilst attending to machinery, etc., of engines in steam.	Total servants.				
Killed.	Injured.	Whilst passing over or standing upon buffers during shunting.	Whilst working on the permanent-way, sidings, etc.	Total others.	Total all classes.			
Killed.	Injured.	When getting on or off, or falling off, engines, wagons, etc., during shunting.	Whilst attending to gates at level-crossings.	Total others.				
Killed.	Injured.	Whilst braking, spragging, or chocking wheels.	Whilst walking, crossing, or standing on the line on duty.	Total others.	Total all classes.			
Killed.	Injured.	Whilst attending to ground points, marshalling trains, etc.	From being caught between vehicles.	Total others.				
Killed.	Injured.	Whilst moving vehicles by capstans, turntables, props, etc., during shunting.	From falling or being caught between trains and platforms, walls, etc.	Total others.	Total all classes.			
Killed.	Injured.	By other accidents during shunting operations not included in the preceding.	Whilst walking, etc., on the line on the way home or to work.	Total others.				
Killed.	Injured.	From falling off engines, etc., during the travelling of trains.	Miscellaneous.	Total others.	Total all classes.			
Killed.	Injured.	By coming in contact with over-bridges, or erections on the sides of the line during the travelling of trains.	Total from Part III.	Total others.				
Killed.	Injured.	When getting on or off engines, vans, etc., during the travelling of trains.	Total servants.	Total others.	Total all classes.			
Killed.	Injured.	Whilst attending to or by the failure of machinery, etc., of engines in steam.	Total others.	Total others.				
Killed.	Injured.	Whilst working on the permanent-way, sidings, etc.	Total all classes.	Total others.	Total all classes.			
Killed.	Injured.	Whilst attending to gates at level-crossings.	Total all classes.	Total others.				
Killed.	Injured.	Whilst walking, crossing, or standing on the line on duty.	Total all classes.	Total others.	Total all classes.			
Killed.	Injured.	From being caught between vehicles.	Total all classes.	Total others.				
Killed.	Injured.	From falling or being caught between trains and platforms, walls, etc.	Total all classes.	Total others.	Total all classes.			
Killed.	Injured.	Whilst walking, etc., on the line on the way home or to work.	Total all classes.	Total others.				
Killed.	Injured.	Miscellaneous.	Total all classes.	Total others.	Total all classes.			
Killed.	Injured.	Total from Part III.	Total all classes.	Total others.				
Killed.	Injured.	Total servants.	Total all classes.	Total others.	Total all classes.			
Killed.	Injured.	Total others.	Total all classes.	Total others.				
Killed.	Injured.	Total all classes.	Total all classes.	Total others.	Total all classes.			
Killed.	Injured.	Total all classes.	Total all classes.	Total others.				

REMARKS.

East Indian

TABLE No. II.

ACCIDENTS TO TRAINS, ROLLING STOCK, PERMANENT-WAY, etc., reported during the _____ MONTHS ending _____ 18 _____, as having occurred on the _____ RAILWAY (open line), distinguishing the different classes of accidents and the number of passengers and others, and of railway servants KILLED, or INJURED, in each class of accidents.

FROM PART I.									
—RAILWAY.									
Number.		Total.	Number of passengers and others*		Number of servants		Total all classes		
Accidents reported to Local Government under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	
1. Collisions between passenger trains or parts of passenger trains ...									
2. Collisions between passenger trains and goods or mineral trains, engines and vehicles standing foul of the line ...									
3. Collisions between goods trains or parts of goods trains ...									
4. Collisions between light engines ...									
5. Passenger trains or parts of passenger trains leaving the rails ...									
6. Goods trains or parts of goods trains, engines, etc., leaving the rails ...									
7. Trains or engines travelling in the wrong direction through points ...									
8. Trains running into stations or sidings at too high a speed ...									
9. Trains running over cattle on the line ...									
10. Trains running over obstructions on the line ...									
11. Trains running through gates at level-crossings ...									
12. The bursting of boilers of engines ...									
12 (a). The bursting of tubes, etc., of engines...									
13. The failure of machinery, springs, etc., of engines ...									
14. The failure of tyres ...									
15. " " of wheels ...									
16. " " of axles ...									
17. " " of brake apparatus ...									
18. " " of couplings ...									
19. " " of tunnels, bridges, viaducts, culverts, etc. ...									
20. Broken rails ...									
21. The flooding of portions of permanent-way.									
22. Slips in cuttings or embankments ...									
23. Fire in trains ...									
24. Fire at stations or involving injury to bridges or viaducts ...									
25. Other accidents ...									
TOTAL ALL CLASSES ...									
Mean mileage worked... ..									
Number of servants employed									
Train-mileage of all descriptions									
Number of passengers carried									
Passenger-mileage									
Per mile open—									
Train-mileage of all descriptions									
Number of passengers carried									
Passenger-mileage									
Total passengers—									
Killed per million of passengers									
Injured per do. do.									
Killed per million of passenger miles									
Injured per do. do.									

