

of trade and navigation, and the carrying out of the whole plan will keep pace with the increase of traffic.

In its present state the new harbour consists of a spacious basin, connected, by means of canals, with the interior of Geestemünde.

The principal harbour is 1,734 feet long, 400 feet broad, and 26½ feet Hanoverian (or 25½ feet English) deep. The height of the water in this harbour corresponds with the average high water (=11.4 feet) of the Weser level. The sluice connecting the harbour with the Weser, in order to protect ships against contrary winds, leads into the mouth of the Geeste, and is connected with the Weser by a well-constructed outer-harbour. The large harbour-sluice is constructed with ebb and flood gates, so that ships may enter and leave at all times, and not be limited as with dock-sluices to a passage only whilst the outside water is on a level with the water of the basin. The sluice is 80 feet Hanoverian (=76½ English) wide, and between the gates 250 feet Hanoverian (239½ English) long, and ships drawing not more than 25½ feet Hanoverian (=24½ English) may pass through unimpeded at all times; with flood-tide the sluice can be left quite open like a dock-sluice, and so allow the passage of ships of any length.

The principal canal leading from the harbour-basin is 150 feet Hanoverian (=143½ English) in breadth, and the cross canal leading therefrom is 112 feet Hanoverian (=107½ English) in breadth, and the depth of the water in both canals is 21 feet Hanoverian (=20½ English).

The harbour-basin is provided on both sides of its length and also the side through which is the entrance to the canal with massive quays. The length of the quay-wall round the harbour is about 3,600 feet. The quays are built to the height of the railway terminus near the harbour, viz., 7½ feet above the level of the water in the basin, and are provided with all requisites for mooring ships.

Every precaution is taken against risk of fire; and ships can be supplied with fresh water by pipes from the waterworks.

The railway terminus is brought into close connection with the new harbour, it surrounds the harbour basin, and adjoins a part of the canal, and every facility, by means of hydraulic cranes, is afforded for loading and unloading ships directly from and into the railway waggons, as also for taking in ballast.

Two large warehouses are already built for the warehousing of goods duty free, and are connected with the railway and shipping. They are massively built and provided with tanks of water for cases of fire; and the settlement of the duty on goods destined for the *Zollverein* can be arranged on the spot.

The railway building contains every possible convenience and affords every facility for transacting all business relating to the payment of Customs' Duties, and the terminus is also connected by a branch railway with the docks at Bremerhaven.

PROCLAMATION of the Geestemünde Harbour Regulations, and the Tariff of the Geestemünde Harbour Dues.

61. Proclamation of the Royal Ministry of Finance and Commerce of the Geestemünde Harbour Regulations and the Tariff of the Geestemünde Harbour Dues. Hanover, July 15th, 1863.

We hereby bring the harbour regulations and the tariff of dues for the harbour of Geestemünde

to public notice, and do order that they shall come into force with the opening of the new harbour, for sea-going ships of Geestemünde, on the 21st July instant, and at the same time that the harbour regulations hitherto existing, dated July 30th, 1851, as also the tariff, dated October 22nd, 1858, and October 24th, 1860, shall be no longer in force.

Hanover, July 15th, 1863.

Royal Hanoverian Ministry of Finance and Commerce.

(Signed) ERXLEBEN.

HARBOUR REGULATIONS.—GEESTE-MÜNDE.

Sec. 1.

The district of the harbour to which the present harbour regulations apply embraces:

1. The principal harbour, the ship-canals communicating with the same, the sluice, the entrance harbour, the anchorage for ships, on the left bank of the river Geeste, and the harbour for wood.

2. The quays and places of traffic adjoining the principal harbour, the ship-canals, the entrance harbour, and the anchorage for ships on the left bank of the Geeste, those quays, however, excepted which are situated on the east side of the principal harbour, and the south side of the chief canal, as far as the turn-bridge, as also the coal railway, and all thereto belonging on the west side of the principal harbour.

These places and those for warehousing goods and the cranes on the same shall be under the control of the railway administration, and the rules as to the use of them, are to be found in the regulations as to the warehouses and cranes. (See Sec. 29).

Sec. 2.

The administration of the harbour shall be in the hands of the harbour authorities, and subject to them, of the harbour-master. The latter shall perform his duties with the assistance of the officers and subordinates under him.

Sec. 3.

Ship-masters, seamen, raft-masters, carriers, workmen, and such like persons engaged in different pursuits in the harbour district, have to follow implicitly, and at once, the directions and orders which may be given them by the harbour authorities, or by the harbour-master, or by his officers, or by the subordinates in their name.

In the same manner, the masters of ships and rafts arriving outside the harbour, have to comply with such of the rules and harbour regulations, as concern them, as also with those orders which may be given to them by the harbour authorities relating to the entering the harbour.

Sec. 4.

Should any one deem himself aggrieved by directions or orders from the harbour authorities or the harbour master, he may either enter his complaint in the book for complaints kept in the harbour office, or, in the former case, may complain to the Royal General Directors of Water Works at Hanover, or, in the latter case, to the Harbour Department. Complaints against subordinate officers, must be laid before the harbour master or his assistants. Against the decision of the Royal General Directors of Water Works, an