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*Colonial Secretary's Office,
Perth, 11th September, 1880.*

HIS Excellency the Governor directs the publication of the following Despatch, with its enclosure, for general information.

By His Excellency's Command,
GEO. PHILLIPS,
Acting Colonial Secretary.

CIRCULAR.

Downing Street, 25th June, 1880.

SIR,—I have the honor to transmit to you, for publication in the Colony under your Government, copies of the Order in Council of the 14th of August, 1879, respecting the Revised Regulations for preventing collisions at sea, and also copies of the Order in Council of the 24th of March, 1880, on the same subject.

I have, &c.,

KIMBERLEY.

The Officer Administering the
Government of W.A.

AT THE COURT AT OSBORNE HOUSE,
ISLE OF WIGHT,

The 14th day of August, 1879.

PRESENT:

THE QUEEN'S MOST EXCELLENT MAJESTY IN
COUNCIL.

WHEREAS by "The Merchant Shipping Act Amendment Act, 1862" it was enacted, that on and after the first day of June one thousand eight hundred and sixty-three, or such later day as might be fixed for the purpose by Order in Council, the regulations contained in the table marked C in the Schedule to the said Act should come into operation and be of the same force as if they were enacted in the body of the said Act; but that Her Majesty might from time to time, on the joint recommendation of the Admiralty and the Board of Trade, by Order in Council, annul or modify any of the said Regulations, or make new Regulations in addition thereto or in substitution thereof; and that any alterations in, or additions to, such Regulations made in manner aforesaid should be of the same force as the Regulations in the said Schedule:

And whereas, by the same Act, it was further provided, that whenever it should be made to appear to Her Majesty that the Government of any foreign country was willing that the regulations for preventing collisions contained in Table C in the Schedule to the said Act, or such other Regulations for preventing collisions as are for the time being in force under the said Act, should apply to the ships of such country when beyond the limits of British jurisdiction, Her Majesty might, by Order in Council, direct that such Regulations should apply to the ships of the said foreign country, whether within British jurisdiction or not; and it was further provided by the said

Act, that whenever an Order in Council had been issued applying any Regulations made by or in pursuance of the said Act to the ships of any foreign country, such ships should, in all cases arising in any British court, be deemed to be subject to such Regulation, and should, for the purpose of such Regulation, be treated as if they were British ships:

And whereas, by an Order in Council made in pursuance of the said recited Act, and dated the ninth day of January, one thousand eight hundred and sixty-three, Her Majesty was pleased to direct:—First, that the Regulations contained in Schedule to the said Act should be modified by the substitution for such Regulations of certain Regulations appended to the said Order:

Secondly, that the said Regulations appended to the said Order should, on and after the first day of June, one thousand eight hundred and sixty-three, apply to French ships, whether within British jurisdiction or not:

And whereas, by several Orders in Council subsequently made, Her Majesty was pleased to direct that the Regulations appended to the said Order of the ninth of January, one thousand eight hundred and sixty-three, should apply to ships of the countries specified in the said Orders, whether within British jurisdiction or not:

And whereas, by Order in Council dated the thirtieth day of July, one thousand eight hundred and sixty-eight, Her Majesty, on the joint recommendation of the Admiralty and the Board of Trade, was pleased to make certain additions to the Regulations appended to the said first-recited Order in Council, for the purpose of explaining Articles 11 and 13 of the said Regulations, and of removing doubt and misapprehension concerning the effect of the said two Articles:

And whereas the Admiralty and the Board of Trade have jointly recommended to Her Majesty, that the Regulations contained in the Order in Council dated the ninth day of January, one thousand eight hundred and sixty-three, and the additions to the said Regulations contained in the said Order in Council of the thirtieth day of July, one thousand eight hundred and sixty-eight, shall be annulled from the first day of September, one thousand eight hundred and eighty, and that there shall be substituted for the said Regulations and additions respectively the new Regulations hereinafter set forth:

And whereas it has been made to appear to Her Majesty that the Governments of the several Foreign countries mentioned in the Second Schedule hereto are respectively willing that the Regulations contained in the First Schedule hereto shall apply to ships of the said countries respectively, whether within British jurisdiction or not:

Now, therefore, Her Majesty, by virtue of the powers vested in Her by the said recited Act, and by and with the advice of Her Privy Council, is pleased to direct:—

First, that on and after the first day of September, one thousand eight hundred and eighty, the Regulations appended to the said Order in Council of the ninth day of January one thousand eight hundred and sixty-three and the additions to the said Regulations contained in the said Order in Council of the thirtieth day of July, one thousand eight hundred and sixty-eight, shall be annulled, and that there shall be substituted for the said Regulations and additions respectively the new Regulations contained in the First Schedule hereto.

Second, that the said Regulations contained in the said First Schedule hereto shall, from and after the first day of September, one thousand eight hundred and eighty, apply to ships of the countries mentioned in the said Second Schedule hereto, whether within British jurisdiction or not.

C. L. PEEL.

FIRST SCHEDULE.

REGULATIONS FOR PREVENTING COLLISIONS AT SEA.

Preliminary.

Art. 1. In the following rules every steam ship which is under sail and not under steam is to be considered a sailing ship; and every steam ship which is under steam, whether under sail or not, is to be considered a ship under steam.

Rules concerning Lights.

Art. 2. The lights mentioned in the following Articles, numbered 3, 4, 5, 6, 7, 8, 9, 10, and 11, and no others, shall be carried in all weathers, from sunset to sunrise.