* Where persons other than passengers are killed or injured, the fact should be stated in a foot-note, the number of such persons being given.

PART V.

RETURN of ACCIDENTS occurring during the _____ Quarter of 18 ____, on the _____ RAILWAY,

(a) in railway workshops (slight abrasions or bruises which are incidental to a man's ordinary duties need not be entered),

(b) on new works not opened for traffic,

(c) on lines under construction,

(d) on lines not used for the public carriage of passengers, animals, and goods, or

(e) to steamers or flats working in connection with the railway.

N.B.—Accidents entered in Part V are not to be entered in any other Part or Tables of the returns.

Date of accident.	Class of accident as given in the heading.	Nature of accident.
18		
October 20th	(a)	Mowla Buksh, cooley, was injured in the Ajmere shops owing to a chain having fallen on his head.
November 1st	(c)	Engine of a ballast train was derailed owing to tyre having broken.
„ 20th	(e)	Steamer <i>Alligator</i> grounded at ____, causing damage to the propeller.

(Signed) W. S. S. BISSET, Lieut.-Colonel, R.E.,
Secretary to the Government of India.”

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

H. O. SELBY,
Secretary to Government.

CIVIL APPOINTMENTS, &c.

JUDICIAL DEPARTMENT.

Bombay Castle, 2nd May 1895.

No. 2947.—The Honourable Mr. Basil Lang, Advocate General, Bombay, is allowed leave on medical certificate for eight months from the 4th May 1895.

Bombay Castle, 4th May 1895.

No. 3012-D.—His Excellency the Governor in Council is pleased to appoint Mr. M. H. Starling, B.A., LL.B. (Lon.), Barrister-at-Law, to act as Advocate General, Bombay, during the absence on leave of the Honourable Mr. Basil Lang, or pending further orders.

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

G. W. VIDAL,
Acting Chief Secretary to Government.

POLITICAL DEPARTMENT.

Bombay Castle, 7th May 1895.

No. 2959.—His Excellency the Governor in Council is pleased to make the following appointments:—

Mr. E. L. Cappel, I. C. S., on return to duty, to act as Political Agent, Jawhar.

Mr. H. F. Silcock, I. C. S., on relief, to act as Political Agent, Bhor, during the absence of Mr. W. Porteous, I. C. S., or pending further orders.

Mr. H. W. J. Bagnell, I. C. S., to act as Political Agent, Bhor, from the date of Mr. Porteous' departure and until relieved by Mr. Silcock.

No. 2963.—The following Notification by the Government of India in the Foreign Department is republished for general information:—

“*Simla, the 2nd May 1895.*”

No. 797-G.—With the sanction of Her Majesty's Government the Governor-General in Council is pleased to recognise the appointment of Mr. G. M. Gordon as Consul for Belgium at Aden.

(Signed) W. J. CUNINGHAM
Secretary to the Government of India.”

No. 2988.—With reference to this Department Notification No. 2532, dated the 18th April 1895, it is notified that Assistant Surgeon Abdul Gani Hakim has been appointed to the Medical charge of the Wadhwan Civil Station, with effect from the afternoon of the 22nd idem, during the absence of Assistant Surgeon Rao Bahadur Thakordas Kikabhai Dalal.

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

G. W. VIDAL,
Acting Chief Secretary to Government.

JUDICIAL DEPARTMENT.

Bombay Castle, 27th April 1895.

No. 2795.—Ráo Bahádur Ramchandra Bapuji, Huzúr Deputy Collector and Magistrate of the First Class, Belgaum, was in charge of the office of Cantonment Magistrate, Belgaum, in addition to his own duties, from the 7th to the 19th March 1895.

Bombay Castle, 2nd May 1895.

No. 2943.—His Excellency the Governor in Council is pleased to make the following appointments:—

Mr. M. P. Khareghat, I. C. S., to act as Judge and Sessions Judge, Ratnágiri, during the absence of Mr. A. S. Moriarty, I. C. S., on leave, or pending further orders.

Mr. S. L. Batchelor, I. C. S., to act as Joint Judge and Sessions Judge, Ahmedabad, during the absence of Mr. Khareghat, or pending further orders.

Mr. E. H. E. Leggatt, I. C. S., to do duty as Assistant Judge and Sessions Judge, Ahmedabad.

