

ants, and Commonalty of the Company of Cutlers in Hallamshire, in the county of York.

An Act for the regulation of the Municipal Corporation of the borough of Hedon, in the East Riding of the county of York, and for the improvement of the borough, and for other purposes.

An Act for making a railway from Stranorlar, in the county of Donegal, to the Londonderry and Enniskillen Railway, near Strabane, in the county of Tyrone, and for other purposes.

An Act for enabling the mayor, aldermen, and citizens of the city of Manchester to effect further improvements in the said city, and for other purposes.

An Act to enable the Great Northern and Western (of Ireland) Railway Company to make a deviation in their authorized railway between Roscommon and Castlereagh, and for other purposes.

An Act for altering the name of "The Belfast and Ballymena Railway Company," to the name of "The Belfast and Northern Counties Railway Company," for increasing their capital, and for other purposes.

An Act for authorizing the Stockton and Darlington Railway Company to raise additional capital, and for other purposes.

An Act to amend "The Great Southern of India Railway Act, 1858," and for other purposes.

An Act to authorize certain deviations in the Andover and Redbridge Railway, and for other purposes.

An Act to enable the Midland Railway Company to contract for the use of the undertakings of other Companies in and near London.

An Act for granting further powers to the West Somerset Railway Company.

An Act for making a railway from Carrickfergus to Larne, and for other purposes.

An Act to enable the Dublin and Wicklow Railway Company to extend their railway to Enniscorthy, in the county of Wexford, to change the name of their Company, and for other purposes.

An Act for regulating the East India Coal Company (limited), and for making provisions with regard to the capital and shares of the Company, and for other purposes.

Board of Trade,
15th May, 1860.

(No. 5425.)

THE Lords of the Committee of Privy Council for Trade have received through the Secretary of State for Foreign Affairs a copy of the following Notification issued by the Hanoverian Government with regard to the regulations to be observed by Hanoverian Vessels in order to avoid collisions at sea.

(Translation.)

NOTIFICATION

of the Minister of Finance and Commerce regarding the prevention of collision between vessels at sea.

Hanover, 1st April, 1860.

In conformity with other regulations already existing for the marine generally, we hereby issue the following rules to avoid possible collisions between vessels, and to be observed by all Hanoverian Captains of vessels when navigating the open sea, or bays and rivers connected with it, in

so far as these rules are not at variance with some other special rules established in some localities where the vessels are found.

1. When two vessels approach one another in different directions so that if they continue on their respective courses they might risk a collision, both vessels are bound to put their helms to port that they may pass on the port side of each other.

This rule applies to steamers of all kinds as also to sailing vessels whether they are sailing on the port or starboard tack and whether close-hauled or not, unless the circumstances of the case are such as to render a departure from the rule necessary in order to avoid immediate danger, and provided that as regards sailing ships on the starboard tack close-hauled due regard is had to keeping such ships under command.

2. In a narrow channel, every steamer is bound as far as practicable, to keep on that side of the fair-way or mid-channel which lies on her starboard side.

3. When two steamers approach each other from opposite directions at a spot so narrow as that they cannot possibly pass without risk of collision, that vessel which has to steer through the strait in a course that lies between east by south to west (including east and west) must keep herself outside the strait, or go back to make room for the other to pass, and, if on a river, that vessel which steams against the current is bound to observe the same rule to make room for the other to pass.

Every steamer is in fact bound to keep outside the strait, when she sees another coming from an opposite direction, and not able to pass her with safety.

4. In a thick fog as also in a narrow stream filled with vessels, every vessel must according to circumstances diminish her speed.

5. For the violation of these rules the captain is liable to a fine not exceeding fifty thalers.

(Signed), W. BRUEL,

Board of Trade,
15th May, 1860.

(No. 5519.)

THE Lords of the Committee of Privy Council for Trade have received, through the Secretary of State for Foreign Affairs, a copy of the following Decree, published in the Madrid Gazette, of the 25th ult., by which the Spanish Government has given effect to the arrangement lately concluded with Her Majesty's Government, for the mutual surrender of seamen deserters from British and Spanish merchant vessels.

(Translation.)

ROYAL DECREE.

On the 27th of December, 1859, my minister, accredited at the Court of Great Britain, signed at London a declaration, for the mutual arrest and delivery of seamen deserters from merchant vessels of Spain and of the United Kingdom, and of which the following is a literal copy:

"The undersigned Minister Plenipotentiary of Her Catholic Majesty, has been instructed to make the following declaration,—

"The Consuls-General, Consuls, and Vice-Consuls of the United Kingdom of Great Britain and Ireland, residing in Spain and her possessions, have the power to arrest and send, either on board their ships or to their respective countries, the individuals of the crew of British merchant vessels who shall have deserted from such vessels; assistance is therefore to be rendered to that effect