

TRINIDAD AND TOBAGO.

No. 8.—1895.

18th February.

AN ORDINANCE to make better provision for the repression of the manufacture and use of Counterfeit Postage Stamps.

[L.S.]

F. NAPIER BROOME,

GOVERNOR,

7th March, 1895.

BE it enacted by the Governor of Trinidad and Tobago with the advice and consent of the Legislative Council thereof as follows:—

1. This Ordinance may be cited for all purposes as Short title.
“The Post Office Ordinance, 1895.”

It shall be read and construed as one with “The Construction.
Post Office Ordinances, 1890,” (7 of 1890 and 37 of 1890), and with “The Post Office Amendment Ordinance, 1891,” (8 of 1891).

The above Ordinances and this Ordinance may together for all purposes be cited as “The Post Office Ordinances, 1890-1895.”

No. 8.

1895.

Postmaster-
General may
detain letters,
&c., bearing
fictitious
Stamps.

2. It shall be lawful for the Postmaster-General of the Colony to withhold from delivery or transmission by post as a prohibited article

- (a.) Any letter or packet containing or bearing any fictitious stamp, that is to say, any *fac simile* or imitation or representation of any stamp for denoting any rate or duty of postage, including any stamp for denoting a rate or duty of postage of the United Kingdom or of any of Her Majesty's Colonies or of any foreign country;
- (b.) Any letter or packet purporting to be prepaid with any postage stamp which has been previously used to prepay any other postal packet or to prepay any other revenue duty or tax.

Prohibited
articles may
be returned to
sender.

3. Prohibited articles and letters and other postal packets withheld as prohibited articles under this Ordinance may be either returned or given up to the sender thereof or dealt with or disposed of in such other manner as may be authorized by the Postmaster-General of the Colony.

Passed in Council this Eighteenth day of February, in the year of Our Lord one thousand eight hundred and ninety-five.

CHAS. J. ROOKS,
Acting Clerk of the Council.

THE following Time Table of the West India Mail Packet Service for the second half of the year 1895 is published for general information.
(No. 183.)

By Command,

C. C. KNOLLYS,
Colonial Secretary.

TIME TABLE OF WEST INDIA MAIL PACKET SERVICE FOR THE SECOND HALF OF THE YEAR 1895.

Approved by Her Majesty's Postmaster-General on the 28th day of May, 1895.

The Time given in this Table is, in every case, LOCAL Time.

NOTE.—The Branch Packets on the Outward Route may start from Barbados, and on both Outward and Homeward Routes may leave intermediate Ports earlier than the time shown in this Table or in the detailed Tables of Routes, if they are in all respects ready to proceed.

OUTWARD ROUTE.													HOMEWARD ROUTE.																		
Table No. 1.					Table No. 2.			Table No. 3.			Table No. 4.		Table No. 4.			Table No. 3.			Table No. 2.		Table No. 1.										
Southampton to Barbados.		Barbados to Colon.			Barbados to Demerara.			Barbados to Trinidad and Tobago.			Barbados to St. Thomas.		St. Thomas to Barbados.		Tobago and Trinidad to Barbados.			Demerara to Barbados.		Colon to Barbados.			Barbados to Plymouth.								
No. of Voyage.	Leave South-amptn.	Arrive at B'dos.	Leave B'dos.	Arrive at Jam'ca.	Arrive at Colon.	No. of Voyage.	Leave B'dos.	Arrive at D'rara.	No. of Voyage.	Leave B dos.	Arrive at Trin'd.	Arrive at Tob'go.	No. of Voyage.	Leave B dos.	Arrive at S. Thos.	No. of Voyage.	Leave S. Thos.	Arrive at B'dos.	No. of Voyage.	Leave Tob'go.	Leave Trin'd.	Arrive at B'dos.	No. of Voyage.	Leave D'rara.	Arrive at B'dos.	No. of Voyage.	Leave Colon.	Leave Jam'ca.	Arrive at B'dos.	Leave B'dos.	Arrive at Ply'th.
	6 P.M. Wed.	8 A.M. Mon.	5 P.M. Mon.	7 A.M. Fri.	11 A.M. Mon.		3 P.M. Mon.	6 A.M. Wed.		8 P.M. Mon.	7 A.M. Wed.	3 A.M. Thurs.		5 P.M. Mon.	1 P.M. Fri.		8 P.M. Tues.	7 A.M. Satur.		6 P.M. Wed.	5 P.M. Thurs.	7 A.M. Satur.		10 A.M. Thurs.	1 A.M. Satur.		10 A.M. Satur.	2 P.M. Tues.	4 A.M. Satur.	5 P.M. Satur.	9 P.M. Wed.
27	3 July	15 July	15 July	19 July	23 July	79	15 July	17 July	131	15 July	17 July	18 July	183	15 July	19 July	28	23 July	27 July	80	24 July	25 July	27 July	132	(c) 25 July	27 July	184	(a) 20 July	23 July	27 July	(b) 27 July	7 Aug.
29	17 July	29 July	29 July	2 Aug.	5 Aug.	81	29 July	31 July	133	29 July	31 July	1 Aug.	185	29 July	2 Aug.	30	6 Aug.	10 Aug.	82	7 Aug.	8 Aug.	10 Aug.	134	8 Aug.	10 Aug.	186	3 Aug.	6 Aug.	10 Aug.	10 Aug.	21 Aug.
31	31 July	12 Aug.	12 Aug.	16 Aug.	19 Aug.	83	12 Aug.	14 Aug.	135	12 Aug.	14 Aug.	15 Aug.	187	12 Aug.	16 Aug.	32	20 Aug.	24 Aug.	84	21 Aug.	22 Aug.	24 Aug.	136	22 Aug.	24 Aug.	188	17 Aug.	20 Aug.	24 Aug.	24 Aug.	4 Sep.
33	14 Aug.	26 Aug.	26 Aug.	30 Aug.	2 Sep.	85	26 Aug.	28 Aug.	137	26 Aug.	28 Aug.	29 Aug.	189	26 Aug.	30 Aug.	34	3 Sep.	7 Sep.	86	4 Sep.	5 Sep.	7 Sep.	138	5 Sep.	7 Sep.	190	31 Aug.	3 Sep.	7 Sep.	7 Sep.	18 Sep.
35	28 Aug.	9 Sep.	9 Sep.	13 Sep.	16 Sep.	87	9 Sep.	11 Sep.	139	9 Sep.	11 Sep.	12 Sep.	191	9 Sep.	13 Sep.	36	17 Sep.	21 Sep.	88	18 Sep.	19 Sep.	21 Sep.	140	19 Sep.	21 Sep.	192	14 Sep.	17 Sep.	21 Sep.	21 Sep.	2 Oct.
37	11 Sep.	23 Sep.	23 Sep.	27 Sep.	30 Sep.	89	23 Sep.	25 Sep.	141	23 Sep.	25 Sep.	26 Sep.	193	23 Sep.	27 Sep.	38	1 Oct.	5 Oct.	90	2 Oct.	3 Oct.	5 Oct.	142	3 Oct.	5 Oct.	194	28 Sep.	1 Oct.	5 Oct.	5 Oct.	16 Oct.
39	25 Sep.	7 Oct.	7 Oct.	11 Oct.	14 Oct.	91	7 Oct.	9 Oct.	143	7 Oct.	9 Oct.	10 Oct.	195	7 Oct.	11 Oct.	40	15 Oct.	19 Oct.	92	16 Oct.	17 Oct.	19 Oct.	144	17 Oct.	19 Oct.	196	12 Oct.	15 Oct.	19 Oct.	19 Oct.	30 Oct.
41	9 Oct.	21 Oct.	21 Oct.	25 Oct.	28 Oct.	93	21 Oct.	23 Oct.	145	21 Oct.	23 Oct.	24 Oct.	197	21 Oct.	25 Oct.	42	29 Oct.	2 Nov.	94	30 Oct.	31 Oct.	2 Nov.	146	31 Oct.	2 Nov.	198	26 Oct.	29 Oct.	2 Nov.	2 Nov.	13 Nov.
43	23 Oct.	4 Nov.	4 Nov.	8 Nov.	11 Nov.	95	4 Nov.	6 Nov.	147	4 Nov.	6 Nov.	7 Nov.	199	4 Nov.	8 Nov.	44	12 Nov.	16 Nov.	96	13 Nov.	14 Nov.	16 Nov.	148	14 Nov.	16 Nov.	200	9 Nov.	12 Nov.	16 Nov.	16 Nov.	27 Nov.
45	6 Nov.	18 Nov.	18 Nov.	22 Nov.	25 Nov.	97	18 Nov.	20 Nov.	149	18 Nov.	20 Nov.	21 Nov.	201	18 Nov.	22 Nov.	46	26 Nov.	30 Nov.	98	27 Nov.	28 Nov.	30 Nov.	150	28 Nov.	30 Nov.	202	23 Nov.	26 Nov.	30 Nov.	30 Nov.	11 Dec.
47	20 Nov.	2 Dec.	2 Dec.	6 Dec.	9 Dec.	99	2 Dec.	4 Dec.	151	2 Dec.	4 Dec.	5 Dec.	203	2 Dec.	6 Dec.	48	10 Dec.	14 Dec.	100	11 Dec.	12 Dec.	14 Dec.	152	12 Dec.	14 Dec.	204	7 Dec.	10 Dec.	14 Dec.	14 Dec.	25 Dec.
49	4 Dec.	16 Dec.	16 Dec.	20 Dec.	23 Dec.	101	16 Dec.	18 Dec.	153	16 Dec.	18 Dec.	19 Dec.	205	16 Dec.	20 Dec.	50	24 Dec.	28 Dec.	102	25 Dec.	26 Dec.	28 Dec.	154	26 Dec.	28 Dec.	206	21 Dec.	24 Dec.	28 Dec.	28 Dec.	8 Jan.
51	18 Dec.	30 Dec.	30 Dec.	1896. 3 Jan.	1896. 6 Jan.	103	30 Dec.	1 Jan.	155	30 Dec.	1 Jan.	2 Jan.	207	30 Dec.	3 Jan.	52	7 Jan.	11 Jan.	104	8 Jan.	9 Jan.	11 Jan.	156	9 Jan.	11 Jan.	208	1896. 4 Jan.	1896. 7 Jan.	1896. 11 Jan.	1896. 11 Jan.	22 Jan.

Note (a).—If the Homeward Mails, &c. are embarked in time, and the Packet be in all other respects ready, she may start from Colon the previous evening, but the departure from Jamaica homeward is not to be accelerated, unless from Quarantine or other causes the Packet may have to coal at another Port, in which case she may leave Jamaica as soon as she is ready.

Note (b).—If either of the steamers on the Branch Routes has not reached Barbados, the Packet is to await the arrival of the missing Vessel two clear days, if necessary; otherwise the Packet is to start for England the moment the Mails, &c. from the several Branch Packets and from Barbados have been received on board, and she is in all respects ready for sea.

Note (c).—Should the tide not suit for leaving Demerara at the hour appointed in this Table, the Packets may leave at any earlier hour at which the tide may suit.

Where the time specified for arrival at a Port is after dark, the Packet may remain outside the Harbour until daylight; and as regards St. John's (Antigua), unless the Packet arrives in time to admit of her leaving so as to get well clear of surrounding dangers during daylight, she may remain to the following morning.

place for the Solemnization of Marriages according to the rites and ceremonies of the Moravian Church in conformity with Ordinances 11 of 1863 and 17 of 1893.

In Testimony whereof I have hereunto put my hand and affixed my Seal of Office, this Thirteenth day of July, in the year of Our Lord one thousand eight hundred and ninety-five.

H. CLARENCE BOURNE,
Registrar-General.

GOVERNMENT SAVINGS BANK.

NOTICE.

NOTIFICATION having been received at this Office respecting the death on 28th October, 1894, of WILLIAM AITKEN, a depositor in the Savings Bank at San Fernando, and there being reason to believe that he died intestate; Notice is hereby given, that unless before the 21st July, 1895, probate of the Will of the said WILLIAM AITKEN is, or Letters of Administration of his Estate and Effects are, produced at the Sub-Receiver's Office, San Fernando, the amount in deposit (being under £50) to the credit of WILLIAM AITKEN will be paid to ARCHIBALD BELL, Attorney of ALEXANDER AITKEN, father of the deceased, by whom a claim has been made.

DAVID B. HORSFORD,
Receiver-General.

Receiver-General's Office,
22nd June, 1895.

GOVERNMENT SAVINGS BANK.

NOTICE.

ARMANTE ALEXIS a Depositor in the Savings Bank at Port-of-Spain, having reported the loss of his Savings Bank Pass Book No. 313, notice is hereby given accordingly, and any person into whose possession this Pass Book may come is requested to forward it to this Office.

If not produced within four weeks from the date hereof, a duplicate Pass Book will be issued to ARMANTE ALEXIS.

DAVID B. HORSFORD,
Receiver-General.

RECEIVER-GENERAL'S OFFICE,
8th July, 1895.

TRINIDAD.

THE PATENTS, DESIGNS AND TRADE MARKS ORDINANCE, 1894.