Bombay Castle, 3rd May 1895.

No. 2962.—In continuation of Government Notification No. 2676, dated the 24th April 1895, His Excellency the Governor in Council is also pleased to appoint Mr. A. B. Steward, I. C. S., to act as Agent for Sardárs in the Deccan during the absence of the Honourable Mr. W. H. Crowe, Barrister-at-Law, I. C. S., on privilege leave, or pending further orders.

No. 2965.—His Excellency the Governor in Council is pleased to appoint Ráo Sáheb Vasudev Ganesh Kaduskar, Joint Second Class Subordinate Judge of Chiplún, to be Joint Second Class Subordinate Judge of Ratnágiri from the 29th May 1895, and until further orders.

Bombay Castle, 4th May 1895.

No. 3003.—His Excellency the Governor in Council is pleased to make the following appointments:—

Khán Bahádur Navroji Dorabji Khandalavala, B.A., LL.B. (Bom.), Judge of the Small Cause Court at Poona, to act as Special Judge under the Dekkhan Agriculturists' Relief Act XVII of 1879 during the absence on privilege leave of Mr. C. H. Jopp, B.A. (Oxon.), I. C. S., or pending further orders.

Khán Bahádur Manekji Nasarvanji Nanavati, B.A., LL.B. (Bom.), First Class Subordinate Judge at Surat, to act as Judge, Small Cause Court, Poona, vice Khán Bahádur Navroji Dorabji Khandalavala, pending further orders.

No. 3005.—His Excellency the Governor in Council is pleased to make the following appointments:—

Mr. F. L. Goldsmid, on return from leave, to take up his appointment as District Superintendent of Police, Bijápur.

Mr. W. Heyland, on being relieved by Mr. Goldsmid, to do duty as Assistant Superintendent of Police, Poona.

Mr. H. J. H. Henderson, on being relieved by Mr. H. J. Duggan, to do duty as Superintendent of Police, G. I. P. Railway

Mr. H. Scannell, on being relieved by Mr. Henderson, to do duty as District Superintendent of Police, Násik.

Mr. H. M. Gibbs, on being relieved by Mr. Scannell, to do duty as District Superintendent of Police, Kaira.

Major T. R. M. Macpherson, on return from leave, to do duty as District Superintendent of Police, Sátára, vice Mr. J. E. Down, proceeding on leave.

Mr. T. S. Greenaway to hold charge of the office of District Superintendent of Police, Sátára, from the date of departure of Mr. Down until relieved by Major Macpherson.

Bombay Castle, 6th May 1895.

No. 3015.—His Excellency the Governor in Council is pleased to make the following appointments:—

Ráo Sáheb Vishvanath Vinayak Paranjpe to act as First Class Subordinate Judge, Surat, during the absence of Khán Bahádur Manekji Nasarvanji Nanavati, B.A., LL.B., or pending further orders.

Mr. Venkatrao Vaikunth Wagh, B.A., LL.B., to act as Second Class, Fourth Grade, Subordinate Judge, Haveli and Vadgaon, vice Ráo Sáheb Vishvanath Vinayak Paranjpe, or pending further orders.

No. 3018.—Mr. A. B. Steward, I. C. S., acting District Judge and Sessions Judge of Poona, and Agent for Sardárs in the Deccan, is appointed, in addition to his own duties, an Additional Sessions Judge in the Ahmednagar Sessions Division, under Section 9 of the Code of Criminal Procedure, 1882, to exercise jurisdiction in the Ahmednagar Court of Session, with effect from the date of Mr. G. C. Whitworth's departure on leave and during the remainder of the current annual vacation of the Civil Courts in the Ahmednagar District, and under Section 193 of the same Code to try all cases committed and hear all appeals presented to the Court of Session during such vacation.

No. 3047.—Ráo Sáheb Vasudev Daji Joglekar and Ráo Sáheb Shridhar Narayan Sathaye respectively delivered over and received charge of the Second Class Subordinate Judge's Court at Athni in the Belgaum District on the 19th ultimo, in the forenoon.

No. 3049.—Ráo Sáheb Swamirao Narhar Bettigeri, acting Mámlatdár, táluca Haliyál in the district of Kánara, is appointed under Section 12 of the Code of Criminal Procedure, 1882, to be a Magistrate of the Third Class in that district, and is invested with the following additional powers, being some of the powers specified in the fourth schedule to the said Code:—

Power to make orders prohibiting repetitions of nuisances (Section 143).

Power to make orders under Section 144.

Power to hold inquests (Section 174).

Power to take cognizance of offences upon complaint and upon police reports (Section 191).