Art. 3. A seagoing steam ship when under way shall carry—

- (a.) On or in front of the foremast, at a height above the hull of not less than 20 feet, and if the breadth of the ship exceeds 20 feet, then at a height above the hull not less than such breadth, a bright white light, so constructed as to show an uniform and unbroken light over an arc of the horizon of 20 points of the compass; so fixed as to throw the light 10 points on each side of the ship, viz., from right ahead to two points abaft the beam on either side; and of such a character as to be visible on a dark night, with a clear atmosphere, at a distance of at least five miles.
- (b.) On the starboard side, a green light so constructed as to show an uniform and unbroken light over an arc of the horizon of 10 points of the compass: so fixed as to throw the light from right ahead to 2 points abaft the beam on the starboard side; and of such a character as to be visible on a dark night, with a clear atmosphere, at a distance of at least two miles.
- (c.) On the port side, a red light, so constructed as to show an uniform and unbroken light over an arc of the horizon of 10 points of the compass; so fixed as to throw the light from right ahead to two points abaft the beam on the port side; and of such a character as to be visible on a dark night, with a clear atmosphere, at a distance of at least two miles.
- (d.) The said green and red side lights shall be fitted with inboard screens projecting at least three feet forward from the light, so as to prevent these lights from being seen across the bow.

Art. 4. A steam ship, when towing another ship, shall, in addition to her side lights, carry two bright white lights in a vertical line one over the other, not less than three feet apart, so as to distinguish her from other steam ships. Each of these lights shall be of the same construction and character, and shall be carried in the same position as the white light which other steam ships are required to carry.

Art. 5. A ship, whether a steam ship or a sailing ship, when employed either in laying or in picking up a telegraph cable, or which from any accident is not under command, shall at night carry, in the same position as the white light which steam ships are required to carry, and, if a steam ship, in place of that light three red lights in globular lanterns, each not less than 10 inches in diameter, in a vertical line one over the other, not less than three feet apart; and shall by day carry in a vertical line one over the other, not less than three feet apart, in front of but not lower than her foremast head, three black balls or shapes, each two feet in diameter.

These shapes and lights are to be taken by approaching ships as signals that the ship using them is not under command, and cannot therefore get out of the way.

The above ships, when not making any way through the water, shall not carry the side lights, but when making way shall carry them.

Art. 6. A sailing ship under way, or being towed, shall carry the same lights as are provided by Article 3 for a steam ship under way, with the exception of the white light, which she shall never carry.

Art. 7. Whenever, as in the case of small vessels during bad weather, the green and red side lights cannot be fixed, these lights shall be kept on deck, on their respective sides of the vessel, ready for use; and shall, on the approach of or to other vessels, be exhibited on their respective sides in sufficient time to prevent collision, in such manner as to make them most visible, and so that the green light shall not be seen on the port side nor the red light on the starboard side.

To make the use of these portable lights more certain and easy, the lanterns containing them shall each be painted outside with the color of the light they respectively contain, and shall be provided with proper screens.

Art. 8. A ship, whether a steam ship or a sailing ship, when at anchor, shall carry, where it can best be seen, but at a height not exceeding 20 feet above the hull, a white light, in a globular lantern of not less than eight inches in diameter, and so constructed as to show a clear uniform and unbroken light, visible all round the horizon, at a distance of at least one mile.

Art. 9. A pilot vessel, when engaged on her station on pilotage duty, shall not carry the lights required for other vessels, but shall carry a white light at the masthead, visible all round the horizon, and shall also exhibit a flare-up light or flare-up lights at short intervals, which shall never exceed fifteen minutes.

A pilot vessel, when not engaged on her station on pilotage duty, shall carry lights similar to those of other ships.

Art. 10. (a.) Open fishing boats and other open boats when under way shall not be obliged to carry the side lights required for other vessels; but every such boat shall in lieu thereof have ready at hand a lantern with a green glass on the one side and a red glass on the other side; and on the approach of or to other vessels, such lantern shall be exhibited in sufficient time to prevent collision, so that the green light shall not be seen on the port side, nor the red light on the starboard side.

(b.) A fishing vessel, and an open boat, when at anchor, shall exhibit a bright white light.

(c.) A fishing vessel, when employed in drift net fishing, shall carry on one of her masts two red lights in a vertical line one over the other, not less than three feet apart.

(d.) A trawler at work shall carry on one of her masts two lights in a vertical line one over the other, not less than three feet apart, the upper light red and the lower green, and shall also either carry the side lights required for other vessels, or, if the side lights cannot be carried, have ready at hand the colored lights as provided in Article 7, or a lantern with a red and a green glass as described in paragraph (a) of this Article.

(e.) Fishing vessels and open boats shall not be prevented from using a flare-up in addition, if they desire to do so.

(f.) The lights mentioned in this Article are substituted for those mentioned in the 12th, 13th, and 14th Articles of the Convention between France and England scheduled to the British Sea Fisheries Act, 1868.

(g.) All lights required by this Article, except side lights, shall be in globular lanterns so constructed as to show all round the horizon.

Art. 11. A ship which is being overtaken by another shall show from her stern to such last-mentioned ship a white light or a flare-up light.

Sound Signals for Fog, &c.

Art. 12. A steam ship shall be provided with a steam whistle or other efficient steam sound signal, so placed that the sound may not be intercepted by any obstructions, and with an efficient fog horn to be sounded by a bellows or other mechanical means, and also with an efficient bell. A sailing ship shall be provided with a similar fog horn and bell.

In fog, mist, or falling snow, whether by day or night, the signals described in this Article shall be used as follows; that is to say,

(a.) A steam ship under way shall make with her steam whistle, or other steam sound signal, at intervals of not more than two minutes, a prolonged blast.

