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PART I.

Government Notifications, Appointments, &c.

Notice.

Letters, parcels and telegrams for His Excellency the Governor and the Private Secretary which cannot be delivered at Malabár Point, Bombay, by 1 P.M. on Friday, 2nd proximo, should be addressed to Bella Vista, Mahábaleshvar, until further notice.

G. H. R. HART,

Private Secretary to His Excellency the Governor of Bombay.

Malabár Point, Bombay,
23rd March 1886.

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NOTIFICATIONS.

MARINE DEPARTMENT.

Bombay Castle, 23rd March 1886.

No. 18.—Under the provisions of Section 43 of the Bombay Port Trust Act, 1879, the following additional rate is sanctioned for the use of cranes at Prince's Dock :—

Immediately after using a crane at Rs. 3-12 per half day or half night, more lifts not exceeding 15 may be made at 2 annas per ton should this be preferred to continuing at the Rs. 3-12 rate, and on condition that the time occupied does not exceed an average of 10 minutes for each lift; otherwise the Rs. 3-12 rate will be continued.

No. 19.—Under the provisions of Section 43 of the Bombay Port Trust Act, 1879, the following charges on Organs and Harmoniums are sanctioned at Prince's Dock :—

Removal and delivery charges should unclaimed goods be removed from the wharf to the warehouse after the expiry of free days allowed.	Rent per week or part of a week for unclaimed goods warehoused.	
Rs. a. p.	Rs. a. p.	
0 8 0	0 3 0	Packages under 20 cubic feet.
1 0 0	0 4 0	" of 20 and under 30 cubic feet.
1 8 0	0 6 0	" of 30 " 40 "
2 0 0	0 8 0	" of 40 " 50 "
2 4 0	0 9 0	" of 50 " 60 "
2 8 0	0 10 0	" of 60 " 70 "
2 12 0	0 11 0	" of 70 " 80 "
3 0 0	0 12 0	" of 80 cubic feet and over.

Bombay Castle, 24th March 1886.

No. 20.—The following Bye-Laws made by the Trustees of the Port of Bombay under Section 73 of the Bombay Port Trust Act, 1879, for the regulation and management of the Wet Docks are published under Section 74 of the said Act in supersession of the hitherto existing bye-laws for the regulation and management of the Wet Docks :—

1. Before a vessel is brought into the Dock Channel, the Master shall furnish to the Dock Master, and will verify the correctness thereof by his signature, the full information required on the printed form attached (Appendix A), which will be supplied on application, and on no account is a vessel to enter the Dock Channel until a permit has been obtained from the Dock Master on the form given in Appendix B. The entire responsibility for any accident whatever, which may result from inaccurate or incorrect information having been furnished, will, in addition to the prescribed penalty, devolve upon the Master or Owners of the vessel furnishing it.

2. Masters of vessels shall obey all directions of the Dock Officers in relation to the rotation and manner of navigating the Dock Channels and of coming into or going out of Dock, and shall not offer any obstruction to the opening or shutting of gates; and no person shall open or shut, or attempt to open or shut, any Dock Gate, Sluice, or Valve, nor any Swing Bridge, without the authority of the Dock Officers.

3. No vessels shall attempt to navigate under sail within the Dock Channel or Entrances, but steam power will be employed, and steam vessels should have their engines in readiness and available for this purpose, supplemented by a Tug if required. In the event of efficient steam power not being provided by the Master or Owners, or when necessary, the Dock Master is authorized to employ the 'Trustees' or other available Steam Tug for duties in connexion with vessels docking, undocking, or navigating the Channel, and the Master or Owners of the vessels will be charged at a fixed rate for the use thereof.

4. Vessels on entering the Dock Channel shall have a boat with four men in attendance for running-out lines to the Pier Heads for hauling into Dock, and shall have in readiness, and supply for use, such (steel wire or other) hawsers as may be required, also guy lines, of at least

30 fathoms in length for each bow and quarter, and such other ropes, lines, and fenders, &c., as may be necessary to facilitate and to protect the vessel from injury whilst hauling into or out of Dock, and failing these being provided by the vessel the same may be supplied by the Dock Master, and a fee of Rs. 30 shall be paid by the Master or Owners for the use thereof. In the latter case, although endeavours will be made to provide efficient ropes, hawsers, &c., for this purpose, the Trustees or their Officers will not be responsible for accidents resulting in damage to the vessel from their proving defective or inefficient or from their breaking whilst in use.

5. Vessels shall have their lower yards peaked when hauling into or out of the Docks, or when navigating the Dock Channels, or removing from one part of the Dock to another, or when lying therein; the spritsail yard or whiskers shall be fore and aft, and all other yards braced within the beam; the jib-boom is to be run in within three feet from the bowsprit cap; the flying jib-boom, studding sail booms, and irons (if any) are to be taken off; the main or mizen-boom and stern davits are to be rigged within the taffrail; the quarter davits and bumpkins rigged in within the beam of the vessel; and the flukes of the anchors are to be above water; and immediately after having been brought into Dock the anchors shall be got in on the fore-castle rail or deck, with the stocks placed in a vertical position close to the cat-head; or else, should any anchor be carried man-o'-war fashion with the pea projecting outside the covering board, the anchor must be provided, as a safeguard against accidents, with a strong piece of wood fixed diagonally from where the stock of the anchor joins the shank to the outer pea, so as to prevent the fluke forming a hook, and any accident resulting from the want of this provision will be at the special risk of the Master or Owner of the vessel.

6. Masters or Owners shall employ and have in readiness a sufficient number of riggers, labourers, appliances, &c., on board and on shore for working vessels in, out of, and about the Channels, Entrances, and Docks; failing this being done, or whenever necessary, the Dock Officers may employ such number or quantity of either or all of them as may be necessary, at the risk and expense of the Master or Owners.

7. Masters or other persons in charge of vessels in the Harbour near the entrance to the Dock Channel, or in the fairway of the Channel, or near the Dock Entrances, shall remove the vessels when required to do so by the Dock Officers, and in the event of their failing to do so promptly the removal may be effected under the orders of the Dock Officers; the expense in the latter case shall, in addition to the prescribed penalty, be paid by such Masters of vessels.

With respect to the Management of the Docks and Quays.

8. Agents, Charterers or Masters of vessels shall send to the Dock Superintendent's Office separate written application for each vessel desiring to enter the Dock, stating vessel's name, and whether laden with coal, or other cargo, or in ballast.

9. Steamers bringing import general cargoes or State Railway stores desirous to discharge on the Dock wharf shall get preference over all other vessels, even without previous application, and shall be assigned earliest berths after arrival.

10. A vessel having discharged imports shall have the right to remain in her berth to load, only if the spaces emptied by discharge are at once filled with exports. Any delay in doing this will cause a vessel to forfeit her right to remain in her unloading berth, and if thus moved she shall take her turn for a fresh berth with vessels that may enter the Dock only to load.

11. In the case of vessels arriving in ballast the Port Officer shall furnish the Dock Superintendent with a daily return of the arrival and hour of anchoring of such vessels, and the Pilot's return to the Port Officer on these points shall decide the order in which such vessels shall obtain berths in the Dock, provided that application for a berth has been made previous to or on arrival.

12. In the case of water ballast steamers arriving coal-laden the Masters shall furnish to the Dock Superintendent, through their Agents, certificates of date and hour of final discharge; if the certificates be not complete as to entire discharge of inward cargo, or if he otherwise thinks it necessary, then the Dock Superintendent shall have the right to verify the correctness of the certificate by personal inspection of the vessel. Time of final discharge shall decide the turn the vessel is to take, always provided that she has applied for a berth previous to or on arrival.

13. Dry bottom ships (*i.e.* vessels not provided with water ballast) shall be considered as ready to enter the Dock when the Dock Superintendent receives a certificate that the vessel in question has discharged 90 per cent. of her coal cargo, and that she cannot discharge the remainder until she takes in 'stiffening' in Dock.

14. No berth shall be named or shed set aside for any vessel until she is reported ready to enter the Dock when, if a berth is available, the Dock Superintendent will inform the Dock Master, who, in his turn, will intimate to the vessel the berth assigned, and will arrange for docking her.

15. No vessel shall be entitled to a berth until one has been specially allotted at the Dock Master's Office.

16. Stage or pontoon berths shall be used when practicable, and when the necessary quay space can be made available.

17. The 'Ibis' wharf shall be considered a loading berth and a vessel so berthed shall haul off when packages weighing over $1\frac{1}{2}$ tons require to be discharged there from any other vessel.

18. Vessels loading by stage, or by pontoon, or at the 'Ibis' wharf, shall get full quay side berth in turn when one becomes vacant in preference to other vessels that have not entered the Dock.

19. Whenever it is desirable to allow a vessel not entitled to preferential berth to occupy such a berth until required by a vessel having a right to it, this may be done, the Dock Superintendent taking from the Captain, Agent or Charterer, who may apply for the berth, a written agreement to remove

from the shed or quay of the berth previously occupied to that of the new berth such cargo as may have been brought down for the vessel more than one day before the transfer of the vessel from one berth to another. Such removal being at the cost and risk of the Captain, Agent or Charterer, who applies for the berth. Should the removal not be effected at once, the Dock Superintendent shall have power to carry it out, recovering the cost from the Captain, Agent or Charterer, as the case may be. The Trustees shall remove free of charge to the new shed or quay such cargo as may have been brought for the vessel not more than one day before the transfer to the new berth.