No. 3051.—Mr. A. H. A. Simcox, I. C. S., Assistant Collector in the district of Ahmednagar, is appointed under Section 12 of the Code of Criminal Procedure, 1882, to be a Magistrate of the Third Class in that district.

No. 3053.—A'zam Shankar Raghunath Mhalas, Head Kárkún, táluka Shirpur in the district of Khándesh, is appointed under Section 12 of the Code of Criminal Procedure, 1882, to be a Magistrate of the Third Class in that district, and is invested with the following additional powers, being some of the powers specified in the fourth schedule to the said Code:—

Power to make orders prohibiting repetitions of nuisances (Section 143).

Power to make orders under Section 144.

Power to hold inquests (Section 174).

Power to take cognizance of offences upon complaint and upon police reports (Section 191).

No. 3054.—Ráo Sáheb Kashidas Narandas Dalal and Ráo Sáheb Javerilal Lalubhai Thakur respectively delivered over and received charge of the Second Class Subordinate Judge's Court of Dohad in the Ahmedabad District on the 19th ultimo, in the afternoon.

No. 3056.—In exercise of the power conferred by clause (1) of Section 3 of the Bombay Mám-latdárs' Courts Act, 1876, His Excellency the Governor in Council is pleased to authorize A'zam Hanmant Wasudev Mulgund, acting Mahálkari, petha Bilgi in the district of Bijápúr, to exercise within that petha the powers of a Mám-latdár under the said Act.

No. 3058.—In exercise of the power conferred by clause (1) of Section 3 of the Bombay Mám-latdárs' Courts Act, 1876, His Excellency the Governor in Council is pleased to authorize A'zam Shankar Kesheo Sathe, Mahálkari, petha Malcolmpeth in the district of Sátára, to exercise within that petha the powers of a Mám-latdár under the said Act.

No. 3060.—In exercise of the power conferred by Section 321 of the Code of Criminal Procedure, 1882, the Governor in Council is pleased to appoint Ráo Bahádúr Raghavendra Pandurang Bengeri, Huzúr Deputy Collector, Kánara, to take part with the Sessions Judge of Kánara in preparing and making out a list of persons liable and qualified to serve as Assessors at trials to be held before the Court of Session in the Kánara Sessions Division and in hearing objections to the said list and revising the same in accordance with law.

No. 3062.—Dr. J. Pollen, I. C. S., and Mr. H. O. Quin, I. C. S., are appointed under Section 10 of the Code of Criminal Procedure, 1882, to be Magistrates of the First Class in the districts of Panch Maháls and Ahmedabad, respectively, with effect from the dates on which they may join their respective appointments as Collector and District Magistrate, Panch Maháls, and acting Collector and District Magistrate, Ahmedabad, in pursuance of Government Notification, Revenue Department, No. 2894, dated the 18th April 1895.

Bombay Castle, 7th May 1895.

No. 3084.—Ráo Sáheb Jessasing Kimatsing, acting Mukhtiárkár, táluka Naushahro Abro in the district of Shikárpur, is appointed under Section 12 of the Code of Criminal Procedure, 1882, to be a Magistrate of the Third Class in that district.

Bombay Castle, 8th May 1895.

No. 3089.—Azam Shankar Kesheo Sathe, Mahálkari, petha Malcolmpeth in the district of Sítátára, is appointed under Section 12 of the Code of Criminal Procedure, 1882, to be a Magistrate of the Second Class in that district, and is invested with the following additional powers, being some of the powers specified in the fourth schedule to the said Code:—

Power to make orders prohibiting repetitions of nuisances (Section 143).

Power to make orders under Section 144.

Power to hold inquests (Section 174).

Power to take cognizance of offences upon complaint and upon police reports (Section 191).

2. Under Section 32 of the Code of Criminal Procedure, 1882, the Governor in Council is pleased to specially empower Azam Shankar Kesheo Sathe to pass sentences of whipping.

3. The Governor in Council is also pleased to invest Azam Shankar Kesheo Sathe with jurisdiction to try cases arising under Section 62 of the Bombay District Police Act IV of 1890.

No. 3090.—Ráo Sáheb Venkatrao Vaikunth Wagh and Ráo Sáheb Vishwanath Vinayak Paranjpe respectively delivered over and received charge of the Second Class Subordinate Judge's Courts of Hávéli and Wadgaon in the Poona District on the 10th ultimo, in the afternoon.

No. 3091.—Ráo Sáheb Shridhar Narayan Sathaye and Ráo Sáheb Vaman Mahadeo Bodas respectively delivered over and received charge of the Second Class Subordinate Judge's Court at Bársi in the Sholápur-Bijápúr district on the 10th ultimo, in the afternoon.

