

owners, masters of vessels, and passengers for the purpose of facilitating the work of quarantine officers and reducing the period of detention to a minimum :—

1. That vessels should be stripped during the quarantine seasons of all woollen hangings, carpets, curtains, and such-like materials, and upholstered furniture as far as practicable. Hair or moss mattresses to be replaced by wire or wicker beds.

2. That, as far as possible, vessels trading with tropical ports should be manned with acclimated crews.

3. Masters of vessels, ship and consular agents are earnestly requested to instruct passengers from quarantinable ports to dispense, as far as possible, with baggage which may be injured by wetting or heat (230° F.) while undergoing disinfection. Such passengers are especially warned against bringing furs, silks, skins, laces, velvets and other fabrics of delicate texture, as they will be compelled to assume all risks of injury.

4. While in ports infected with yellow fever, vessels should be anchored out in the harbour, when this is possible, and the crew prohibited from going ashore, especially at night.

5. When practicable, cargoes should be loaded in such a manner as to allow access to the pumps, and also to enable the quarantine officers to pump out and wash the bilge.

6. For the purpose of avoiding delay and expense at quarantine, owing to the necessity of shifting the cargo for the object of disinfection, it is recommended that there be constructed in all vessels from quarantined ports, an open framework shaft, fifteen inches in diameter, from the centre of each hatch, through which the fumigating pipe may be introduced down to the dunnage of the vessel.

7. Special attention should be given to cleanliness of vessels and persons, and provision should be made for all possible ventilation of the entire vessel. The best disinfectants, and instructions for using same, can be obtained by application to the Board of Health or any of its officers.

8. Masters should, before arrival, see that the bilge is thoroughly pumped out and cleansed, and that the entire vessel be put in such good sanitary condition as to permit of the least possible detention. Fruit vessels, particularly, should be kept thoroughly cleansed for the purpose of avoiding delay at the Quarantine Station.

9. Vessels observing the above recommendations will receive special consideration at the Quarantine Station, detention and cost of cleaning, disinfecting, &c., being materially lessened thereby.

S. R. OLLIPHANT, M.D., President.  
G. FARRAR PATTON, M.D., Secretary.

(S. 1534.)

*Board of Trade (Fisheries Department),  
London, May 12, 1896.*

THE Board of Trade have received, through the Secretary of State for Foreign Affairs, the following Notice, issued by Her Majesty's Ambassador in Japan, respecting the inspection of vessels arriving in Japanese ports from Hong Kong and the coast of China, viz. :—

**NOTIFICATION.**

With reference to the Regulations made by Her Britannic Majesty's Chargé d'Affaires in Japan on the 20th day of June, 1894, to secure the observance by British subjects of the Imperial Japanese Government Regulations for the inspection of vessels arriving from localities infected with the pest :—

The undersigned, Her Britannic Majesty's Envoy Extraordinary and Minister Plenipotentiary

in Japan, hereby makes known for the information of British subjects resident in, or resorting to, Japan, that he has received a note from His Excellency the Japanese Minister for Foreign Affairs, stating that the said Regulations for the inspection of vessels will now be put in force at the ports of Yokohama, Kobe, Nagasaki, Kuchinotsu, Shimonoseki, and Moji, in the case of all vessels arriving directly, or otherwise, from Hong Kong and ports on the China coast.

The said inspection will take place :—

For vessels proceeding to the port of Kobe at Wada Point ;

For vessels proceeding to the port of Yokohama at Nagahama ; and

For vessels proceeding to the port of Moji at Shimonoseki.

When it is necessary to enforce disinfection in the case of vessels bound for the port of Kuchinotsu in Nagasaki Prefecture, or for any other special port of export, they shall proceed to the nearest disinfecting station.

ERNEST SATOW.

Her Britannic Majesty's Legation,  
April 6, 1896.

*Admiralty, 8th May, 1896.*

Acting Sub-Lieutenant Frederick Hare Hallowes has been confirmed as Sub-Lieutenant in Her Majesty's Fleet. Dated 14th October, 1894. Assistant-Engineer Walter Scott Westbrook has been promoted to the rank of Engineer. Dated 6th July, 1895.

*Royal Naval Reserve.*

Sub-Lieutenant Charles Joseph Benton to be Lieutenant. Dated 6th May, 1896.

*Admiralty, 9th May, 1896.*

Staff Engineer Thomas Hobbins Hyde has been advanced to the rank of Fleet Engineer in Her Majesty's Fleet. Dated 1st May, 1896.

In accordance with the provisions of Her Majesty's Order in Council of 17th February, 1886, the following retired Staff Engineers have been advanced to the rank of Fleet Engineer in Her Majesty's Fleet, on the Retired List :—

Thomas Alban Morris. Dated 9th July, 1895.  
Isaac John Alexander. Dated 23rd October, 1895.

George Henry Cooke. Dated 10th January, 1896.

Richard Thomas Serle. Dated 16th March, 1896.

*War Office, Pall Mall,*

*12th May, 1896.*

5th Dragoon Guards, Second Lieutenant P. G. Reynolds to be Lieutenant, vice J. C. Wilmot, resigned. Dated 15th April, 1895.

7th Dragoon Guards, Second Lieutenant M. F. Gage to be Lieutenant, vice H. A. Lemprigre, appointed Adjutant. Dated 15th April, 1896.

3rd Hussars, Supernumerary Lieutenant Alfred J. Arnold to be Lieutenant, vice E. F. S. Aron, resigned. Dated 5th May, 1896.

4th Hussars, Lieutenant Colonel and Brevet Colonel John P. Brabazon, C.B., Aide-de-Camp to the Queen, on completion of his period of service in command of the Regiment, is placed on half-pay. Dated 13th May, 1896. Major William A. Ramsay to be Lieutenant-Colonel, vice Brevet Colonel J. P. Brabazon, C.B. Dated 13th May, 1896.