(b.) A sailing ship under way shall make with her fog horn, at intervals of not more than two minutes, when on the starboard tack one blast, when on the port tack two blasts in succession, and when with the wind abaft the beam three blasts in succession.

(c.) A steam ship and a sailing ship, when not under way shall, at intervals of not more than two minutes, ring the bell.

Speed of Ships to be moderate in Fog, &c.

Art. 13. Every ship, whether a sailing ship or steam ship, shall in a fog, mist, or falling snow, go at a moderate speed.

Steering and Sailing Rules.

Art. 14. When two sailing ships are approaching one another, so as to involve risk of collision, one of them shall keep out of the way of the other, as follows, viz. :—

(a.) A ship which is running free shall keep out of the way of a ship which is close-hauled.

(b.) A ship which is close-hauled on the port tack shall keep out of the way of a ship which is close-hauled on the starboard tack.

(c.) When both are running free with the wind on different sides, the ship which has the wind on the port side shall keep out of the way of the other.

(d.) When both are running free with the wind on the same side, the ship which is to windward shall keep out of the way of the ship which is to leeward.

(e.) A ship which has the wind aft shall keep out of the way of the other ship.

Art. 15. If two ships under steam are meeting end on, or nearly end on, so as to involve risk of collision, each shall alter her course to starboard, so that each may pass on the port side of the other.

This article only applies to cases where ships are meeting end on, or nearly end on, in such a manner as to involve risk of collision, and does not apply to two ships which must, if both keep on their respective courses, pass clear of each other.

The only cases to which it does apply are, when each of the two ships is end on, or nearly end on, to the other; in other words, to cases in which, by day, each ship sees the masts of the other in a line, or nearly in a line, with her own; and by night, to cases in which each ship is in such a position as to see both the side lights of the other.

It does not apply by day, to cases in which a ship sees another ahead crossing her own course; or by night, to cases where the red light of one ship is opposed to the red light of the other, or where the green light of one ship is opposed to the green light of the other, or where a red light without a green light, or a green light without a red light, is seen ahead, or where both green and red lights are seen anywhere but ahead.

Art. 16. If two ships under steam are crossing, so as to involve risk of collision, the ship which has the other on her own starboard side shall keep out of the way of the other.

Art. 17. If two ships, one of which is a sailing ship, and the other a steam ship, are proceeding in such directions as to involve risk of collision, the steam ship shall keep out of the way of the sailing ship.

Art. 18. Every steam ship, when approaching another ship, so as to involve risk of collision, shall slacken her speed or stop and reverse, if necessary.

Art. 19. In taking any course authorised or required by these Regulations, a steam ship under way may indicate that course to any other ship which she has in sight by the following signals on her steam whistle, viz. :—

One short blast to mean "I am directing my course to starboard."

Two short blasts to mean "I am directing my course to port."

Three short blasts to mean "I am going full speed astern."

The use of these signals is optional; but if they are used, the course of the ship must be in accordance with the signal made.

Art. 20. Notwithstanding anything contained in any preceding Article, every ship, whether a sailing ship or a steam ship, overtaking any other shall keep out of the way of the overtaken ship.

Art. 21. In narrow channels every steam ship shall, when it is safe and practicable, keep to that side of the fairway or mid-channel which lies on the starboard side of such ship.

Art. 22. Where by the above rules one of two ships is to keep out of the way, the other shall keep her course.

Art. 23. In obeying and construing these rules due regard shall be had to all dangers of navigation; and to any special circumstances which may render a departure from the above rules necessary in order to avoid immediate danger.

No Ship, under any Circumstances, to neglect proper Precautions.

Art. 24. Nothing in these rules shall exonerate any ship, or the owner, or master, or crew thereof, from the consequences of any neglect to carry lights or signals, or of any neglect to keep a proper look-out, or of the neglect of any precaution which may be required by the ordinary practice of seamen, or by the special circumstances of the case.

Reservation of Rules for Harbours and Inland Navigation.

Art. 25. Nothing in these rules shall interfere with the operation of a special rule, duly made by local authority,

relative to the navigation of any harbour, river, or inland navigation.

Special Lights for Squadrons and Convoys.

Art. 26. Nothing in these rules shall interfere with the operation of any special rules made by the Government of any nation with respect to additional station and signal lights for two or more ships of war or for ships sailing under convoy.

SECOND SCHEDULE.

Austria-Hungary.	Italy.
Belgium.	Netherlands.
Chili.	Norway.
Denmark.	Portugal.
France.	Russia.
Germany.	Spain.
Great Britain.	Sweden.
Greece.	United States.

No. 686.—C.S.O.

*Colonial Secretary's Office,
Perth, 11th September, 1880.*

HIS Excellency the Governor directs the publication of the following Despatch, with enclosure, for general information.

By His Excellency's Command,
GEO. PHILLIPS,
Acting Colonial Secretary.

CIRCULAR No. 1.

SIR,

Downing Street, 22nd July, 1880.

I have the honor to transmit to you, for the information of your Government, a copy of a Treaty of Friendship and Commerce, dated the 7th of February, 1880, which has been entered into between this Country and Serbia, together with a copy of a Despatch from the British Minister at Belgrade, notifying that Belgrade and Vrania have been designated by the Government of Serbia as the places where Goods liable to *ad valorem* duties are to be imported.

The Officer Administering the Government
of Western Australia.

I have, &c.,
KIMBERLEY.

TREATY OF FRIENDSHIP AND COMMERCE BETWEEN HER MAJESTY
AND THE PRINCE OF SERVIA.

*Signed at Nisch, 7th February,
26th January, 1880.*

[Ratifications exchanged at Belgrade, May 18, 1880.]