No. 3094.—A'zam Vishnu Vinayak Bakre, Mahálkari, petha Guhágar in the district of Ratnágiri, is appointed under Section 12 of the Code of Criminal Procedure, 1882, to be a Magistrate of the Third Class in that district.

No. 3114.—Under Section 37 of the Code of Criminal Procedure, 1882, the Governor in Council is pleased to empower Ráo Bahádúr Jivanlal Pranjivandas, acting Huzúr Deputy Collector and First Class Magistrate, Kaira, to try in a summary way all the offences mentioned or referred to in Section 260 of the same Code.

No. 3116.—Under Section 37 of the Code of Criminal Procedure, 1882, the Governor in Council is pleased to empower Mr. C. N. Seddon, I. C. S., Magistrate of the First Class in the district of Khándesh, to try in a summary way all the offences mentioned or referred to in Section 260 of the same Code.

No. 3118.—Ráo Sáheb Shantvirapa Virsangapa Mensinkai, Mám-latdár, táluka Belgaum in the district of Belgaum, is appointed under Section 12 of the Code of Criminal Procedure, 1882, to be a Magistrate of the Second Class in that district.

No. 3120.—In exercise of the power conferred by clause (1) of Section 3 of the Bombay Mamlatdars' Courts Act, 1876, His Excellency the Governor in Council is pleased to authorize A'zam Vishnu Vinayak Bakre, Mahalkari, petha Guhagar in the district of Ratnagiri, to exercise within that petha the powers of a Mamlatdar under the said Act.

By order of His Excellency the Right Honourable the Governor in Council,
G. W. VIDAL,
Acting Chief Secretary to Government.

REVENUE DEPARTMENT.

Bombay Castle, 4th May 1895.

No. 3364.—His Excellency the Governor in Council is pleased to make the following appointments during the absence of Mr. E. H. Aitken or pending further orders:—

Mr. Kavasji Kharsedji Jamsedji to act as Second Assistant Collector of Salt Revenue.

Mr. F. W. M. Butler to act as Third Assistant Collector of Salt Revenue.

Mr. H. M. Judge to act as Fourth Assistant Collector of Salt Revenue.

Bombay Castle, 6th May 1895.

No. 3387.—Mr. Rustom Pestanji Jehangir, Assistant Collector of Customs and Opium, Bombay, is allowed privilege leave of absence for one month and fifteen days.

No. 3402.—His Excellency the Governor in Council is pleased to appoint Mr. W. H. F. Bolton to act as Collector and District Magistrate, Karachi, and District Registrar, Karachi, during the absence of Colonel R. I. Crawford on privilege leave or pending further orders.

Bombay Castle, 7th May 1895.

No. 3426.—Hari Siddheshvar, late Kulkarni of the villages of Sayakhindi and Chikhli, taluka Sangamner in the Ahmednagar Collectorate, having been convicted under Section 409 of the Indian Penal Code, is hereby declared incapable of serving Government again in any capacity.

No. 3432.—Veterinary Captain J. W. A. Morgan, Superintendent, Civil Veterinary Department, is allowed privilege leave of absence for three months from 1st June 1895.

Bombay Castle, 8th May 1895.

No. 3468.—His Excellency the Governor in Council is pleased to appoint Mr. C. N. Seddon, I. C. S., to do duty as Assistant Collector, Kaira.

By order of His Excellency the Right Honourable the Governor in Council,
J. MONTEATH,
Acting Secretary to Government.

MARINE DEPARTMENT.

Bombay Castle, 8th May 1895.

No. 33.—Mr. W. C. Hughes, M.Lust.C.E., Chairman, Bombay Port Trust, is granted privilege leave for one month and twenty-eight days from the 27th May 1895.

By order of His Excellency the Right Honourable the Governor in Council,
J. DEC. ATKINS,
For Secretary to Government.

ECCLESIASTICAL DEPARTMENT.

Bombay Castle, 6th May 1895.

No. 27.—The Reverend C. E. de Coetlogon, M.A., has been granted privilege leave for three months from the 8th May 1895 or such date thereafter as he may avail himself of it.

By order of His Excellency the Right Honourable the Governor in Council,
J. DEC. ATKINS,
For Secretary to Government.

GENERAL DEPARTMENT.

Bombay Castle, 4th May 1895.

No. 1775.—His Excellency the Governor in Council is pleased to make the following appointments:—

Mr. A. Lucas, I. C. S., to be a First Assistant vice Mr. J. J. Heaton, I. C. S., promoted.

Mr. Mohsin Badrudin Tyabji, I. C. S., to be a Second Assistant vice Mr. Lucas.

