

Hackney Coach-Office, May 31, 1800.

THE Commissioners for licensing and regulating Hackney Coaches and Chairs do hereby give Notice, that by virtue of an Act of Parliament passed in the present Session, the Rates and Fares of Hackney Coachmen between the Hours of Six o'Clock in the Morning and Twelve o'Clock at Night, from the Date hereof, are to be as follows:

	L.	s.	d.
For every Distance within and not exceeding One Mile	0	1	0
Every further Distance not exceeding Half a Mile	0	0	6
For any Time not exceeding Forty Minutes	0	1	0
Every further Time not exceeding Twenty Minutes, during the Whole of the Time such Coach shall be kept in Waiting	0	0	6

For every Hackney Coach hired within the Stones End, or at any Outland, and driven into the Country, and discharged at any Place from which such Coach cannot be driven before Sunset (at the Rate of Five Miles in the Hour) to the nearest Stones-End, or to the Outland from which the Coach was hired as aforesaid, the half Fare, viz. Sixpence per Mile for all the Distance such Coach shall have to go from the Place of such Discharge back to the said Stones-End or Stand as aforesaid before Sunset, or between the Time of Discharge and Sunset, and the whole Fare for all the Distance after Sunset, computing the whole Time or Distance in all Cases of whole Fare into one Rate and Fare, as if the Fare returned in the Coach; but in the Computation of back Fares, no Fraction less than Sixpence on the whole Charge shall be demanded or taken; nor in Case of the half Fare, shall any Part of Time or Distance less than Twenty Minutes or half a Mile, be in such Case computed into the general Charge.

For every Coach hired for a Day, not exceeding Twelve Hours in Time, or Twenty Miles in Ground, and to conclude before Twelve o'Clock at Night, Eighteen Shillings; and for all Time or Ground over and above the Day's Work, the usual Rates or Fares in Addition to the Eighteen Shillings for the Day's Work:

For every Coach hired, taken, or kept in Waiting for any Time, or taken any Distance after Twelve at Night, and before Six in the Morning, an additional Rate or Fare of Sixpence upon every Shilling, but this Addition not to take Place in any Case where the Fare for any Coach hired before Twelve o'Clock does not amount to Two Shillings or upwards; although such Coach shall not be discharged till after Twelve o'Clock.

And whereas by the said Act the said Commissioners are empowered whenever the Average Price of Oats, as published in the London Gazette, shall exceed Twenty-five Shillings per Quarter, to encrease the above Rates and Fares in the Proportion following, that is to say, upon every Distance amounting to Two Miles complete, or Time amounting to One Hour and Twenty Minutes complete, the additional Sum of Sixpence; and for every Distance of Four Miles, or Time of Two Hours and Forty Minutes complete, the Addition of One Shilling; and for every Increase of Two Miles, or One Hour and Twenty Minutes complete, the said Addition of Sixpence, and to continue such Increase until the Average Price of Oats shall be reduced to One Pound One Shilling per Quarter, and for such further Time, not exceeding

Thirty Days, as the said Commissioners shall see fit: the said Commissioners, in pursuance of the Authority vested in them by the said Act, do hereby give Notice, that from and after the 11th Day of June next they do (in Consideration of the high Price of Oats) increase all the Rates and Fares established by the said Act; in the Proportion of Sixpence for every Two Miles, or One Hour and Twenty Minutes complete as aforesaid; and that due Notice will be given in the London Gazette of the Reduction of such Increase of Rate or Fare.

And the said Commissioners do also hereby give Notice, that all Coachmen who ply for Hire at the Theatres or other Places of publick Resort, or who shall place their Coaches at the Side of the Street, or in any Situation where they do not usually ply, shall be considered liable to be hired, and taken as if on a Stand; and on Complaint being made will be fined for Refusal, unless such Coachman shall produce positive Proof of being actually hired at the Time; and if such Proof shall be really brought forward, in such Case the Commissioners have Power to award to such Coachman a reasonable Compensation for Loss of Time on being summoned.

By Order of the Commissioners,

James O'Byrne, Register.

Navy-Office June, 1800.

THE Principal Officers and Commissioners of His Majesty's Navy do hereby give Notice, that on Tuesday the 10th Instant, at One o'Clock, they will be ready to treat with such Persons as may be willing to contract with supplying His Majesty's Yards at Chatham and Sheerness, with

Fir Boat Oars,

and for the Land and Water Carriage of about 341 Loads of Oak Timber from Holt-Forest to Deptford Yard.

No Tenders will be received after Twelve o'Clock, nor any noticed unless the Party, or an Agent for him, attends.

R. A. Nelson, Secretary.

Plymouth, May 8, 1800.

Notice is hereby given to the Officers and Ships' Companies of His Majesty's Ships Railleur and Liberty, that they will be paid their respective Proportions of Prize-Money arising from the Recapture of the Swedish Brig Aurora, and her Cargo, on the 31st Day of May instant, or as soon after as they shall return to Port; and the Shares not then demanded will be recalled at the Counting-House of Mr. John Hawker, in Plymouth, the last Friday of every Month for Three Years to come.

John Hawker and John Arthur, Agents.

London, May 23, 1800.

Notice is hereby given, that the Accounts of Proceeds of the Head-Money Bills for St. Jose y Animas, Victoria, and L'Autour, captured by His Majesty's Ships Thalia, Le Mahonesa, Lively, and Alcmena, will be deposited in the Registry of the High Court of Admiralty agreeably to Act of Parliament.

Thomas Alldridge, Agent.

May 24, 1800.

Notice is hereby given to the Officers and Ship's Company of His Majesty's Hired Armed Cutter Courier, Lieutenant Thomas Searle, Commander, who were actually on board at the Capture of the French Privateer Le Guerrier, that they will be paid their respective Proportions of the Hull, Stores, and Head-