

trip which begins and ends at any one of the said harbours the said duty shall be payable in respect of disembarkation only: and that as to any voyage between any two of the said harbours, the said duty shall be payable at each place in respect of disembarkation only: Provided also, that in the case of a voyage, usually termed a voyage or trip round the Island, the same shall, as to passengers who make the whole voyage, be considered as a single voyage or trip, notwithstanding that stoppages may be made and passengers permitted to land or embark during the course of the voyage at any place other than that at which the trip commences and ends.

Resolved—

That, on the foregoing Resolution commencing and taking effect, the Resolution of this Court, dated the 17th day of July, 1885, appointing a duty on passengers at Douglas and Ramsey, shall be and stand revoked.

WM. J. ANDERSON, Receiver-General, Isle of Man, and Chairman Isle of Man Harbour Commissioners.

Isle of Man Harbours Acts, 1874 and 1884.

THE following Resolution of the Court of Tynwald of the Isle of Man, was, on the 10th May, 1890, approved by the Committee of Her Majesty's Privy Council for Trade:—

At a Tynwald Court, holden at Douglas, the 11th day of March, 1890:—

This Court having, on the requisition of his Excellency the Lieutenant-Governor, considered the advisability of appointing, under the provisions contained in the Isle of Man Harbours Act, 1874, and in the Isle of Man Harbours Act, 1884 (both being Acts of the Imperial Parliament), the payment of dues by vessels entering the harbours of this Isle, or on goods landed from vessels in any harbour, or any quay or pier—

Resolved:—

(1) That this Resolution shall relate to such parts only of the several Harbours of Castletown, Douglas, Peel, Ramsey, Port St. Mary, and Laxey, as are hereinafter described (that is to say):—

Castletown Harbour. The whole of the South Pier, commonly called the New Pier, and that part of the harbour which lies inside a straight line due north to the shore from the outer extremity of the said pier;

Douglas Harbour. The whole of the Victoria and Battery Piers, and that part of the harbour which lies inside a straight line drawn from the south-east end of the Victoria Pier to the north-west corner of the Battery Pier;

Peel Harbour. The whole of the outer Breakwater, and that part of the harbour which lies inside a straight line drawn from the outer end of the Breakwater, and at right angles to such Breakwater, in a southerly direction, to the shore;

Ramsey Harbour. The whole of the new Iron Pier, and of the South and North Piers, and that part of the harbour which lies within a straight line drawn from the extreme outer end of the South Pier to the extreme outer end of the North Pier;

Port St. Mary Harbour. The whole of the Alfred Pier, and that part of the harbour which lies within a straight line drawn from the extreme outer end of the said pier, north-west or thereabouts, to the gate entering into Chapel Bay;

Laxey Harbour. The whole of the existing pier,

and that part of the harbour lying within the line of the south side of such pier produced until it meets at right angles a line drawn through the iron beacon on the Carrick Rock;

all such parts of the said respective harbours hereinbefore described being hereinafter called or referred to as "the said harbours":

(2) That, subject to the approval of the Lords of the Committee of Her Majesty's Privy Council for Trade, from and after the expiration of one calendar month after the publication of this Resolution in the London Gazette, the following dues shall be payable by vessels entering any of the said harbours, or using any of the said piers, or on goods landed from any vessel in any of the said harbours, or on any of the said piers (that is to say):—

For each vessel not landing cargo and not landing or embarking passengers, and not being a windbound vessel or a fishing vessel, per ton, two pence.

For each vessel windbound, and not discharging cargo, or being a fishing vessel, per ton, one halfpenny.

For each fishing vessel, for each year, commencing on the first day of April, one pound.

For every vessel other than a fishing vessel laid up or lying in a harbour longer than six months, in addition to the entrance dues or dues on goods landed, for every additional six months, per ton, six pence.

On all goods landed from any vessel other than a fishing vessel, per ton, three pence.

Provided always that with respect to the said dues, the words "cargo" and "goods" shall respectively mean cargo and goods bona fide shipped or consigned for or to one of the said harbours or cargo or goods which may be bona fide carried by any vessel for freight or in the usual course of trading, and not being the stores or ballast of such vessel:

Provided always that the tonnage of vessels in respect of which dues shall be payable shall be the registered tonnage or the tonnage ascertained in the like manner as the registered tonnage, and that this Resolution shall not apply to any vessel used in navigation which is propelled solely by oars, and which is of a burden of less than five tons, or to any vessel exempt by law from the payment of dues:

Provided also that in the case of fishing vessels, the yearly dues payable shall, as provided by law, be considered as payable for all the said harbours and not for each harbour:

Provided also that this Resolution shall not apply to any vessel for which a composition in lieu of the dues hereinbefore referred to shall have been paid during the time for which such composition shall extend:

Resolved also,—That on the foregoing Resolution commencing and taking effect, the Resolution of this Court dated the 16th day of December, 1884, appointing the payment of dues by vessels and on goods at the harbours of Castletown, Douglas, Peel, Ramsey, and Port St. Mary shall be and stand revoked.

WM. J. ANDERSON, Receiver-General, Isle of Man, and Chairman Isle of Man Harbour Commissioners.

NOTICE is hereby given, that a separate building, named Chygwidden Wesleyan Methodist Chapel, situate at Chygwidden, in the parish of Saint Levan, in the county of Cornwall, in the district of Penzance, being a building