Bombay Castle, 6th May 1895.

No. 1785.—Surgeon-Major H. Adey is appointed to act as Civil Surgeon, Sataara, in addition to his own duties, with effect from 6th April 1895, afternoon.

No. 1795.—Assistant Surgeon Ramchandra Shivaji Poredi, L.M. & S., has been placed on general duty with effect from 2nd April 1895, forenoon.

Bombay Castle, 7th May 1895.

No. 1507.—Assistant Surgeon Manilal Gangadas Desai, L.M. & S., is allowed privilege leave of absence for one month and fifteen days.

No. 1808.—Surgeon-Major A. E. J. Croly, F.R.C.S.I., is appointed to act temporarily as Civil Surgeon, Sataara, in addition to his own duties, vice Surgeon-Lieutenant B. H. F. Leumann, M.B. transferred, with effect from 1st April 1895, afternoon.

By order of His Excellency the Right Honourable the Governor in Council,
J. DEC. ATKINS,
For Secretary to Government.

Miscellaneous Notifications, Appointments, &c.

JUDICIAL DEPARTMENT.

Bombay Castle, 7th May 1895.

No. 3077.—The appointment of Mr. Raghavendra Rao Timappaya as Clerk of the District Court of Kánara, which was notified substantive *pro tem.* by Government Notification No. 3805, dated the 16th July 1890, has been confirmed with effect from the 22nd April 1895.

G. W. VIDAL,

Acting Chief Secretary to Government.

BY THE COMMISSIONERS.

NORTHERN DIVISION.

No. 1678.—Mr. C. E. Frost, I. C. S., delivered over and Mr. H. O. Quin, I. C. S., received charge of the office of Collector and District Magistrate, Ahmedabad, on the 2nd instant, in the afternoon.

Camp Bándra, 4th May 1895.

G. B. REID,

Commissioner, N. D.

CENTRAL DIVISION.

No. R-1779.—The following transfers and postings of Mámlatdárs are ordered:—

Ráo Sáheb Ramrao Krishna Limaye from táluka Nagar in the Ahmednagar District to táluka Pimpalner in the Khándesh District.

Ráo Sáheb Dattatraya Nilkanth Joshi from Pimpalner in Khándesh to Khánápúr in the Sátára District.

Ráo Sáheb Shrikrishna Khanderao Bengali from Khánápúr in the Sátára District to Sháháda in Khándesh.

Ráo Sáheb Mohoniraj Eknath Ghotankar from Násik to Sangamner in the Ahmednagar District. Mr. Ghotankar is authorized to exercise First Class Magisterial powers at Sangamner.

Ráo Sáheb Chintaman Krishna Hardikar from Koregaon in the Sátára District to Násik.

Ráo Sáheb Narayan Ramchandra Sudame from Sánda in Khándesh to Koregaon in the Sátára District.

Ráo Sáheb Mahadev Govind Wagle from Akola in the Ahmednagar District to Nagar in the same district.

Ráo Sáheb Narayan Dattatraya Garde from Taloda in the Khándesh District to Sánda in the same district.

Ráo Sáheb Narayan Hari Mokashi is posted to Taloda in Khándesh.

Khán Sáheb Mahomedkhán Banekhan is posted to Málshiras in the Sholápúr District.

Ráo Sáheb Vyankatesh Damodar Puntambekar, on being relieved at Sangamner by Ráo Sáheb Mohoniraj Eknath, to revert to Akola in the Ahmednagar District.

Poona, 2nd May 1895.

No. P-746.—Captains C. A. Brown and W. W. Battiscombe respectively delivered over and re-

ceived charge of the office of the Cantonment Magistrate, Málegaon, on the 8th ultimo, in the forenoon.

No. R-1846.—Mr. Balaji Pandurang Joshi, Assistant District Inspector, Land Records and Agriculture, Khándesh, acted as District Inspector, Land Records and Agriculture, Khándesh, from 23rd December 1894 to 17th February 1895, both days inclusive, being the period intervening between the departure of Mr. Jacob Bapuji and the arrival of Mr. Krishnaji Vasudev Joshi.

Poona, 4th May 1895.

J. K. SPENCE,

Commissioner, C. D.

SOUTHERN DIVISION.

No. P-569.—Mr. E. V. Mackay and Ráo Bahádúr Sabajirao Chintaman Chitnis respectively delivered over and received charge of the office of District Superintendent of Police, Ratnágiri, on the 17th April 1895, in the afternoon.

No. 1388.—Mr. A. Lucas, I. C. S., and the Honourable Mr. G. D. Panse respectively delivered over and received charge of the office of the Collector and District Magistrate, Bijápúr, on the 23rd instant, in the forenoon.

