

- (iv) the amount, number and date of issue of any money order or postal order enclosed be supplied to the Postmaster-General when required ;
- (v) particulars sufficient to identify the document be supplied to the Postmaster-General in the case of any bill of exchange, bond, coupon, or other order or authority for the payment of money or security for money enclosed in the letter.

16. No compensation will be given for mere damage to the contents of any postal packet not involving loss or partial loss of the contents thereof.

17. In no case shall compensation be given where it appears that the loss has arisen from any neglect or omission on the part of the sender.

18. Compensation shall in no case exceed the value of the postal packet or any portion of the contents thereof which may be lost. No compensation shall be given for injury or damage consequent upon the loss, damage, delay, non-delivery or mis-delivery of any registered packet sent by post.

19. The Postmaster-General may re-instate or make good in kind the contents of any lost postal packet instead of giving pecuniary compensation for loss.

20. Where compensation has been given in respect of any postal packet and such packet subsequently comes into the hands of the Postmaster-General he may retain or dispose of the same as he may deem fit.

21. The Postmaster-General may if he thinks fit refuse to give compensation for loss on any ground on which a mail carrier might, in like case, claim exemption from legal liability.

22. The receipt given to the sender at the time of registration of any postal packet in connection with the loss of which application is made for compensation shall be produced by the applicant whenever required by the Postmaster-General.

23. Every application for compensation in respect of a postal packet the contents of which are alleged to have been lost during transmission through the post shall be accompanied by the envelope or cover of such packet in as nearly as possible the condition in which it was delivered by the Department.

24. Under no circumstances shall an application for compensation be entertained if made after the expiration of one year from the date of posting of the relative postal packet, and the decision of the Postmaster-General on all questions of compensation shall be final.

Made at Nicosia, this 30th day of October, 1942.

(M.P. 752/42.)

No. 444.

#### THE DEFENCE REGULATIONS, 1940 TO (No. 8) 1942.

ORDER MADE BY THE SUPERINTENDENT OF THE PORT OF FAMAGUSTA.

In exercise of the powers vested in the Governor by regulation 45 of the Defence Regulations, 1940 to (No. 8) 1942, which were duly delegated to me by the Order of the Governor dated the 22nd December, 1941, and published in Supplement No. 3 to the *Gazette* of the 31st December, 1941, under Notification No. 323, I, Archibald Benson Cavaghan, Superintendent of the Port of Famagusta, do hereby make the following order :—

1. This Order may be cited as the Port of Famagusta (Public Traffic) (Amendment) Regulations, 1942, and shall be read as one with the regulations published in Supplement No. 3 to the *Gazette* of the 15th

January, 1942, under Notification No. 5 (hereinafter referred to as "the principal Regulations"), and the principal Regulations and these regulations may together be cited as the Port of Famagusta (Public Traffic) Regulations, 1941 and 1942.

2. The principal Regulations are hereby amended by the deletion therefrom of Part V Boom Defences and the substitution therefor of the following :—

**" PART V.—BOOM DEFENCES.**

*Boom signals regulating the entry and exit of vessels into and out of the inner harbour.*

33.—(a) An obstruction is placed across the Harbour entrance by day and night but it will be open from 10.00 hours to 12.00 hours for small craft traffic.

(b) Should the Boom be required to be opened for outgoing traffic at other times the Superintendent of the Port or the Sea Transport Officer is requested to inform the Duty Executive Officer who will make arrangements to open the Boom at the time requested.

(c) For the entry of small craft the Duty Executive Officer is empowered to open the Boom at any time during day-light hours to permit entry, the Boom being closed immediately afterwards.

(d) Naval-Officer-in-Charge will make the necessary arrangements for opening the Boom for His Majesty's Ships and Auxiliaries including Minesweeping craft.

(e) The following Boom Gate signals will be shown :—

*Gate open for Outgoing Traffic :—*

(a) By day. Black cone on signal mast (at Port War Signal Station).

(b) By night. One green light on signal mast.

*Gate open for Incoming Traffic :—*

(c) By day. Two black balls on signal mast.

(d) By night. Two red lights vertical on signal mast.

(f) When Boom is closed a Black and White Shape is hoisted on the signal mast."

Made this 29th day of October, 1942.

A. B. CAVAGHAN,

(M.P. 820/41.)

*Superintendent of the Port of Famagusta.*

No. 445.

**THE DEFENCE REGULATIONS, 1940 TO (No. 8) 1942.**

ORDER MADE BY THE COMPETENT AUTHORITY UNDER REGULATION 61.

In exercise of the powers vested in me by virtue of my appointment by the Governor as Competent Authority for the purposes of Regulation 61 of the Defence Regulations, 1940 to (No. 8) 1942, I hereby order as follows :—

1. This Order may be cited as the Control of Cattle and Meat (Liveweight and Carcass Weight Prices) (Amendment) Order, 1942, and shall be read as one with the Control of Cattle and Meat (Liveweight and Carcass Weight Prices) Order, 1942, (hereinafter referred to as "the principal Order") and the principal Order and this order may together be cited as the Control of Cattle and Meat (Liveweight and Carcass Weight Prices) Orders, 1942.

2. Clause 3 of the principal Order is hereby amended by the insertion immediately after the words "purchase" (line 3) of the words "for slaughter".

J. McDONALD,  
*Director of Agriculture,*  
*Competent Authority.*

*Gazette :*  
*Supplement*  
*No. 3 :*  
*15.10.1942*