WHEREAS an application has been made to me for the registration of a Trade Mark in the name of Kearley and Tonge of Mitre Square, Aldersgate, in the City of London, Merchants, who claim to be the Proprietors thereof; it is hereby notified that unless notice of opposition to the registra-

tion be given to me within three months from the date of the first advertisement of the application such Trade Mark will be registered in Class 42.

Dated at Port-of-Spain this 5th day of July, 1895.

H. CLARENCE BOURNE,
Registrar-General.

TRINIDAD GOVERNMENT RAILWAY.

COMPARATIVE STATEMENT OF TRAFFIC FOR THE MONTH OF JUNE, 1895.

	1893.	1894.	1895.
Coaching...	\$13,154 60	\$13,387 13	\$17,135 64
Goods ...	\$ 9,604 18	\$12,389 28	\$ 8,743 18
Telegrams..	\$ 249 92	\$ 268 54	\$ 218 68
Miscellaneous } }	Nil.	\$ 1,544 79	\$ 174 71
Totals ..	\$23,008 70	\$27,589 74	\$26,277 21
No. of Passengers }	54,186	56,055	62,352

NOTE.—The decrease in goods traffic is owing to a large amount of produce being held on the Estates awaiting shipment. The July revenues will therefore get the benefit of this. Compared with 1893, the total earnings for the month shew an increase of \$3,270.

W. E. SMITH,
General Manager.

Port-of-Spain,
9th July, 1895.

In the Supreme Court of Trinidad and Tobago.

Sittings in Tobago and in Trinidad.

COURT HOUSE,
21st JUNE, 1895.

THE following Notice is published for general information.

CYRIL F. MONIER-WILLIAMS,
Registrar.

WE do hereby appoint THURSDAY, THE 26TH DAY OF SEPTEMBER, 1895, as the day for holding Sittings of the Supreme Court in Tobago; and MONDAY, THE 7TH DAY OF OCTOBER, 1895, for hearing Tobago Appeals in Port-of-Spain, Trinidad.

JOHN T. GOLDNEY, C.J.
NATHL. NATHAN, J.
R. M. ROUTLEDGE, Ag. J.

Changes in the hours of Closing Mails at the General Post Office.

ON and after July 1st the Mails for Five Islands, Carenage and Monos, will close on Mondays at 2.30 p.m., and for these with Chacachacare added; on Fridays and Saturdays at 12.30 p.m., (no change on Wednesdays).

The Mails for Cedros, La Brea, Cap-de-Ville, and Irois, will be closed on Tuesdays at 6 a.m. For these places with Oropuche and Icaos added, on Thursdays at 6.30 a.m., and for the same places with Icaos only added on Saturdays at 6 a.m.

J. H. COLLENS,
Actg. Postmaster-General.

MINUTE.

No. 62 of 1895.*

The acting Governor has the honour to ask the Hon'ble the Legislative Council to vote the sum of £1,046 for the purchase of a Steam Fire Engine and appliances for the use of the Port-of-Spain Fire Brigade, in accordance with the requisition dated the 19th instant, a copy of which is hereto annexed.

Purchase of a Steam Fire Engine.

2. His Excellency also asks the Council to approve of the conversion of the premises now used as a Police Hospital into a Central Fire Brigade Station.

Conversion of old Police Hospital into a Central Fire Brigade Station.

C. C. KNOLLYS,

Acting Governor.

GOVERNMENT HOUSE,

25th July, 1895.

MINUTE.

No. 63 of 1895.†

The acting Governor has the honour to lay before the Hon'ble the Legislative Council the Annual Report of the Government Analyst, (Professor P. Carmody), for 1894.

Annual Report of Government Analyst for 1894.

2. His Excellency points out that the Government Analyst is slightly in error in the last part of paragraph (j) as the question of his fees has long since been finally settled by the Government.

C. C. KNOLLYS,

Acting Governor.

GOVERNMENT HOUSE,

2nd August, 1895.

MINUTE.

No. 64 of 1895.‡

With reference to Sir F. Napier Broome's Minute No. 43 of the 30th of May, 1895, (printed as Council Paper No. 102 of 1895) laying a Return showing the expenditure, etc., under the Public Works Loan of £400,000 and proposed expenditure under a Loan of £600,000, the acting Governor has the honour to lay, for the information of the Hon'ble the Legislative Council, copy of a despatch to the Right Hon. the Secretary of State for the Colonies, No. 235, dated 20th June, 1895.

Loan of £600,000.

2. To this a telegraphic reply was received on the 1st instant as follows:—

“ Referring to Despatch No. 235, loan of six hundred thousand pounds sterling approved on conditions laid down in fifth paragraph of Governor's Minute “ 43.”

3. The paragraph referred to in the Telegram is as follows:—

“ 5. The Governor advises the last course, on the condition that the Borough Council of Port-of-Spain agree to the incorporation of the more important suburbs within the Municipality, and to pay one-half, the Government defraying the other half of the maintenance, interest and sinking fund due in respect of the Sewerage Works. Should the Legislative Council be of this opinion, the Governor will endeavour, during his approaching visit to London, to obtain the consent of the Secretary of State to a Loan of £600,000. It is unnecessary to remark that the Sewerage of Port-of-Spain is a work of the highest importance, and of the most pressing necessity to the community.”

C. C. KNOLLYS,

Acting Governor.

GOVERNMENT HOUSE,

2nd August, 1895.

MINUTE.

No. 65 of 1895.§

The acting Governor has the honour to lay before the Hon'ble the Legislative Council copy of a despatch from the Right Hon'ble the Secretary of State for the Colonies (No. 192 of the 16th July, 1895) forwarding “ the Articles of Agreement” with the Royal Mail Steam Packet Company for the new steam contract to and from the West Indies.

R.M.S. Packet Coy. New Contract 1895-1900.

2. The contract came into operation on the 1st of July last, and will continue in force until the 30th of June, 1900.

C. C. KNOLLYS,

Acting Governor.

GOVERNMENT HOUSE,

2nd August, 1895.

* Council Paper No. 138 of 1895. † Council Paper No. 139 of 1895. ‡ Council Paper No. 140 of 1895. § Council Paper No. 141 of 1895.

ORDER IN COUNCIL.

(Extract from the London Gazette of Friday, May 17, 1895.)

THE MAIL SHIPS (RULES) ORDER IN COUNCIL, 1895.

Windsor, 11th May, 1895.

At the Court at Windsor, the 11th day of May, 1895.

PRESENT :

THE QUEEN'S MOST EXCELLENT MAJESTY.

LORD PRESIDENT.

LORD CHAMBERLAIN.

LORD KENSINGTON.

SPEAKER OF THE HOUSE OF COMMONS.

MR. ARNOLD MORLEY.

WHEREAS Section 8 (3) of "The Mail Ships Act, 1891," provides that it shall be lawful for Her Majesty in Council to make Rules for carrying into effect, as respects, British Possessions, the provisions of that Act with respect to the security given by mail ships, and in particular with respect to the commencement of a legal proceeding by service of a writ or process in the Possession, and to the notices to be given to arresting authorities in the Possession, and the evidence to be receivable by such authorities of the security having been given or withdrawn, and the application of the security in discharge of any damages, fine, debt, claim, sum, or forfeiture, where the same are or is recovered or payable either in the British Possession, or under proceedings pending concurrently in that British Possession, and in any other British Possession or the United Kingdom :

Now, therefore, Her Majesty is pleased, by and with the advice of Her Privy Council, to order, and it is hereby ordered, as follows :—

NOTICES OF EXEMPTION.

1. Any rules of the High Court of Justice in England, made under the provisions of "The Mail Ships Act, 1891" (hereinafter referred to as "the Act"), shall be transmitted by a Secretary of State to the Government of every possession to which the Act is applied for the purpose of a Convention, and shall be published by such Government in the Gazette of the Possession, and also in such local Official Gazettes published in the Possession as the Government of the Possession may prescribe.

2. A copy of every notice and list published by the Board of Trade under the Act, or under any rules of Court made under the Act, shall be transmitted by a Secretary of State to the Government of every Possession to which the Act is applied for the purpose of a particular Convention.

3. A copy of every such Notice and list, signed by a Secretary to the Government of the Possession, or other prescribed officer, shall be published in the Official Gazette of the Possession, and a copy of such Gazette Notification shall be kept publicly exhibited in the Court-room of every Colonial Court of Admiralty in the Possession, and a copy of the said Gazette containing any such notification shall be receivable in evidence by every arresting authority in the Possession.

4. If notwithstanding its exemption, an exempted mail ship is arrested in the Possession, the Government of the Possession, on being informed by the owner of such arrest and of the arresting authority, and on being satisfied that the ship is an exempted mail ship, shall forthwith send a special Notice to the arresting authority, informing him that the ship is an exempted mail ship, and as such entitled to release.

ACTIONS AGAINST EXEMPTED SHIPS.

5. An action may be commenced against the owners of an exempted mail ship in the like cases, in the same manner and subject to the same rules as an Admiralty action *in rem*, and in any Colonial Court of Admiralty in the Possession in which such an action might have been brought if the ship were not an exempted mail ship.

ORDERS, BY COURTS IN BRITISH POSSESSIONS, FOR APPLICATION OF THE SECURITY.

6. Any order of a Court in a British Possession directing any security to be applied shall recite the name of the Court and of the action or proceeding, the cause of action, and the judgment debt, and shall comprise a certificate by the Judge of the Court that the

ship in respect of which the judgment is given is an exempted mail ship, and might but for such exemption have been arrested and sold in execution thereof, and that the judgment debt is still unsatisfied, and is payable out of the security lodged in respect of the ship in the High Court of Justice in England.

7. The order may require payment to be made either in London to a named agent of the execution creditor, or in the Possession to some named officer of the Court from which the Order issues.

8. Every such Order shall be sealed with the seal of the Court, and shall be drawn up in duplicate, addressed to the Admiralty Registrar, Royal Courts of Justice, London, and shall be transmitted under cover to the prescribed officer of the Government of the Possession.

9. The said duplicate orders when received by the prescribed officer shall be countersigned by him, and shall be forthwith transmitted to a Secretary of State, who shall cause one of such Orders to be delivered to the Admiralty Registrar, and the Admiralty Registrar shall, subject to any direction of the High Court, make an order upon the Paymaster-General for payment of the required sum out of the security in accordance with these Rules.

10. Unless the High Court shall otherwise order, and subject to existing rights of priority of liens, orders for the application of any security shall be paid in the order in which they are received by the Admiralty Registrar; but where two or more Orders are received at the same time, they shall be paid in the order of their respective dates.

11. Where the order requires payment to a named agent of the execution creditor in London, the money shall be payable at the rates of exchange current on the day on which the order is received by the Secretary of State.

12. If the order requires payment to be made to a named officer of the Court from which the order issues, such an amount shall be paid out by the Paymaster-General, to a person nominated by the Secretary of State, as will at the rates of exchange current on the day on which the order is received by the Secretary of State be necessary to purchase a draft for the amount of the order payable at sight in the Possession, and such draft shall be in favour of the said named officer of the said Court.

13. Where any action or proceeding against the owners of an exempted mail ship is pending in a Court in a British Possession, involving a claim against the security lodged in the High Court in England, the Court in the British Possession shall transmit to the Admiralty Registrar notice of the pendency of such action or proceeding, stating the nature and amount of the claim and the proceedings taken in regard thereto; and in case of the subsequent discontinuance or other conclusion of such action or proceeding, whereby the security ceases to be affected, the Court shall transmit notice of such discontinuance or conclusion. Every such notice shall be sealed, drawn up, addressed and transmitted to the Admiralty Registrar in like manner as an order for the application of the security.

MISCELLANEOUS PROVISIONS.

14. In every British Possession to which these Rules apply, the Governor in Council may, by Order, prescribe any matter directed by these Rules to be prescribed, or necessary for carrying them into effect.

15. In the application of these Rules to British India, the following provisions shall have effect:—

- (a.) The Presidencies of Madras and Bombay, the lower Provinces of Bengal, and the Province of Burmah shall be deemed to be separate British Possessions.
- (b.) The expressions "Government of the Possession" and "Governor in Council" respectively shall mean the Lieutenant-Governor of Bengal and the Chief Commissioner of Burmah, with respect to the territories administered by them respectively.
- (c.) All Orders made in pursuance of Rule 14 with respect to any part of British India shall be made with the previous sanction of the Governor-General in Council.

16. In the application of these Rules to any British Possession in which there is a Vice-Admiralty Court, and no Colonial Court of Admiralty, these Rules shall be read as if "Vice-Admiralty Court" were Colonial Court of Admiralty.

17. In these Rules "judgment debt" means any damages, fine, debt, claim, sum, or forfeiture found by any Court to be payable by the owner of a ship, and "execution creditor" means the person entitled to a judgment debt.

Other expressions have the same meaning as in the Act.

18. This Order may be cited as "The Mail Ships (Rules) Order in Council, 1895."

And the Most Honourable the Marquess of Ripon, K.G., the Right Honourable the Earl of Kimberley, K.G., and the Right Honourable H. H. Fowler, three of Her Majesty's Principal Secretaries of State, are to give the necessary directions herein, as to them may respectively appertain.