20. All vessels while in Dock are in the charge of the Masters and Owners, and it is the duty of the Master, Officers, and Crew to transport their respective vessels with their own warps and appliances under their own responsibility to or from any part of the Dock, and to see that all gang-ways are securely placed, and that all hatches are covered and secured to guard the safety of life and property at sunset or when not in use, for which the ship's Officers are alone responsible.

21. On a vessel entering the Dock, the berth to be occupied will be pointed out by the Dock authorities, and the vessel will be placed there by the Master and Crew, the assistance of a Harbour Master or Assistant Dock Master being afforded if requested.

22. No vessel shall be permitted to enter or leave the Dock or to be moved from one berth to another in Dock unless the Master is on board and in actual command, the only exceptions to this being when the Chief Officer holds a Master's certificate, or this not being so, in case of the death of the Master or when, owing to his serious illness, he is unable to perform his duties.

23. Masters and Owners of vessels shall obey the directions of, and shall offer no obstruction to, Dock Officers as to the mooring, unmooring, moving, or removing any vessel from one part of the Dock to another part; or in regulating the position, loading, and discharging of such vessels, and the Quay space to be occupied by such vessels; and all expenses incurred by Dock Officers in carrying out this enactment shall, in addition to the prescribed penalty, be also paid by such Masters or Owners; but no vessel shall be removed from its berth without the consent of the Dock Master being obtained in writing as to the mode and time of removal.

24. All vessels in Dock shall be kept so loaded or ballasted as to allow of their being safely removed in the event of fire or other emergency arising.

25. A fair proportion of Quay space so far as available shall be appropriated to each vessel, and in case of difference or dispute it shall be determined by the Dock Superintendent.

26. Vessels occupying Quay side berths shall give such facilities for loading and discharging cargo to and from vessels occupying outside berths as the Dock Superintendent may consider reasonable, and the Trustees will not be responsible for delay, demurrage, or otherwise, by reason of over-side loading or discharge being impeded by vessels being over-lapped or double-banked.

27. No ballast, baskets, bottles, oakum, stones, or other loose material shall be laid upon any Quay or Pier within three yards from the margin of the Dock or Harbour; and no ballast, ashes, or other substance or rubbish shall be thrown or allowed to fall into the Dock Channels or Dock, or from any Pier or Quay.

With respect to the Loading and Unloading of Cargoes, and the Transport, Deposit and Storage of Goods on the Quays, Wharfs, and Premises of the Docks, and removal therefrom.

28. No person shall without authority deposit on the Quays, in the Sheds, or in any other part of the Dock enclosure, any ashes, bilge water, cinders, dirt, dung, dust, rubbish, sewerage, refuse, or shavings.

29. Masters of vessels loading or discharging ashes, ballast, bricks, cinders, coals, dust, lime, rubbish, shingle, stones, tiles, or any other loose matter or thing, shall use for such purpose a canvas cloth or wooden shoot, to the satisfaction of the Dock Master. Ashes, cinders, dust, and rubbish must be landed on the Quay in such place as may be directed by the Dock Superintendent, and removed by carts. A single wharfage rate will be charged for the first day after landing and if by that time the ashes, &c., shall not have been removed, they will become the property of the Trust, and the wharfage rate will not be charged. Coals, coke, and other loose materials must not be discharged into cotton or other low-sided boats but into boats with sides of sufficient height to prevent any of the cargo falling overboard into the Dock.

30. Vessels shall not be repaired in such manner as to allow any cotton or other loose material or any chips, pieces of wood or other like material to fall into any Dock, Basin, or Entrance, or without having a canvas shoot or other safeguard so secured from the side as to prevent such cotton, &c., from so falling.

31. No stages, planks, or poles provided by the Trustees for vessels loading or discharging shall be used without a written order from the Dock Superintendent; and when the discharging or loading is completed they shall be replaced on the Quay as the Dock Superintendent may direct, and all loss or damage thereto shall be made good at the expense of parties using them. All stages, planks, or poles not provided by the Trustees after use in discharging or loading shall be removed within two working hours from the Dock Quays.

32. No vessel shall commence discharging her cargo in the Dock until after she has been moored at a berth appointed for her discharge.

33. The Trustees will not take charge of, or be responsible for, any goods discharged from any vessel when the same is not properly berthed according to the Trustees' rules.

34. Masters of vessels about to discharge at the Dock shall not break bulk until a true copy of the Manifest, or the Master's copies of the Bills of Lading have been deposited in the Dock Superintendent's Office. The copies of the Bills of Lading shall be returned after discharge of the inward cargo.

35. Masters of vessels shall not refuse or neglect to produce any book, voucher, or other document in connexion with the landing or shipping of cargo.

36. No cargo shall be discharged from a vessel except under the superintendence on board of such vessel of the master of such vessel or of a licensed stevedore or mukádám. Such master, stevedore or mukádám shall see to, and be personally responsible for, the proper slinging of cargo on board of such vessel when discharging.

37. Masters of vessels and the stevedores or mukádáms, who may be employed on such vessels, shall see and be severally personally responsible that single packages over 1½ tons in weight are not hoisted by the ordinary 30 cwts. Dock cranes.

38. No stevedores or mukádáms shall be allowed to work cargo on board any vessel in the Dock unless they shall bear licenses issued under the authority of the Trustees permitting them to work in the Dock, and the Trustees may, at their pleasure, cancel or suspend for a time any such license. All requisitions on Dock Officials regarding cargo or cranes must be made by the ship's officers.

39. No license shall be issued to any stevedore or mukádám who shall not undertake to employ, and every licensed stevedore and mukádám shall employ at least two experienced foremen to superintend the discharging or loading of cargo at each hatchway at which discharging or loading is being carried on, viz. one foreman in the hold, who shall look after the coolies and supervise the slinging or unslinging, and the other foreman on deck, who shall see that the crane chain is not taken out of the square of the hatchway and that the hook does not catch the combings, and who shall also superintend the taking off and putting on the beams and hatches and shall see that the men keep out of danger on dock and do not stand under the hoist.

40. The masters of vessels shall be responsible that proper lights are provided in those parts of the ships where work is going on in any way connected directly or indirectly with the use of the Trustees' cranes, wharves, docks, piers, or other property of the Trustees, or when, owing to want of sufficient light, injury might result to life, limb or property from such work being in progress.

41. Stevedores and mukádáms shall be severally personally responsible that no work in any way connected directly or indirectly with the use of the Trustees' cranes, wharves, docks, piers, or other property of the Trustees, be carried on by men employed by them unless proper and sufficient lights are provided.

42. No cargo shall be discharged from or loaded into any vessel except under the personal superintendence on shore of a contractor permitted by the Trustees to work cargo on shore, or of an experienced foreman employed by such contractor, or of a servant of the Trustees authorized to work cargo on shore. Such contractor shall be personally responsible for the proper slinging of cargo on shore.

43. No stevedore, mukádam, or contractor, or foreman of such stevedore, mukádam, or contractor, permitted as aforesaid to superintend the working of cargo, or servant of the Trustees authorized to work cargo on shore, shall allow any goods, whether in bags, bales, boxes, or otherwise, to be slung without himself seeing that the following precautions for safety are first adopted:—

(1). That the sling is first laid down flat without turns or kinks preparatory to receiving the goods.

(2). After the sling has been made up and with the first strain on heaving up that the running loop is well beaten home with a wooden bar so as to make the grip secure.

44. Packages of cargo shall be slung under the hatchway, and under no circumstances whatever shall cranes be employed in breaking out cargo or removing it from under the combings.

45. When discharging iron drainage pipes, or other goods which from their want of description or want of proper distinguishing marks there will be difficulty in delivering correctly to Consignees, the Master of the vessel shall separate before landing, or in the course of landing, the various marks and consignments, failing which the Trustees will either refuse to receive the goods or will charge the cost of sorting.

46. Nitro-glycerine, Petroleum, Naphtha, Dynamite, Gunpowder, and other dangerous explosive substances will not be admitted into the Dock, and any vessel having such explosives on board must discharge them before entry into the Dock.

NOTE.—This bye-law does not apply to service ammunition whether for small arms or artillery, embarked or disembarked with troops.

47. All vessels using the Prince's Dock, before entering and while in dock, shall secure under lock and key in suitable cases or magazines in a safe place set apart for that purpose all combustibles and explosives kept on board for signal purposes only, and no person shall have access thereto unless in the presence of an officer whose duty it shall be to see such place safely locked up again, the key being kept in charge of the commanding or other responsible officer.

48. No dangerous explosive substances will be permitted to be brought on the Dock premises, and the Trustees may remove such goods at the risk and expense of the Owner.

NOTE.—This bye-law does not apply to service ammunition whether for small arms or artillery, embarked or disembarked with troops.

