

*Extract of a Letter from Mr. Gray to the Under Secretary of State, Colonial Office, dated Board of Trade, 28th November, 1868.*

I am to state to you, for the information of His Grace the Duke of Buckingham and Chandos, that the use of the "Commercial Code of Signals" has now become a matter of international importance. No other Code is now supplied by the Admiralty to Her Majesty's Ships, and no other Code is recognized by the Governments of France and of several other Continental States for communicating with each other at the signal stations and with merchant vessels generally.

*Extract of a Letter from Mr. Gray to the Under Secretary of State, Colonial Office, dated Board of Trade, 27th March, 1869.*

The Board of Trade have already, in their letter above referred to, pointed out the increasing importance of the Commercial Code of Signals, and they have received from the Admiralty a distinct intimation to the effect that Marryatt's Codes are no longer supplied to Her Majesty's Ships.

They would therefore, further submit, for the consideration of Earl Granville, whether the Officers administering the Governments of Her Majesty's several possessions abroad might not properly be requested to give notice that, after a certain date, no signals will be made or answered from Government stations on shore or ships at sea except by means of the Commercial Code of Signals.

I am to add that, to ensure the answering of signals and the reporting of vessels on their signalling their names to any signal station, it is essential that each station should, in addition to the Commercial Code Signal Book, be kept repeatedly supplied with the latest *Code List of Ships*.

Unless this is done, and Shipmasters can feel certain that their distinguished signals will be recognized when exhibited, the general use of the Commercial Code must necessarily be retarded, and the exertions that have been made, by the Government of this country and the principal Maritime States, will be frustrated.

No. 91.

### GOVERNMENT NOTIFICATION.

The following Report from the Superintendent of the Hongkong Fire Brigade, is published for general information.

By Command,

J. GARDINER AUSTIN,  
*Colonial Secretary.*

Colonial Secretary's Office, Hongkong, 7th August, 1869.

No. 7.

VICTORIA, HONGKONG, 31st July, 1869.

SIR,—I have the honor to present my usual monthly Report of the Fire Brigade for the information of His Excellency The Governor.

An Inspection and Parade was held on the 17th July instant. The Brigade Engines, Supply Carts, Fire Ladders, &c., together with three Chinese owned Engines were assembled at the Cross Roads, at 5½ P.M., and thence proceeded to the vicinity of the Harbor Master's Office, where the Engines were got into play some from the sea, others from the "Mains." One of the Brigade Engines was found out of order, and was taken to pieces on the spot, the defect ascertained, and made good, after which the Engine was worked satisfactorily. All the other Engines were in good order.

A second Inspection was held on the 27th July, and in addition to the Engines, &c. present at the first inspection, the hand Engine of the "Royal" Insurance Company, and a newly arrived hand Engine of the "Imperial" Insurance Company, the Agents for which are Messrs. Gibb, Livingston & Co., were brought under examination.

The latter worked well from the "main" with two "branches" of delivery hose, and is a valuable addition to the means at command for extinguishing fire.

The "Royal," "Chinese Volunteers," and "Brigade" Engines were also brought into play, and were found in good order. The Equipment of the Firemen, Engines, Hose, Implements, Ladders, &c., were examined and found clean and in order.

I have the honor to be,

Sir,

Your most obedient Servant,

C. MAY,  
*Superintendent Fire Brigade.*

The Honorable J. GARDINER AUSTIN,  
*Colonial Secretary.*

No. 92.

### GOVERNMENT NOTIFICATION.

The following Circular Despatch from the Right Honorable The Secretary of State for the Colonies, is published for general information.

By Command,

J. GARDINER AUSTIN,  
*Colonial Secretary.*

Colonial Secretary's Office, Hongkong, 7th August, 1869.

*Circular.*

DOWNING STREET, 18th May, 1869.

SIR,—I transmit to you herewith, a Copy of a Letter from the Board of Trade, enclosing a Notice to Colonial Shipmasters and others, relative to Sections 109, 136, 280 and 284 of "The Merchant Shipping Act, 1854."—I have the honor to be, Sir, Your most obedient humble Servant,

GRANVILLE.

*The Officer Administering the Government of*  
HONGKONG.

*Mr. Gray to the Under Secretary of State, Colonial Office.*  
(Colonial Certificates).