C. L. PEEL.

(COUNCIL PAPER No. 141.)

ROYAL MAIL CONTRACT—1895-1900.

Minute (No. 65) from the acting Governor laying Secretary of State's Despatch No. 192 of the 16th July, 1895, with Copy of the agreement with the Royal Mail Steam Packet Coy. for the new Contract, 1895-1900.

*In continuation of Council Paper
No.*

*Registered No. of Correspondence
No.*

MINUTE.

No. 65 of 1895.

The acting Governor has the honour to lay before the Hon'ble the Legislative Council copy of a despatch from the Right Hon'ble the Secretary of State for the Colonies (No. 192 of the 16th July, 1895,) forwarding "the Articles of Agreement" with the Royal Mail Steam Packet Company for the new steam contract to and from the West Indies.

2. The contract came into operation on the 1st of July last, and will continue in force until the 30th of June, 1900.

C. C. KNOLLYS,
Acting Governor.

GOVERNMENT HOUSE,
2nd August, 1895.

The Secretary of State to the acting Governor.

TRINIDAD.—No. 192.

DOWNING STREET,
16th July, 1895.

SIR,

With reference to my Predecessor's despatch No. 14 of the 15th of January, I have the honour to transmit to you, for the use of the Colony under your Government, the accompanying copies of a Contract, dated the 24th of May last, concluded between the Postmaster-General and the Royal Mail Steam Packet Company for the conveyance of West India Mails from the 1st of this month, which Contract was approved by the House of Commons on the 4th instant.

I have to add, as regards the wishes of your Government with respect to the free embarkation and landing of passengers, that the Postmaster-General intimated to the Company that, while the point was not one which it was thought desirable to deal with in the Contract, Her Majesty's Government were in sympathy with your Government on the subject, and would be glad if arrangements could be made to meet their wishes.

I have, etc.,

EDWARD WINGFIELD,
(for the Secretary of State).

HER MAJESTY'S POSTMASTER-GENERAL AND THE ROYAL MAIL STEAM PACKET COMPANY.

ARTICLES OF AGREEMENT under seal made and entered into this 24th day of May 1895 between The Right Honourable Arnold Morley M.P. Her Majesty's Postmaster-General (who and whose successors in office for the time being are intended to be hereinafter included in the term "the Postmaster-General") on behalf of her Majesty of the first part The Royal Mail Steam Packet Company whose principal office is at No. 18 Moorgate Street in the City of London (hereinafter called "the Company") of the second part and Spencer Henry Curtis of No. 171 Cromwell Road in the County of London and of No. 23 Rood Lane in the said City of London Esquire and Sir Joseph Savory of Buckhurst Park Sunning Hill in the County of Berks Baronet M.P. of the third part The presents witness that in consideration of the matters herein-after appearing it is hereby agreed and declared between and by the parties hereto and the Postmaster-General (as to the covenants agreements and stipulations hereinafter contained on his part) doth hereby covenant and agree with the Company and the Company (as to the covenants agreements and stipulations hereinafter contained on their part) do hereby covenant and agree with the Postmaster-General in manner following (that is to say):—

INTERPRETATION OF TERMS.

1. For all the purposes of these presents the term "mails" shall be understood to comprehend all bags boxes baskets or packages of letters postcards newspapers books printed papers patterns and parcels and every other article which under the Regulations of the Post Office for the time being is transmissible by the post without regard either to the country or place to which

Interpretation of
Terms.

they may be addressed or to the country or place in which they may have originated and also all empty bags boxes baskets or other receptacles and all stores and other articles used or to be used in carrying on the Post Office service which shall be sent by to or from any Post Office in any country or place to or from which Mails are required to be conveyed in pursuance of this Agreement.

The term "Parcel" means a parcel within the meaning of the Post Office (Parcels) Act 1882;

The term "Postal Packet" means any article for the time being in course of transmission by post and includes a parcel;

The term "Mail-ship" means a vessel provided for the conveyance of Mails under this Agreement.

SERVICES TO BE PERFORMED.

Company to convey Mails to and from and in West Indies on routes stated in First Schedule.

2.—(1.) Subject to the provisions of this Agreement the Company shall and will once in every fortnight during the continuance of this Agreement at their own costs and charges in all respects convey or cause to be conveyed in each direction between the United Kingdom and Colon in the West Indies and between Barbados in the West Indies and such other ports or places in the West Indies as are mentioned in the First Schedule hereto all Mails which the Postmaster-General or any of his deputies officers servants or agents shall from time to time require to be conveyed.

(2.) All such Mails shall be conveyed at the respective intervals of time and on the four several routes mentioned in the said First Schedule by means of mail-ships of the character hereinafter specified.

Mode of conveyance.

3.—(1.) Subject to the provisions of this Agreement one of the mail-ships shall once in every fortnight put to sea from the port or place of departure on each of the said routes at the day and hour specified in the table set forth in the Second Schedule hereto and therein specified to be applicable to such route or so soon after such day and hour as the Mails are embarked on board such mail-ship and such mail-ship shall proceed on her voyage and shall arrive at and leave the several ports or places of call on the said route and arrive at the port or place of destination on the said route at the respective times specified in the said table or (in the case of departure) so soon thereafter as the Mails are embarked and one of such mail-ships shall on the return voyage in like manner once every fortnight put to sea from the port or place of departure on the said route at the day and hour specified in the table set forth in the said Second Schedule as applicable to such route or so soon after such day and hour as the Mails are embarked on board such mail-ship and such mail-ship shall proceed on her voyage and shall arrive at and leave the several ports or places of call on the said route and arrive at the port or place of destination on such return voyage on the said route at the days and hours specified in the said table or (in the case of departure) so soon thereafter as the mails are embarked.

(2.) Each such mail-ship shall (due regard being had to the requirements of the passenger and goods traffic carried on by the Company by means of such mail-ship) stop at the several places mentioned in the table applicable to the route on which she is employed during the time specified in such table and shall so far as is consistent with this and the other provisions of this Agreement perform her voyage between each two places on the said route in the time specified in such table.

(3.) The several days and hours and times specified in the said tables or such other days hours and times as may be substituted therefor in accordance with the provisions of this Agreement are in this Agreement referred to as the "appointed days hours and times."

Periods of transit.

4.—(1.) Subject to the provisions of this Agreement all Mails to be conveyed under the provisions of this Agreement shall be so conveyed by the Company from the port or place of departure to the port or place of destination on each of the said routes within the following complete and entire periods that is to say:—

From Southampton to Colon	within	449	hours.
„ Colon to Plymouth	„	443	„
„ Barbados to Demerara	„	39	„
„ Demerara to Barbados	„	39	„
„ Barbados to Tobago	„	55	„
„ Tobago to Barbados	„	61	„
„ Barbados to St. Thomas	„	92	„
„ St. Thomas to Barbados	„	83	„

(2.) Such complete and entire periods are in this Agreement referred to as "periods of transit" and shall be calculated in the manner hereinafter specified and shall respectively include all stoppages of the mail-ships on the said several routes.

Calculation of periods of transit.

5.—(1.) Each period of transit shall be deemed to commence so soon after the time appointed for the departure of the mail-ship or after the completion of the embarkation of the Mails intended to be thereby conveyed whichever shall last happen as having regard to practical considerations the anchor of such mail-ship can be weighed or the mail-ship can be loosed from her moorings and each such period of transit shall be deemed to have ended when the mail-ship has arrived and the delivery of the Mails has commenced or the mail-ship has been anchored or moored in some position at the port or place of destination from which the Mails can be conveniently disembarked.

(2.) The times of commencement and completion of each period of transit shall be ascertained and recorded and all calculations in connexion therewith shall be made by officers of the Postmaster-General in pursuance of arrangements to be from time to time made by him for such purpose and the decision of the Postmaster-General as to all questions relating to periods of transit shall be final and conclusive.

Power to delay departure of mail-ships.

6. Should it be deemed by the Postmaster-General his officers or agents requisite for the public service that any mail-ship should delay her departure from any port from which the Mails are to be conveyed under this Agreement beyond the time appointed for her departure therefrom the Postmaster-General or any of his officers or agents may order such delay (not however exceeding 24 hours) by letter addressed to the master of any such mail-ship or any person acting as such

and any such letter shall be deemed a sufficient authority for such detention and in any such case such addition shall be made to the period of transit during which such detention shall take place as the Company may prove to be due to such detention.

7. If the Company for their own purposes shall at any time run in either direction between Colon and Savanilla or between Colon and Limon a mail-ship which is for the time being employed under this Agreement on Route No. 1 in the said First Schedule specified the Company shall without any further payment than the subsidy specified in this Agreement convey in every such mail-ship between and cause to be delivered at any of the said ports respectively all Mails which the Postmaster-General or any of his deputies officers servants or agents shall from time to time require to be so conveyed and delivered.

Company to perform additional services in certain events.

CHARACTER OF MAIL-SHIPS AND CONDITIONS OF MAIL SERVICE.

8.—(1.) Every mail-ship shall be a good substantial and efficient steam vessel of adequate power and speed and supplied with first rate appropriate steam engines and in all respects suited to the performance of the services herein agreed to be performed within the respective times herein stipulated and shall be provided and kept by the Company seaworthy and in complete repair and readiness to the satisfaction of the Postmaster-General.

Company to provide mail-ships of stated capacity and speed.

(2.) In particular and without prejudice to the generality of the preceding provision each of the mail-ships on the Route No. 1 in the said Schedule specified shall be of not less than 3,869 tons (gross measurement) and of not less than 600 horse power (nominal) and shall maintain throughout every voyage on the said Route No. 1 (exclusive of the several stoppages specified in the Table applicable to such Route) an average rate of speed of not less than 13 knots per hour and the mail-ships on the routes No. 2 No. 3 and No. 4 respectively described in the said Schedule and shall be of not less than 1,864 tons (gross measurement) and of not less than 250 horse power (nominal) and shall respectively maintain throughout every voyage on the same routes respectively (exclusive of the several stoppages specified in the Tables applicable to such Routes) the respective average rates of speed following (that is to say)—On Route No. 2 an average rate of speed of not less than 10 knots per hour and on Route No. 3 and Route No. 4 respectively an average rate of speed of not less than 8½ knots per hour.

9. Every mail-ship shall be always furnished with all necessary and proper tackle stores proper and requisite means of extinguishing fire lightning conductors charts chronometers proper nautical instruments and all other furniture and apparel and whatsoever else may be requisite for equipping such mail-ship and rendering her constantly efficient for the said services and shall be manned with legally qualified and competent officers with appropriate certificates granted pursuant to the Acts in force for the time being relative to the granting certificates to officers in the Merchant Service and also with competent engineers and a sufficient crew of able seamen and other men and with a competent surgeon.

Equipment and manning of mail-ships.

10. Every mail-ship and the equipment officers engineers and crew of such mail-ship when in any British port shall be subject at all times to the inspection of the Postmaster-General or of such other person or persons as he shall at any time authorise to make such inspection.

Mail-ships' equipment, &c., to be subject to inspection.

11. If the Postmaster-General shall at any time consider any mail-ship unfit for service under this Agreement he may require the Company to show cause why such mail-ship should not be withdrawn from the service and unless the Company forthwith show cause to the contrary to the satisfaction of the Postmaster-General he may declare such mail-ship to be unfit for service under this Agreement and after such declaration shall have been made the Company shall not employ such mail-ship in the performance of this Agreement. In order to determine whether the Postmaster-General shall be justified in declaring any mail-ship unfit for service or whether the Company shall be able to show cause to the contrary a special examination may be made of the hull and machinery of any such mail-ship by one or more persons to be selected by the Postmaster-General.

Power to declare mail-ships unfit.

12. The Company shall at their own cost provide on each of the mail-ships a separate and convenient room or rooms for the convenient and secure deposit of the Mails under lock and key and the Company shall be responsible for the safe conveyance and delivery of the Mails by means of the mail-ships.

Room for deposit of Mails to be provided on each mail-ship.

13.—(1.) The Company shall at their own cost land and embark the Mails and convey the same to and from the room to be provided for the deposit of the Mails as aforesaid.

Landing and embarkation of Mails.

(2.) The Company and all officers agents and servants of the Company or of any mail-ship shall at all times punctually attend to the orders and directions of the Postmaster-General his deputies officers or agents as to the mode time and place of landing delivering and embarking the Mails and shall at all times protect the Mails to the utmost of their power.

14. The master or commander of every mail-ship shall without any remuneration other than the subsidy hereinafter provided to be paid to the Company take charge of the Mails and shall adopt all necessary measures and precautions for the safety of the Mails to the satisfaction of the Postmaster-General his officers and agents.

Master of mail ship to take charge of Mails.

