

(quarts) every week, as long as the voyage continues. When the vessel is destined to the east coast of North America, West Indies, or North Africa, the length of the voyage in this respect is estimated, for a sailing vessel twelve weeks, and for a steamer seven weeks, and longer in proportion as the destination may be more distant. The vessel must likewise be provided with provisions and medicines, in conformity with the regulations to be determined.

§ 8.

Before the departure, the passengers, as well as the crew, shall submit to an examination by a medical man, specially appointed by the Sanitary Commission. This examination is to take place after the special list has been furnished to the Doctor by the Master, of all the passengers and crew either on board the vessel or at a convenient place appointed by the Doctor, not earlier than three days before the departure of the vessel.

For this examination the Master has to pay the Doctor one specie dollar for every twenty persons. The Doctor receiving free conveyance to and from the place of examination.

§ 9.

Likewise before the departure of the vessel, at the requisition of the Master, a survey must be made to prove that the vessel is seaworthy, and in every way fit to perform the contemplated voyage, and provided with one suitable large boat, and two smaller ones corresponding to the size of the vessel. The surveyors have then to declare how far the provisions have been carried out according to Sections 1 and 7. At this survey the Master shall produce a list of all the passengers and crew who accompany the ship, with a separate list of those who are between the age of one and fourteen, as well as of those who are one year and under.

Generally speaking, no vessel is to be deemed fit to perform the named voyages unless they are classed according to the rules of the insurance offices either as first or second class.

§ 10.

No vessels taking passengers to foreign countries, can be cleared before they have delivered—

1. The certificate from the surveyors that there exists no hindrance with respect to the ship's seaworthiness or supply of boats, or with respect to the provisions mentioned in Sections 1 and 7 of this law, or to her performing her destined voyage.

2. A certificate from the medical examiner that he found neither among the passengers nor crew any sickness or disease likely to disturb the general health on board.

§ 11.

Any master who, after the provisions treated of in Section 9 have been completed, receives more than the specified number of passengers on board, or affects any change in the space occupied by the passengers, or contravenes the provisions treated of in Sections 2 and 5, or loads the vessel with other goods than those allowed, or in any other respects neutralizes the provisions enacted for the security of the passengers, is liable to be fined in a sum from twenty to two hundred specie dollars; but the Master is not liable to this fine unless the complaint is made before the expiration of two years after the vessel started on her voyage. The fine is likewise not exacted if the master has been punished by any foreign power for the infringements complained of. The case shall be settled

either by a naval court or the district court from whence the vessel took her departure.

§ 12.

This law, as far as relates to Sections 7 and 8, comes into operation immediately; and in other respects from the 1st of January next year. It is not applicable to men-of-war or other vessels when the number of passengers does not exceed one for every four commercial lasts (eight tons) of the ship's register tonnage.

Stockholm, 23rd May, 1863.

War Office, Pall Mall,
10th July, 1863.

1st Regiment of Dragoons, Lieutenant Julius Tottenham, from the 60th Foot, to be Lieutenant, vice Croft, who exchanges. Dated 10th July, 1863.

9th Lancers, Lieutenant William Macnaghton Erskine to be Captain, by purchase, vice Samuel Ashton Pretor, who retires. Dated 10th July, 1863.

Cornet Perceval Clark to be Lieutenant, by purchase, vice Erskine. Dated 10th July, 1863.

15th Hussars, Cornet William Macalpine Leny, from the 18th Hussars, to be Cornet, vice Martin Farrington, deceased. Dated 10th July, 1863.

16th Lancers, Lieutenant Richard Fielding Morrison to be Captain, by purchase, vice David Barclay, who retires. Dated 10th July, 1863.

Cornet Hans Sloane-Stanley to be Lieutenant, by purchase, vice Morrison. Dated 10th July, 1863.

Augustus Croft Dobree, Gent., to be Cornet, by purchase, vice Sloane-Stanley. Dated 10th July, 1863.

Jemmett Charles Duke, Gent., to be Cornet, by purchase, vice Henry Mitchell Jones, transferred to the 1st Dragoon Guards. Dated 11th July, 1863.

Royal Artillery, Lieutenant-Colonel and Brevet-Colonel Thomas Beckett Feilding Marriott to be Colonel, vice Edward Walter Crofton, C.B., deceased. Dated 27th June, 1863.

Captain and Brevet-Major John Lindredge Elgee, to be Lieutenant-Colonel, vice Brevet-Colonel Marriott. Dated 27th June, 1863.

Second Captain Albert Henry Wilmot Williams to be Captain, vice Brevet-Lieutenant-Colonel John Davenport Shakespeare, placed upon half-pay. Dated 19th June, 1863.

Second Captain William Smyth Maynard Wolfe to be Captain, vice Brevet-Major Elgee. Dated 27th June, 1863.

Lieutenant Wallace Gilmour to be Second Captain, vice Williams. Dated 19th June, 1863.

Lieutenant Robert Preston Lewis Welch to be Second Captain, vice Wolfe. Dated 27th June, 1863.

Royal Engineers, Captain Charles Edward Dawson Hill to be Lieutenant-Colonel, vice Ouchterlony, deceased. Dated 30th April, 1863.

Second Captain Joseph Gore Ryves to be Captain, vice Hill. Dated 30th April, 1863.