

Admiralty, 19th June, 1891.

IN accordance with the provisions of Her Majesty's Order in Council of 22nd February, 1870—

Lieutenant George Manaton Dolphin has been placed on the Retired List of his rank. Dated 15th June, 1891.

Admiralty, 20th June, 1891.

IN accordance with the provisions of Her Majesty's Order in Council of 22nd February, 1870—

Admiral Leveson Eliot Henry Somerset has this day been placed on the Retired List of his rank.

Consequent thereon the following promotions have been made from the same date:—

Vice-Admiral Sir Anthony Hiley Hoskins, K.C.B., to be Admiral in Her Majesty's Fleet.

Rear-Admiral Henry Fairfax, C.B., to be Vice-Admiral in Her Majesty's Fleet.

Captain John Fiot Lee Pearse Maclear to be Rear-Admiral in Her Majesty's Fleet.

Rear-Admirals:

Samuel Philip Townsend,

Richard Bradshaw, C.B.,

Thomas Edward Smith,

to be Vice-Admirals on the Retired List.

Captains:

Edmund St. John Garforth, C.B.,

Andrew James Kennedy,

to be Rear-Admirals on the Retired List.

The undermentioned Boatswains have been promoted to the rank of Chief Boatswain in Her Majesty's Fleet:—

Richard Brown. Dated 11th June, 1891.

George Downer. Dated 22nd June, 1891.

*Admiralty, 22nd June, 1891.**Royal Marine Artillery.*

Major and Brevet Lieutenant-Colonel Burnett Greive Hall to be Lieutenant-Colonel, vice Moore, retired. Dated 12th June, 1891.

Captain Augustus Simeon Le Quesne (Seconded List) to be Major on the establishment, vice Hall. Dated 12th June, 1891.

Lieutenant Herbert Slessor to be Captain, vice Le Quesne. Dated 12th June, 1891.

NOTICE under "The Passengers Act, 1855," varying the Declared Length of Voyage to certain Places for certain Passenger Ships.

WHEREAS by the thirtieth section of "The Passengers Act, 1855," it is enacted for the purposes of the Act, the length of voyage for a passenger ship proceeding from the United Kingdom to the several places therein mentioned shall be determined by a scale therein set forth, and that for the like purposes the Emigration Commissioners, acting by and under the authority of one of Her Majesty's Principal Secretaries of State, by notice in writing issued under the hands of any two of such Commissioners, and published in the London Gazette, may, nevertheless, declare what shall be deemed to be the length of voyage from the United Kingdom to any of such places, or to any other port or place whatsoever, and may fix such different length of voyage as they may think reasonable for different descriptions of vessels.

And whereas it was deemed expedient to vary

the said scale, and to reduce the length of voyage from the United Kingdom to North America in the said scale set forth, as regards passenger ships propelled by steam engines, at a rate of not less than ten statute miles an hour, and Her Majesty's Emigration Commissioners, having obtained the necessary authority in that behalf of Her Majesty's Principal Secretary of State for the Colonies, did by notice, dated the fourth June, one thousand eight hundred and sixty-four, and published in the London Gazette of the seventh June, one thousand eight hundred and sixty-four, declare that the length of voyage from the United Kingdom to North America (except the West Coast thereof) should for the purposes of the said Passengers Act, 1855, be as follows, that is to say:—For passenger ships propelled by steam engines of sufficient power to propel the ship without the aid of sails at the rate of not less than ten statute miles an hour, if the ship clears out between the sixteenth day of January and the fourteenth day of October, both days inclusive, thirty-two days; and if the ship clears out between the fifteenth day of October and the fifteenth day of January, both days inclusive, thirty-seven days.

And whereas by "The Merchant Shipping Act, 1872," all the powers and duties vested in or imposed on the Emigration Commissioners by "The Passengers Act, 1855," and "The Passengers Act Amendment Act, 1863," are transferred to and imposed on the Board of Trade, and may be exercised by the said Board of Trade independently of the sanction or authority of one of Her Majesty's Principal Secretaries of State.

And whereas the Board of Trade did, by notice of the ninth day of June, one thousand eight hundred and eighty-two, published in the London Gazette of the thirteenth June, one thousand eight hundred and eighty-two, by notice of the twenty-seventh July, one thousand eight hundred and eighty-nine, published in the London Gazette of the thirtieth July, one thousand eight hundred and eighty-nine, and by notice of the eleventh May, one thousand eight hundred and ninety-one, published in the London Gazette of the fifth June, one thousand eight hundred and ninety-one, alter and amend the said scale.

And whereas it is expedient further to vary the said scale, and to declare what shall be the length of voyage for steamships having double screws and steaming at a rate of not less than fourteen statute miles per hour.

Now, therefore, the Board of Trade, in exercise of the powers vested in them by the said recited Act, do by this notice declare that from and after the date hereof, the length of the voyage for a passenger ship proceeding from the United Kingdom to the undermentioned places respectively shall, for the purposes of "The Passengers Act, 1855," and "The Passengers Act Amendment Act, 1863" be determined by, and the same shall be deemed to be, the length of voyage set out in the "Scale for Computation of Voyages," contained in the schedule hereto.

And the Board of Trade do hereby declare that, from and after the date hereof, the said "Scale for Computation of Voyages" shall be substituted for the scale set forth in Section 30 of the said first-recited Act, and amended by notices dated the 4th June, 1864, the 9th day of June, 1882, the 27th day of July, 1889, and the 11th day of May, 1891, respectively.

Given under my hand this 19th day of June, 1891.

Henry G. Calcraft, Secretary.

Board of Trade, 7, Whitehall-gardens.