

An Act for more effectually repairing and improving the several roads comprised in the Flint, Holywell, and Mostyn Districts of Roads, and for reviving and extending the powers for the construction of certain new roads; and for other purposes.

An Act to extend the time for completing the Cleveland Railway; to authorize the Cleveland Railway Company to raise further sums of money; and the West Hartlepool Harbour and Railway Company to hold additional shares; and for other purposes.

An Act to enable the Inverness and Aberdeen Junction Railway Company to extend their railway from Invergordon, in the county of Ross, to Tain and Bonar Bridge, in the same county; and for other purposes.

An Act to enable the Local Board of Health for the district of Rugby, in the county of Warwick, to provide a better supply of water for the inhabitants of that district and its neighbourhood; and for other purposes.

An Act for better supplying with water the towns of Newcastle-upon-Tyne and Gateshead, and the neighbourhood thereof; and for amending and consolidating the provisions of the Acts relating to the Whittle Dean Water Company.

An Act for more effectually supplying water to the town of Great Grimsby, and several places near thereto.

(496.)

*Board of Trade, Whitehall,
May 12, 1863.*

THE Right Honourable the Lords of the Committee of Privy Council for Trade have received a copy of a notice issued by the Portuguese Board of Health, declaring the ports of Havana and New Orleans to be suspected of infection with yellow fever.

(509.)

*Board of Trade, Whitehall,
May 11, 1863.*

THE Right Honourable the Lords of the Committee of Privy Council for Trade have received from the Secretary of State for Foreign Affairs a copy of a Despatch from Her Majesty's Consul-General at Hamburg, enclosing a copy of a notification issued by the Hamburg Board of Commerce, containing the following regulations respecting the time of discharge for goods imported into that port in sea-going ships, the observance of which is recommended by that Board:—

I.—Cargoes for one Receiver.

1. The time of discharge is regulated by the quantity of goods to be discharged.

2. The "ton" to be taken as the basis is that according to which the freight of the ship is stipulated; if, however, the number of tons laden is not to be ascertained, then the size of the ship is to be taken by the measure of Hamburg commercial lasts, three tons being reckoned to every such last.

3. The customary time of discharge is—

Up to 80 tons (inclusive), 6 days, not reckoning Sundays and holidays.

From above 80 to 300 tons inclusive, 9 days, not reckoning Sundays and holidays.

From above 300 to 600 tons inclusive, 14 days, not reckoning Sundays and holidays.

(Those days on which the discharge shall be hindered by *force majeure*, or by the fault of the captain, are likewise not to be reckoned.)

For every quantity up to 50 tons more than 600 tons, a further delay of one day shall be granted.

The time of discharge begins after that on the preceding working day, before two o'clock p.m., the captain has given notice, in writing, to the receiver of the cargo that he is ready to discharge.

For goods "to order," on the day after public requisition has taken place.

4. When a ship before her arrival in port shall have discharged a part of her cargo into lighters in the Elbe, then that part is after the arrival of the lighter here to be taken without delay from on board thereof: as concerns the time of discharge for a whole cargo, both in the ship and in lighters, the above-mentioned dispositions are to be applied.

II.—Cargoes for several Receivers.

The discharge of the goods, in so far as they are in hand, is to begin immediately, but at the latest on the day after the necessary notice has been given, and is to be continued until its end with all possible dispatch.

For the discharge of goods "to order," the same disposition is applicable after the public requisition has taken place.

Hamburg, December 29th, 1862.

*War Office, Pall Mall,
12th May, 1863.*

1st Regiment of Life Guards, James Edward William Theobald, Marquis of Ormonde, to be Cornet and Sub-Lieutenant, by purchase, vice Thomas Rumbold Richardson, who retires. Dated 12th May, 1863.

5th Lancers, Staff-Surgeon Robert Fleetwood Andrews to be Surgeon, vice Henry Huish, M.D., who exchanges. Dated 12th May, 1863.

7th Hussars, Captain John Bayley, from the 85th Foot, to be Captain, vice Aytoun, who exchanges, receiving the former difference between Cavalry and Infantry. Dated 12th May, 1863.

14th Hussars, Cornet James Colquhoun Revell Reade has been permitted to retire from the Service by the sale of his Commission. Dated 12th May, 1863.

Military Train, Ensign James Archer Harris to be Lieutenant, by purchase, vice Charles Williams, who retires. Dated 12th May, 1863.

Ensign Roger Forrest to be Lieutenant, by purchase, vice William Townley, who retires. Dated 12th May, 1863.

George Penrose Pritchett, Gent., to be Ensign, by purchase, vice Harris. Dated 12th May, 1863.

Paymaster-Serjeant Robert Douglas Noake, from the 5th Lancers, to be Ensign, by purchase, vice Forrest. Dated 13th May, 1863.

Grenadier Guards, The Gentleman appointed to an Ensigncy and Lieutenantcy, by purchase, in the Gazette of 28th April, 1863, should have been described as the Honourable Adelbert Wellington Brownlow Cust.

2nd Regiment of Foot, Lieutenant Alexander Baird to be Paymaster, vice Robert Hamilton Simpson, transferred to the 65th Foot. Dated 12th May, 1863.