No. 1390.—Ráo Bahádúr Kashinath Narayan Bhangaonkar and Mr. F. G. H. Anderson, I. C. S., respectively delivered over and received charge of the office of the Second Assistant Collector, Dhárwár, on the 8th April 1895, in the forenoon.

Belgaum, 29th April 1895.

No. 1433.—Mr. A. Lucas, I. C. S., and the Honourable Mr. G. D. Panse respectively delivered over and received charge of the office of the First Assistant Collector in charge of the Bágalkot, Bádámi and Hungund Tálukas in the Bijápúr District on the 24th ultimo, in the afternoon.

Belgaum, 2nd May 1895.

No. 1471.—The undermentioned employés of the Revenue Department in the Kánara Collectorate were allowed examination leave to appear for the following Departmental Examinations held in April last at Bombay:—

Name.	Designation.	Period of Leave.
<i>Special Lower Standard.</i>		
1. Mr. Survtam Sheshugiri Karnadker, B.A.	Kárkán, Mámlatdár's Office, Hallyál.	From 29th March to 10th April 1895, both days inclusive.
<i>Vernacular Examination in Maráthí.</i>		
1. Mr. Yeshwant Bala-pa Borker, B.A.	Head Kárkán, Táluka Shuidápúr.	From 1st to 16th April 1895, both days inclusive.

No. 1475.—The Honourable Mr. G. D. Panse and Ráo Bahádúr Vishnu Raghunath Kelkar respectively delivered over and received charge of the office of the First Assistant Collector, Ratnágiri, on the 16th ultimo, in the afternoon.

No. P-593. — Ráo Bahádur Sabajirao Chintaman Chitnis and Mr. F. H. Warden respectively delivered over and received charge of the office of District Superintendent of Police, Ratnágiri, on the 20th April 1895, in the forenoon.

Belgaum, 6th May 1895.

J. F. FLEET,
Commissioner, in charge S. D.

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

No. 2036. — The following changes are made consequent on Mr. Aitken's proceeding on furlough :—

Mr. Kavasji Kharsedji Jamsetji to do duty as Assistant Collector of Salt Revenue, Ratnágiri Range.

Mr. R. Thom to do duty as Assistant Collector of Salt Revenue, Thána Range.

Mr. H. M. Judge to do duty as Assistant Collector of Salt Revenue, Surat Range.

W. W. LOCH,
Acting Commissioner of Customs,
Salt, Opium and A'bkári.

Mahábaleshvar, 6th May 1895.

BY THE COMMISSIONER IN SIND.
REVENUE DEPARTMENT.

No. 1686. — Under No. 66 of the Rules framed by Government under Section 214 of the Land Revenue Code, Bombay Act V of 1879, the Commissioner in Sind hereby directs, in modification of Notification No. 2549, dated the 2nd July 1884, that the several villages, towns and cities in the Shikárpur Táluka, Shikárpur District, shall be classed as under :—

Táluka.	Villages, Towns and Cities.	Class.
Shikárpur ...	Town of Shikárpur within Shikárpur municipal limits.	I
	All other villages, towns and cities.	III

E. C. K. OLLIVANT,
Acting Commissioner in Sind.

Karáchi, 2nd May 1895.

BY THE ACCOUNTANT GENERAL.

No. 1853.
THE TREASURY, CALCUTTA.
The 29th March 1895.

From

THE COMPTROLLER GENERAL ;

To

THE ACCOUNTANT GENERAL, BOMBAY.

Sir,—I have the honour to inform you that it has been decided by the Government of India that ordinary postage stamps over-printed with the

words "Postal Service" may be sold to Post Offices only without any allowance on account of discount, and to request that in your Exchange Account with the Post Office you will sub-divide the receipts from the sale of ordinary postage stamps under the two following heads :—

Ordinary Stamps.

Postal Service Stamps.

I have the honour to be,

Sir,

Your most obedient Servant,

(Signed) A. F. Cox,

Officiating Comptroller General.

No. T. A. M.
2191

ACCOUNTANT GENERAL'S OFFICE :

Bombay, 30th April 1895.

Copy forwarded to all Collectors and Treasury Officers for information and guidance, with a request that the sale-proceeds of Postal Service Stamps may be shown in a distinct manuscript entry under "Account between Bombay and Post Office" in the monthly cash accounts.

GENERAL LETTER No. $\frac{A.C.}{2320}$.

ACCOUNT CURRENT DEPARTMENT :

Bombay, 3rd May 1895.

