

shall, for the purposes of "The Passengers Act, 1855," and "The Passengers Act Amendment Act, 1863" be determined by, and the same shall be deemed to be, the length of voyage set out in the following scale for computation of voyages, that is to say:—

SCALE FOR COMPUTATION OF VOYAGES.

	If the Ship be propelled by Sails alone or by Steam Power not sufficient without the aid of Sails to propel the Ship after the rate of five statute miles an hour. (1.)	If the Ship be propelled either wholly or in aid of Sails by Steam Engines of not less power than sufficient without the aid of Sails to propel the Ship after the rate of five statute miles an hour. (2.)	If the Ship be propelled either wholly or in aid of Sails by Steam Engines of not less power than sufficient without the aid of Sails to propel the Ship after the rate of 10 statute miles an hour for passages other than by the Suez Canal. (3.)	If the Ship be propelled either wholly or in aid of Sails by Steam Engines of not less power than sufficient without the aid of Sails to propel the Ship after the rate of 10 statute miles an hour for passages by the Suez Canal. (4.)
1. To North America (except to the West Coast thereof): For ships clearing out between the 16th day of January and the 14th day of October, both days inclusive	70	40	32	—
For ships clearing out between the 15th day of October and the 15th day of January, both days inclusive	80	45	37	—
2. To the Coast of Africa South of the Equator, or to the Falkland Islands, or to any part of the East Coast of South America southward of the twenty-fifth degree of South Latitude	105	65	65	—
3. To Western Australia ...	120	85	80	70
4. To Queensland ...	150	90	90	75
5. To any other of the Australian Colonies	140	90	85	75
6. To New Zealand ...	150	90	90	85
7. To the Western Coast of America, north of the fortieth degree of North Latitude and the Islands adjacent thereto	182	96	96	—

And the Board of Trade do hereby declare that, from and after the said 1st day of August, 1889, the above "Scale for Computation of Voyages" shall be substituted for the scale set forth in Section 30 of the said first-recited Act, and amended by notices dated the 4th June, 1864, and the 9th day of June, 1882, respectively.

Given under my hand this 27th day of July, 1889.  
*Henry G. Calcraft*, Secretary.  
Board of Trade, 7, Whitehall-gardens.

*Admiralty, 27th July, 1889.*

THE undermentioned Engineers have been promoted to the rank of Chief Engineer in Her Majesty's Fleet:—

Henry Thomas Hammond. Dated 6th July, 1889.

James Edward Duncan Graham. Dated 19th July, 1889.

*War Office, Pall Mall,  
30th July, 1889.*

3rd Dragoon Guards, Lieutenant John L. Alexander resigns his Commission. Dated 31st July, 1889.

4th Dragoon Guards, Second Lieutenant Henry Read Darley to be Lieutenant, to complete establishment. Dated 31st July, 1889.

6th Dragoon Guards, Captain Alexander Sprot to be Major, vice D. A. G. C. Graham, promoted Lieutenant-Colonel on half-pay. Dated 19th July, 1889.

Supernumerary Captain Frederick H. A. Des Vœux, to be Captain, vice A. Sprot. Dated 19th July, 1889.

10th Hussars, Lieutenant Charles B. Harvey to be Captain, vice Brevet Major D. S. W., Earl of Airlie, seconded. Dated 21st July, 1889.

12th Lancers, Lieutenant John C. B. Eastwood to be Captain, vice W. F. H. Hinde, seconded. Dated 10th June, 1889.

15th Hussars, Second Lieutenant Frederick John Dalgety, to be Lieutenant to complete establishment. Dated 31st July, 1889.

21st Hussars, Supernumerary Captain Richard Owen to be Captain, vice H. L. Pilkington, seconded. Dated 31st July, 1889.

Lieutenant James G. Fair to be Adjutant, vice Captain H. Finn, whose period of service in that appointment has expired. Dated 1st July, 1889.

Second Lieutenant Edward Hudson Kinahan to be Lieutenant, to complete establishment. Dated 31st July, 1889.

Royal Artillery, Major Henry Lyall retires upon retired pay. Dated 31st July, 1889.