

Trieste and Fiume will no longer be applied to vessels provided with clean bills of health.

(H. 374.)

*Board of Trade (Harbour Department),
London, January 17, 1887.*

THE Board of Trade have received through the Secretary of State for Foreign Affairs a copy of a Despatch from Her Majesty's Representative at Paris stating that the Governor-General of Algeria has decreed that arrivals from Italy, as well as from the ports of Trieste and Fiume, provided with clean bills of health, are admitted to free pratique in ports of Algeria.

(H. 374.)

*Board of Trade (Harbour Department),
London, January 17, 1887.*

THE Board of Trade have received through the Secretary of State for Foreign Affairs a copy of a Despatch from Her Majesty's Representative at Paris stating that, by decision of the Government of Tunis all vessels arriving at the ports of Tunis from Trieste and Fiume with a clean bill of health will be admitted to free pratique.

(H. 346.)

*Board of Trade (Harbour Department),
London, January 18, 1887.*

THE Board of Trade have received through the Secretary of State for Foreign Affairs a copy of a Despatch from Her Majesty's Representative at Galatz, enclosing the following amended Regulations of Navigation and Police for the Lower Danube, showing in italics the changes that have been made at the last Session of the European Commission of the Danube:—

CHANGES made in Articles 61, 91, and 135 of the Regulations of Navigation and Police as drawn up by the European Commission of the Danube on the 19th of May, 1881.

The tenor of Articles 61, 91, and 135 is modified as follows:—

ART. 61. Rafts and floats that have a greater draught of water than nine English feet, or a greater width than forty English feet, as well as all rafts intended to go to sea, whatever may be their dimensions, are forbidden to navigate in the Sulina Branch, except in tow of a steamboat. Under no circumstances can rafts or floats, that navigate in the Sulina Branch, have a greater width than fifty English feet, *nor a greater length than eighty-four English feet.* Every raft or float of a greater length or a greater width must discontinue its voyage in the said branch when called upon to do so by the Agents of the River Police, and reduce *its dimensions* to the limits fixed above, irrespective of the application of the fine imposed by the second paragraph of Art. 130 of these Regulations. (Art. 130).

ART. 91. Licensed pilots are obliged to report either to the Inspector or to the Captain of the Port at Sulina any infraction of the Regulations committed in their presence.

First Class Pilots are forbidden to have any interest, either direct or indirect, in any operation or contract connected with lightening with a view to setting a stranded vessel afloat.

They are forbidden, under penalty of dismissal, to accept from a captain any remuneration in excess of the regulation pilotage due.

Any captain who offers a pilot employed to pilot his vessel such a gratuity is liable to a fine. (Art. 135).

ART. 135. Every captain who, contrary to the provisions of the last paragraph but one of Art. 84 of these regulations, has his vessel piloted

between Soulina and Braïla, even when ascending the river and when he himself is on board, by a pilot who does not belong to the corps of river pilots, is liable to a fine of not less than 100 francs and not more than 150 francs.

Any captain who disregards the provisions mentioned in the fourth paragraph of Art. ninety-one (91) is liable to a fine of from two hundred and fifty to a thousand francs.

Any river pilot who infringes one of the provisions of Art. eighty-eight (88) above-mentioned is liable to a fine of not less than fifty francs and not more than one hundred francs.

Done at Galatz, the 21st November 1886.

(Signed) D'AICHBERGER;
CHARLES DE BOLESLAWSKI;
MIS. DE REVERSEAUX;
PERCY SANDERSON;
N. REVEST;
A. ROMANENKO;
ARTIN EFFENDI.

(H. 425.)

*Board of Trade (Harbour Department),
London, January 18, 1887.*

THE Board of Trade have received through the Secretary of State for Foreign Affairs the following copy of a Telegram from Her Majesty's Consul at Guayaquil:—"On account of cases of cholera, closure of Ecuadorian ports to ships from Chili, La Plata."

War Office, Pall Mall,

18th January, 1887.

3rd Dragoon Guards, Lieutenant William Frederick Peel, from the 2nd Life Guards, to be Captain, in succession to Major W. U. Cole, Adjutant of Auxiliary Forces. Dated 19th January, 1887.

6th Dragoon Guards, Major Robert Stevenson, from the 13th Hussars, to be Major, vice A. T. Middleton, who exchanges. Dated 19th January, 1887.

8th Hussars, Lieutenant Henry F. Deare, from the Prince of Wales's (North Staffordshire Regiment), to be Lieutenant, on augmentation. Dated 19th January, 1887.

13th Hussars, Major Arthur Thomson Middleton, from the 6th Dragoon Guards, to be Major, vice R. Stevenson, who exchanges. Dated 19th January, 1887.

Royal Artillery, The undermentioned Lieutenant-Colonels and Colonels have been placed on half-pay, on completing five years' service as Regimental Colonels. Dated 11th January, 1887:—

Stuart James Nicholson.

William Smith.

Lieutenant-Colonel Michael John Sexton retires upon retired pay, with the honorary rank of Colonel. Dated 19th January, 1887.

Lieutenant-Colonel John Henry Alexander (late Bengal), from Supernumerary to Establishment, to be Lieutenant-Colonel, vice Colonel H. Chichester (late Bengal), retired. Dated 9th December, 1886.

Major George Montgomerie John Moore, upon the Seconded List, retires upon retired pay, with the honorary rank of Lieutenant-Colonel. Dated 19th January, 1887.

Major William John Mackintosh retires upon retired pay, with the honorary rank of Lieutenant-Colonel. Dated 19th January, 1887.

Major David North, upon the Seconded List, retires upon retired pay, with the honorary rank of Lieutenant-Colonel. Dated 19th January, 1887.