15. Each of such masters or commanders shall make the usual declaration or declarations required or which may hereafter be required by the Postmaster-General in such and similar cases and furnish such journals returns and information and perform such services in connexion therewith as the Postmaster-General or his agents may require and every such master commander or officer duly authorised by him having the charge of Mails shall himself immediately on the arrival of the mail-ship at any port or place deliver all Mails addressed to or intended for delivery at such port or place into the hands of the Postmaster-General of such port or place or of such other person at such port or place as the Postmaster-General shall authorise to receive the same and shall in like manner receive all the return or other Mails to be forwarded in due course.

Masters to make declarations, &c.

16. The Company shall undertake and make all necessary and proper arrangements relative to quarantine which may be required in respect of the mail-ships.

Quarantine arrangements to be undertaken by Company.

17. The Company shall be responsible for the loss or damage of any parcel or Registered Postal Packet of any kind conveyed or tendered for conveyance under this Agreement unless such loss or damage be caused or occasioned by Act of God the Queen's enemies pirates restraints of

Loss or damage of parcels and registered packets.

princes rulers or people jettison barratary fire collision or perils or accidents of the sea rivers and steam navigation or by any act neglect or default of the pilot master mariners or other servants of the Company in or about the navigation of any mail-ship and in the event of any such loss or damage (except as aforesaid) the Company shall be liable to pay to the Postmaster-General in respect of each Parcel or Registered Postal Packet so loss or damaged (subject to the proviso hereinafter contained) such sum of money as shall be equal to the amount which may have been awarded and paid by the Postmaster-General at his sole option and discretion to the sender or addressee of such Parcel or Registered Postal Packet as compensation for the loss or damage thereof but not in any case exceeding one pound per Parcel or two pounds per Registered Postal Packet.

Company not to convey Mails except pursuant to Agreement.

18. The Company shall not nor shall any master or commander of any vessel belonging to or chartered or employed by the Company receive or permit to be received on board any such vessel any letter for conveyance other than those contained in Her Majesty's Mails and such letters as are not required by law to pass through the Post Office nor shall the Company or any such master or commander receive or permit to be received on board any vessel any Mails for conveyance on behalf of any British Possession or any Foreign country without the consent of the Postmaster-General and the entire postage of all Mails conveyed by any mail-ship shall in all cases belong to the Postmaster-General and be absolutely free from all claims or demands whatsoever of or by the Company under or by virtue of this Agreement or otherwise.

Dangerous articles not to be conveyed.

19. The Company shall not convey in any mail-ship any article which shall have been legally declared specially dangerous or any nitro-glycerine.

MODIFICATION OF SERVICES.

Modifications as to times of service.

20.—(1.) The Postmaster-General may at any time alter the appointed days hours and times on giving to the Company three calendar months' notice in writing of his intention so to do provided such alterations do not necessitate any increase in the respective rates of speed which under the provisions hereinbefore contained are to be maintained by the respective mail-ships and are made with due regard to the requirements of the passenger and goods traffic carried on by the Company by means of such mail-ships.

(2.) In particular and without prejudice to the generality of the preceding provisions the Postmaster-General may at any time diminish or increase the appointed time during which any mail-ship shall stop at any port on any route and in such case the period of transit applicable to such route shall be diminished or increased by such time as the Postmaster-General or the Company may prove to be fair under the circumstances.

Provisions for substituting Port Castries for Barbados as port of transfer.

21.—(1.) If at any time the Postmaster-General shall desire to modify the services hereby agreed to be performed by substituting Port Castries in the Island of St. Lucia for Barbados as the port in the West Indies appointed for the exchange of Mails and for the commencement and termination of the routes specified in the said First Schedule and therein numbered 2, 3, and 4 he shall be at liberty so to do on giving six calendar months' notice in writing of such his desire and in such case and from and after the time named for such purpose in such notice Port Castries shall for all the purposes of this Agreement be substituted for the Port of Barbados.

(2.) Notwithstanding the foregoing provisions Port Castries shall not be substituted for Barbados as aforesaid unless there are provided free of expense to the Company suitable space and position in the former harbour for laying down moorings for all the Company's mail-ships to meet to exchange Mails and carry on their passenger and goods traffic and to coal as well as the necessary wharf accommodation and facilities for coaling and other work and a site for such buildings as may be requisite for such work and unless the Company shall be guaranteed by the authorities of the Island of St. Lucia that the Company's moorings and wharf accommodation shall be kept clear for the Company's purposes.

(3.) Any question arising under this clause as to the fulfilment of the conditions upon which Port Castries may be substituted for Barbados as in this clause provided shall be determined by arbitration.

(4.) From and after the substitution of Port Castries for Barbados as aforesaid there shall be substituted for the respective periods of transit by this Agreement prescribed the following periods of transit that is to say :—

- From Southampton to Colon within 449 hours.
- From Colon to Plymouth within 445 hours.
- From Port Castries to Demerara within 58 hours.
- From Demerara to Port Castries within 57 hours.
- From Port Castries to Tobago within 55 hours.
- From Tobago to Port Castries within 57 hours.
- From Port Castries to St. Thomas within 70 hours.
- From St. Thomas to Port Castries within 65 hours.

Modification of tables and saving of Agreement.

22.—(1.) If any such change as in the last two preceding clauses contemplated is made the several tables contained in the Second Schedule hereto shall be modified and amended in such manner as may be necessary consistently with the performance of the respective services within the periods of transit in that behalf specified in this Agreement and if the Postmaster-General and the Company shall differ as to the modifications and amendments which shall be necessary as aforesaid the questions in difference shall be referred to arbitration.

(2.) Save and except as in this Agreement expressly provided none of the provisions of this Agreement shall be in anywise altered prejudiced or affected by or by reason of any such changes as in this and the last two preceding clauses are contemplated.

ADMIRALTY CLAUSES.

Admiralty clauses.

23. During the continuance of this Agreement the several stipulations and agreements specified in the Third Schedule hereto shall be binding on the Company.

24.—In the event of the Admiralty at any time during the continuance of this Agreement considering it necessary for the public interest to purchase under the power in that behalf contained in the Third Schedule hereto any mail-ship for the time being employed or intended to be employed under this Agreement or to charter the same exclusively for Her Majesty's Service the services hereby contracted to be performed shall if possible be performed by other steam vessels to be provided by the Company to the satisfaction of the Postmaster-General and in the event of the Company in consequence of any such purchase or chartering as aforesaid being unable wholly or in part to perform such services the subsidy hereinafter mentioned shall cease to be paid or (as the case may be) there shall be paid to the Company instead of such subsidy such annual sum of money as shall be agreed upon between the Postmaster-General and the Company or in case of difference shall be determined by Arbitration.

Power to Admiralty to purchase or charter mail-ships.

SUBSIDY AND DEDUCTIONS.

25. In consideration of the covenants and agreements herein contained and on the part of the Company to be observed and performed and of the due and faithful performance by the Company of all the services under this Agreement there shall be payable to the Company during the continuance of this Agreement (out of such aids or supplies as may from time to time be appropriated by Parliament for that purpose) a yearly subsidy or sum after the rate of 80,000*l.* per annum or (in the event of any such default or failure as hereinafter mentioned) so much of the said subsidy or sum as shall remain payable in respect of any year after making such deductions therefrom (if any) as hereinafter in that behalf mentioned in respect of any such default or failure.

Subsidy.

26.—(1.) If at any time the Company shall fail to provide at any port or place on any route in the First Schedule to this Agreement specified a mail-ship of such character as is stipulated by this Agreement ready to put to sea on and at the appointed day and hour or if at any time such a mail-ship shall not actually put to sea and proceed on her voyage at the appointed time then and so often as any such default shall happen there shall be deducted from the subsidy which would in the absence of any such default be payable to the Company for the current year the sum of 500*l.* and also the further sum of 100*l.* for every successive 24 hours which shall elapse until such mail-ship actually proceeds to sea on her voyage in the performance of this Agreement.

Deductions from subsidy for failing to provide mail-ships.

(2.) Where a mail-ship of the character stipulated has been lost or seriously damaged the Company shall be at liberty to substitute any suitable vessel.

(3.) The aggregate amount of the sums deducted under this clause in respect of any one voyage shall never exceed a rateable proportion of the said yearly subsidy or sum of 80,000*l.* such rateable proportion being estimated according to the mileage of the voyage in respect of which such default shall have been made compared with the total mileage of all the voyages contracted to be performed during the current year.

27. If at any time the Mails shall not be conveyed between the several ports or places of departure and destination hereinbefore mentioned within the periods of transit respectively prescribed by this Agreement then and so often as the same shall happen there shall be deducted from the subsidy which in the absence of such default would be payable to the Company for the current year a sum of 25*l.* for every complete period of 24 hours by which the time actually occupied in the conveyance of the Mails shall have exceeded the period of transit respectively prescribed as aforesaid in that behalf. Provided always that no such sum as in this clause mentioned shall be deducted if the Company shall prove to the satisfaction of the Postmaster-General that such failure arose from a cause or causes altogether beyond their control.

Deductions from subsidy for delay.

28. Each and all of the said several sums of money hereinbefore agreed to be deducted or paid in the event of failure or default of the Company as aforesaid shall be due and payable as stipulated ascertained or liquidated damages and not by way of penalty and although no damage or loss shall have been sustained by reason or in consequence of such failure or default and such sum or sums shall at the option and discretion of the Postmaster-General be either deducted from any moneys then payable or which may thereafter become payable to the Company on account of the said subsidy as herein provided or the payment thereof may be enforced as a debt to Her Majesty with full costs of suit and the making of any such deduction or the payment by or the recovery from the Company of any such sum shall in no case prejudice or affect the right of the Postmaster-General to treat such failure or default of the Company in respect whereof such sum is deducted paid or recovered as a breach of this Agreement.

Deductions to be considered as stipulated damages.

29. All accounts in relation to the said yearly subsidy and the deductions therefrom shall be made out and settled quarterly up to and as soon as conveniently may be after the 31st day of March the 30th day of June the 30th day of September and the 31st day of December in each year and the amount or residue which shall be justly due to the Company on each such quarterly account shall be paid by the Postmaster-General at the General Post Office London out of such aids or supplies as aforesaid upon the settlement of such accounts and for the purposes of such accounts the said yearly subsidy shall be deemed to accrue from day to day subject to the liability of the same to the several deductions aforesaid and all such payments respectively shall be received by the Company in full satisfaction and discharge of all claims and demands by them for or on account of the services hereby contracted to be performed and for and on account of all and every other the covenants and agreements herein contained and on the part of the Company to be kept observed and performed or any damage losses or expenses which may be sustained by the Company in respect thereof.

Subsidy payable quarterly.

TERM OF AGREEMENT AND INCIDENTAL PROVISIONS.

30. This Agreement shall come into operation on the 1st day of July 1895 and shall continue in force until the 30th day of June 1900 inclusive and shall then determine if notice in writing to that effect shall have been given 24 calendar months previously to the said last-mentioned date either to the Company by the Postmaster-General or to the Postmaster-General by the Company and if not so determined this Agreement shall continue in force after such last-mentioned date until the expiration of a like notice to be given for the like period of 24 calendar months.

Commencement and duration of Agreement.

Sums payable by Company for failure to commence services.

31.—(1.) If the Company shall fail to commence the performance of the services hereby agreed to be performed on the 1st day of July 1895 or on the first day thereafter which the Postmaster-General shall fix as the day for the commencement of the performance of such services the Company shall pay to Her Majesty Her heirs or successors as stipulated or ascertained damages in respect of such default the sum of 100% for every successive period of 24 hours which shall elapse before the Company shall commence the performance of such services.

(2.) The total amount which shall become payable by the Company in respect of such default as aforesaid shall not in the aggregate exceed the sum of 20,000%.

(3.) The payment by the Company of the aforesaid sums by way of stipulated or ascertained damages in respect of any default in the commencement of the performance of the said services shall not prejudice the right of the Postmaster-General to insist on any deduction from the said subsidy of 80,000% to which he may be entitled in respect of the same default under the provisions hereinbefore contained.

Voyages commenced at expiration of Agreement to be completed.

32.—(1.) If on the determination of this Agreement any mail-ship shall or ought to have started on any voyage in conformity with this Agreement such voyage shall be continued and performed and the Mails be delivered and embarked during and at the termination of the same and all the provisions of this Agreement shall be observed as if this Agreement had remained in force with regard to any such mail-ship and services and with respect to such mail-ship and services this Agreement shall be considered as having terminated when such mail-ship shall have reached her port or place of destination and such services shall have been performed.

(2.) In respect of any such voyage as in this clause mentioned the Company shall not be entitled to receive any payment or compensation over and above the subsidy payable in accordance with the provisions of this Agreement on the day when this Agreement (otherwise than as to any such voyage) determines.

SUPPLEMENTAL PROVISIONS.

Delegation of powers.

33. The Postmaster-General may from time to time delegate any of the powers vested in him by virtue of these presents to such person or persons as he shall think fit.

Notices.

34.—(1.) Any notice to determine this Agreement shall if given by the Postmaster-General be served on or sent by post to the Company at their principal office or last known office in London and any such notice if given by the Company shall be under the common seal of the Company and shall be sent by post to the Secretary of the Post Office at the General Post Office London.

