

Quartermaster and Honorary Lieutenant William Murray has been placed on retired pay. Dated 21st June, 1889.

MEMORANDA.

Colonel Henry Helsham Helsham-Jones, from Colonel on the Staff for Royal Engineers, retires on retired pay. Dated 26th June, 1889.

Lieutenant-Colonel and Colonel Humphrey M. L. Colquhoun, half-pay, to be placed on retired pay. Dated 28th June, 1889.

Lieutenant-Colonel Richard Annesley Knox, the King's Own (Royal Lancaster Regiment), to be Colonel. Dated 23rd June, 1889.

Deputy Assistant Commissary John William Borthistle, Madras Establishment, has been granted the honorary rank of Lieutenant. Dated 15th March, 1889.

Commissions signed by the Lord Lieutenant of the County of Nottingham.

The Most Noble Henry Pelham Archibald Douglas, Duke of Newcastle, to be Deputy Lieutenant.

George Savile Foljambe, Esq., to be Deputy Lieutenant.

TENDERS FOR LOANS ON TREASURY BILLS.

1. THE Lords Commissioners of Her Majesty's Treasury hereby give notice that Tenders will be received at the Chief Cashier's Office at the Bank of England, on Monday, the 1st proximo, at one o'clock, for Treasury Bills to be issued under the Act 40 Vic., cap. 2, to the amount of £2,000,000.

2. The Bills will be in amounts of £1,000, £5,000, or £10,000. They will be dated the 6th July, 1889, and will be payable at three or six months after date, at the option of the persons tendering, viz.:—on the 6th October, or 6th January next, respectively.

3. *The Tenders must specify the net amount per cent. which will be given for the amounts applied for; and the Tenders of private individuals must be made through a London Banker.*

4. The Bills will be issued and paid at the Bank of England.

5. The persons whose Tenders are accepted will be informed of the same on Tuesday, the 2nd proximo, and payment in full of the amounts of the accepted Tenders must be made to the Bank of England not later than two o'clock, on Saturday, the 6th proximo.

6. The Lords Commissioners of Her Majesty's Treasury reserve the right of rejecting any Tenders.

Treasury Chambers, June 21, 1889.

(S. 448.)

Board of Trade (Fisheries Department), London, June 21, 1889.

REGULATIONS to be observed by the Admirals, Masters, and Crews of the Fishing Smacks and Steam Carriers forming the Fleet of the Great Yarmouth Steam Carrying Company Limited ("Red White Fleet"), made pursuant to the provisions of Section 10 of "The Merchant Shipping (Fishing Boats) Act, 1887."

WHEREAS the Great Yarmouth Steam Carrying Company Limited, forming part of an Association of Owners of Fishing Vessels engaged in fishing in the North Sea, have applied to the Board of Trade to make such Regulations respecting the conveyance of fish from trawlers to vessels

engaged in collecting and carrying fish to ports as may appear to the said Board to be expedient for the purpose of preventing loss of life, or danger to life or limb: Now, therefore, the Board of Trade do make and publish the following Regulations:—

1. There shall be one signal for the Trawler's boat to put fish on board the Carrier (which operation is hereinafter called "boarding"), and such signal shall be shown from the Carrier, but shall not be exhibited when the weather is such as to render it dangerous for boats to board.

2. The Admiral, when on the spot, shall determine whether the weather is fit for boarding or not, and, if in his opinion it is so fit, shall cause the Carrier to hoist the signal to board.

3. In the event of the Admiral being absent when the boarding is about to commence, the Master of the Carrier shall determine whether the weather is fit for boarding or not, and, if in his opinion it is so fit, shall hoist or cause to be hoisted the signal to board.

4. After the boarding signal has been hoisted the Master of the Carrier must be on deck whilst boarding is taking place, and shall have full authority over the crews of all boats when alongside or on board of the Carrier. In the event of a change in the weather rendering it unfit for boarding, he shall lower the boarding signal, and having taken on board the cargoes of the boats already alongside, shall at once steam to windward of the Fleet.

5. Although the signal for boarding is hoisted, yet there shall be no legal obligation upon the Skippers of the Trawlers to board, and each Skipper must use his own independent judgment in the matter. No Skipper shall send away his boat for the purpose of boarding from his vessel's side unless the boarding signal is then exhibited.

6. When the deck of the Carrier is temporarily full or encumbered with boxes, the Master of such Carrier shall haul down to half-mast the boarding signal. No Skipper shall permit his boat to leave his Trawler with fish whilst such signal is half-mast.

7. The Owner of every Trawler shall supply two life-buoys and three life-belts to such Trawler. The Skipper thereof shall keep or cause to be kept the life-buoys and life-belts, as well as any other life-saving appliances which may be supplied by the Owner, at all times fit and ready for use.

8. The Skipper of each Trawler shall not permit the boat to leave his Trawler for the Carrier unless the boat has a suitable life-buoy attached by a line to the stern-ring thereof, or unless each man going in the boat wears a life-belt.

9. It shall be the duty of the crew of the boat to wear life-belts when ordered by their Skipper to do so.

10. The Skipper of each Trawler shall keep his boat efficiently fitted with a life-line or rope rove through the keel, and extending on either side right along it, fore-and-aft, and also up the stem and stern, and shall not permit her to leave for the Carrier with fish unless properly laden and efficiently manned.

11. No Skipper shall permit his boat to leave his Trawler for the Carrier except in charge of himself or the second hand. In the event of the second hand being incapacitated and unable to handle the boat the Skipper may appoint the third hand in his place if thoroughly competent.

12. Boarding shall not be permitted after dark.

13. The Master of a Carrier on arriving at the Fleet shall be ready to distribute his boxes, stores, &c., as soon as practicable. He shall not permit any boat to leave his vessel with more stores or