HER Majesty the Queen of the United Kingdom of Great Britain and Ireland, and His Highness the Prince of Serbia, being desirous of placing on a satisfactory footing the commercial relations between the two States, have, with this object, determined to conclude a treaty of Friendship and Commerce, and they have accordingly appointed their respective Plenipotentiaries, that is to say:—

Her Majesty the Queen of the United Kingdom of Great Britain and Ireland, Gerard Francis Gould, Esquire, Her Majesty's Minister Resident at the Court of Serbia, &c., &c., &c.;

And His Highness the Prince of Serbia, M. Jean Ristitch, Grand Cross of his Order of Takovo, &c., President of his Council of Ministers, and his Minister for Foreign Affairs;

Who after having communicated to each other their respective full powers, found in good and due form, have agreed upon and concluded the following Articles:—

ARTICLE I.

British subjects who reside temporarily or permanently in Serbia, and Servian subjects who reside temporarily or permanently in the territories, including the Colonies and foreign possessions, of Her Britannic Majesty, shall enjoy therein, with respect to residence and the exercise of commerce and trade, the same rights as, and shall not be subject to any higher or other imposts or taxes, whether general, municipal, or local, than natives, or the subjects of any other country the most favoured in this respect by either of the Contracting Parties.

British subjects in Serbia, and Servian subjects in the territories, including the Colonies and foreign possessions, of Her Britannic Majesty, shall enjoy

the same treatment as natives, or as is now granted, or may hereafter be granted, to the subjects of any other country the most favoured in this respect, with regard to the acquisition, the holding, and the disposal of property, and all charges on it, with regard to access to Courts of Law and in the prosecution and defence of their rights, and in regard to domiciliary visits to their dwellings, manufactories, warehouses or shops.

They shall be exempted from billeting, and from all compulsory military service, whether in the army, navy, national guard, or militia. They shall be likewise exempted from all contributions, whether pecuniary or in kind, imposed as a compensation for billeting and for personal service; and, finally, from forced loans and military exactions or requisitions, as well as from all judicial or municipal functions whatever.

ARTICLE II.

The produce and manufactures of, as well as all goods coming from, the territories, including the Colonies and foreign possessions, of Her Britannic Majesty, which are imported into Serbia, and the produce and manufactures of, as well as all goods coming from, Serbia which are imported into the territories, including the Colonies and foreign possessions, of Her Britannic Majesty, whether intended for consumption, warehousing, re-exportation, or transit, shall be treated in the same manner as, and, in particular, shall be subjected to no higher or other duties, whether general, municipal, or local, than the produce, manufactures, and goods of any third country the most favoured in this respect, except as regards such special facilities as have been, or may hereafter be, conceded on the part of Serbia to the neighboring States, with respect to the local traffic between their conterminous frontier districts. No

other or higher duties shall be levied in Servia on the exportation of any goods to the territories, including the Colonies and foreign possessions, of Her Britannic Majesty, or in the territories, including the Colonies and foreign possessions, of Her Britannic Majesty, on the exportation of any goods to Servia than may be levied on the exportation of the like goods to any third country the most favoured in this respect.

Neither of the Contracting Parties shall establish a prohibition of importation, exportation, or transit against the other, which shall not, under like circumstances, be applicable to any third country the most favoured in this respect.

In like manner in all that relates to local dues, customs formalities, brokerage, patterns, or samples introduced by commercial travellers, and all other matters connected with trade, British subjects in Servia, and Servian subjects in the territories, including the Colonies and foreign possessions, of Her Britannic Majesty, shall enjoy most-favoured-nation treatment.

ARTICLE III.

The undermentioned goods the produce or manufacture of the United Kingdom of Great Britain and Ireland, and the like goods the produce or manufacture of British Colonies and foreign possessions, shall, subject to the stipulations contained in Articles II and VIII of the present Treaty, pay on importation into Servia duty not exceeding 8 per cent. *ad valorem*, viz. :—

Metals and metal manufactures, whether of one metal or different metals in combination;

Tools and cutlery of all kinds;

Machines and machinery, and detached parts thereof;

Agricultural implements and machinery;

Yarns, threads, and textile manufactures of all descriptions;

Pottery and porcelain wares, and refined mineral oils.

Other Goods, the produce or manufacture of the United Kingdom of Great Britain and Ireland, and British Colonies and foreign possessions, shall pay, as the case may be, the specific duties in the Servian General or Conventional Tariff, or an *ad valorem* duty of 10 per cent., at the option of the importer.

ARTICLE IV.

British goods imported into Servia shall not be subject to any other or higher local or other surcharges on customs duties than those which are now levied, namely :—

1. 20 centimes per 100 kilogrammes for portorage where Custom-house porters are employed;
2. 8 centimes per 100 kilogrammes for weighing;
3. 10 centimes per 100 kilogrammes for paving;
4. 5 centimes per 100 kilogrammes for warehousing. This duty shall be 10 centimes per 100 kilogrammes on explosive or combustible goods.

It is further agreed that any reduction in these surcharges which may be granted to the produce or manufactures of any third Power shall be at once extended to the like articles of British produce or manufacture.

ARTICLE V.

The duties *ad valorem* levied in Servia on goods the produce or manufacture of the territories, including the Colonies and foreign possessions, of Her Britannic Majesty, shall be calculated on the value at the place of production or fabrication of the object imported, with the addition of the cost of transport, insurance, and commission necessary for the importation into Servia as far as the port of discharge or place of entry.

