

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.

5. While in ports infected with yellow fever, vessels should be anchored out in the harbor, when this is possible, and the crew prohibited from going ashore, especially at night. All on board should sleep under mosquito bars and after leaving the infected port all mosquitos on board should be destroyed. This can be done by burning sulphur for a few hours in each saloon, stateroom, fore-castle or other closed places (not the holds, if ship has cargo).

6. 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.

7. For the purpose of avoiding delay and expense at quarantine, owing to the necessity of shifting of 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.

8. Special attention should be given to cleanliness of vessels and persons, and provisions should be made for all possible ventilation of the entire vessel. Instructions for using disinfectants can be obtained by application to the Board of Health or Quarantine officers.

9. 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.

10. Vessels observing the above recommendations will receive special consideration at the Quarantine Station, detention for the purpose of cleansing, disinfecting, etc., being materially lessened thereby.

EDMOND SOUCHON, M.D., President.
G. FARRAR PATTON, M.D., Secretary.

*Board of Trade (Harbour Department),
London, April 11, 1904.
H. 5077.*

The Board of Trade have received, through the Secretary of State for Foreign Affairs, a copy of a Despatch, dated March 22, from His Majesty's Representative at Constantinople, stating that, owing to an outbreak of cholera at Bagdad and Basra, the Constantinople Board of Health have decided that the following measures will be taken for the control of the Tigris and Shatt-ul-Arab:—The Quarantine Station at Garara will remain and will be under the sanitary authorities. Ships leaving Bagdad for the south will undergo medical visit and chemical disinfection (in the absence of a stove) at Garara; on arriving at Basra they will be subject to a second medical visit and steam disinfection in the lazaret of Salahie. Ships ascending the river from Basra will undergo the same measures in the reverse order, that is to say, they will be subject to a medical visit and steam disinfection at Salahie before leaving Basra, and to a second medical visit and, if necessary, chemical disinfection on arriving at Garara. The five days' quarantine at Kermet Ali for ships ascending the river will be discontinued, and the lazaret closed. Indian passengers for Bagdad will, therefore, do their ten days' quarantine, as before, at Salahie, instead of being transferred to Kermet Ali.

LIGHT RAILWAYS ACT, 1896.

The Board of Trade have, after modification, confirmed the undermentioned Orders made by the Light Railway Commissioners:—(1) Clacton-on-Sea and St. Osyth Light Railway Order, 1904, authorizing the construction of Light Railways from St. Osyth to Clacton-on-Sea, in the county of Essex, in the rural district of Tendring and the urban district of Clacton. (2) Rugby and District Light Railway Order, 1904, authorizing the construction of Light Railways in the urban and rural districts of Rugby, in the county of Warwick. (3) Leicester and District Light Railways Order, 1904, authorizing the construction of Light Railways in the borough of Leicester, and in the rural districts of Barrow-upon-Soar and of Market Bosworth, in the county of Leicester.

Board of Trade, 7, Whitehall Gardens, S.W.,
11th April, 1904.

Admiralty, 7th April, 1904.

The undermentioned Sub-Lieutenants have been promoted to the rank of Lieutenant in His Majesty's Fleet:—

Frederick Avenel Sommerville.

Dated 15th April, 1903.

Ernest William Leir.

Dated 15th November, 1903.

Admiralty, 8th April, 1904.

In accordance with the provisions of His Majesty's Order in Council of 28th March, 1903—Lieutenant Henry Bennett has this day been placed on the Retired List.

In accordance with the provisions of Her late Majesty's Order in Council of 22nd February, 1870—

Lieutenant Roger de Grey Kenyon has been placed on the Retired List of his rank. Dated 31st March, 1904.

Admiralty, 9th April, 1904.

In accordance with the provisions of His Majesty's Order in Council of 16th November, 1903—

Retired Chief Officer of Coast Guard Magnus Teeling has been granted the rank of Honorary Lieutenant. Dated 5th June, 1903.

Royal Naval Reserve.

Acting Sub-Lieutenant Arthur Oswald Dixon has been confirmed as Sub-Lieutenant. Dated 16th September, 1903.

*War Office,
12th April, 1904.*

MEMORANDUM.

IMPERIAL YEOMANRY.

The KING has been graciously pleased to approve of the appointment of Lieutenant-Colonel and Honorary Colonel William Kenyon Mitford, C.M.G., retired, lately commanding Middlesex (Duke of Cambridge's Own Hussars) Imperial Yeomanry, as Aide-de-Camp to His Majesty.

The KING has also been graciously pleased to confer upon Lieutenant-Colonel and Honorary Colonel William Kenyon Mitford, C.M.G., retired, lately commanding Middlesex (Duke of Cambridge's Own Hussars) Imperial Yeomanry, the rank of Colonel in the Imperial Yeomanry Force.