

GOVERNMENT NOTIFICATION.—No. 429.

The following letter, with its enclosure, is published.

By Command,

T. SERCOMBE SMITH,
Acting Colonial Secretary.

Colonial Secretary's Office, Hongkong, 23rd September, 1898.

TOKIO, September 8, 1898.

SIR,—I have the honour to transmit to you, herewith, for the guidance of Shipmasters, copy of the new Harbour Regulations which the Japanese Government have decided to bring into operation at Yokohama on the 10th October next, and at Kobe and Nagasaki on the 1st November next.

I have the honour to be,

Sir,

Your most obedient, humble Servant,

ERNEST SATOW.

The Officer Administering the Government of
HONGKONG.

IMPERIAL ORDINANCE No. 139.

HARBOUR REGULATIONS FOR THE OPEN PORTS.

ARTICLE I.

The limits of the undermentioned Ports open to foreign commerce are defined as follows:

AT YOKOHAMA: the harbour limits are comprised within a line drawn from the Juniten (Mandarin Bluff) to the light-ship, and thence due north, to a point on the coast east of the mouth of the Tsurumigawa.

AT KOBE: the harbour limits are comprised within the area bounded by two lines, one drawn from the former mouth of the Ikutagawa due south, and the other running in a north-easterly direction from the point of Wadanomisaki.

AT NIIGATA: the harbour limits are comprised within the arc of a circle, the centre being the light-house and the radius being $2\frac{1}{2}$ nautical miles.

AT EBISUMINATO: the harbour limits are comprised within a line drawn from Shiidomarimura to Isorimura on the outside, and a line drawn from Minatocho on the east shore of Lake Kamo to Kamomura on the north-west shore of the same lake.

AT OSAKA: the harbour limits are comprised within a line drawn from a point (Tree Point) at the mouth of the Mukogawa south by west, and a line from the mouth of the Yamatogawa, the two lines cutting each other at a distance of 6 nautical miles from a point (Tree Point) and 5 nautical miles from the mouth of the Yamatogawa.

AT NAGASAKI: the harbour limits are comprised within a line drawn from Kanzaki to Megami.

AT HAKODATE: the harbour limits are comprised within a line drawn from a point off the coast, $\frac{1}{2}$ a nautical mile south of Anoma Point, to a point on the east bank of the mouth of the Arikawa, Kami-isomura.

ARTICLE II.

Every vessel on entering a port shall hoist its ensign and its signal letters. Regular Mail Packets may hoist the company's flag in lieu of the signal letters.

The ensign and signal letters or company's flag must not be lowered until the vessel's arrival shall have been duly reported to the Harbour Master.

Such report shall be made within 24 hours after arrival, Sundays and holidays excepted, and no Customs facilities shall be extended to any vessel until such report shall have been made.

ARTICLE III.

Every Master on arrival in port shall prevent all communication between his ship and other vessels or the shore until it shall have been admitted to "free pratique."

ARTICLE IV.

The Harbour Master's boat will be in attendance near the entrance of the harbour, and the Harbour Master will assign a berth to every ship on entering, which berth it must not leave without special permission, unless forced to do so. The Harbour Master may cause a vessel to change its berth, should he consider it necessary.

ARTICLE V.

The Harbour Master shall always wear a uniform when on duty and his boat shall carry a flag of the pattern hereto annexed.

The Harbour Master may at any time satisfy himself that his directions as regards anchorage, the movements of ships and the proper condition of moorings are carried out.

ARTICLE VI.

No vessel shall anchor in the public fair-way or otherwise obstruct free navigation. Vessels which have run out jib-booms shall rig them in at the request of the Harbour Master, if they obstruct free navigation.

ARTICLE VII.

Every vessel either at anchor or under weigh within the harbour limits shall carry between sunset and sunrise the Lights required by the Laws, Ordinances or Orders relating to the prevention of collisions at sea.

ARTICLE VIII.

When bad weather threatens or warning signals are exhibited, vessels shall immediately get ready one or more reserve anchors; and steamships shall, in addition, get up steam.

ARTICLE IX.

Any vessel carrying explosives or highly inflammable materials in excess of ordinary requirements shall come to outside the harbour limits and there await the Harbour Master's orders. Such vessels while so waiting shall, between sunrise and sunset, fly at the foremast head the signal letter "B" and between sunset and sunrise shall hoist in the same place a red lantern.