For the levying of these duties the importer shall make a written declaration at the custom-house stating the value and description of the goods imported. If the custom-house authorities shall be of opinion that the declared value is insufficient, they shall be at liberty to take the goods on paying to the importer the price declared, namely, the value at the place of production or fabrication of the object imported, with the addition of the cost of transport,

insurance, and commission necessary for the importation into Servia as far as the port of discharge or place of entry, with an addition of 5 per cent.

This payment, together with the restitution of any duty which may have been levied upon such goods, shall be made within the fifteen days following the declaration.

Goods unaccompanied by the above-mentioned declaration shall not be entitled to the benefit of paying the *ad valorem* duties stipulated in the present Treaty, but shall be subjected to the specific or other duties charged in the Servian General or Conventional Tariff.

ARTICLE VI.

The Servian Government reserves to itself the right, after an understanding with Her Majesty's Legation, to limit to certain places the custom-houses through which goods charged *ad valorem* may enter Servia.

The Servian Government likewise reserves to itself the right to require that the importer shall produce together with his declaration of value on the entry of the goods into Servia, one or other, at his option, of the following documents, namely :—

- (1.) A declaration of value made before a magistrate at the place of production or manufacture;
- (2.) A certificate of value from the Chamber of Commerce at the place; or
- (3.) A declaration of value made before the nearest Servian Consul. The fee of such Consul on certifying this declaration shall not exceed five shillings.

ARTICLE VII.

If one of the Contracting Parties shall impose an excise tax, that is to say, an inland duty, upon any article of home production or manufacture, an equivalent compensatory duty may be imposed on articles of the same description on their importation from the territories of the other Power, provided that the said equivalent duty is levied on like articles on their importation from all foreign countries.

In the event of the reduction or suppression of excise taxes, that is to say, inland duties, a corresponding reduction or suppression shall at the same time be made in the equivalent compensatory duty on manufactures of British or Servian origin, as the case may be.

ARTICLE VIII.

Every reduction in the Tariff of import and export duties, as well as every favor or immunity which has been or may hereafter be granted by one of the Contracting Parties to the subjects or commerce of a third Power, shall be granted simultaneously and unconditionally to the other, except as regards such special facilities as have been, or may hereafter be conceded on the part of Servia to the neighboring States, with respect to the local traffic between their continuous frontier districts.

ARTICLE IX.

British subjects in Servia and Servian subjects in the territories, including the Colonies and foreign possessions, of Her Britannic Majesty, shall enjoy the same rights as natives, or as are now granted, or may hereafter be granted, to the subjects of any third Power the most favoured in this respect in everything relating to the property in trade marks and trade labels or tickets, as well as in patterns and designs for manufacturers. It is understood that any person who desires to obtain the aforesaid protection must fulfil the formalities required by the laws of the respective countries.

ARTICLE X.

Each of the Contracting Parties may appoint Consuls-General, Consuls, Vice-Consuls, Pro-Consuls, and Consular Agents to reside respectively in towns and ports in the territories of the other Power. Such Consular officers, however, shall not enter upon their functions until after they shall have been approved and admitted in the usual form by the Government to which they are sent. They shall exercise whatever functions, and enjoy whatever privileges, exemptions, and immunities are, or may hereafter be, granted there to Consular officers of the most favoured nation.

ARTICLE XI.

It is agreed that, as regards freights and all other facilities, British goods conveyed over Servian railways, and Servian goods conveyed over British railways, shall be treated in exactly the same manner as the goods of any other nation the most favoured in that respect.

ARTICLE XII.

British ships and their cargoes shall, in Servia, and Servian vessels and their cargoes shall, in the territories, including the Colonies and foreign possessions, of Her Britannic Majesty, from whatever place arriving, and whatever may be the place of origin or destination of their cargoes be treated in every respect as national ships and their cargoes.

The preceding stipulation applies to local treatment, dues, and charges in the ports, basins, docks, roadsteads, harbours, and rivers of the two countries, pilotage, and generally to all matters connected with navigation.

Every favour or exemption in these respects, or any other privilege in matters of navigation which either of the Contracting Parties shall grant to a third Power, shall be extended immediately and unconditionally to the other party.

All vessels which, according to British law, are to be deemed British vessels, and all vessels which according to Servian law, are to be deemed Servian vessels, shall, for the purposes of this Treaty, be respectively deemed British or Servian vessels.

ARTICLE XIII.

In consideration of the present Treaty, and as contemplated by the xxxviii Article of the Treaty concluded at Berlin on the 13th July, 1878, Her Majesty the Queen of the United Kingdom of Great Britain and Ireland consents to surrender the privileges and

immunities hitherto enjoyed by her subjects in Servia, in virtue of the Capitulations between Great Britain and the Ottoman Empire as agreed upon, augmented, and altered at different periods, and finally confirmed by the Treaty of Peace concluded at the Dardanelles on the 5th January, 1809.

Provided always, and it is hereby expressly agreed, that the said Capitulations shall, as regards all judicial matters, except those affecting real estate in Servia, remain in full force as far as they concern the mutual relations between British subjects and the subjects of those other Powers, which, having a right to the privileges and immunities accorded by the aforesaid Capitulations, shall not have surrendered them.

ARTICLE XIV.

The present Treaty shall be ratified, and the ratifications exchanged at Belgrade as soon as possible after it shall have been approved by the Servian National Assembly. It shall come into force immediately after the exchange of the ratifications, and shall remain in force for ten years from that date. In case neither of the two Contracting Parties shall have given notice, twelve months before the expiration of the said period of ten years, of their intention of terminating the present Treaty, it shall remain in force until the expiration of one year from the day on which either of the Contracting Parties shall have given such notice.