(2.) All notices or directions (other than any notice to determine this Agreement) which the Postmaster-General his officers agents or others are hereby authorised to give to the Company their officers servants or agents may at the option of the Postmaster-General his officers agents or others be delivered or sent by post to the master of any mail-ship or any other officer or agent of the Company in charge or management of such mail-ship or be left at or forwarded by post to any office of the Company in London or any other place.

Agreement not to be assigned.

35. The Company shall not assign underlet or dispose of this Agreement or any part thereof without the consent of the Postmaster-General signified by an instrument in writing.

Determination of Agreement on breach.

36. In case of any breach of this Agreement or any covenant or thing therein contained on the part of the Company their officers agents or servants it shall be lawful for the Postmaster-General if he should think fit and notwithstanding there may or may not be any former breach of this Agreement by an instrument in writing to determine this Agreement without any previous notice to the Company or their agents and the Company shall not be entitled to any compensation in respect of any such determination and such determination shall not deprive the Postmaster-General of any right or remedy which he would otherwise be entitled to by reason of such breach or any prior breach of this Agreement.

Arbitration.

37. All matters which in pursuance of the provisions herein contained are to be determined by arbitration shall be referred to two arbitrators (one to be appointed by the Postmaster-General and one to be appointed by the Company) or their umpire and every or any such reference shall with regard to the mode and consequences thereof and in all other respects be made in conformity with and pursuant to the provisions in that behalf contained in the Arbitration Act 1889 or any then subsisting statutory re-enactment or modification thereof.

No Member of Parliament to benefit by Agreement.

38. In pursuance of the provisions contained in an Act of Parliament passed in the 22nd year of the reign of King George the Third intituled "An Act for restraining any person concerned in any contract commission or Agreement made for the Public Service from being elected or sitting and voting as a member of the House of Commons" no member of the House of Commons shall be admitted to any share or part of this Agreement or to any benefit to arise therefrom contrary to the true intent and meaning of the said Act.

Schedules to be part of Agreement.

39. The Schedules to this Agreement shall be deemed to be part of this Agreement in all respects as if the same had been incorporated therein.

Agreement subject to approval of House of Commons.

40. This Agreement shall not be binding until it has been approved by a resolution of the House of Commons.

BOND.

Company and sureties bind themselves in £20,000 for due performance of Agreement.

41. And lastly for the due and faithful performance of all and singular the covenants stipulations conditions provisoes clauses articles and agreements herein and in the Schedules hereto contained which on the part and behalf of the Company are or ought to be observed performed fulfilled and kept the Company and the said Spencer Henry Curtis and Sir Joseph Savory do hereby bind themselves jointly and severally and each and any two of them and their respective successors heirs executors and administrators jointly and severally unto our Sovereign Lady the Queen in the sum of 20,000% of lawful money of the United Kingdom to be paid to our said Lady the Queen Her heirs and successors by way of stipulated or ascertained damages hereby agreed upon between the Postmaster-General and the Company in case of the failure on the part of the Company in the due execution of this Agreement or any part thereof.

In witness whereof the said Postmaster-General and the said Spencer Henry Curtis and Sir Joseph Savory have hereunto set their hands and seals and the Company have caused their Common Seal to be hereunto affixed the day and year first above written.

Signed sealed and delivered by the said Right Honourable Arnold Morley, M.P., Her Majesty's Postmaster-General in the presence of } ARNOLD MORLEY. [Seal of the Postmaster-General.]

ANDREW M. OGILVIE,
Private Secretary to the
Postmaster-General.

The Common Seal of the Royal Mail Steam Packet Company was hereunto affixed in the presence of } By order of the Court of Directors. [Common Seal of the Royal Mail Steam Packet Company.]

J. M. LLOYD,
Secretary.

Signed sealed and delivered by the said SPENCER HENRY CURTIS in the presence of } SPENCER H. CURTIS. [L.S.]

JOHN OKELL,
Solicitor's Office,
General Post Office,
London,
Solicitor.

Signed sealed and delivered by the said SIR JOSEPH SAVORY, Baronet, M.P., in the presence of } JOSEPH SAVORY. [L.S.]

JOHN OKELL,
Solicitor's Office,
General Post Office,
London,
Solicitor.

The Schedules hereinbefore referred to.

THE FIRST SCHEDULE.

ROUTES OF MAIL-SHIPS.

Route No. 1.

Once in every fortnight from Southampton to Colon, calling at Barbados, Jacmel and Jamaica and back (on the return voyage) from Colon to Plymouth calling at Jamaica, Jacmel and Barbados.

Route No. 2.

Once in every fortnight from Barbados to Demerara direct and back (on the Return voyage) from Demerara to Barbados direct.

Route No. 3.

Once in every fortnight from Barbados to Tobago calling at St. Vincent, Grenada and Trinidad and back (on the return voyage) from Tobago to Barbados calling at Trinidad, Grenada and St. Vincent.

Route No. 4.

Once in every fortnight from Barbados to St. Thomas, calling at St. Lucia, Martinique, Dominica, Guadeloupe, Montserrat, Antigua, Nevis and St. Kitts and back (on the return voyage) from St. Thomas to Barbados, calling at St. Kitts, Nevis, Antigua, Montserrat, Guadeloupe, Dominica, Martinique and St. Lucia.

THE SECOND SCHEDULE.

TABLE No. 1.—APPLICABLE TO ROUTE No. 1.
Once every Fortnight.

Places.	Arrive.	Depart.	Distance in Miles.	Steaming.		Stops.		Time from Southampton.		
				Days.	Hours.	Days.	Hours.	Days.	Hours.	
Southampton ...	...	Wednesday 6 p.m.	...	...	...	...	...	...	...
Barbados ...	Monday 8 a.m.	Monday 5 p.m.	3,635	11	14	...	9	11	14	
Jacmel ...	Thursday 9 a.m.	Thursday 11 a.m.	812	2	16	...	2	14	15	
Jamaica ...	Friday 7 a.m.	Saturday 5 p.m.	255	...	20	1	10	15	13	
Colon ...	Monday 11 a.m.	...	550	1	18	11	23	18	17	
RETURN VOYAGE.										
Colon ...	...	Saturday 10 a.m.	...	...	...	...	...	30	16
Jamaica ...	Monday 6 a.m.	Tuesday 2 p.m.	550	1	20	1	8	32	12	
Jacmel ...	Wednesday 10 a.m.	Wednesday 2 p.m.	255	...	20	...	4	34	16	
Barbados ...	Saturday 4 a.m.	Saturday 5 p.m.	812	2	14	...	13	37	10	
Plymouth ...	Wednesday 9 p.m.	...	3,513	11	4	...	...	49	3

TABLE No. 2.—APPLICABLE TO ROUTE No. 2.
Once every Fortnight.

Places.	Arrive.	Depart.	Distance in Miles.	Steaming.		Stops.		Time from Southampton.		
				Days.	Hours.	Days.	Hours.	Days.	Hours.	
Barbados ...	...	Monday 3 p.m.	...	...	...	...	...	11	21
Demerara ...	Wednesday 6 a.m.	...	390	1	15	8	4	13	12	
RETURN VOYAGE.										
Demerara ...	...	Thursday 10 a.m.	...	...	...	...	...	21	16
Barbados ...	Saturday 1 a.m.	...	390	1	15	...	...	23	7

TABLE No. 3.—APPLICABLE TO ROUTE No. 3.
Once every Fortnight.

Places.	Arrive.	Depart.	Distance in Miles.	Steaming.		Stops.		Time from Southampton.		
				Days.	Hours.	Days.	Hours.	Days.	Hours.	
Barbados ...	...	Monday 8 p.m.	...	...	...	...	...	12	2
St. Vincent ...	Tuesday 6 a.m.	Tuesday 8 a.m.	105	...	10	...	2	12	12	
Grenada ...	" 6 p.m.	" 8 p.m.	84	...	10	...	2	13	...	
Trinidad ...	Wednesday 7 a.m.	Wednesday 5 p.m.	94	...	11	...	10	13	13	
Tobago ...	Thursday 3 a.m.	...	82	...	10	6	15	14	9	
RETURN VOYAGE.										
Tobago ...	...	Wednesday 6 p.m.	...	...	...	...	...	21	0
Trinidad ...	Thursday 4 a.m.	Thursday 5 p.m.	82	...	10	...	13	21	10	
Grenada ...	Friday 7 a.m.	Friday 10 a.m.	94	...	14	...	3	22	13	
St. Vincent ...	" 7 p.m.	" 10 p.m.	84	...	9	...	3	23	1	
Barbados ...	Saturday 7 a.m.	...	105	...	9	...	...	23	13

TABLE No. 4.—APPLICABLE TO ROUTE No. 4.
Once every Fortnight.

Places.	Arrive.	Depart.	Distance in Miles.	Steaming.		Stops.		Time from Southampton.		
				Days.	Hours.	Days.	Hours.	Days.	Hours.	
Barbados ...	...	Monday 5 p.m.	...	...	...	...	...	11	23
St. Lucia ...	Tuesday 7 a.m.	Tuesday 2 p.m.	108	...	14	...	7	12	13	
Martinique ...	" 7 p.m.	" 9 p.m.	45	...	5	...	2	13	1	
Dominica ...	Wednesday 2 a.m.	Wednesday 4 a.m.	49	...	5	...	2	13	8	
Guadaloupe ...	" 9 a.m.	" 11 a.m.	53	...	5	...	2	13	15	
Montserrat ...	" 5 p.m.	" 7 p.m.	53	...	6	...	2	13	23	
Antigua ...	Thursday 2 a.m.	Thursday 11 a.m.	40	...	7	...	9	14	8	
Nevis ...	" 5 p.m.	" 6 p.m.	49	...	6	...	1	14	23	
St. Kitts ...	" 8 p.m.	" 10 p.m.	11	...	2	...	2	15	2	
St. Thomas ...	Friday 1 p.m.	...	150	...	15	...	7	15	19	
RETURN VOYAGE.										
St. Thomas ...	...	Tuesday 8 p.m.	...	...	...	...	...	20	2
St. Kitts ...	Wednesday 2 p.m.	Wednesday 4 p.m.	150	...	18	...	2	20	20	
Nevis ...	" 6 p.m.	" 7 p.m.	11	...	2	...	1	21	0	
Antigua ...	Thursday 1 a.m.	Thursday 10 a.m.	49	...	6	...	9	21	7	
Montserrat ...	" 3 p.m.	" 4 p.m.	40	...	5	...	1	21	21	
Guadaloupe ...	" 9 p.m.	" 10 p.m.	53	...	5	...	1	22	3	
Dominica ...	Friday 3 a.m.	Friday 4 a.m.	53	...	5	...	1	22	9	
Martinique ...	" 9 a.m.	" 10 a.m.	49	...	5	...	1	22	15	
St. Lucia ...	" 3 p.m.	" 5 p.m.	45	...	5	...	2	22	21	
Barbados ...	Saturday 7 a.m.	...	108	...	14	...	...	23	13

THE THIRD SCHEDULE.

1. In this Schedule the expression "The Admiralty" means the Commissioners for executing the Office of Lord High Admiral of the United Kingdom of Great Britain and Ireland. Definition of the term "The Admiralty."

2.—(1) The Company shall when and so often as they or the masters or commanders of the mail-ships shall be required in writing so to do by the Admiralty or by the Secretary of State for the Colonies or by any officers or agents acting under their authority (such writing to specify the rank or description of the person or persons to be conveyed and the accommodation to be provided for him or them) receive provide for victual and convey between any of the ports or places between which any of the mail-ships are to proceed in the performance of this Agreement. Government passengers.

- (a) Any number of naval military or civil officers in the service of Her Majesty (including officers in the service of the Government of the Windward or Leeward Islands) not exceeding eight in any one ship with or without their wives and children as first-class cabin or chief cabin passengers (together with their servants male and female who are to have the same accommodation as that provided for the servants of other passengers or of officers of the Company) and
- (b) Any number of non-commissioned and warrant officers not exceeding four in any one ship with or without their wives and children as second-class or fore-cabin passengers and also
- (c) Any number of seamen marines soldiers or artificers in Her Majesty's Service not exceeding ten in any one ship with or without their wives and children as third-class passengers to be always provided with proper accommodation below deck.

(2.) The Company shall not under this stipulation be required to convey any passenger suffering from any infectious disease nor an insane person unless under the charge of suitable persons to look after his safety nor any person from a place carriage of such person from which will put the mail-ship or any other vessel of the Company with which she may connect in any quarantine difficulty at ports of call or destination.

3.—(1.) The passengers who shall be conveyed in pursuance of the last preceding clause (who are hereinafter designated "Government passengers") with their families shall be treated in no respect whether as regards food cabin or other accommodation or aught else in a way inferior to that in which ordinary passengers of the same class are treated or to that required by the regulations of Her Majesty's Transport Service. The messing of the second class and victualling of the third class naval adult passengers shall include in each day one half gill of spirits. Their accommodation.

(2.) The several classes of passengers conveyed as aforesaid shall mess in separate places and medical attendance medicine and medical comforts mess utensils and fittings cooking utensils articles for table use and mess places fuel lights requisite articles of bedding and all other necessaries shall be provided for them in like manner as for ordinary passengers of the like classes respectively.

