

6. All persons holding tickets whether season monthly punch or otherwise shall on demand show and deliver up their tickets to any of the Company's servants.

7. No person shall travel on a special launch (unless same is advertised as being for the public use) except by permission of the person who hired such launch.

8. Holders of monthly tickets shall not travel on special launches which are advertised as being for the public use without paying the full fare in the same manner as persons other than monthly ticket holders.

9. No person shall travel by a higher class than that for which his ticket entitles him.

10. No person shall embark on or disembark from the Company's launches from or to any sampan boat or other craft.

11. No person shall embark on the Company's launches without having first purchased a ticket and had it punched by the Company's collector. This Bye-law does not apply to monthly ticket holders.

12. No intoxicated person shall travel or attempt to travel in the first class accommodation of the Company's launches.

13. No launch sampan boat or other craft shall make fast to or use or embark or disembark passengers at the wharves used by the Company's launches.

All persons committing a breach of any of the above Bye-laws except No. 9 will on summary conviction thereof before a Magistrate be liable to a fine not exceeding \$5 for the first offence and to a fine not exceeding \$10 for every subsequent offence.

Any person committing a breach of Bye-law No. 9 will be liable on summary conviction before a Magistrate to a fine not exceeding \$25 for a first offence and for a second or any subsequent offence to a fine not exceeding \$50.

Objects and Reasons.

The chief object of the Bill is to provide a summary method of punishment for persons who practise frauds on the Company by travelling by a higher class than the one to which their ticket entitles them—an offence in respect of which it is doubtful if any proceedings of a criminal nature can be instituted.

The Bill is also intended to provide a means by which the Company can regulate the traffic for the public benefit as is customary with similar Companies in England.

DEACON & HASTINGS,
Solicitors for the Company.

GOVERNMENT NOTIFICATION.—No. 742.

His Excellency the Governor has given his assent, in the name and on behalf of His Majesty the King, to the following Ordinance passed by the Legislative Council:—

Ordinance No. 39 of 1902, entitled—An Ordinance with reference to Collisions between Junks and Ships.

By Command,

F. H. MAY,
Colonial Secretary.

Colonial Secretary's Office, Hongkong, 3rd December, 1902.

No. 39 OF 1902.

An Ordinance with reference to Collisions between Junks and Ships.

HENRY A. BLAKE,
Governor.

[3rd December, 1902.]

Preamble. WHEREAS it is expedient that a junk which does not comply with the International Collision Regulations concerning Lights, and thereby occasions a collision outside the waters of this Colony with a vessel bound to comply with such Regulations, should not, in the event of litigation in the Courts of this Colony in respect of such collision, be in a more advantageous position than such vessel:

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

Short title. 1. This Ordinance may be cited as the Junks (Collision) Ordinance, 1902.

Interpretation. 2. In this Ordinance, unless the context otherwise requires, the following expressions have the respective meanings hereby assigned to them, that is to say:—

“Ship” includes any description of vessel used in navigation not propelled by oars, except junks or lorchas not propelled by steam:

“Junk” includes “Lorcha”, and any sea going sailing vessel of Chinese or other Asiatic build, construction, and rig;

“Lorcha” includes any sea going sailing vessel of European build and construction, but of Chinese or other Asiatic rig, or of Chinese or other Asiatic build and construction, but of European rig;

“International Collision Regulations” means the Regulations for preventing collisions at sea made by Order in Council of Her late Majesty, Queen Victoria, dated the 27th day of November, 1896, under the provisions of section 418 of the Merchant Shipping Act 1894; and if any amendments thereof shall hereafter be made, such expression shall include such amended Regulations.

Junk or ship infringing Rules concerning lights to be deemed in fault. 3. Where in any action brought in any Court in the Colony in respect of a collision occurring, between sunset and sunrise, outside the territorial waters of this Colony, between a junk and a ship, it is proved to such Court that either such junk or such ship has failed in fact to comply with all or any of the Rules concerning Lights contained in the International Collision Regulations, the junk or the ship which has so failed to comply with such Rules or Rule shall be deemed to be in fault, unless it is shown to the satisfaction of the Court that the circumstances of the case made non-compliance with such Rules or Rule necessary.

Passed the Legislative Council of Hongkong, this 27th day of November, 1902.

C. CLEMENTI,
Acting Clerk of Councils.

Assented to by His Excellency the Governor the 3rd day of December, 1902.

F. H. MAY,
Colonial Secretary.