49. Masters of vessels shall furnish special notice to the Shed Officers before attempting to land any other packages containing articles or goods liable to ignition or explosion, or which are otherwise dangerous.

50. Acids, Aquafortis, Oil of Vitriol, Lucifer Matches, or other goods of a dangerous nature shall not be placed on any Quay unless distinctly marked as such outside the package, and even then not without obtaining the written permission of the Dock Officers, and in the event of such goods having been so placed by authority, they shall be removed from the Quays or vessels

within two hours after notice from the Dock Officers, and if not so removed, the Dock Officers may remove them at the cost of the Owner; and such goods, if allowed to remain within the Dock premises, must be watched continuously by or at the expense of the Owners of such goods, or the Master of the vessel; and failing this being done, the Dock Officers may cause the same to be watched at the Owner's expense.

51. No timber shall be discharged into or loaded in the Docks without the consent of the Dock Master, and if so discharged or loaded by consent shall be removed or loaded within forty-eight hours afterwards; and any timber laid on any Quay or other place shall not be permitted to remain beyond the time allowed by the Dock Officers.

52. Goods landed at the Dock shall only be delivered on production of the Bills of Lading, accompanied by a delivery order from the Master or Agents of the vessel.

53. Every Bill of Lading shall be specially endorsed so as to clearly designate the party to whose order the contents are to be delivered.

54. In all cases of informality in Bills of Lading from want of endorsement, &c., application must be made by letter showing the circumstances, and enclosing any documents which will show the title to the goods: in every such case the applicant must engage to indemnify the Trustees by bond or otherwise, as may be directed.

55. When Bills of Lading are produced which are at variance with the Manifest as to the original Consignee, delivery may be refused until the discrepancy is explained to the satisfaction of the Dock Superintendent.

56. Consignees applying for delivery of goods shall fill up a form in duplicate showing the quantities and weights or measurements, but not the Wharfage or Landing charges payable thereon. This form, accompanied by the Custom House Bill of Entry, shall be presented at the Dock Office, where the charges will be received and a receipt granted. The receipt, accompanied by the Bill of Lading and the Delivery Order from the Master or Agents of the vessel, shall then be handed to the Shed Officer, who will examine the documents, and on being satisfied that they are in order, and on being furnished with an acknowledgment for the goods, will grant delivery and authorize the Gatekeeper to pass the said goods.

57. No person shall remove from the Wharves or Sheds any goods other than those covered by the Customs Pass and the Port Trust Wharfage Receipt.

58. No Delivery Order can be received until the Manifest of the cargo duly certified by the Captain has been deposited in the Dock Office.

59. Permission to Consignees from the Collector of Customs to open packages shall be countersigned by the Dock Officers, and the opening of such packages without their condition being questioned shall be considered as delivery by the Trustees, and no claim for damage subsequently discovered will be admitted.

60. Packages which have been opened for appraisement, or by order of the Collector of Customs, shall lie at the risk of the Owner, Consignee, or Agent.

61. Goods taken delivery of but not removed from the Dock enclosure shall lie at the risk of the Owner or Consignee.

62. The responsibility of the Trustees for the condition or safe keeping of goods imported into or exported from the Docks does not commence until such goods have been received charge of by the Dock Officers; and the Trustees will not be answerable or liable for deficiencies of merchandise produced by natural or unavoidable causes, nor for any losses or deficiencies whatever unless ascertained and pointed out to the Dock Officers previous to the goods being removed from the Dock premises.

63. The Trustees will not be liable or responsible in any way for lost or damaged goods, *e. g.* chafages, breakages, and short deliveries, of which notice has not been given within one month from the date of landing or shipping as the case may be.

64. Packages containing Bullion, Specie, Precious Stones, Gold Dust, Jewellery, or other property of considerable value, whether cargo or private property, must be delivered to the Consignees by the Master or Owners of vessels under their own responsibility, unless, under special circumstances, they may be desirous of placing the same in charge of the Dock Superintendent; in which case it must be separately noted in the Manifest or list of cargo handed in, and specially handed over to the Dock Superintendent himself, and a distinct receipt obtained from him, for them, and a special rate will be charged for the storage thereof.

65. In case delivery of goods is made over the vessel's side into boats, the Master must take such steps as he may think necessary to protect his Owners in respect to their freight.

66. Goods landed and placed in the custody of the Trustees will be detained for freight on due notice being given in writing by the Owner, Master, or person interested therein, but goods *delivered into craft or floated in the Dock to be removed elsewhere* cannot be detained. Goods under stop for freight will not be delivered, nor warrants granted, until the stop has been removed, or the amount claimed for freight deposited with the Trustees.

67. No stop for freight can be received after the goods have been transferred or a warrant granted.

68. The Trustees are not responsible for detention or delay of vessels, barges, lighters, or other craft coming in, remaining in, or going out of Dock, or for detention or delay in the discharge of vessels, or in the progress of barges to or from the Dock, owing to a glut of vessels or goods, or for a stoppage in the delivery of goods from the like cause.

69. No person, unless duly permitted by the Dock Superintendent or Dock Master, shall take inside the Dock premises Carpenter's tools or other instruments used for opening cases, and no

Cooper shall be allowed to work in the sheds without a license from the Dock Superintendent.

70. Goods for shipment will not be put on board unless the Customs Export Note, the Trustees' Receipt for Wharfage and Shipping charges, and the Shipping Order are produced.

71. Goods shall not be laid on any Quay before the ship is ready to receive them, nor within four feet of any tramway, cartway, or footway at any time nor under any shed, so as to prevent the free working of the gates.

72. Owners, Masters, Bargemen, and others are liable for damage done by their vessels, craft or servants to works or property of the Trustees, and vessels may be detained until security has been given for the amount of damage done.

73. Every barge or cargo boat remaining in the Dock more than twelve hours after having received or discharged her cargo will be subjected to a charge as under for every day or part of a day while she shall so remain:—

	Rs. a.
Cargo Boat or Barge up to 15 tons ...	0 8
Do. above 15 and up to 25 tons ...	0 12
Do. above 25 tons ...	1 0

74. The admission of carts and carriages within the Dock premises, and their control when on the premises, will rest with the Dock Officers.

75. All the Quays, Sheds, Gates, and the land within the Dock fence will be in charge of the Dock Superintendent who will manage all operations connected with the landing and shipping of goods, storage in the sheds and in the open, proper custody of all goods within the enclosure, exclusion of improper characters, and take whatever steps may be necessary for the proper maintenance of order on the premises.

76. The gates and the wickets of the Dock premises will be kept open at hours fixed by the Trustees, and ingress and egress at unauthorized hours will only be allowed to persons holding passes signed by the Dock Superintendent or other officer authorized by him, or by the Dock Master.

77. Only the crews of vessels in Dock, and labourers or other persons in the service of the Trustees, or those who hold pass tickets or orders granted by the Dock Master or Dock Superintendent shall be employed in the loading or unloading of vessels, or in any other work or labour to be performed, whether on board vessels or lighters, or on shore within the Dock premises.

78. Articles shall not be drawn over the Dock Bridge except upon wheel carriages, and they shall not be allowed to trail or drag upon the Bridge. No vehicle shall be permitted on the Bridge which with its load exceeds ten tons in weight, or has more than a concentrated load of five tons on two wheels equally distributed.

79. Working hours at the Dock shall be from sunrise to sunset, except on holidays and Sundays. The sanctioned holidays recognized by the Trustees will be Christmas Day, New-Year's Day, Good Friday, the Sovereign's birthday, and any Fast or Thanksgiving days ordered by Government, or on any special occasions ordered

by the Trustees. In computing the days for charging rents Sundays and the holidays enumerated as well (in the case of dutiable goods only) as any other days on which Imperial duty may not be received will be omitted. The day on which goods are landed will be counted as one of the 'free days' except when goods are landed after sunset, when the free days will not commence until the following morning.

80. Application to work at night, or on Sundays or on holidays, will be made to the Dock Superintendent who, on production of the necessary permission from the Customs Department, will order all the necessary arrangements for the proper conduct of business. Such work will be charged the extra rates fixed by the Trustees.

81. The Dock Master will not take any vessel out of Dock unless the Master produces a receipt showing Dock Dues to have been paid, and that no claims stand against the vessel.

With respect to the Piers, Wharfs, Quays, Dock Premises and Channels, and the Vessels and Officers and Crews thereof whilst using them.

82. The crews of vessels in Dock will only be permitted to enter or leave the Dock after the hour of closing by means of a pass, signed by the Commander or Officer in charge, and countersigned by the Dock Master or his Assistant.

83. Any anchor dropped in or near the Dock Channel or Entrance of the Dock shall be buoyed, and in no case shall it be left there for longer than one tide.

84. Any person who shall cut, deface, or injure any mooring, rope, chain, or any buoy, buoy-rope, or cable belonging to any anchor within the Channels, Entrances or Docks shall, in addition to the prescribed penalty, be required to pay the amount of damage, repair, and recovery.