In witness whereof the Plenipotentiaries have signed the present Treaty, and have affixed thereto their seals.

Executed in duplicate at Nisch, the 7th February,
20th January, 1880.

(L.S.) G. F. GOULD.

(L.S.) J. RISTITCH.

Department of Public Works,

Perth, 10th September, 1880.

TENDERS (endorsed "Tender for erection of Store, &c., at Mount Eliza Depot,") will be received at this Office until noon of Thursday, the 30th September, from persons willing to erect a store, closets, &c., at Invalid Depot, Mount Eliza.

Plans and Specifications may be seen and full particulars obtained on application at the Office of the Department of Public Works.

Tenders to state the shortest time in which the work will be completed.

The Government do not bind themselves to accept the lowest or any tender, and will require a guarantee of two responsible persons for the due performance of the Contract.

Forms of Tender may be had on application to the various Resident Magistrates, and at the Public Works' Office, Perth; and no tender will be entertained unless rendered on the prescribed form.

JAS. H. THOMAS,

Director of Public Works.

Department of Public Works,

Perth, 10th September, 1880.

TENDERS (endorsed "Tender for Passenger Station, Fremantle,") will be received at this Office until noon of Thursday, the 30th September, from persons willing to erect a Passenger Station at Fremantle.

Plans and Specification may be seen and full particulars obtained on application at the Office of the Resident Magistrate, Fremantle, and at the Office of the Department of Public Works, Perth.

Tenders to state the shortest time in which the works will be completed.

The Government do not bind themselves to accept the lowest or any tender, and will require the guarantee of two responsible persons for the due performance of the contract.

Forms of Tender may be had on application to the various Resident Magistrates, and at the Public Works' Office, Perth; and no tender will be entertained unless rendered on the prescribed form.

JAS. H. THOMAS,

Commissioner of Railways.

Department of Public Works,

Perth, 10th September, 1880.

TENDERS (endorsed "Tender for Railway Workshops and Engine Shed, Fremantle,") will be received at this Office until noon of Thursday, the 30th September, from persons willing to erect the Railway Workshops and Engine Shed at Fremantle.

Plans and Specification may be seen and full particulars obtained on application at the Resident Magistrate's Office, Fremantle, and at the Public Works' Office, Perth.

Tenders to state the shortest time in which the works will be completed.

The Government do not bind themselves to accept the lowest or any tender, and will require the guarantee of two responsible persons for the due performance of the Contract.

Forms of Tender may be had on application to the various Resident Magistrates, and at the Public Works' Office, Perth; and no Tender will be entertained unless rendered on the prescribed form.

JAS. H. THOMAS,

Commissioner of Railways.

Department of Public Works,
Perth, 2nd September, 1880.

NO eligible ones having been received, fresh Tenders (endorsed "Tender for various services at York") will be received at this Office until noon of Monday, the 20th September, from persons willing to erect a Day Room, Yard Walls, and sundry other services at the York Gaol and Police Station.

Tenders to state the shortest time in which the works will be performed.

Plans and Specification may be seen and full particulars obtained on application at the Police Office, York, and at the Public Works' Department, Perth.

The Government do not bind themselves to accept the lowest or any tender, and will require the guarantee of two responsible persons for the due performance of the Contract.

Forms of Tender may be had on application to the various Resident Magistrates, and at the Public Works' Office, Perth; and no tender will be entertained unless rendered on the prescribed form.

JAS. H. THOMAS,
Director of Public Works.

Department of Public Works,
Perth, 2nd September, 1880.

NO eligible ones having been received, fresh Tenders (endorsed "Tender for Additions, York School") will be received at this Office until noon of Monday, the 20th September, from persons willing to erect an additional room at the York Infants' School.

Tenders to state the shortest time in which the work will be completed.

Plans and Specification may be seen and full particulars obtained on application at the Public Works' Office, Perth, and at the Police Office, York.

The Government do not bind themselves to accept the lowest or any tender, and will require the guarantee of two responsible persons for the due performance of the Contract.

Forms of Tender may be had on application to the various Resident Magistrates, and at the Public Works' Office, Perth; and no tender will be entertained unless rendered on the prescribed form.

JAS. H. THOMAS,
Director of Public Works.

Comptroller's Office,
Fremantle, 11th September, 1880.

A CERTIFICATE of Freedom has been issued to the undermentioned convict, whose sentence has expired:—

Reg. No. 10212 Peter Leigh

A CONDITIONAL Release has been issued to the undermentioned Convict:—

Reg. No. 10101 Francis Mason

HIS Excellency the Governor has been pleased to revoke the Ticket-of-Leave of the undermentioned Convict:—

Reg. No. 6446 James Slim

JOHN FORREST,
Acting Comptroller.

No. 684.—C.S.O.

Colonial Secretary's Office,
Perth, 9th September, 1880.

HIS Excellency the Governor directs the publication of the following Telegram received from the Netherlands Consul General at Melbourne.

By His Excellency's Command,
GEO. PHILLIPS,
Acting Colonial Secretary.

Colonial Secretary, West. Australia.

Earthquake destroyed Light, Java First Point.
Give notice.

(Sd.) DANL. PLOOS VAN AMSTEL,
Consul General of the Netherlands.
12.20 p.m.
9th September, 1880.

Crown Lands' Office,
Perth, 7th September, 1880.

