

Tramways Orders Confirmation (No. 2) Act, 1889.
 Local Government Board's Provisional Orders Confirmation (No. 9) Act, 1889.
 Local Government Board's Provisional Orders Confirmation (No. 11) Act, 1889.
 Local Government Board's Provisional Orders Confirmation (No. 12) Act, 1889.
 Local Government Board's Provisional Orders Confirmation (No. 13) Act, 1889.
 Local Government Board's Provisional Orders Confirmation (No. 15) Act, 1889.
 Local Government Board's Provisional Orders Confirmation (No. 16) Act, 1889.
 Local Government Board's Provisional Order Confirmation (Poor Law) Act, 1889.
 Gas and Water Orders Confirmation Act, 1889.
 Winchester Burgesses Disqualification Removal Act, 1889.
 Eastbourne Waterworks Act, 1889.
 Rock Life Assurance Act, 1889.
 Alloa Harbour Act, 1889.
 King's Lynn Docks and Railway (Further Powers) Act, 1889.
 Oswestry and Llangynog Railway (Abandonment) Act, 1889.
 Dublin, Wicklow, and Wexford Railway (City of Dublin Junction Railways) Act, 1889.
 Cheshire Lines Act, 1889.
 Ribble Navigation Act, 1889.
 Manchester, Sheffield, and Lincolnshire Railway (Steamboats) Act, 1889.
 Barry Dock and Railways Act, 1889.
 Dundee Harbour and Tay Ferries Act, 1889.
 Folkestone, Sandgate, and Hythe Tramways Act, 1889.
 Glasgow and South Western Railway Act, 1889.
 North British Railway Act, 1889.
 St. Helen's and Wigan Junction Railway Act, 1889.
 Stockton-on-Tees Extension and Improvement Act, 1889.
 Liverpool and Birkenhead Subway Act, 1889.
 Great Northern Railway Act, 1889.
 Waterford Corporation (Debenture Stock) Act, 1889.
 West Bromwich Corporation (Consolidation of Loans) Act, 1889.
 Belfast and Northern Counties and Ballymena and Larne Railway Companies Amalgamation Act, 1889.
 London and North Western Railway Act, 1889.
 Hull Docks Act, 1889.
 Scottish Equitable Life Assurance Act, 1889.
 Tees Conservancy Act, 1889.
 Didcot, Newbury, and Southampton Railway Act, 1889.
 Manchester, Sheffield, and Lincolnshire Railway Act, 1889.
 Dundee Suburban Railway Act, 1889.
 Eastbourne, Seaford, and Newhaven Railway Act, 1889.
 Water of Leith Purification and Sewerage Act, 1889.

(H. 5773.)

*Board of Trade (Harbour Department),
 London, July 30, 1889.*

THE Board of Trade have received through the Secretary of State for Foreign Affairs the following Telegram, dated July 29th, from Her Majesty's Representative at Lisbon:—"Truxillo, in Department of Libertad, Peru, declared to be infected with yellow fever."

NOTICE under "The Passengers Act, 1855," varying the Declared Length of Voyage to certain Places for certain Passenger Ships.

WHEREAS by the thirtieth section of "The Passengers Act, 1855," it is enacted for the purposes of the Act, the length of voyage for a passenger ship proceeding from the United Kingdom to the several places therein mentioned shall be determined by a scale therein set forth, and that for the like purposes the Emigration Commissioners, acting by and under the authority of one of Her Majesty's Principal Secretaries of State, by notice in writing issued under the hands of any two of such Commissioners, and published in the London Gazette, may, nevertheless, declare what shall be deemed to be the length of voyage from the United Kingdom to any of such place, or to any other port or place whatsoever, and may fix such different length of voyage as they may think reasonable for different descriptions of vessels.

And whereas it was deemed expedient to vary the said scale, and to reduce the length of voyage from the United Kingdom to North America in the said scale set forth, as regards passenger ships propelled by steam engines, at a rate of not less than ten statute miles an hour, and Her Majesty's Emigration Commissioners, having obtained the necessary authority in that behalf of Her Majesty's Principal Secretary of State for the Colonies, did by notice, dated the fourth June, one thousand eight hundred and sixty-four, and published in the London Gazette of the seventh June, one thousand eight hundred and sixty-four, declare that the length of voyage from the United Kingdom to North America (except the West Coast thereof) should for the purposes of the said Passengers Act, 1855, be as follows, that is to say:—For passenger ships propelled by steam engines of sufficient power to propel the ship without the aid of sails at the rate of not less than ten statute miles an hour, if the ship clears out between the sixteenth day of January and the fourteenth day of October, both days inclusive, thirty-two days; and if the ship clears out between the fifteenth day of October and the fifteenth day of January, both days inclusive, thirty-seven days.

And whereas by "The Merchant Shipping Act, 1872," all the powers and duties vested in or imposed on the Emigration Commissioners by "The Passengers Act, 1855," and "The Passengers Act Amendment Act, 1863," are transferred to and imposed on the Board of Trade, and may be exercised by the said Board of Trade independently of the sanction or authority of one of Her Majesty's Principal Secretaries of State.

And whereas the Board of Trade did, by notice of the ninth day of June, one thousand eight hundred and eighty-two, and published in the London Gazette of the thirteenth June, one thousand eight hundred and eighty-two, alter and amend the said scale.

And whereas it is expedient further to vary the said scale, and to declare what shall be the length of voyage of certain passenger ships propelled by steam power only, proceeding from the United Kingdom to the Colony of Queensland, via the Suez Canal and Torres Straits.

Now, therefore, the Board of Trade, in exercise of the powers vested in them by the said recited Act, do by this notice declare that from and after the first of August, one thousand eight hundred and eighty-nine, the length of the voyage for a passenger ship proceeding from the United Kingdom to the undermentioned places respectively