85. All the ship's water-closets and latrines must be thoroughly cleansed and securely fastened up before the vessel enters the Dock, and no use whatever shall be made of them during the vessel's stay in Dock. Latrines and Urinals will be provided on the Dock premises, and Com-modes will be supplied for the Masters of ships.

86. Whilst a vessel is in Dock, the Master or some other responsible officer must always be on board in charge, and must superintend and assist in carrying out all duties in connection with the vessel or its cargo.

87. Whilst in Dock every vessel shall have a shipkeeper on deck two hours before and one hour after high water, and such shipkeeper shall carefully attend to the moorings of the vessel and the sufficiency thereof, and cause them to be slackened or hove-in from time to time as necessary on rise or fall of water; and failing to do so, the Master or Owner shall be responsible for all damage from neglect.

88. When berthed or moored in the Dock a ship's propellers shall not be worked for trial by the main engines without due notice being given to, and permission obtained in writing from, the Dock Master. Masters and owners, in addition to the prescribed penalty, will be held responsible for any damage that may result from the working of their ship's propellers either by hand or steam.

89. Projections from the Deck of any vessel which interfere with another vessel loading or discharging shall be removed on requisition by the Dock Master.

90. The Master shall not permit the lines or ropes of any vessel in the Dock to be made fast to the Lamp Posts on the Wharfs or Quays, or to pillars of any shed, nor to any other place than the Samson posts bollards, mooring posts, cleats, ringbolts, or other appliances specially provided for the purpose.

91. No Pitch, Resin, Tallow, or other inflammable materials shall on any account be melted on board ship, or in boats, or on the Quays, except in such manner and in such places as shall be pointed out by the Dock Master, or the Dock Superintendent, nor shall any, Pitch, Tar, Oil, Flax, Oakum, Straw, Shavings, or other inflammable or combustible article be allowed to remain on the deck of any vessel, nor in boats, nor on the Quays.

92. All boats, barges, &c., within the Dock are at the risk of their Owners, who will be held responsible for any damage which may occur whilst navigating them, or by their getting adrift.

93. No fender that will not float shall be used over the side of any vessel. Sails shall be furled before sunset.

94. Bells are not to be struck to denote the hour on board ships in Dock.

95. No vicious or dangerous animals, and no loaded gun or other firearm, shall be kept on board any vessel in Dock.

96. Masters of vessels shall be answerable for the acts of their crew or persons employed about such vessels.

97. The Port Officer is empowered to order the immediate removal from the Dock of ships having on board animal manures or other offensive or dangerous cargoes, or persons with infectious diseases.

98. No person shall molest, assault, resist hinder, obstruct, impede, or interrupt, or offer or attempt to molest, assault, resist, hinder, obstruct, impede, or interrupt any employé of the Trust in the execution of his duty, or disobey his lawful orders, or use abusive or offensive language, or aid or incite others to do so.

With respect to Fires and Lights.

99. Smoking and the use of any unprotected fire or light in any shed or warehouse within the Dock enclosure is strictly prohibited.

100. No person shall smoke Tobacco or other substance, or ignite Lucifer Matches or other inflammable articles, on any Pier or Quay, or on board any vessel within the Dock, except in such places as may be allotted for the purpose.

101. Fires of coal, charcoal, or coke may be used in the cabins, deckhouses, forecastles and cabooses of vessels in Dock between 5 o'clock A.M. and 9 o'clock P.M., subject to being prohibited (on any abuse) by the Port Officer.

102. Fires for donkey engines, steam winches, and portable forges are also permitted during working hours, and for ships' engines for a rea-

sonable period (say three hours) before a ship leaves, and (say two hours) after a vessel is berthed in the Dock.

103. All lights, whether oil lamps or candles. used on board vessels in Dock, except as mentioned in bye-law 104, shall be in globes or secured lanterns.

104. Naked lights may be used only in the engines and boilers of vessels whilst under inspection and repair, or in duties connected therewith.

105. While any fire or light is lighted, at least, one person on board is to be specially charged with the care thereof; and no fire or light is to be left or used in so rash, careless, or negligent a manner as to risk or endanger the safety of, or to ignite, any goods, property, or vessel in the Docks or on the Dock premises.

106. All applications for special permission to use fires at any other than the prescribed hours shall be made in writing to the Dock Master before 5 o'clock P.M., and shall specify the circumstances under which the request is made; if granted, the application, after having been endorsed by the Dock Master, is to be retained on board by the person charged with the care of the fire, and is to be exhibited by him to the Dock and Police officials whenever demanded, and is to be returned to the Dock Master by 10 o'clock A.M. on the following day.

107. Vessels in Dock and all parts thereof shall be held or made free and accessible to the Dock and Police officials for their inspection in regard to fires and lights whenever they demand it, and no person shall disobey any order of any Police Officer or Watchman for extinguishing any fire or light used in contravention of these Bye-laws.

Penalties.

108. Any person convicted of having committed a breach of any of the foregoing Bye-laws shall be liable to a penalty not exceeding (100) One Hundred Rupees. (Section 75 of Act VI. of 1879.)

(APPENDIX A.)

TO
THE DOCK MASTER OF THE
PRINCE'S DOCK, BOMBAY.

SIR,

I have the honour to request that the under-mentioned vessel, of which I am Master, may be received into Dock on the _____ or as soon as practicable:

Name of Ship or Steamer _____
Do. of Owners _____
Description of Cargo _____
Gross Register Tonnage _____
Net do. do. _____
Exact present draught of water to inches _____
Deep load do. do. _____
Ballast do. do. _____
Extreme length of vessel over all, } _____
including Bowsprit if any } _____
Do. breadth do. do. _____

Has *not** Steam appliances for warping, &c.
Has *not** engaged a Steam Tug.

I hereby certify that the above information is correct.

BOMBAY HARBOUR, | Master of the
188 . | S. _____

*These negatives may be erased if necessary.

(APPENDIX B.)

PRINCE'S DOCK OFFICE,

Permit.

Bombay, _____ 188 .

The S. _____ will be received into Dock at about _____ M. on the _____ 188 , and should be brought into the Dock Channel under the directions of _____ not later than _____ M., and will be placed alongside the _____ Quay or Wharf at No. _____ berth.

Dock Master.

To

THE COMMANDER OF THE S.

By order of His Excellency the Right Honourable the Governor in Council,
M. W. WILLOUGHBY, Brigadier-General,
Secretary to Government.

GENERAL DEPARTMENT.

Bombay Castle, 24th March 1886.

No. 1095.—The following Notification by the Government of India is republished:—

“REVENUE AND AGRICULTURAL DEPARTMENT.

EMIGRATION.

Calcutta, the 19th March 1886.

No. 98-224E.—In exercise of the powers vested in him by Section 3 of the Indian Emigration Act, XXI of 1883, the Governor General in Council is pleased to declare that the Act shall come into force on the 1st April 1886.

(Signed) C. J. LYALL,

Offg. Secretary to the Government of India.”

No. 1096.—Notice is hereby given that Heads of Departments at the Presidency and in the Provinces are permitted to close their offices from Wednesday the 21st April to Tuesday the 27th idem, both days inclusive, for the Easter Holidays.

Provision should be made for the despatch of emergent business during the vacation.

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

J. NUGENT,
Secretary to Government.

REVENUE DEPARTMENT.

Bombay Castle, 22nd March 1886.

No. 2209.—In exercise of the power conferred by Section 19 of the Indian Forest Act, No. VII.

No. 5451, dated 21st September 1881, published at pages 520-522 of the *Bombay Government Gazette* of the 22nd idem, Part I.

No. 5964, dated 11th October 1881, published at page 612 of the *Bombay Government Gazette* of the 13th idem, Part I.

of 1878, His Excellency the Governor in Council is pleased, with reference to the Government Notifications marginally noted, to declare the lands specified in the schedule hereto annexed Reserved Forest in the Karmála Táluka of the Sholápur District from 1st May 1886:—

Schedule referred to above.

No.	Name of Village.	Survey No.	Area.
			A. g.
1	Wadshivne ...	148	30 13
2	Sáide ...	31	20 23

No. 2209A.—*Errata.*—In the schedule annexed to Government Notification No. 1124, dated 12th February 1886, published at pages 145—147 of the *Bombay Government Gazette* of the 18th idem, Part I, in the second column headed "Survey Number," for the figure "(3)" entered against the village of Adhegaon in the Karmála Táluka of the Sholápur District read "49 (3)"; and in the schedule annexed to Government Notification No. 1124A, dated 12th February 1886, published at pages 147—156 of the *Bombay Government Gazette* of the 18th idem, Part I, for Survey Number "462" of Wángi in the same táluka read "462 (1 to 4)."

Bombay Castle, 23rd March 1886.

No. 2241.—With reference to Government Notification No. 4F., dated 1st March 1879, published at pages 142—160 of the *Bombay Government Gazette* of the 6th idem, Part I, His Excellency the Governor in Council is pleased to declare that the lands specified in the schedule hereto annexed shall cease from the date of this Notification to be Protected Forests in the Sháhápur Táluka of the Thána District:—

Schedule referred to above.