RETURN of Applications for Leases and Licenses of Crown Lands approved during August, 1880:—

No.	Applicant.	Class.	Acres.	Rent.
AVON.				
1815	R. Newport	S.O.Lic.	100	£ s. d. 5 0 0
1816	A. Duperouzal	"	111	5 11 0
1817	John Box	"	100	5 0 0
1820	Geo. Watkins... ..	"	100	5 0 0
COCKBURN SOUND.				
1833	Alfred Butcher	"	100	5 0 0
A 4777	James Bell	I	3000	3 0 0
KOJONUP.				
1147	Thomas Phillips	S.O. Lea.	110	5 10 0
MELBOURNE.				
A 4912	G. B. Clarke	1	3000	3 0 0
MURRAY.				
1834	D. S. & G. W. Murray	S.O. Lic.	100	5 0 0
NELSON.				
A 3609	Edward Brockman	1	5000	5 0 0
" 4803	John Hassell	"	17000	17 0 0
" 4498	Edward Brockman	"	3000	3 0 0
" 4830	John Bishop	"	3000	3 0 0
" 4871	C. F. Roberts... ..	"	5000	5 0 0
" 4875	John Mottram	"	8000	8 0 0
NORTH.				
N 1783	Quailborough Squatting Company	2	20000	5 0 0
" 1784	Do.	"	20000	5 0 0
" 1785	Do.	"	20000	5 0 0
" 1794	Do.	"	20000	5 0 0
I 7	R. Gibbons	Id.	...	1 15 0
SUSSEX.				
A 4962	Wm. Ellis	1	3000	3 0 0
" 4372	James Forrest	"	3000	3 0 0
" 4800	Thos. Brennan	"	3000	3 0 0
" 4801	Thos. Waterhouse	"	4000	4 0 0
VICTORIA.				
1794	W. Nancarrow	S.O. Lic.	100	5 0 0
1795	Do.	"	100	5 0 0
1797	W. J. Osborne	"	100	5 0 0
A 4831	E. & F. Wittenoom	2	30000	7 10 0
" 4832	Sampson Sewell	"	20000	5 0 0
" 4835	Thos. Burges	I	3000	3 0 0
" 4836	John Eakins	"	4000	4 0 0
" 4837	Do.	"	3000	3 0 0
" 4838	Do.	"	4000	4 0 0
" 4839	L. F. Ridley	"	1850	1 17 0
" 4849	Eastern Stock Compy.	2	20000	5 0 0
" 4881	William Rosser	1	3000	3 0 0
" 4883	William Nancarrow... ..	"	4000	4 0 0
" 4885	Pascoe & Campbell	"	3000	3 0 0
" 4886	Do.	"	3000	3 0 0
" 4887	Do.	"	3000	3 0 0
" 4888	Do.	"	3000	3 0 0
" 4889	Do.	"	3000	3 0 0
" 4892	L. F. Ridley & Co.	"	3475	3 10 0
M 13	William Jose	M.L.	20	5 0 0
WELLINGTON.				
A 4902	William Marsh	1	3000	3 0 0
" 4903	W. J. Clarke	"	7000	7 0 0
1808	J. H. Forrest	S.O. Lic.	190	9 10 0

JOHN FORREST,
Acting for the Commissioner of Crown Lands.

WESTERN AUSTRALIA.

Mail Time Table during the Months of
SEPTEMBER-OCTOBER, 1880.