From

THE ACCOUNTANT GENERAL, BOMBAY ;

To

THE

Sir,—I have the honour to invite attention to the orders of the Government of India contained in their Resolution No. 185, dated the 10th January 1883, in the Financial Department, and to request that you will be so good as to call upon all officers subordinate to you to submit their Store Returns for 1894-95 to your office, in the first instance, as laid down in Government Resolution, Financial Department, No. 2842, dated the 22nd August 1884.

2. These Returns should be compiled in your office into one general statement in the form (two copies of which are herewith forwarded) prescribed in the Resolution of the Government of India quoted above, and the general statement forwarded to this office not later than the 30th of June 1895, in order that my office may compile one consolidated statement for the whole Presidency for submission to Government by the 1st August 1895.

3. In preparing the statement, you should show, in the columns provided for the purpose, the *estimated* expenditure that would have been incurred had the articles of European manufacture, purchased locally, been obtained through the India Office, and the reasons for making the purchase locally should be given at foot of the statement.

4. These particulars are required by the Director General of Stores, India Office, London (*vide* Government Resolution, Financial Department,

No. 2823 of the 14th August 1893), and special attention is accordingly invited to these requirements.

5. The statements of annual estimates of stores prescribed in paragraphs 20 and 21 of the Resolution of the Government of India, quoted in the first paragraph of this letter, should be sent *direct* to Government and *not* through this office.

GENERAL LETTER No. ^{A. C.}₂₈₅₅.

ACCOUNT CURRENT BRANCH:
Bombay, 3rd May 1895.

From

THE ACCOUNTANT GENERAL, BOMBAY;

To

ALL COLLECTORS AND TREASURY OFFICERS.

Sir,—I have the honour to invite attention to Articles 492, 493 and 494, Chapter 25, of the Civil Account Code, and to request that you will furnish the Military Account Officers concerned with prompt intimation of all expenditure that has been, or is likely to be, incurred by you on account of the "Chitral Relief Force."

O. T. BARROW,
Accountant General.

BY THE INSPECTOR-GENERAL OF
PRISONS.

Surgeons-Major J. McCloghry and G. E. Fooks respectively delivered over and received Medical charge of the Ahmedabad Central Prison on the 30th April 1895, after office hours.

T. M. FILGATE,
Inspector-General of Prisons.
Bombay, 6th May 1895.

BY THE CONSERVATOR OF FORESTS.

NORTHERN CIRCLE.

No. 261.—Mr. Shaik Hasanalli Mahomedalli, acting Extra Assistant Conservator of Forests, Fourth Grade, delivered over and Mr. Waman Ramchandra Gaunde, Extra Assistant Conservator of Forests, First Grade, received charge of the Dahanu Sub-division Forest Office in the forenoon of the 23rd April 1895.

*Camp Ambúdi, Thána District,
4th May 1895.*

R. C. WROUGHTON,
Deputy Conservator of Forests, N. C.

CENTRAL CIRCLE.

No. 711.—Mr. G. S. Hinge, Extra Assistant Conservator of Forests, delivered over and Mr. W. F. D. Fisher, Assistant Conservator of Forests, received charge of the Divisional Forest Office, Sholapur, on the forenoon of the 17th April 1895.
Poona, 2nd May 1895.

No. 761.—Messrs. V. G. Tumne, Extra Assistant Conservator of Forests, and H. W. Keys, Deputy Conservator of Forests, respectively delivered over and received charge of the Sub-divisional Forest Office, West Khándesh, on the 10th April 1895, before noon.
Camp Shirwal, 4th May 1895.

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

SOUTHERN CIRCLE.

No. 713.—Mr. Shesho Manju, Extra Assistant Conservator of Forests, received charge of the Sub-divisional Forest Office, Supa, from Mr. G. J. Rege, acting Extra Assistant Conservator, on the afternoon of the 17th April 1895.

J. L. L. MACGREGOR,
Conservator of Forests, S. C.
*Camp Zalúli, Kánara District,
1st May 1895.*

BY DISTRICT MAGISTRATES.

No. 1487.—A'zams Govind Jiwaji Apte and Rangnath Ramchandra Reghe, Magistrates, Third Class, in the district of Sholapur, are invested with the following additional powers under the Code of Criminal Procedure:—

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

L. G. DESHMUKH,
District Magistrate.
Sholapur, 2nd May 1895.

No. 3532.—Mr. R. C. Lord, Magistrate, First Class, Násik, is hereby invested with the following additional power specified in the fourth schedule of the Code of Criminal Procedure:—

Power to transfer cases, (Section 192).
Camp Chowsala, 4th May 1895.

A. WINGATE,
District Magistrate, Násik.