No vessel shall ship or discharge any such materials except at such places as the Harbour Master may indicate.

ARTICLE X.

Every ship which is laid up or undergoing repairs, and all yachts, store-ships, lighters, boats, etc., shall be moored in special berths designated by the Harbour Master.

ARTICLE XI.

In case of fire breaking out on board a ship within the harbour limits, the ship's bell shall be rung until the arrival of assistance, and the signal letters "N. M." shall be hoisted between sunrise and sunset, or a red lantern shall be continuously hoisted and lowered between sunset and sunrise.

If police assistance be required the signal letter "G" shall be hoisted between sunrise and sunset and between sunset and sunrise blue or flash lights shall be shown.

All discharging of fire-arms or letting off of fire-works within the harbour limits is forbidden without permission from the Master, except in such as above-mentioned for the purpose of signalling.

ARTICLE XII.

Any vessel arriving from a place which has been declared by an official declaration of the Imperial Government as being infected with an epidemic or contagious disease (such as a cholera, small-pox, yellow-fever, scarlet-fever, or pest) or on board of which any such disease shall have occurred during the voyage, shall come to outside the harbour limits and shall hoist a yellow flag at the foremast head between sunrise and sunset and shall show a red and a white light one above the other in the same place between sunset and sunrise. Such vessel must undergo inspection by the proper sanitary authorities.

The sanitary authorities shall, on approaching the vessel, be informed whether any cases of any such diseases have actually occurred during the voyage and the nature of such diseases, in order that suitable precaution may be taken.

The said ship must not lower the yellow flag or the above-mentioned lights until it shall have been admitted to "free pratique," neither shall any person land from it, nor shall any communication be held with other ships without the permission of the proper sanitary authorities.

The provisions of the preceding paragraphs apply to vessels anchored within the harbour limits on board of which any of the above-mentioned epidemic or contagious diseases have broken out.

Such vessels must change their berth on receiving an order to that effect from the Harbour Master.

Any vessel arriving from a place infected with cattle-disease or on board of which such disease has broken out during the voyage shall not land or tranship either the cattle, their dead bodies, skins, hides or bones, without the permission of the proper sanitary authorities.

ARTICLE XIII.

No carcasses, ballast, ashes, sweepings, &c., shall be thrown over board within the harbour limits.

Whilst taking in or discharging coal, ballast or other similar materials the necessary precautions shall be taken to prevent their falling into the sea.

If any materials detrimental to the harbour shall have been thrown into the sea or shall have been allowed to fall in through negligence by any ship, they shall be removed by the ship upon receipt of an order to that effect from the Harbour Master; and if not so removed the Harbour Master may cause them to be removed at the ship's expense.

ARTICLE XIV.

Any ship intending to leave port shall give notice at the Harbour Master's office and hoist the Blue Peter.

Steamers which have fixed dates of departure need only make one declaration for their arrival and departure.

ARTICLE XV.

All wreckage or other substances which obstruct the public fair-way in a harbour or its approaches must be removed by their owner within the time indicated by the Harbour Master. If this order is not complied with within the time specified by the Harbour Master, the Harbour Master may cause them to be removed or destroyed at the owner's expense.

ARTICLE XVI.

A suitable and sufficient number of buoy mooring for regular Mail Steamers shall be provided by the Harbour Master's Office. A prescribed fee shall be charged for the use of such moorings.

ARTICLE XVII.

No chains, ropes or other gear shall be attached to any light-ship, signal, buoy or beacon.

Any vessel running foul of or damaging a light-ship, buoy, beacon, jetty, or any other structure, shall pay the necessary expenses for repairs or replacement.

ARTICLE XVIII.

Any infringement of the provisions of the present Regulations shall render the offender liable to a fine of not less than Yen 2 and not exceeding Yen 200.

ARTICLE XIX.

The Master of a vessel shall also be held responsible for any fines, fees or expenses which may be imposed or charged on or in respect of the vessel.

ARTICLE XX.

No vessel shall be allowed to depart until all fines, fees and expenses imposed or charged under these Regulations shall have been paid, or until security therefor to the satisfaction of the Harbour Master shall have been deposited with the Harbour Master.

ARTICLE XXI.