FOR THE AUSTRALIAN COLONIES, &c.										FOR EUROPE, INDIA, CHINA, &c.					
Overland.				Per Otway.			Overland.			Per Rob Roy.			Per Rob Roy.		
CLOSE AT	DAY.	DATE.	TIME.	DAY.	DATE.	TIME.	DAY.	DATE.	TIME.	DAY.	DATE.	TIME.	DAY.	DATE.	TIME.
Perth	Sat.	Sept. 25	10 a.m.	Wed.	Sept. 29	11 a.m.	Sat.	Oct. 9	10 a.m.	Sat.	Sept. 18	11 a.m.	Mon.	Oct. 4	11 a.m.
Fremantle	Sat.	Sept. 25	8 a.m.	Wed.	Sept. 29	1 p.m.	Sat.	Oct. 9	8 a.m.	Sat.	Sept. 18	1 p.m.	Mon.	Oct. 4	1 p.m.
Guildford	Sat.	Sept. 25	8 a.m.	Wed.	Sept. 29	8 a.m.	Sat.	Oct. 9	8 a.m.	Sat.	Sept. 18	8 a.m.	Mon.	Oct. 4	8 a.m.
York	Wed.	Sept. 22	9:30 a.m.	Sat.	Sept. 25	9:30 a.m.	Wed.	Oct. 6	9:30 a.m.	Wed.	Sept. 15	9:30 a.m.	Sat.	Oct. 2	9:30 a.m.
Northam	Wed.	Sept. 22	6:30 a.m.	Sat.	Sept. 25	6:30 a.m.	Wed.	Oct. 6	6:30 a.m.	Wed.	Sept. 15	6:30 a.m.	Sat.	Oct. 2	6:30 a.m.
Newcastle	Wed.	Sept. 22	10 a.m.	Sat.	Sept. 25	10 a.m.	Wed.	Oct. 6	10 a.m.	Wed.	Sept. 15	10 a.m.	Sat.	Oct. 2	10 a.m.
Canning	Friday	Sept. 24	2 p.m.	Tuesday	Sept. 28	2 p.m.	Friday	Oct. 8	2 p.m.	Friday	Sept. 17	2 p.m.	Friday	Oct. 1	2 p.m.
Pinjarra	Friday	Sept. 24	6 a.m.	Tuesday	Sept. 28	6 a.m.	Friday	Oct. 8	6 a.m.	Friday	Sept. 17	6 a.m.	Friday	Oct. 1	6 a.m.
Bunbury	Thur.	Sept. 23	1 p.m.	Wed.	Sept. 29	9 p.m.	Thur.	Oct. 7	1 p.m.	Sat.	Sept. 18	9 p.m.	Mon.	Oct. 4	9 p.m.
Vasse	Thur.	Sept. 23	6 a.m.	Wed.	Sept. 29	10 p.m.	Thur.	Oct. 7	6 a.m.	Sat.	Sept. 18	10 p.m.	Mon.	Oct. 4	10 p.m.
Victoria Plains	Sat.	Sept. 18	8 p.m.	Sat.	Sept. 25	8 p.m.	Sat.	Oct. 2	8 p.m.	Sat.	Sept. 11	8 p.m.	Sat.	Oct. 2	8 p.m.
Gingin	Sunday	Sept. 19	3 p.m.	Sunday	Sept. 26	3 p.m.	Sunday	Oct. 3	3 p.m.	Sunday	Sept. 12	3 p.m.	Sunday	Oct. 3	3 p.m.
Dongarra	Thur.	Sept. 16	9 a.m.	Thur.	Sept. 23	9 a.m.	Thur.	Sept. 30	9 a.m.	Thur.	Sept. 9	9 a.m.	Thur.	Sept. 30	9 a.m.
Greenough	Wed.	Sept. 15	6 p.m.	Wed.	Sept. 22	6 p.m.	Wed.	Sept. 29	6 p.m.	Wed.	Sept. 8	6 p.m.	Wed.	Sept. 29	6 p.m.
Champion Bay	Wed.	Sept. 15	3 p.m.	Wed.	Sept. 22	3 p.m.	Wed.	Sept. 29	3 p.m.	Thur.	Sept. 16	11 a.m.	Thur.	Sept. 30	1 p.m.
Northampton	Wed.	Sept. 15	11 a.m.	Wed.	Sept. 22	11 a.m.	Wed.	Sept. 29	11 a.m.	Wed.	Sept. 15	11 a.m.	Wed.	Sept. 29	11 a.m.
Bannister	Sat.	Sept. 25	...	...	...	...	Sat.	Oct. 9	...	...	...	...	Friday	Oct. 1	...
William River	Sunday	Sept. 26	...	...	...	...	Sunday	Oct. 10	...	...	...	...	Thur.	Sept. 30	...
Arthur River	Sunday	Sept. 26	...	...	...	...	Sunday	Oct. 10	...	...	...	...	Thur.	Sept. 30	...
Kojonup	Sunday	Sept. 26	...	...	...	...	Sunday	Oct. 10	...	...	...	...	Thur.	Sept. 30	...
Mt. Barker	Mon.	Sept. 27	...	...	...	...	Mon.	Oct. 11	...	...	...	...	Wed.	Sept. 29	...

MAILS FROM EUROPE, &c.		MAILS FROM COLONIES, &c.			
Due at K.G. Sound.	Expected at G.P.O.	Leave Melbourne.	Leave Adelaide.	Due at K.G. Sound.	Expected at G.P.O.
Wednesday, Sept. 29th	Saturday, Oct. 2nd	"OTWAY:" Saturday, Sept. 11th	Wednesday, Sept. 15th	Tuesday, Sept. 21st	Saturday, Sept. 25th
Wednesday, Oct. 13th	Saturday, Oct. 16th	"P. & O. STEAMER:" Wednesday, Sept. 15th Friday, Oct. 1st	Friday, Sept. 17th Sunday, October 3rd	Tuesday, Sept. 21st Thursday, Oct. 7th	Saturday, Sept. 25th Sunday, Oct. 10th

MOVEMENTS of the S. S. "ROB ROY" between GERALDTON and ALBANY:

Leave Champion Bay.	Arrive Fremantle.	Leave Fremantle.	Arrive Bunbury.	Arrive Vasse.	Arrive Albany.	Leave Albany.	Arrive Vasse.	Arrive Bunbury.	Arrive Fremantle.	Leave Fremantle.	Arrive Champion Bay.
Sept. 16 ...	Sept. 17 ...	Sept. 18 ...	Sept. 19 ...	Sept. 19 ...	Sept. 20 ...	Sept. 24 ...	Sept. 25 ...	Sept. 25 ...	Sept. 26 ...	Sept. 28 ...	Sept. 29
Sept. 30 ...	Oct. 1 ...	Oct. 4 ...	Oct. 5 ...	Oct. 5 ...	Oct. 6 ...	Oct. 8 ...	Oct. 9 ...	Oct. 9 ...	Oct. 10 ...	Oct. 12 ...	Oct. 13

The "Otway" also leaves Albany on 24th September direct for Fremantle.

The Correspondence by these Mails will be despatched to District P.Os. for distribution by first opportunity after receipt.

The English Mails to be despatched on the 18th September and 4th October will be due in London on the 28th October and 11th November, respectively.

LETTERS for Registration will be received up to one hour before the time of closing the Mails.

LATE LETTERS, on payment of postage and a fee of 6d., may be posted half-an-hour after the time appointed for closing the Mails.

NEWSPAPERS and Book Packets must be posted one hour before the time of closing the Mails, otherwise they will not be forwarded until the next Mail.

MONEY ORDERS can be obtained at the G.P.O. as under:

On the Australian Colonies, &c., up to Friday, September 24th, at 11 a.m.
Do. Tuesday, September 28th, at 11 a.m.
Do. Friday, October 8th, at 11 a.m.

On the United Kingdom, up to Friday, September 17th, at 11 a.m.
Do. Saturday, October 2nd, at 11 a.m.

A. HELMICH,

Postmaster General
and General Superintendent of Telegraphs.

General Post Office, Perth, }
4th September, 1880. }