*Board of Trade, Whitehall Gardens, 16th April, 1869.*

SIR,—I am directed by the Board of Trade to state, for the information of the Secretary of State for the Colonies, that they have found it necessary to cancel certain Instructions issued by them in 1863, to the Superintendents of the Mercantile Marine Offices in the United Kingdom, under which a Colonial Vessel was allowed to clear without production of the Master's and Mate's Certificates for any intermediate Port or Ports, not situate in the Colony in which the Vessel was registered, provided her ultimate destination, as shown by the Ship's Papers, was a Port situate in that Colony.

Notification of this fact has been made public in this country, but as Colonial Shipmasters and Owners occasionally plead ignorance of the law on the subject, I am to suggest, for the consideration of Earl Granville, whether it might not be desirable to furnish the Officers administering the Governments of Her Majesty's several Possessions abroad with Copies of the accompanying Printed Notice, and to request them to take steps for giving publicity to its contents.—I have, &c.,

(Signed) THOMAS GRAY.

*The Under Secretary of State, Colonial Office.*

*Circular No. 350.*

BOARD OF TRADE, *March 1869.*

## NOTICE

TO

MASTERS, MATES, BROKERS, AND OTHERS INTERESTED IN COLONIAL SHIPS.

*With reference to Sections 109, 136, 230, and 234 of "The Merchant Shipping Act, 1854."*

In consequence of the ignorance occasionally manifested by colonial ship-masters of the provisions of Colonial ships engaged the Merchant Shipping Act which affect colonial ships engaged in the trade of the United Kingdom, in the Trade of the United Kingdom, attention is hereby directed to the terms of the last clause of Section 109 of "The Merchant Shipping Act, 1854," viz., "The whole of the third part of this Act shall apply to (\* \* \*) all ships registered in any British Possession, and employed in trading or going between any place in the United Kingdom and any place or places not situate in the Possession in which such ships are registered, and to the owners, masters, and crews of such ships respectively, wherever the same may be."

By Section 136 (one of the sections contained in the third part of the Act) it is provided as follows:—  
"No foreign-going ship or home-trade passenger ship shall go to sea from any port in the United Kingdom unless the Master thereof, and in the case of a foreign-going ship the first and second mates or only mate (as the case may be), and in the case of a home-trade passenger ship the first or only mate (as the case may be), have obtained and possess valid certificates either of competency or service appropriate to their several stations in such ship, or of a higher grade; and no such ship, if of one hundred tons burden or upwards, shall go to sea as aforesaid unless at least one officer besides the master has obtained and possesses a valid certificate appropriate to the grade of only mate therein or to a higher grade; and every person who, having been engaged to serve as master or as first or second or only mate of any foreign-going ship, or as master or first or only mate of a home-trade passenger ship, goes to sea as aforesaid as such master or mate without being at the time entitled to and possessed of such a certificate as herein-before required, or who employs any person as master or first, second, or only mate of any foreign-going ship, or as master or first or only mate of a home-trade passenger ship, without ascertaining that he is at the time entitled to and possessed of such certificate, shall for each such offence incur a penalty not exceeding fifty pounds."

By Section 230 (another of the sections contained in the third part of the Act), it is provided that the Board of Trade shall sanction forms of official log-books, which may be different for different classes of ships so that each such form contains blanks for the entries hereinafter required; and an official log of every ship (except ships employed exclusively in trading between ports on the coasts of the United Kingdom) shall be kept in the appropriate sanctioned form; and such official log may, at the discretion of the master or owner, either be kept distinct from the ordinary ship's log or united therewith so that in all cases all the blanks in the official log be duly filled up." And by Section 234 it is provided that if in any case an official log-book is not kept in the manner required by the Act, or if any entry directed by the Act to be made in any such log-book is not made at the time and in the manner thereby directed, the master shall, for each such offence, incur the specific penalty therein mentioned in respect thereof, or where there is no such specific penalty, a penalty not exceeding five pounds.

THOMAS GRAY,  
*Assistant Secretary.*

N.B.—*This Notice should be freely circulated by the Superintendent amongst Brokers and others concerned with Colonial Shipping. A demand for the number of copies required should be made upon the usual form.*

No. 93.

## GOVERNMENT NOTIFICATION.

The following Regulation, made by His Excellency The GOVERNOR under Ordinance No. 8 of 1858, Section XVII, is published for general information. The fine provided by that Ordinance for infraction of such Rule is a sum not exceeding Twenty Dollars.

By Command,

J. GARDINER AUSTIN,  
*Colonial Secretary.*

Colonial Secretary's Office, Hongkong, 7th August, 1869.