Name of Village.	Survey No.	Area.
		A. g.
Bhause ...	109	23 11
Eklare ...	58	53 31

No. 2256.—In exercise of the power conferred by Section 28 of the Indian Forest Act, No. VII. of 1878, His Excellency the Governor in Council is pleased to declare the land specified in the

schedule hereto annexed to be Protected Forest in the Albág Táluka of the Kolába District:—

Schedule referred to above.

Name of Village.	Survey No.	Area.	Description.
		A. g. a.	
Kharosi-Dalvi...	23	0 27 12	The whole.

Bombay Castle, 24th March 1886.

No. 2286.—Under No. 68 of the rules framed by Government under Section 214 of the Land Revenue Code, Bombay Act V. of 1879, His Excellency the Governor in Council is pleased to direct that the amount of fine leviable under the said rule on any lands within the undermentioned limits shall be fixed by the Collector in his discretion at the rate not exceeding that named in column 5 below:—

District.	Táluka.	City, Town or Village.	Limits to which this Notification applies.	Amount of fine leviable per acre.
1	2	3	4	5
Poona	Mával	Bhusi	The whole of the village limits.	Rs. 500

No. 2287.—In exercise of the power conferred by Section 7 of the Bombay Land Revenue Code (Act V. of 1879), the Governor of Bombay in Council is pleased to direct that of the villages specified in the margin now included in the Párner Táluka of the Ahmednagar Collectorate, the three first-named shall from the 1st August 1886 form part of the Nagar Táluka of the Ahmednagar Collectorate and the remaining four shall from the same date form part of the Sirúr Táluka of the Poona Collectorate. He is further pleased to direct that the village of Pádali now in the Sirúr Táluka shall from the date above mentioned be transferred from the Sirúr Táluka to the Párner Táluka of the Ahmednagar Collectorate.

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

J. NUGENT,
Secretary to Government.

FINANCIAL DEPARTMENT.

Bombay Castle, 19th March 1886.

No. 784.—His Excellency the Governor in Council is pleased, under the provisions of Section 40 of Act II of 1886, to appoint the Political Resident, Aden, for the time being to exercise the powers of a Commissioner under the aforesaid Act in the area subject to his authority.

Bombay Castle, 24th March 1886.

No. 829.—The following Notification by the Government of India is republished:—

“DEPARTMENT OF FINANCE AND COMMERCE.

CODES.

Calcutta, the 18th March 1886.

No. 1251.

CIVIL PENSION CODE.

Page 44.

Section 94.

Rule 1.

Insert the following in the proper place in the list under this rule:—

‘Jail Department—Head warders in Bengal and in Burma whose pay exceeds Rs. 10.’

(Signed) D. BARBOUR,

Secretary to the Government of India.”

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

J. NUGENT,

Secretary to Government.

MILITARY DEPARTMENT.

Bombay Castle, 18th March 1886.

Under Clause 26 of the Regulations appended to the Regimental Debts Act of 1863 it is notified that report of death of the undermentioned officer, on the date specified, was received in the Military Department during the month of February 1886:—

Corps or Department.	Rank and Name.	Date of decease.	Place of decease.
Medical Staff	Surgeon-Major F. Falwasser.	4th February 1886.	Noemuch.

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

M. W. WILLOUGHBY, Brigadier-General,
Secretary to Government.

JUDICIAL DEPARTMENT.

Bombay Castle, 18th March 1886.

No. 1781.—The following proposed scale of fares, list of stands, and subsidiary rules relating to public land conveyances for the town of Bijapur are published for general information. Persons who have any objections to urge to the proposed scale of fares and subsidiary rules are required to forward their objections in writing to the Chief Secretary to Government, Judicial Department, before noon of the 1st May 1886:—

Fares for Hired Conveyances.

For City Tangas only.	Tanga, Dog-cart, Buggy, or other two-wheeled horsed Carriage.	Shigram or Dummies with a pair of bullocks or ponies.	For labour carts to carry luggage and goods.
	Rs. a. p.	Rs. a. p.	Rs. a. p.
From Arkilla to Railway Station ..	0 4 0	0 5 0	0 4 0
Do. to Juma Masjid ..	0 2 0	0 3 0	0 2 0
Do. to Taj Bavadi or New Market ..	0 1 0	0 2 0	0 2 0
Do. to Police lines or Shahapur gate ..	0 2 0	0 3 0	0 2 0
Do. to District Jail ..	0 6 0	0 8 0	0 3 0
Railway Station to Jorapur ..	0 6 0	0 8 0	0 8 0
Jorapur to Juma Masjid ..	0 3 0	0 5 0	0 6 0
Shahapur Peit to Juma Masjid ..	0 4 0	0 6 0	0 7 0
From the above mentioned places and back vice versa with detention any where for an hour ..	Double the	fares above	specified.
Detention every half an hour or broken period over half an hour not otherwise provided for ..	0 2 0	0 3 0
For Town Tangas and bullocks, Shigrams or Dummies engaged by the hour:			
For first hour ..	0 8 0	0 12 0
Over each subsequent hour or broken period over the hour ..	0 4 0	0 6 0
Whole day commencing from an hour after sunrise to 7 P. M. ..	2 0 0	2 0 0
From 7 P. M. to midnight ..	1 8 0	1 8 0
If detained after midnight additional ..	1 0 0	1 0 0
<i>Engaged by Distance.</i>			
From any Gentleman's Bungalow to Railway Station ..	0 8 0	0 8 0	0 8 0
Vice Versa ..	0 8 0	0 8 0	0 8 0
Round the Station and back to Bungalow within three hours ..	1 0 0	1 0 0
<i>N.B.—Owners of Tangas and Carts, &c., can accept less, but may not ask more than the above rates.</i>			

List of Stands for Dummies and other Hired Conveyances.

No.	Names.
1	New Market.
2	Railway Station.
3	Chanda Bavadi near Shahapur Gate.
4	Taj Bavadi.
5	Arkilla (Darbar Gund.)
6	Juma Masjid.
7	Jorapur.

Subsidiary Rules.

1. No carriage owner or attendant shall be compelled to convey any single person in his conveyance for any fare less than that fixed for the whole conveyance, unless his said conveyance is plying on the road for the conveyance of single passengers.

2. In any case in which any public land conveyance is called from a stand or other place to any place at a distance exceeding half a mile to take up a fare, one-half the full fare of such conveyance for such distance shall be paid to the driver in addition to the regulated fare for the conveyance of the party for whom it shall have been called.

The above rates apply to conveyances for passengers used only in city or the immediate neighbourhood. Rates for conveyances taken to a distance exceeding 3 miles from the walls of the city must be specially agreed upon by parties hiring them.

In the above enumeration of number of passengers allowed, two children under 10 years may be counted as one grown person.

Bombay Castle, 23rd March 1886.

No. 1889.—The following addition made by Her Majesty's High Court of Judicature at Bombay, under Section 2 of Act III. of 1879, to the Rules* regarding the destruction of useless records has been confirmed by the Government of Bombay and sanctioned by the Governor General in Council, and is published for general information :—

To be added to the list, at page 102, of records to be destroyed after six years in the Courts of Subordinate Judges.

27. Court-fee Book.
28. Daily Register of Court-fees realized in the Court.
29. Book of payments made on account of deficient stamp duty.
30. Memorandum Book (Form A. Circulars, pages 162, 163).
31. Counterfoils of Cheques.
32. Account of copying and translation fees, paid through the Court.

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

J. B. RICHEY,
Chief Secretary to Government.

PUBLIC WORKS DEPARTMENT.

(RAILWAY.)

Bombay Castle, 24th March 1886.

No. 12.—The following Notifications by the Government of India, in the Public Works Department, are republished for information :—

No. 72, dated 17th March 1886.

Under Section 4 of the Indian Railway Act of 1879, the Governor General in Council is pleased to sanction the use of locomotive engines or other motive power and carriages and wagons to be drawn or propelled thereby on the Morvi State Railway and the Indian Midland Railway.

No. 73, dated 19th March 1886.

The following promotions are made in the Superior Accounts Establishment :—

Name.	From	To	With effect from.
Mr. E. A. Lee ..	Deputy Examiner, Second Grade.	Deputy Examiner, First Grade, <i>substantive pro tem.</i>	11th January 1886.

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

J. BONUS, Colonel, R. E.,
Acting Joint Secretary to Government.

GENERAL DEPARTMENT.

Bombay Castle, 18th March 1886.

No. 1037.—The following lists of gentlemen nominated and elected under Section 7 of the Bombay Municipal Acts of 1872 and 1878 as amended by Act VI of 1882 to be Members of the Municipal Corporation of the City of Bombay are published for general information.