4. The passage money for Government passengers and their families and servants respectively shall unless otherwise agreed between the Admiralty and the Company be the same as that charged by the Company for ordinary passengers of the same class (except that inter-colonially third-class passengers shall be paid for at two-fifths of the first-class rate for ordinary passengers) and shall include all the particulars mentioned in the last preceding clause and if and whenever any alteration of rates for ordinary passengers shall be made by the Company the Admiralty shall be immediately apprised of such alteration. Passage money.

Provided nevertheless as follows:

- (a.) Payment shall be made to the Company in case of sickness of second and third-class passengers at 2s. 6d. per day for saloon diet and at ordinary passenger rates for wine brandy and other medical comforts or superior accommodation when required and duly certified on Form No. 111. Extras for sick, &c.
- (b.) When any Government passengers who are conveyed at the public expense are obliged to remain on board the Company's mail-ships on account of any quarantine regulations the Company shall be entitled to charge and be paid at the rate of 10s. per diem for victualling all first-class passengers and 5s. per diem for all second-class passengers and 2s. per diem for all third class passengers. Victualling when detained on board by quarantine.

5. Returns of the embarkation and disembarkation of all Government passengers shall be furnished to the Director of Transports or to the Governor of the Windward or Leeward Islands (as the case may be) immediately after the departure and arrival of each mail-ship. Returns to be furnished.

6. Payments for passage money for Government passengers shall be applied for by invoices according to a form to be obtained from the office of the Director of Transports or from the Governor of the Windward or Leeward Islands (as the case may be) and shall be made by the Admiralty or by the Governor of the Windward or Leeward Islands (as the case may be) only upon such applications and upon the production of the orders for the passage together with a certificate under the hand of the commanding officer specifying the number of the third-class passengers (men women and children) conveyed with the ages and sexes of the latter and stating the periods during which they have been respectively regularly supplied while on board with provisions and also of a certificate under the hand of each first and second-class passenger of his or her having been landed at the place of destination and of his or her having been properly accommodated and messed during the voyage and specifying the dates from and to which they were so messed computed from the first to the last dinner meal. Payments how made.

7.—(1.) The Company shall convey for every Government passenger free of charge the quantity of baggage (whether such quantity shall be estimated or ascertained by bulk or weight) to which he is entitled under the regulations of Her Majesty's Transport Service for the time being in force and freight shall be payable for any extra baggage of a Government passenger beyond this quantity after the same rate as the freight payable according to the Regulation of the Company for the time being for extra baggage of an ordinary passenger of the same class. Baggage.

(2.) A baggage certificate in the form hitherto used shall be obtained from each Government passenger and shall accompany any claim for freight of extra baggage and separate claims for such freights shall be forwarded with the claims for passage money but in no case shall any claim be

made on Her Majesty's Government (including in that expression the Government of the Windward or Leeward Islands) for conveyance of baggage in excess of the aforesaid Government Regulations but the same must be paid by the passengers themselves.

Wives and families.

8. The passage money for the wives families and servants of commissioned and civil officers when not ordered to be conveyed at the public expense shall be paid to the Company by the officers themselves.

Officers in Her Majesty's Service to have preference to other passengers.

9. In all cases where an officer in the naval military or civil service of Her Majesty or in the service of the Government of the Windward or Leeward Islands who may not be entitled to a passage at the public expense shall require a passage on board any mail-ship the Company shall be bound when they have room in such mail-ship to provide a passage for such officer in preference to any non-official passenger not already booked and shall charge no higher rate for such passage than is chargeable for an ordinary passenger.

Admiralty packages to be conveyed.

10.—(1.) The Company shall receive on board each of the mail-ships and shall convey on behalf of the Admiralty—

(a.) any small packages which may be ordered for conveyance and also

(b.) (on receiving from the British naval officer in command of any naval station two days' previous notice) any naval or other stores not exceeding at any one time in any one mail-ship 10 tons weight or 15 tons of 40 cubic feet each in measurement and

(2.) shall convey and deliver such small packages and stores at the lowest rates of freight charged by the Company for private goods of a similar character or description and the Company shall give immediate notice to the Admiralty of any alteration in such rates of freight and shall in all cases be responsible for the custody and safe and speedy delivery of such packages and stores.

(3.) The Company shall nevertheless be exempt from the provisions of this clause when any quarantine difficulty is likely to arise in consequence of such circumstances as are mentioned in clause 2 of this Schedule.

Power to Admiralty to purchase or charter mail-ships.

11. The Admiralty may at any time during the continuance of this Agreement if they shall consider it necessary for the public interest purchase all or any of the mail-ships at a valuation or may charter the same exclusively for Her Majesty's Service at a rate of hire to be mutually fixed and agreed on by them and the Company or in case of difference to be determined by arbitration and every or any difference as to the amount of valuation or hire or rate of hire so to be paid shall be determined by arbitration in manner hereinbefore provided and the Admiralty in the case of hiring any such mail-ship shall return the same to the Company in the same state and condition as the same was in at the time of any such hiring reasonable wear and tear excepted and if any difference shall arise upon that point the same shall be determined by arbitration in manner hereinbefore provided.

(COUNCIL PAPER No. 144.)

IMMIGRATION COMMITTEE.

Minutes of a Meeting of the Immigration Committee on the 26th of July, 1895.

*In continuation of Council Paper
No.*

*Registered No. of Correspondence,
No.*

*At a Meeting of the Immigration Committee on Friday, the 26th of July, 1895,
at 2.30 p.m.*

PRESENT :

THE ACTING COLONIAL SECRETARY.
" PROTECTOR OF IMMIGRANTS.
MR. FENWICK.
" LANGE.
" MARRYAT.
" HOWATSON.
" DE VERTEUIL.
" ARCHER.

MEMBERS ABSENT :

MR. ROBERTSON.
" CIPRIANI.
" DYETT.
" AGOSTINI.

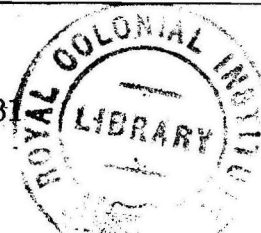
The Minutes of the Meeting held on the 24th of June, 1895, were read and confirmed. Application, dated 14th May, 1895, of Mr. Unnoda Prosad Mitter, Book-keeper in the office of the Emigration Agent for Trinidad at Calcutta, for a gratuity on his retirement.

The Committee recommend the Council to vote a gratuity to Mr. Unnoda Prosad Mitter, equivalent to 6 months pay (equal to about £27).

The Chairman read a letter, dated the 17th May, 1895, from the Emigration Agent for Trinidad at Calcutta, stating that every precaution will be taken to enforce the strict observance of instructions with regard to the non-recruiting for indenture, Coolies who have previously been under indenture either in this or any other Colony.

At 2.40 p.m. the Committee adjourned.

H. W. CHANTRELL,
Acting Colonial Secretary,
Chairman.



The Trinidad Royal Gazette.

BY AUTHORITY.

No. 49.] PORT-OF-SPAIN: THURSDAY, OCTOBER 31, 1895. [Vol. 64.

GOVERNMENT HOUSE,
29TH OCTOBER, 1895.

HIS EXCELLENCY THE ACTING GOVERNOR has been pleased to appoint Mr. RENE DE VERTEUIL to act as a Member of the Board of Education during the absence of the Hon'ble J. BELL-SMYTH.

By Command,
H. W. CHANTRELL,
(No. 252.) Actg. Colonial Secretary.

GOVERNMENT HOUSE,
19TH OCTOBER, 1895.

HIS EXCELLENCY THE ACTING GOVERNOR has been pleased to appoint Mr. A. B. PEILE, on probation for three months from the 13th ultimo, to be Chief Ward Officer and Bailiff for the Cedros District in the place of Mr. H. G. JAMESON, deceased.

By Command,
H. W. CHANTRELL,
(No. 249.) Actg. Colonial Secretary.

GOVERNMENT HOUSE,
20TH SEPTEMBER, 1895.

AN Examination of Applicants for appointment to Supernumerary Clerkships in the Public Service will be held on WEDNESDAY, THE 8TH APRIL, 1896, and the two following days.

The Regulations for the Examination will be found published on another page of this Gazette.

By Command,
H. W. CHANTRELL,
(No. 236.) Actg. Colonial Secretary.

BOOKS FOR SALE.

A NUMBER OF DAMAGED BOOKS, comprising Latin Primers, Greek Prose Manuals, Latin and Greek Authors, French Grammars, Histories and other Educational Works are offered for sale at considerably reduced prices, at the Government Printing Office, up to the end of November.

H. W. CHANTRELL,
Actg. Colonial Secretary.
Government House,
9th October, 1895.—(No. 247.)

HEAD QUARTERS, LOCAL FORCES,
ST. JAMES' BARRACKS,
21st October, 1895.

HIS EXCELLENCY THE ACTING GOVERNOR AND COMMANDER-IN-CHIEF has been pleased, under the provisions of the Regulations for the Volunteer Force, to appoint LIEUTENANT SAMUEL DICKENSON WOOD to serve with the rank of CAPTAIN whilst holding the Adjutancy of the TRINIDAD LIGHT INFANTRY VOLUNTEERS.

Dated 17th October, 1895.

By Command,
R. B. TODD, Major,
Commanding Local Forces
Trinidad and Tobago.

CAUTION.

THE Public are informed that a number of Counterfeit One and Two Shilling Pieces and Half Crowns are in circulation.

Any persons to whom such Coins are tendered are requested to detain the person tendering and communicate with the Officer in charge at the Charge Room, Port-of-Spain, or to the nearest Police Station.

E. FORTESCUE,
Inspector-General of Police.

Police Head Quarters,
Port-of-Spain,
23rd October, 1895.

NOTICE.

IN future on the day of departure of the Royal Mail Steamer with Mails for Europe, the ordinary Posting Boxes in use at the General Post Office will be closed at 3 p.m., the entrance gate will be closed, and the new Posting Box at the gate will be opened for the reception of Inland Letters, &c., only.

The Parcel Post Window will remain open till 4 p.m. for the sale of Stamps, &c.

J. H. COLLENS,
Acting Postmaster-General.
28th October, 1895.

(COUNCIL PAPER No. 176.)

SALE OF FEE AND OTHER STAMPS.

Minute (No. 76.) by His Excellency the acting Governor laying copy of Despatch No. 261 of 10th September, 1895, from the Secretary of State

*In continuation of Council Paper
No.*

*Registered No. of Correspondence,
No. 6415/1895.*

MINUTE.

No. 76 of 1895.

With reference to the Minute of His Excellency the Governor No. 39 dated the 21st of May last and to the Resolution adopted by the Council at a Meeting on the 24th of June, with regard to the sale of "Fee" and other stamps in the Colony, the acting Governor has the honour to lay before the Hon'ble the Legislative Council copy of a Despatch from the Right Hon'ble the Secretary of State for the Colonies No. 261, dated the 10th September, 1895, with enclosures.

C. C. KNOLLYS,
Acting Governor.

GOVERNMENT HOUSE,
10th October, 1895.

The Secretary of State to the acting Governor.

TRINIDAD.—No. 261.

DOWNING STREET,
10th September, 1895.

SIR,

With reference to Sir F. Napier Broome's despatches No. 259 of the 4th and No. 271 of the 9th of July, I have the honour to transmit to you, for your consideration a copy of the correspondence noted in the margin, relating to the claim of Mr. Bulmer to a personal allowance in compensation for the loss of Commission on the sale of stamps.

2. It does not seem to me that it would be fair that, if the work and responsibility of selling stamps continue to fall on any officer who has heretofore received commission for this service, he should be required to continue this service without more compensation than the gratuity recommended by the Legislative Council and I consider, that the question should be reconsidered on the principle that it is advisable to grant fixed allowances proportional to the commission hitherto received, to such officers as have hitherto sold stamps and are to continue to do so.

3. It would appear that Mr. Bulmer did not himself retain the full amount of commission drawn by him but that part of this passed through his hands to other officers who shared the work and responsibility, this circumstance should be taken into consideration in assessing the allowances to be made.

4. As Mr. Collins, whose petition accompanied Sir F. Napier Broome's despatch No. 271 of the 9th of July, will no longer continue to sell stamps he has not the same claim for compensation as the other officers concerned, but I consider that he may fairly be allowed the sum of £50 which the Legislative Council has already voted him.

I have, &c.,

(Sd.) J. CHAMBERLAIN.

Enclosures in Secretary of State's Despatch No. 261 of 10th September, 1895.

DOWNING STREET,
12th September, 1895.

SIR,

I am directed by Mr. Secretary Chamberlain to acknowledge the receipt of your letter of the 28th ultimo relating to the claim of yourself and other officers of the Trinidad civil service for a personal allowance in compensation for the loss of commission on the sale of fee stamps, and to inform you that a further communication will be addressed to the acting Governor on this subject.

I am, Sir,

Your obedient servant.

J. A. BULMER, Esq.

(Sd.) R. H. MEADE.

The Postmaster-General to the Secretary of State.

