

Charles Edward Blanford, in succession to Lieutenant R. G. Partridge, seconded. Dated 3rd January, 1894.

The undermentioned Officers are seconded:—

Whilst going through the long course of Instruction at Shoeburyness. Dated 1st January, 1894:—

Captain Stanley Brenton Von Donop.
 Captain Joseph Hanwell.
 Captain Hans Stannard White.
 Captain Henry George Sandilands.
 Lieutenant William Edward Wingfield.
 Lieutenant George Gilbert Traherne.
 Lieutenant Henry John William Farrell.
 Lieutenant Richard Grenville Partridge.

For service as Adjutants of Militia and Volunteer Artillery:—

Captain Arthur Macintosh Balfour. Dated 1st January, 1894.

Lieutenant Frederick Benjamin Dumaresq Broadrick. Dated 21st December, 1893.

Lieutenant John Rowley (District Officer). Dated 10th November, 1893.

Lieutenant Frederick Potts. Dated 1st January, 1894.

School of Gunnery, Lieutenant-Colonel J. F. Bally, from Royal Artillery, to be a Chief Instructor, vice Lieutenant-Colonel and Brevet Colonel G. A. French, C.M.G., who has vacated that appointment, and is placed on half-pay. Dated 22nd December, 1893.

MEMORANDA.

General Sir Henry Augustus Smyth, K.C.M.G., Royal Artillery, Governor and Commander-in-Chief, Malta, from Supernumerary to the establishment, retires on retired pay. Dated 31st December, 1893.

Colonel Charles Edmund Southouse Scott, from half-pay Royal Artillery, retires on retired pay. Dated 20th December, 1893.

Lieutenant-Colonel Arthur Swinton, Royal (late Bengal) Artillery, retires on an Indian pension and extra annuity. Dated 1st January, 1894.

Lieutenant-Colonel Edmund Webb Nash, Royal Artillery, retires on retired pay. Dated 3rd January, 1894.

Riding-Master and Honorary Captain Ephraim Stannard, Royal Artillery, retires on retired pay. Dated 29th December, 1893.

THE Lords Commissioners of Her Majesty's Treasury hereby give notice, under the Sinking Fund Act, 1875 (38 and 39 Vic., cap. 45, s. 8), that the sum of £250,000 will shortly be issued to the National Debt Commissioners, on account of the New Sinking Fund for the year 1893-94, and that the balance will be issued when ascertained.

Treasury Chambers, January 2, 1894.

WARRANT. LIVERPOOL AND MANCHESTER.

APPOINTMENT OF PORTS. RUNCORN ANNULLED.

WHEREAS the Port of Liverpool for Customs and general purposes as appointed and limited by our Warrant, dated the 1st day of January, 1862, includes that part of the River Mersey shown in the plan hereunto annexed and dis-

tinguished by the blue colour, and all rivers, bays, channels, roads, bars, strands, harbours, havens, streams, and creeks, within the limits.

And whereas the Port of Liverpool for the purposes of the Mersey Docks Acts Consolidation Act, 1858, includes that part of the said river shown in the said plan and distinguished by the blue and yellow colours.

And whereas the port of Runcorn, for Customs and general purposes, as appointed and limited by our Warrant, dated the 1st day of January, 1862, consists of those parts of the River Mersey and Weaver shown in the said plan and distinguished by the yellow colour.

And whereas by the Manchester Ship Canal Act, 1885, it was enacted that from and after the completion and opening for traffic of the canal by that Act authorized, the said canal and so much of the navigable waters of the Rivers Mersey and Irwell as lie between Hunt's Bank, in the township and parish of Manchester, and the limit of the Port of Liverpool at Warrington, and all channels, canals, cuts, locks, and works of the Manchester Ship Canal Company within those limits, should be the Harbour and Port of Manchester, but it was provided that such harbour and port should not, by virtue of that Act, be deemed a port for Customs purposes, nor should anything in the said Act contained abridge or affect in any way our power to appoint a Port of Manchester, under the Customs Consolidation Act, 1876, with such limits as we may think fit, or affect any of the powers whatsoever conferred by that last-mentioned Act.

And whereas the canal referred to in the said Ship Canal Act (and which is, with the docks thereunto appertaining, shown in the said plan and distinguished by the red colour), having been completed, and being about to be opened for traffic, we deem it expedient to appoint a Port of Manchester, under the powers conferred upon us by the Customs Consolidation Act, 1876, and to include in the limits thereof the said canal with its appurtenances and the navigable waters referred to in the Manchester Ship Canal Act, 1885.

And whereas we also deem it expedient to revoke and annul our recited appointment of the Port of Runcorn, and to include what is now that port in the limits of the intended Port of Manchester, but it is not our intention that this last-mentioned extension of the intended port of Manchester shall be deemed to affect any of the rights, powers, or privileges of the Port of Liverpool, or of the Mersey Docks and Harbour Board, in relation to the waters over which the said Board have powers, under the provisions of the Mersey Docks Acts Consolidation Act, 1858, or any other local Act.

Now we, the Lords Commissioners of Her Majesty's Treasury, of the United Kingdom of Great Britain and Ireland, do hereby, under the authority of the Customs Consolidation Act, 1876, appoint Liverpool to be a port in that part of the United Kingdom, called England, and do hereby declare that the limits of the said port, on and after the 1st day of January, 1894, shall commence at the termination of the Port of Chester, namely, at the Red Stones in Hoy Lake on the Point of Wirral, and continue up the River Mersey on the Cheshire shore thereof, to the west side of the entrance to the Manchester Ship Canal at Eastham, thence in an easterly direction across the said entrance and along the Cheshire shore of the River to Ince Ferry, the western termination on the Cheshire shore of the Port of Manchester, thence crossing the said