2. Under the provisions of Clause 3 of Section 7 of the Bombay Municipal Acts of 1872 and 1878 as amended by Act VI of 1882 His Excellency the Right Honourable the Governor in Council has been pleased to nominate the undermentioned sixteen gentlemen to be Members of the Municipal Corporation of the City of Bombay:—

- G. A. Barnett, Esq, C.I.E.
Deputy Surgeon-General Henry Cook, M.D., F.R.C.P., F.G.S., F.M.S.
Damodhar Tapidas, Esq.
A. M. Gubbay, Esq.
Sir Jamsetji Jijibhai, Bart., C.S.I.
Karsandas Valabhdas, Esq.
Harold R. King, Esq.
Mahomed Hakim, Esq.
Captain G. W. Martin.
Lieut.-Colonel G. L. Merewether, R.E.
Mirza Husein Khan, Esq.
Captain H. Morland, late Indian Navy.
Francis Dew Parker, Esq.
Rustamji Dhanjibhai Sethna, Esq., B.A., LL.B.
Captain H. O. Selby, R.E.
Surgeon-Major G. Waters, L.R.C.S, L.R.C.P.

3. The undermentioned gentlemen were elected by the Justices of the Peace for the City of Bombay to be Members of the Corporation at their Meeting held on the 26th February 1886 :—

Dosabhai Framji, Esq., C.S.I.
 Pherozesha M. Mehta, Esq., M.A.
 Thomas Blaney, Esq.
 Khán Bahádúr Mancherji Cowasji Marzban, A.M.I.C.E.
 The Honourable Ráo Sáheb Vishwanath Narayan Mandlik, C.S.I.
 Lieutenant Colonel A. B. Portman.
 Jehangir Behramji Marzban, Esq.
 Jehangir Kavasji Jehangir, Esq.
 Surgeon-Major J. Arnott, M.D., C.M.
 Kavasji Dady Limji, Esq.
 Kaikhasru Navroji Kabraji, Esq.
 Phillip Clement De Souza, Esq., L.M.
 G. Cotton, Esq.
 Bhaishankar Nanabhai, Esq.
 Hormasji Dadabhai, Esq.
 Javerilal Umiashankar Yajnik, Esq.

4. The undermentioned gentlemen were elected by the Rate-payers of the City of Bombay on the 15th February 1886 to be Members of the Corporation :—

Harkisandas Narotamdas, Esq.
 Kavasji Merwanji Shroff, Esq.
 E. F. Underwood, Esq.
 J. R. Duxbury, Esq.
 Rabimtula Mahomed Sayani, Esq., M.A., LL.B.
 Abdalla Meherali Dharamsi, Esq., B.A., LL.B.
 Joomabhai Lalji, Esq.
 Fazalbhai Visram, Esq.
 Rehemubhai Allana, Esq.
 Jalbhai Ardesbir Sheth, Esq.
 Vandravandas Purshotamdas, Esq.
 Damodar Thakersey Moolji, Esq.
 Tribhuvandas Mangaldas Nathubhai, Esq.
 Nuzzar Mahomed Futehally, Esq.
 Cowasji Hormasji, Esq., G.G.M.C.
 Tribhuvandas Varjivandas, Esq.
 Navrosji Behramji Suntook, Esq.
 Bamanji Pestanji Master, Esq.
 The Honourable Dadabhai Navrosji.
 Mulji Bhavanidas Barbhaya, Esq.
 Raghunath Narayan Khote, Esq., C.I.E.
 The Honourable Kashinath Trimbak Telang, M.A., LL.B., C.I.E.
 Vinayak Ramchandra Luxmanji, Esq.
 Jamshedji Palanji Kapadia, Esq.
 Shivji Dharmaji, Esq.
 Gokaldas Jagmohandas, Esq.
 Mancherji Navrosji Banaji, Esq.
 Behramji Nasarvanji Seervai, Esq.
 E. R. Freeborn, Esq.
 Eknath Raghunath Narayan Khote, Esq.
 Nanabhai Behramji Jijibhai, Esq.
 Purshotamdas Mangaldas Nathubhai, Esq.

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

J. NUGENT,
 Secretary to Government.

GENERAL ORDERS.

By the Right Honourable the
Governor in Council.

MILITARY DEPARTMENT.

Bombay Castle, 20th March 1886.

No. 148.—The services of Lieutenant C. M. Crawford, 2nd Battalion East Yorkshire Regiment, attached to the 13th Regiment Bombay Infantry, are placed at the disposal of the Government of India.

Bombay Castle, 22nd March 1886.

No. 149.—*Sind Volunteer Rifle Corps.*—Captain Sir H. C. Mance, K.C.I.E., is permitted to resign his commission.

No. 150.—The following Native promotion is made, with effect from the 11th instant:—

4th Cavalry.

Kote Dafedár-Major Kisan Sing to be Jamádár vice Abdul Aziz Khán, pensioned.

Bombay Castle, 23rd March 1886.

No. 151.—The following despatch from Her Majesty's Secretary of State for India, No. 19, dated 25th February 1886, is published for general information:—

"I have to inform Your Excellency that Her Majesty has been pleased to approve the appointment of Major-General F. R. S. Flood, C.B., to the Divisional Staff in the Bombay Presidency in succession to Lieutenant-General Sir John Ross, K.C.B."

Bombay Castle, 24th March 1886.

No. 152.—The undermentioned officer is allowed furlough to Europe for two years on private affairs under Rule IX. of the Furlough Regulations of 1868, with the necessary subsidiary leave:—

Colonel J. Galloway, C.B., Staff Corps, Commandant 29th Bombay Infantry.

No. 153.—The following Native promotion is made, with effect from the 13th March 1886:—

23rd Regiment Bombay Light Infantry.

Haváldár-Major Sheikh Mahbút to be Jamádár vice Atmaram Dulvi, pensioned.

No. 154.—The following Native promotions are made, with effect from the dates specified:—

7th Bombay Cavalry.

Native gentlemen Ghazi Khan to be Risaldár from 1st January 1886, Azumtoola Khan to be Ressaídár from 1st December 1885, and Shadad Khan to be Jamádár from 1st January 1886.

2. This cancels G. G. O. No. 131 of 1886.

No. 155.—The undermentioned officer has been permitted by the Secretary of State for India to return to duty:—

Brigade-Surgeon W. E. Cates, Indian Medical Department.

The undermentioned officers have been granted extensions of leave by the Secretary of State for India for the periods specified:—

Captain G. T. Jones, R. E., six months, private affairs.

Lieutenant C. L. H. Cox, Staff Corps, six months, medical certificate.

Major M. F. Coussmaker, Staff Corps, three months, medical certificate.

Major W. I. LeBreton, Staff Corps, one month, medical certificate.

Lieutenant E. C. Cox, Staff Corps, three months, medical certificate.

No. 156.—*B. B. & C. I. Railway Volunteer Corps.*—The following appointments are made:—

To be Lieutenants.

Mr. F. Lang.

Mr. W. W. Tait.

No. 157.—The following extract from the *London Gazette* dated 2nd March 1886, pages 1029 and 1030, is republished:—

"Indian Staff Corps.

* * * *

The undermentioned Colonels to be Major-Generals:—

Frederick Roome, Bombay. Dated 4th February 1886.

* * * *

'Indian Local Service.

* * * *

Major-General George Reynolds Scott Burrows, Bombay Infantry, to be Lieutenant-General. Dated 3rd February 1886.

The undermentioned Lieutenant-Generals to be Generals on the Unemployed Supernumerary List. Dated 3rd February, 1886:—

Sir John Forbes, K.C.B., Bombay Cavalry.

George Samuel Montgomery, C.S.I., Bombay Infantry.

* * * *

The Queen has approved of the retirement from the Service of the undermentioned officers of Her Majesty's Indian Military Forces:—

* * * *

Lieutenant-Colonel William Tufnell Keays, of the Bombay Staff Corps. Dated 13th January 1886.

* * * *

The undermentioned officers are granted a step of honorary rank on retirement:—

* * * *

To be Colonels.

* * * *

Lieutenant-Colonel William Tufnell Keays, of the Bombay Staff Corps. Dated 13th January 1886.

* * * *

No. 158.—In recognition of the services rendered by Deputy Assistant Commissary and Honorary Lieutenant G. H. Nelson, of the Bombay Commissariat Department, during the Suakim Expedition, His Excellency the Governor in Council is pleased, with the sanction of the Government of India, to order the promotion of that Warrant Officer to the grade of Assistant Commissary with effect from the 17th February 1886.

No. 159.—The undermentioned officer has been permitted by the Secretary of State for India to return to duty:—

Captain D. C. Dean-Pitt, R. A.

The undermentioned officer has been granted by the Secretary of State for India an extension of leave for the period specified:—

Lieutenant-Colonel G. E. Erskine, Cavalry, six months, private affairs.

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

M. W. WILLOUGHBY, Brigadier-General,
Secretary to Government.

MARINE DEPARTMENT.

Bombay Castle, 23rd March 1886.

No. 17.—With reference to Section 6 of the Bombay Port Trust Act, 1879, His Excellency the Governor in Council is pleased to publish the following return received from the Secretary to the Bombay Chamber of Commerce:—

“Return of gentlemen elected by the Bombay Chamber of Commerce, in accordance with the provisions of the Bombay Port Trust Act, 1879, to be Members of the Board of Trustees of the Port of Bombay in place of the Elective Trustees whose term of Office expires on the 31st March 1886.

Date of Election.	Names.
12th March 1886...	Mr. J. L. Symons (of Messrs. Finlay, Muir & Co.).
12th „ ...	Mr. F. D. Parker (Superintendent, P. & O. S. N. Co.).
15th „ ...	Mr. S. D. Sassoon (of Messrs. David Sassoon & Co.).