HULL,
29th July, 1895.

SIR,

1. From the accompanying paragraphs taken from the Trinidad papers of 25th June, I find that the Report of the "Stamps" Committee, referred to in my letter of 19th June, papers 10734/95, was brought before the Legislative Council and approved except the clause referring to the compensation to be allowed to myself and other officers who for the past ten years have been allowed a commission on the sale of Fee Stamps.

2. Paragraph 14 of the "Stamps" Committee's Report stated that "It must be remembered that the sale of Fee Stamps will continue though they will be identical with Postage Stamps, it is therefore recommended that as compensation for the additional labour and for the loss of Commission that the officers affected by this change receive a fixed personal allowance as follows :

Mr. Bulmer (Postmaster-General) per annum	..	...£ 100
Mr. Collins (Registry of Courts)	... ..	50
Mr. Lewis (Postmaster, San Fernando)	... ..	10
Mr. Stone (Post Office)	... ..	20

These personal allowances in all cases to cease on the promotion of the officers named. This (*vide para 3*) will effect a small immediate saving and prospectively a larger one."

3. The above resolution was unanimously agreed to by the "Stamps" Committee, but it will be seen by the newspaper report herewith that the Legislative Council only sanctioned payment of the above sums for one year.

4. I have the honour to draw your attention to my faithful service in the Colonial Governments of Cyprus and Trinidad during the past 18 years with the full confidence that no injustice will be permitted to be done in withdrawing from me any emoluments I have hitherto enjoyed.

5. In 1878 in conjunction with Mr. Somerset R. French, I was selected to go out to Cyprus with the Expeditionary Force to establish a Postal System.

6. In 1879 Mr. French returned to England and I was then appointed Island Postmaster. It is not too much to say that owing to malarial fever, residence in Cyprus during the first years of the occupation was exceedingly dangerous to health.

The work of establishing Posts throughout the Island necessitated very arduous work under the most trying conditions of bad roads, and the absence of proper accommodation during journeys into the interior of the Island.

7. On leaving Cyprus in 1883 to take up my appointment as Postmaster-General of Trinidad, I had the honour to receive the thanks of His Excellency Sir R. Biddulph, K.C.M.G., for my services and have reason to believe a favourable report was made as to my labours in establishing a Postal System.

8. My appointment as Postmaster-General of Trinidad is contained in Lord Derby's despatch, Cyprus No. 132 of 23rd April, 1883 and state that : "the salary of the Office will be at the rate of six hundred pounds (£600) a year if no quarters are provided, or five hundred pounds (£500) if it should be found possible to provide the Postmaster with quarters in the new Post Office Buildings "

9. Quarters were provided over the Post Office, and for two years I drew salary at the rate of £500 per annum. I then applied for an increase, and the Finance Committee unanimously sanctioned £100 addition to my salary but this was reduced to £50 by the Secretary of State, and as, by Ordinance No. 11 of 1885 I was entrusted with the sale of Fee Stamps with a Commission of 2½ per cent., which being divided as shewn in paragraph two, added £100 per annum to my emoluments I did not press for any further addition to my fixed salary.

10. My salary and emoluments have therefore for the past 10 years been as follows :

Fixed salary per annum	... ..	... £550
Commission on sale of Fee Stamps (say)	... ..	100
		£650
Value fixed by Secretary of State as equivalent to quarters	... ..	100
		£ 750

11. As evidencing the growth of Postal business in Trinidad I beg to draw attention to my Annual Report for 1894, copy herewith. It will be seen that the issue of Money Orders has in eleven years risen from £17,674 to £51,775, the Commission on Orders issued in Trinidad in 1894 being £884 as against £322 in 1883. The Parcel Post, Foreign and Inland, has been introduced. An entirely new revenue of more than £100 per annum has been added by the introduction of private boxes. The number of Postal and Money

Order offices has been largely increased. The number of Postal articles dealt with Inland has more than doubled, and notwithstanding the constant reductions in the rates of postage, the sale of postage stamps has risen from £4,316 in 1883 to £7,052 in 1894, these last figures represent an enormous increase in the number of Postal articles to be dealt with.

12. Taking the value of my present appointment to be, for pension purposes, £750 per annum, it cannot I venture to think be considered an equivalent for the excessively arduous and responsible duties required of me in a tropical country.

13. The accompanying petition from the Bankers, Shipowners, Merchants, &c., of Hull, forwarded to the Postmaster-General of the United Kingdom in, I believe 1882, prayed for my appointment as Postmaster of Hull, that appointment was worth £800 per annum and although not appointed to Hull I might in the ordinary course of promotion fairly have looked forward to an appointment of equal value some years ago had I remained in the service of the English Post Office. I therefore consider my promotion in the Colonial Service has not been proportional to the work performed and what might reasonably have been expected.

13. It is of vital importance to me that my pension rights should not suffer in the manner proposed by the Government of Trinidad. By the proposed change in the abolition of Fee Stamps and the issue of Postage and Revenue Stamps exactly the same amount of work and responsibility will fall upon me as at present, and it was never contemplated in fixing my salary on my appointment to Trinidad that a revenue equal to the sale of Postage Stamps but collected from other sources, would be added to my duties without a suitable addition to my salary.

14. I therefore pray that the Secretary of State for the Colonies will sanction the recommendation of the "Stamps" Committee and grant to myself and the other officers named in paragraph 2 the personal allowances named therein.

I have, &c.,

(Sd.) J. A. BULMER,
Postmaster-General, Trinidad.

DOWNING STREET,
22nd August, 1895.

SIR,

With reference to your letter of the 29th ultimo I am directed by Mr. Secretary Chamberlain to transmit for your observations the accompanying extract from Minute by the Colonial Secretary of Trinidad bearing on the question of the award of compensation to officers who have hitherto received commission for the sale of Fee Stamps in Trinidad.

I am to draw your attention to the quotation from the letter of the Colonial Secretary to yourself of the 24th of July, 1888, and, with reference to the case of Mr. Collins, who has also applied for a compensation allowance, I am to enquire what was the precise nature of the arrangement under which he sold stamps and how and by whom his commission on sales was paid.

I have, &c.,

(Sd.) EDWARD WINGFIELD.

J. A. BULMER, Esq.

HULL,
23th August, 1895.

SIR,

1. In reply to your letter 12979/95 of 22nd instant, I have the honour to state that in 1888 after the license had been withdrawn from Mr. Collins and when sale of Fee Stamps was undertaken by me the Stamps were procurable only at the Post Offices in the Colony.

2. It was represented shortly afterwards to His Excellency Sir William Robinson by the Hon'ble Frederick Warner, Member of the Legislative Council, that it would be a great convenience to himself and other legal gentlemen if Fee Stamps could be procured at the Court House, and I was then verbally requested by the Governor to arrange with Mr. Collins to undertake the sale of Fee Stamps in the Office of the Registrar of Supreme Courts.

3. Of the $2\frac{1}{2}$ per cent. Commission allowed to me for the sale of Fee Stamps I voluntarily gave half to the principal officers of my Department who assisted me in this work and Mr. Collins was placed on the same footing, $1\frac{1}{4}$ per cent. being paid to him, by me, on the total sales in his Department each month. This arrangement was between myself and Mr. Collins and verbally sanctioned by Sir William Robinson.

4. With reference to the quotation from the Minute of the Colonial Secretary of Trinidad contained in the 3rd paragraph of your letter I beg to point out that the letter in question was written at a time when the sale of Fee Stamps had been withdrawn from

Mr. Collins because it was found inconvenient that there should be only one place in Trinidad where such stamps could be procured and the sale of these stamps was therefore transferred to me so that, by experiment, it might be found if the Post Offices throughout the country afforded the necessary accommodation for their issue, and I always understood the paragraph to mean that at any time the sale of Fee Stamps by my department might be discontinued but certainly not that the commission might be withdrawn and that I should still be required to perform this additional work.

5. Since 1888 there has not been a single complaint as to the issue of Fee Stamps and the "Stamps" Committee was appointed in consequence of a motion in the Finance Committee by the Hon. Wm. Howatson that the issue of these stamps should be provided for by the Registrar of Supreme Courts without any commission as the revenue derived from their sale appertained to his Department and not to the Post Office.

6. If the issue of these Stamps is withdrawn from my Department and transferred to that of the Registrar of Courts I cannot of course ask for a continuance of the commission but I trust that, irrespective of the source from which my emoluments have hitherto been derived, my 35 years actual service, 17 of which have been under the Colonial Office, the very onerous duties I have performed and the prospects of promotion in the English Post office relinquished to undertake Colonial Service entitle me to an increase rather than a decrease in the sum on which my retiring allowance will be fixed now that I must shortly look forward to the termination of my official career.

7. If the settlement of this question would be facilitated by my transfer to another Department in Trinidad, I beg to point out that Mr. Fanning, the Collector of Customs will, I understand, resign at the expiration of his present leave and that my appointment as Collector of Customs would give me the salary and promotion I desire whilst it would enable the Government of Trinidad to effect economies without injustice to an old and faithful servant.

I have &c.,

(Sd.) J. A. BULMER,
Postmaster-General.

The Under Secretary of State
for the Colonies.

(COUNCIL PAPER No. 177.)

SLIP-WAY IN PORT-OF-SPAIN.

Minute (No. 77) by His Excellency the acting Governor asking for a vote of £6,820 for the erection of a Slip-way in Port-of-Spain.

*In continuation of Council Paper
No.*

*Registered No. of Correspondence,
M. P. No. 1556/1895.*

MINUTE.

No. 77 of 1895.

The acting Governor has the honour, with the approval of the Right Hon'ble the Secretary of State for the Colonies, conveyed in Despatch No. 262, dated 11th September, 1895, to ask the honourable the Legislative Council to vote a sum not exceeding £6,820 to cover the expenditure necessary for erecting a Slip-way in Port-of-Spain.

GOVERNMENT HOUSE,
10th October, 1895.

C. C. KNOLLYS,
Acting Governor.

The Secretary of State to the acting Governor.

TRINIDAD.—No. 262.

DOWNING STREET,
11th September, 1895.

SIR,

I have the honour to acknowledge the receipt of your despatch No. 320 of the 12th ultimo, and to inform you, in reply, that I approve of your submitting a vote to the Legislative Council for the expenditure estimated at £6,820 necessary for erecting a Slip-way at Port-of-Spain.

I have, &c.,

J. CHAMBERLAIN.

**Port-of-Spain and Belmont Water
Rates for 1895 and 1896.**

THESE rates, which will become due on the 30th proximo, will be received at the Colonial Treasury from to-day until THURSDAY, THE 12TH OF DECEMBER NEXT, after which date those remaining unpaid will be handed over to the Marshal for collection.

S. W. KNAGGS,
Acting Receiver-General.

Receiver-General's Office,
31st August, 1895.

NOTICE.

AT a Bye-election of the Montserrat Local Road Board, held this day at the Warden's Office Tortuga, MESSRS. WILLIAM KNOX and ADRIEN DE VERTEUIL, were duly elected Members to fill the vacancies in the Board caused by the resignation of Messrs. RAOUL and VICTOR MAINGOT.

The election was uncontested.

L. A. MORVANT,
Returning Officer.

Warden's Office, Montserrat,
14th November, 1895.

NOTICE.

One Hundred Dollars Reward.

THE above Reward will be paid for the arrest of JURBERMAN, *alias* JACK-BANDEL, who is charged with the murder of a child at Couva, on 18th October, 1895.

E. FORTESCUE,
Inspector-General of Police.

Police Head Quarters, Port-of-Spain,
18th November, 1895.

GENERAL POST OFFICE.

ON THE 2ND DECEMBER, 1895, a District Post Office will be opened at the Rest House, Moruga, for the convenience of residents in Fifth Company Village and the neighbourhood.

There will be a weekly Mail to and from this Office, closing at Port-of-Spain on Mondays at 10.30 a.m., and at Moruga Rest House on Wednesdays at 9 a.m.

J. H. COLLENS,
Acting Postmaster-General.

25th November, 1895.

TRINIDAD AND TOBAGO.
No. 41 of 1895.



By His Excellency Sir FREDERICK NAPIER BROOME,
K.C.M.G., Governor and Commander-in-Chief in
and over the Colony of Trinidad and Tobago
and its Dependencies, Vice-Admiral thereof,
&c., &c., &c.

[L.S.]

F. NAPIER BROOME,
Governor.

A PROCLAMATION.

WHEREAS on the First day of July, in the year of Our Lord one thousand eight hundred and ninety-five, an Ordinance was enacted in the said Colony, entitled "An Ordinance, No. 29—1895, to consolidate and amend the Law relating to "Petroleum;"

And whereas on the Sixteenth day of September, in the year of Our Lord aforesaid, a certain other Ordinance was enacted in the said Colony, entitled "An Ordinance, No. 37—1895, for codifying the Law relating to the Sale of Goods;"

And whereas Instructions have been received by me that the Queen will not be advised to exercise her power of disallowance with respect to these Ordinances;

Now, therefore, I, FREDERICK NAPIER BROOME, Governor as aforesaid, do hereby proclaim and make known to all and every the Inhabitants of the said Colony and its Dependencies that the said Ordinances have not been disallowed by Her Majesty, and their Honours the Judges of the said Colony and the several Magistrates therein and all others concerned are to take notice and govern themselves accordingly.