The word "Harbour Master" as used in these Regulations is also meant to include the Harbour Master's Assistants and Deputies; and by the word "Master" is meant any person in command of, or having the direction of, a ship, whatever his designation may be; and by the word "Port" or "Harbour" is meant one of the ports or harbours enumerated in Article I of these Regulations.

ARTICLE XXII.

A portion of each harbour shall be reserved as a man-of-war anchorage.

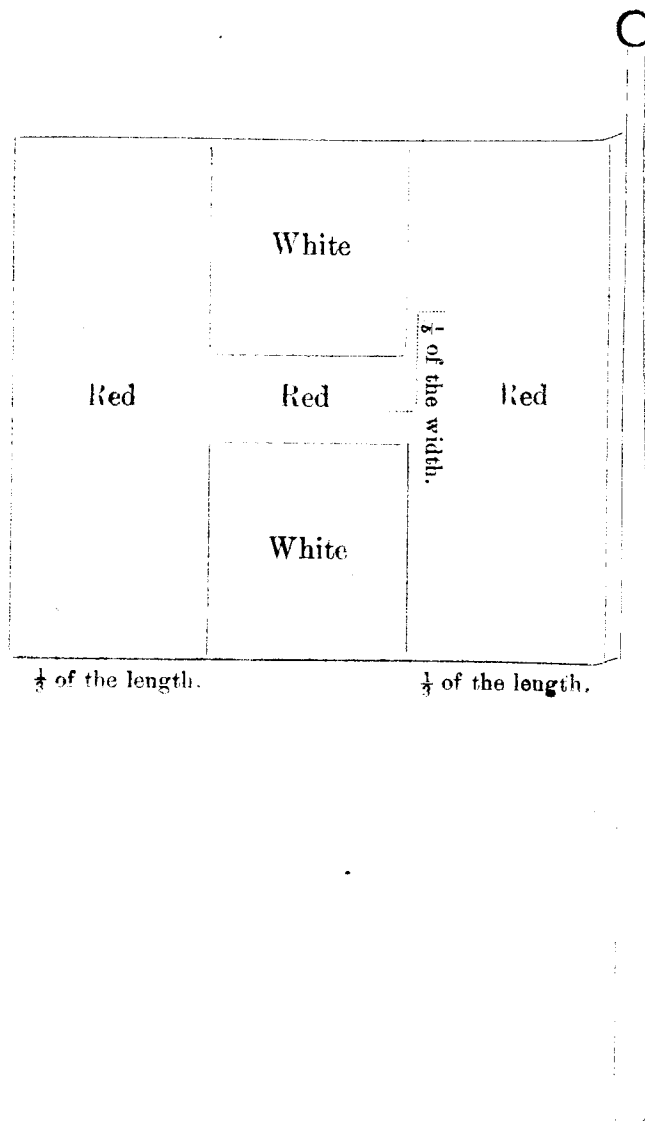
ARTICLE XXIII.

The only provisions in these Regulations which shall apply to men-of-war are those contained in Articles IV., VI., XII. and XXI., and in the first and second paragraphs of Article XIII.

ARTICLE XXIV.

The time when and the localities where these Regulations are to come into operation shall be notified by the Minister of Communications. The Minister of Communications shall also issue detailed rules for the due enforcement of these Regulations.

FLAG PRESCRIBED IN ARTICLE V.



GOVERNMENT NOTIFICATION.—No. 411.

Tenders will be received at this Office until Noon of Wednesday, the 28th September, 1898, for supply of the undermentioned Winter Clothing for the use of the Sanitary Department viz. :—

- 30 Suits Blue Uniform.
- 30 Caps.
- 42 Pairs of Boots.
- 13 Overcoats.

For full particulars as to nature of Uniform, &c. required, apply at the Office of the Sanitary Board, "Beaconsfield."

Tenderers must produce a receipt that they have deposited in the Treasury the sum of \$25 as a pledge of the *bona fides* of their tender, which sum shall be forfeited to the Crown, if any tenderer fails, or refuses to carry out his tender, should the tender be accepted.

The lowest or any tender may not be accepted.

For form of tender apply at the Colonial Secretary's Office.

By Command,

T. SERCOMBE SMITH,
Acting Colonial Secretary.

Colonial Secretary's Office, Hongkong, 14th September, 1898.