(Signed) JOHN MARSHALL, Secretary.
Bombay, 15th March 1886.”

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

M. W. WILLOUGHBY, Brigadier-General,
Secretary to Government.

ECCLIASTICAL DEPARTMENT.

Bombay Castle, 19th March 1886.

No. 12.—The Reverend C. Walford, M.A., Bombay Ecclesiastical Establishment, is granted furlough to Europe for nine months on medical certificate, with the necessary subsidiary leave.

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

M. W. WILLOUGHBY,
Secretary to Government.

CIVIL APPOINTMENTS, &c.

POLITICAL DEPARTMENT.

Bombay Castle, 19th March 1886.

No. 1629.—In supersession of Government Notification No. 940, dated the 16th ultimo, Lieutenant F. R. H. Chapman, Assistant Political

Agent, Southern Marátha Country, in charge of the Chief of Miraj (Senior), is granted furlough to Europe for one year from the 20th instant, or such subsequent date as he may avail himself of it.

Bombay Castle, 20th March 1886.

No. 1637.—Lieutenant G. E. H. Cates and Captain W. B. Ferris respectively delivered over and received charge of the duties of Adjutant, Kolhápúr Infantry Corps, on the 8th instant, after office hours.

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

J. B. RICHEY,
Chief Secretary to Government.

JUDICIAL DEPARTMENT.

Bombay Castle, 18th March 1886.

No. 1787.—Ráo Sáheb Sakharam Moreshwar Chitale, Second Class Subordinate Judge of Mahád in the Thána District, has been allowed privilege leave of absence for two months and twelve days from the 25th January 1886.

No. 1789.—Mr. Jamshedji Dorabji Khandalawalla is appointed to act as Second Class Subordinate Judge of Mahád during the absence of Ráo Sáheb Sakharam Moreshwar Chitale, or till further orders.

No. 1803.—Ráo Sáheb Raghunath Gangadhar Bhadbhadé, Second Class Subordinate Judge of Athni in the Belgaum District, is transferred to Chikodi in the same district.

Under the provisions of Section 28 of Act XIV. of 1869 (The Bombay Civil Courts Act) Ráo Sáheb Raghunath Gangadhar Bhadbhadé, Second Class Subordinate Judge of Chikodi in the district of Belgaum, is, within the local limits of his ordinary jurisdiction, invested with the jurisdiction of a Judge of a Court of Small Causes for the trial of suits cognizable by such Courts up to the amount of Rs. 50.

Ráo Sáheb Venkatrao Pandurang Deshpandé, Second Class Subordinate Judge of Chikodi in the Belgaum District, is transferred to Athni in the same district.

Bombay Castle, 19th March 1886.

No. 1812.—His Excellency the Governor in Council is pleased to make the following appointments:—

Mr. C. H. Jopp, B.A., to act as Assistant Judge and Sessions Judge, Sátára, till further orders.

Mr. J. J. Heaton to act as Assistant Judge and Sessions Judge, Ahmedabad, till further orders.

Bombay Castle, 20th March 1886.

No. 1840.—The Right Honourable the Governor in Council is pleased to confer on A'zam Narayan Venkatesh, Maháikari of petha Supa in the

district of Kánara, the powers of a Mámlatdár under (Bombay) Act III. of 1876.

No. 1843.—Mr. Kakubhai Jeysing, Clerk of the Second Class Subordinate Judge's Court at Kaira, was, in addition to his own duties, in charge of the current duties of that Court from the 19th February to the 5th March 1886, both days inclusive.

Bombay Castle, 22nd March 1886.

No. 1865.—*Erratum.*—In Government Notification No. 1741, dated the 17th March 1886, published at page 271 of the *Bombay Government Gazette*, dated the 18th idem, Part I., for "5th instant" read "15th instant."

No. 1866.—Under the provisions of Section 28 of Act XIV. of 1869 (The Bombay Civil Courts' Act) Ráo Sáheb Gulabdas Laldas Nanavati, Subordinate Judge of Jambusar in the district of Broach, is, within the local limits of his ordinary jurisdiction, invested with the jurisdiction of a Judge of a Court of Small Causes for the trial of suits cognizable by such Courts up to the amount of Rs. 50.

No. 1867.—Mr. A. Shewan and Ráo Sáheb Dolatrai Sampatrai respectively delivered over and received charge of the Court of the Assistant Judge F. P. for Kaira and Panch Maháls and Joint Sessions Judge of Ahmedabad on the 13th instant, after office hours.

No. 1868.—Mr. Pandurang Balibhadra and the Honourable Ráo Sáheb Vishwanath Narayan Mandlik, C.S.L., respectively delivered over and received charge of the office of Government Pleader, High Court, on the 18th instant, after office hours.

No. 1869.—Government Notification No. 1562, dated the 9th instant, published at page 246, Part I., of the *Bombay Government Gazette* of the 11th idem, is cancelled.

No. 1879.—For Government Notification No. 57, dated the 6th January last, read the following:—

The furlough for twenty-one months granted to Mr. E. Hosking, Judge and Sessions Judge of Khándesh, in Government Notification No. 8441, dated the 8th December 1885, is to have effect from the 17th March 1886, or from such subsequent date as he may avail himself of it.

Bombay Castle, 24th March 1886.

No. 1923.—Mr. W. Foxton, Acting Collector of Customs at Karáchi and Assistant Commissioner of Salt Revenue in Sind, is appointed to be a Magistrate of the First Class in the district of Karáchi under Section 12 of Act X. of 1882.

No. 1926.—Mr. M. P. Khareghat, Assistant Collector in the district of Ahmedabad, is appointed to be a Magistrate of the First Class in the district of Ahmedabad under Section 12 of Act X of 1882, and is invested with the following additional powers specified in the fourth schedule to the said Act:—

Power to require security for good behaviour (Section 110).

Power to make orders as to local nuisances (Section 133).

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 issue process for person within local jurisdiction who has committed an offence outside the local jurisdiction (Section 186).

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

Power to sell property alleged or suspected to have been stolen, &c. (Section 524).

No. 1941.—*Erratum.*—In Government Notification No. 1696, dated the 16th instant,* published at pages 267 to 270 of Part I. of the *Bombay Government Gazette* of the 18th idem, for "Smith, James Godfrey," read "Smith, John Godfrey."

* Appointing certain gentlemen to be Justices of the Peace within the limits of the Town of Bombay.

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

J. B. RICHEY,

Chief Secretary to Government.

EDUCATIONAL DEPARTMENT.

Bombay Castle, 18th March 1886.

No. 463.—Mr. J. B. Modak, Acting Head Master of the Dhulia High School, is allowed privilege leave for one month from the date in March on which he may be relieved by Mr. H. B. Keskar.

No. 466.—Surgeon K. R. Kirtikar, L.R.C.P., M.R.C.S., is appointed to act as Professor of Anatomy and Curator of the Museum, Grant Medical College, during the absence of Surgeon W. K. Hatch, or till further orders.

No. 469.—Mr. Ranchodlal Lallubhai Khambati, B.A., is appointed to act as Deputy Educational Inspector, Kaira, during the absence of Ráo Sáheb Manidharrasap Tapiprasad Desai, or till further orders.

Bombay Castle, 20th March 1886.

No. 486.—Mr. Hari Bhagwant Heskari and Mr. Mahadeva Vishnu Kane respectively delivered over and received charge of the Dhárwár High School on the 1st instant, before office hours.

No. 488.—Ráo Sáheb Nilkant Vinayak Chatre and Ráo Sáheb Kashinath Narayan Sané respectively delivered over and received charge of the office of Deputy Educational Inspector, Kolába Sub-Division, on the 1st instant, after office hours.

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

J. B. RICHEY,

Chief Secretary to Government.

REVENUE DEPARTMENT.

Bombay Castle, 18th March 1886.

No. 2140.—His Excellency the Governor in Council is pleased to appoint Mr. W. Foxton to act as Collector of Customs, Karáchi, and Assistant Commissioner of Salt Revenue in Sind, during the absence of Mr. Coghlan, or till further orders.

Bombay Castle, 23rd March 1886.

No. 2249.—Mr. E. Lawrence, C. S., Forest Settlement Officer, Thána, is allowed leave of absence for one month under rule 1 (b) of Section 77 of the Civil Leave Code.

Bombay Castle, 24th March 1886.

No. 2288.—Mr. H. Barrett, Deputy Conservator of Forests, First Grade, has been allowed by Her Majesty's Secretary of State for India an extension of furlough for two months and fifteen days.

No. 2290.—Mr. G. A. Hight, Deputy Conservator of Forests, Third Grade, has been allowed by Her Majesty's Secretary of State for India to return to duty within the period of his leave.

No. 2292.—Mr. H. T. Ommanney, C. S., has been allowed by Her Majesty's Secretary of State for India an extension of furlough for eight days.

No. 2294.—Mr. H. T. Ommanney, C. S., has been allowed by Her Majesty's Secretary of State for India to return to duty within the period of his leave.