Given under my Hand and the Seal of the Colony, at
Government House, in the Town of Port-of-Spain,
in the Island of Trinidad, this 20th day of
November, A.D., 1895.

By His Excellency's Command,

C. C. KNOLLYS,
Colonial Secretary.

“recommended as compensation for the additional labour, and for the
“loss of Commission, that the officers affected by this change receive a
“fixed personal allowance as follows:—

“Mr. Bulmer (Postmaster-General) per annum ..	£ 100
“Mr. Collins (Registry of the Courts) „ ..	50
“Mr. Lewis (Postmaster San Fernando) „ ..	10
“Mr. Stone (Post Office) „ ..	20

“These personal allowances in all cases to cease on the promotion of the
“officers named. This (vide paragraph 3) will effect a small imme-
“diate saving, and prospectively a larger one.”

Seconded by Mr. Fenwick and agreed to.

The Attorney-General moved:—

Supreme Court Rules
—Approved.

“That the Rules of the Supreme Court, dated 25th November, 1895, made
“by His Honour the Chief Justice, in exercise of the powers vested in
“him by Section 41 of the Judicature Ordinance, No. 28 of 1879,
“be approved.”

Seconded by the Colonial Secretary and agreed to.—(Council Paper No. 206).

The Colonial Secretary moved, with the leave of the Council:—

Vote—Refund of
£9 1 8 to authorities
St. Joseph's Convent.

“That His Excellency the Governor be authorized, in accordance with the
“recommendation of the Finance Committee, to refund the sum of
“£9 1 8 to the authorities of St Joseph's Convent, being the amount
“of percentage on Water Rates for the years 1890 to 1894 on three
“properties—paid into the Treasury by the authorities of the Convent.”

Seconded by Mr. Leotaud and agreed to.

The Attorney-General moved the first reading of an Ordinance “To repeal the
“Ordinance No. 4 of 1859, intituled ‘An Ordinance regarding the place of imprison-
“ment of Female Prisoners.’”

Ordinance—Place of
imprisonment of
female prisoners. Read
1^o 2^o 3^o and passed.

Seconded by the Colonial Secretary and agreed to.

The Ordinance was read a first time.

On the motion of the Attorney-General, seconded by the Colonial Secretary and
agreed to, the Standing Orders were suspended for the purpose of proceeding with
the consideration of the Ordinance.

The Ordinance was then read a second time and the Council went into
Committee.

The Ordinance passed the Committee without amendment and the Council
resumed.

On the motion of the Attorney-General, seconded by the Colonial Secretary and
agreed to, the Ordinance was read a third time and passed.

On the motion of the Colonial Secretary the Ordinance “To amend and regulate
“the Fees to be taken by the Registrar-General and to provide for the better preser-
“vation of original documents” was, by leave of the Council, withdrawn.

Ordinance—Registrar
General's Fees—with-
drawn.

The Attorney-General moved the second reading of an Ordinance “To amend the
“law as to the Fees payable to Commissioners of Affidavits.”

Ordinance—Commis-
sioners of Affidavits,
Read 2^o 3^o and
passed.

Seconded by the Colonial Secretary and agreed to.

The Ordinance was read a second time and the Council went into Committee.

The Ordinance passed the Committee without amendment and the Council
resumed.

On the motion of the Colonial Secretary, seconded by the Attorney-General and
agreed to, the Ordinance was read a third time and passed.

The Attorney-General moved the second reading of an Ordinance “To consoli-
“date and amend the Laws relating to Procedure in respect of offences punishable on
“Summary Conviction.”

Ordinance—Summary
Conviction—2^o read-
ing—committed to
Section 50.

Seconded by the Auditor-General and agreed to.

The Ordinance was read a second time and the Council went into Committee.

Section 2. The definition “Vessel” was amended and to stand as follows:—

“‘Vessel’ includes every kind of ship, boat or craft whether propelled by
“steam, sails, oars, or other motive power.”

Section 5. The following words were added—“Any such Justice on being adju-
“dicated a Bankrupt shall be so removed.”

POST OFFICE NOTICE.

WEDNESDAY, 25TH INSTANT, being Christmas Day, the General Post Office will be open from 7 a.m. to 8 a.m. only.

There will be no despatch of Mails on that day.

Money Orders for the English Mail of THURSDAY, 26TH INSTANT, will be issued up to 4 p.m. on TUESDAY, 24TH INSTANT.

On FRIDAY and SATURDAY, 27TH and 28TH INSTANT (Race days), this Office will be closed at 11 a.m. There will be a despatch of Mails at 8 a.m. to Arima, and 6.30 a.m. and 10.30 a.m. to San Fernando and intermediate Offices on those days.

The Mails for Carenage, Five Islands and Monos will be closed at 7.30 a.m. on TUESDAY, 24TH INSTANT.

On WEDNESDAY, 1ST JANUARY, 1896 (New Year's Day) the General Post Office will be open from 7 a.m. to the completion of the delivery of letters, etc., by inter-colonial steamer from Barbados, Grenada and St. Vincent.

There will be two despatches of Mails to Arima and San Fernando on that day. Mails for San Fernando will be closed at 6.30 a.m. and 10.30 a.m., and Arima at 8 a.m. and 10.30 a.m.

Mails for Tobago per Royal Mail Steamer on WEDNESDAY, 1ST JANUARY, 1896, will be closed at this Office at 10 a.m.

J. A. BULMER,
Postmaster-General.

General Post Office, Trinidad,
11th December, 1895.

POST OFFICE NOTICE.

THE Postmaster-General begs to draw attention to the regulations as to the conditions under which Christmas and New Year's Cards will be accepted for transmission at the reduced rate of postage, applicable to printed papers, viz. :—

“Printed papers and commercial papers “ may be posted either without a cover (in “ which case they must not be fastened “ whether by means of gum, wafer, sealing “ wax, postage stamp or otherwise) or in “ any ordinary letter envelope left wholly “ unfastened, or a cover entirely open at “ both ends, so as to admit of the contents “ being easily withdrawn for examination. “ For the greater security of the contents, “ however, the packets may be tied with “ string, but the string must be easy to “ unfasten.”

Christmas and New Year's Cards posted in conformity with the above regulations should be prepaid at the rate of $\frac{1}{2}$ d. per 2 ounces.

Printed matter posted wholly unpaid will not be forwarded. If partly prepaid, printed matter will be forwarded and taxed double the deficiency on delivery, but such partly prepaid matter if closed against inspection, will be charged at letter rate and taxed double the deficiency.

J. A. BULMER,
Postmaster-General.

General Post Office, Trinidad,
11th December, 1895.

NOTICE.

PERSONS desirous of applying for Indian Immigrants to arrive during the season 1896-1897, are requested to send in such applications before the 1ST DAY OF MARCH, 1896. The form of application as sanctioned by the Governor is published in *Royal Gazette* of 24th August, 1892, and copies of such form can be obtained at the Immigration Office if required.

H. C. STONE,
Acting Protector of Immigrants.

16th December, 1895.

NOTICE.

THE following articles in the possession of the Police, will be sold by Auction at the Police Station, Arima, on FRIDAY, THE 10TH JANUARY, 1896.

- 11 Ladles.
- 2 Pieces of silver jewellery.
- 2 Wine Glasses.
- 3 Demijohns.
- 8 Guns.

E. FORTESCUE,
Inspector-General of Police.

Police Head Quarters,
Port-of-Spain, 10th December, 1895.

FOR SALE.

A PATENT OIL ENGINE, 3 nominal horse power, manufactured by Priestman Brothers, Hull.

The above may be seen in working order at the Government Printing Office.

Offers to be made in writing addressed to

J. PAGET,
Acting Supt. Govt. Printing.

28th Dec., 1894.

NOTICE.

MRS. EMMA JOHNSON has been appointed Registrar of Births and Deaths, for the North-Western District of Port-of-Spain, in the place of Miss EUGENIE ROSTANT, resigned, as from the 1st instant.

The Registrar's Office is situate at No. 11A, Picton Street, New Town.

E. C. M. STONE,
Superintendent Registrar.

2nd December, 1895.

approved,

H. CLARENCE BOURNE,
Registrar-General.

3rd December, 1895.

TRINIDAD GOVERNMENT RAILWAY,
28TH NOVEMBER, 1895.

THE undermentioned Articles and Merchandise, which have not been claimed, and are now lying at the Port-of-Spain Railway Station, will be sold by Auction

NOTICE.

GULF STEAMERS.

Arrangements for Queen's Park Races,
27th and 28th December, 1895.

ON FRIDAY, THE 27TH INSTANT, a Steamer will leave Port-of-Spain at 7 p.m. for San Fernando, instead of at 6.40 a.m. on Saturday, taking up her usual service and leaving San Fernando for La Brea at 9.25 a.m.

On SATURDAY, THE 28TH INSTANT, a special Steamer will leave Port-of-Spain at 7 p.m. for San Fernando, returning the same night.

J. B. SAUNDERS,
Harbour Master.

Harbour Master's Office,
20th December, 1895.

GULF STEAMERS.

Special Excursion Steamer for the
Regatta at San Fernando on the
1st of January, 1896.

NOTICE.

ON WEDNESDAY, THE 1ST OF JANUARY, 1896, a Special Steamer will leave Port-of-Spain for San Fernando at 8.50 a.m. for Excursionists to the Regatta, and will return as soon as the Sports are finished. Return tickets, which will include entrance to the Grand Stand on shore, or permission to remain on board the Steamer during the Regatta, will be issued on board at 10/- (ten shillings) each. Children under twelve years of age, half price.

Subscribers to the Regatta, on the production of their tickets, will be charged only 5/-, (five shillings), return fare, but be entitled to the same privileges as non-subscribers paying 10/-.

For these passengers Committee boats, which will carry blue flags, will be in attendance to convey them free of charge to and from the Steamer and shore.

J. B. SAUNDERS,
Harbour Master.

14th December, 1895.

TRINIDAD GOVERNMENT RAILWAY.

COMPARATIVE STATEMENT OF TRAFFIC FOR THE
MONTH ENDING 30TH NOVEMBER, 1895.

	1893.	1894.	1895.
Coaching...	\$11,742 53	\$12,678 60	\$13,681 67
Goods ...	\$ 5,525 72	\$ 5,702 53	\$ 4,832 32
Telegrams..	\$ 152 84	\$ 238 00	\$ 187 78
Miscellaneous }	Nil.	\$ 194 92	\$ 577 11

Totals .. \$17,421 09 \$18,814 05 \$19,278 88

No. of Passengers carried. }	48,919	49,358	50,531
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NOTE.—Total earnings of the Railway for the eleven months ending 30th November, 1895, compared with the same period of last year, shew an increase of \$19,541 34. Compared with the first eleven months of 1893, there is an increase of \$52,946 30. The return for this month would have shown a better result, but for the interruption of Traffic caused by the heavy floods.

H. R. MARWOOD,
Actg. General Manager.

RAILWAY OFFICE,
14th December, 1895.

WITH this number of the *Royal Gazette* there are issued the following Ordinances :—

No. 42—"To make provision for defraying the Expenses of the Government of the Island of Trinidad for the year 1896."

No. 43—"For raising Funds in aid of Immigration for the year 1896."

POST OFFICE NOTICE.

COMMENCING with the Outward English Mail of THURSDAY, 9TH JANUARY, 1896, the closing of the Mail, with ordinary postage, for Letters and other Postal Matter, will be extended from 2 p.m., to 2.30 p.m.

Letters with a late fee, will be accepted up to 3 p.m.

Registration will be extended from 1.30 p.m., to 2 p.m.

J. A. BULMER,
Postmaster-General.

General Post Office, Trinidad,
23rd December, 1895.

NOTICE.

Examination for the Admission of
Sworn Surveyors.

AN Examination for the Admission of Sworn Surveyors will be held at this Office on MONDAY, 20TH JANUARY, 1896.

Each Candidate is required to send in his name to this Office *on or before* the 13th proximo with a Certificate from the Surveyor under whom he has served, together with plans required by the Rules for the Admission of Sworn Surveyors.

The hours of Examination will be from 9 a.m. to 12, and from 1 p.m. to 4 p.m.

CHAS. S. COCHRANE,
Engineer in Charge of Surveys.

Survey Office, Government House,
9th December, 1895.

NOTICE.

PERSONS desirous of applying for Indian Immigrants to arrive during the season 1896-1897, are requested to send in such applications before the 1ST DAY OF MARCH, 1896. The form of application as sanctioned by the Governor is published in *Royal Gazette* of 24th August, 1892, and copies of such form can be obtained at the Immigration Office if required.

H. C. STONE,
Acting Protector of Immigrants.

16th December, 1895.

NOTICE.

THE Public are respectfully requested to address to "Tunapuna" all correspondence intended for the Warden of Tacarigua.

T. H. WARNER,
Warden.

Tunapuna,
16th December, 1895.