No. 2298.—Mr. J. P. Lobo, Huzár Account Officer, Karáchi, was in charge of the office of the Huzár Deputy Collector, Karáchi, from 15th January to 13th February 1886, both days inclusive, in addition to his own duties, during the absence on privilege leave of Ráo Bahádur Wadhmal Chandiram.

No. 2299.—*Erratum.*—In line 4 of Government Notification No. 1486, dated 24th February 1886, published at page 184 of the *Bombay Government Gazette* of the 25th idem, Part I, for the words "26th March 1886" read "27th March 1886."

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

J. NUGENT,

Secretary to Government.

GENERAL DEPARTMENT.

Bombay Castle, 24th March 1886.

No. 1101.—Surgeon F. F. MacCartie, B.A., M.B., B.C.M., Health Officer of the Port of Bombay, is allowed privilege leave of absence for one month from the 8th May 1886.

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

J. NUGENT,

Secretary to Government.

PUBLIC WORKS DEPARTMENT.

Bombay Castle, 23rd March 1886.

No. 29.—His Excellency the Governor in Council is pleased to make the following appointments:—

Colonel A. R. Seton, R. E., to be Executive Engineer, Lower and Central Sind.

Major E. C. Hart, R. E., to be Executive Engineer, Belgaum.

Mr. J. D. Ferguson, M. Inst. C. E., to act as Executive Engineer, Násik, in addition to his present duties, and until further orders.

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

W. W. GOODFELLOW, Major-General, R. E.,

Secretary to Government.

(RAILWAY.)

Bombay Castle, 24th March 1886.

No. 11.—Under Chapter V., Section 61, of the Civil Leave Code, Mr. T. R. Wynne, Executive Engineer, Third Grade, and Officiating Deputy Consulting Engineer for Railways, Bombay, is granted six months' leave on urgent private affairs from the 20th March 1886, or subsequent date.

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

J. BONUS, Colonel, R. E.,

Acting Joint Secretary to Government.

Miscellaneous Notifications, Appointments, &c.

BY THE COMMISSIONERS.

NORTHERN DIVISION.

Mr. R. F. Mactier delivered over and Major Humfrey received charge of the office of the Assistant Superintendent of Police, Ahmedabad, on the 8th instant, in the forenoon.

Camp Broach, 17th March 1886.

Mr. G. F. M. Grant delivered over and Mr. F. L. Charles received charge of the office of the Collector and District Magistrate, Thána, and Political Agent, Jawhár State, in the afternoon of the 17th instant.

Mr. Chunilal Venilal delivered over and Mr. M. C. Gibb received charge of the office of the Assistant Collector, Broach, on the 18th instant, before office hours.

Mr. G. C. Whitworth delivered over and Mr. G. M. Urquhart received charge of the office of the Assistant Collector, Panch Máhals and Assistant Political Agent, Nárukót, in the afternoon of the 13th instant.

Camp Thána, 22nd March 1886.

G. F. SHEPPARD,

Commissioner, N. D.

CENTRAL DIVISION.

Mr. C. G. Dodgson, Assistant Collector, delivered over and Mr. B. G. Sathe, District Deputy Collector, received charge of the talukas of Wái, Sátára and Jávli in the Sátára District, on the 15th ultimo, in the forenoon.

Mr. C. G. Dodgson and Lieutenant-Colonel G. H. F. Codrington respectively delivered over and received charge of the office of the District Superintendent of Police, Sátára, on the 10th instant, in the forenoon.

Poona, 17th March 1886.

Erratum.—In that portion of this office Notification dated 12th instant, which appears on page 274 of the *Bombay Government Gazette* dated 18th idem, for "Ráo Sáheb Venaik Kashinath Lele," read "Ráo Sáheb Venaik Vishwanath Lele."

Poona, 19th March 1886.

E. P. ROBERTSON,
Commissioner, C. D.

SOUTHERN DIVISION.

Lieutenant-Colonel Trueman and Ráo Bahádúr Santapa Rangapa, Huzúr Deputy Collector, respectively delivered over and received charge of the office of Cantonment Magistrate, Belgaum, on the 1st February 1886, in the forenoon.

ARTHUR CRAWFORD,
Commissioner, S. D.

Panvel, 17th March 1886.

BY THE ACCOUNTANT GENERAL.

No. 3 T.A.D.
24261.

TREASURY ACCOUNT DEPARTMENT

Dated Bombay, 4th March 1886.

Establishment Returns for 1886-87.

All heads of offices are reminded that these returns should be prepared at the time of preparation of the Pay Bill for March and forwarded to the Accountant General direct not later than 15th April 1886.

2. Full instructions will be found in Civil Account Code, Chapter 4, Sections 3 and 4, and notes of frequent errors are given in Accountant General's Circular No. 6, dated 8th March 1883, and reprinted in the *Bombay Government Gazette* of the 15th March 1883, page 238, Part I.

T. W. RAWLINS,
Accountant General.

BY HER MAJESTY'S HIGH COURT OF JUDICATURE.

ORIGINAL SIDE.

The May Vacation of the High Court in its Original Jurisdiction will commence on Monday the 10th of May and end on Saturday the 12th of June 1886, both days inclusive.

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The offices of the Court will be open daily during vacation for urgent work only from 11 A.M. to 1 P.M., except on Saturdays and close holidays.

No plaints will be received during the vacation except by permission of the Judge who will attend in Bombay for the disposal of urgent work.

By order,

J. W. ORR,

Prothonotary and Registrar, O. J.
Bombay, 23rd March 1886.

APPELLATE SIDE.

The High Court on its Appellate Side will be closed from Monday the 10th May to Saturday the 12th June 1886, both days inclusive.

Applications in Criminal cases and applications of an urgent character in Civil cases will be received during the vacation and the Court will sit for the disposal of ordinary criminal business on Thursday the 27th May 1886.

The Registrar's Office will be open daily from 11 A.M. till 4 P.M. during the vacation, except on Saturdays and close holidays.

C. E. G. CRAWFORD,
Registrar.

Bombay, 18th March 1886.

The Honourable the Chief Justice and Judges of Her Majesty's High Court of Judicature at Bombay have been pleased to admit Mr. Temurao Navroji Sanjana, B.A., LL.B., as a Vakil of the High Court.

A. K. OLIVER,
Acting Deputy Registrar.

Bombay, 22nd March 1886.

BY THE SURGEON-GENERAL, HER MAJESTY'S FORCES IN BOMBAY.

No. 11.—The following transfers are ordered:—

Assistant Apothecaries.	From	To
* A. L. Mercado, No. 70.	General Duty	Station Hospital, Aden.
* S. C. Saldanha, No. 66.	Leave	General Duty, Mhow.
* J. E. D'Rozario, No. 72.	Field Service, Burmah.	General Duty, Poona.
* F. Viegas, No. 85	Station Hospital, Aden.	General Duty, Presidency.
* E. Fenwick, No. 154, Sub.	General Duty, Quetta.	General Duty, Mhow.

No. 12.—Assistant Apothecary J. A. Judd, No. 76, is granted ninety days privilege leave from 15th March 1886.

No. 13.—The unexpired portion of leave granted to Assistant Apothecary S. C. Saldanha, No. 66, in Notification No. 83 of 1885, is cancelled.

No. 14.—Sub-Assistant Apothecary W. H. Cabral, No. 150, is granted sixty days leave on medical certificate from the date of departure.

* Travelling expeditiously by rail, road or steamer, as the case may be, at the public expense.

By order,

M. A. T. COLLIE, M.B., Surgeon,
Acting Secretary.

Bombay, 24th March 1886.

**BY THE INSPECTOR-GENERAL OF
POLICE.**

The following transfers of Police Inspectors are ordered in consequence of the only First Grade Inspector of the Northern Division—Ráo Sáheb Chinto Vinayek—having been removed to the Southern Division with the Kolába District:—

First Grade Inspector Ráo Sáheb Chinto Vinayek from Kolába to Thána.

Sixth Grade Inspector Ráo Sáheb Babaji Govind from Thána to Ratnágiri.

Third Grade Inspector Ráo Sáheb Ganesh Govind Mule from Ratnágiri to Kolába.

The following transfers and changes of Police Inspectors are ordered in the Northern Division:—

Fourth Grade Inspector Nurbheram Oomedram is reduced to Sixth Grade and transferred from Surat to Panch Mahál District. Second Grade Inspector Faizali Ghulamali is transferred from the Panch Maháls to Surat, vice Nurbheram.

Poona 15th March 1886.

The following transfers of Inspectors are ordered consequent on the promotion and appointment of Khán Sáheb Jehangirsha to Násik:—

Sixth Grade Inspector Ráo Bahádur Moro Gopal, from Násik to the Thána District.

Third Grade Inspector Khán Sáheb Nurkhan Samsher Khan, from Thána to the B. B. and C. I. Railway.

Fifth Grade Inspector Mr. A. F. Grey, from the B. B. and C. I. to the Ahmedabad District.

Poona, 19th March 1886.

F. J. WISE, Lieut.-Colonel,
Inspector-General of Police.