



The Edinburgh Gazette

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TUESDAY, JUNE 22, 1915.

At the Court at Buckingham Palace, the 16th day of June 1915.

PRESENT,

The KING's Most Excellent Majesty in Council.

THIS day Edgar Algernon Robert Gascoyne-Cecil, Esquire, K.C., M.P., commonly called Lord Robert Cecil, The Right Honourable Thomas Wodehouse, Baron Newton, Francis Dyke Acland, Esquire, M.P., Harold Trevor Baker, Esquire, M.P., George Cave, Esquire, K.C., M.P., and Henry Edward Duke, Esquire, K.C., M.P., were, by His Majesty's command, sworn of His Majesty's Most Honourable Privy Council, and took their places at the Board accordingly.

ALMERIC FITZROY.

At the Court at Buckingham Palace, the 16th day of June 1915.

PRESENT,

The KING's Most Excellent Majesty in Council.

THIS day John Mackinnon Robertson, Esquire, M.P., was, by His Majesty's command, admitted, on affirmation, as a Member of His Majesty's Most Honourable Privy Council, and took his place at the Board accordingly.

ALMERIC FITZROY.

At the Court at Buckingham Palace, the 16th day of June 1915.

PRESENT,

The KING's Most Excellent Majesty in Council.

THIS day the Right Honourable David Lloyd George, M.P., was by His Majesty's command, sworn Minister of Munitions.

ALMERIC FITZROY.

At the Court at Buckingham Palace, the 16th day of June 1915.

PRESENT,

The KING's Most Excellent Majesty in Council.

WHEREAS by the Dockyard Ports Regulation Act, 1865, it is enacted that it shall be lawful for His Majesty in Council, from time to time, by Order in Council, to define the limits of a Dockyard Port for the purposes of that Act, and to make regulations in relation to any Dockyard Port for all or any of the purposes in the said Act particularly mentioned, and for such other purposes as from time to time seem necessary, with a view to the proper protection of His Majesty's vessels, dockyards, or property, or to the requirements of His Majesty's Naval Service:

And whereas by the same Act it is also enacted that in relation to any Dockyard Port it shall be lawful for His Majesty in Council, from time to time, by Order in Council, on the joint recommendation of the Admiralty and the Board of Trade, to make rules concerning the lights or signals to be carried or used, and the steps for avoiding collision to be taken by His Majesty's vessels and other vessels navigating the waters of the Port and of the approaches thereto:

And whereas in pursuance of the said Act certain regulations were made by Orders in Council, dated the 29th day of June 1888, and the 24th day of October 1911, and certain rules were made by Order in Council of the 9th day of February, 1914, with reference to the Dockyard Port of Chatham and Sheerness:

And whereas it appears expedient to repeal the said Orders in Council and regulations and rules, and to substitute therefor this Order and the regulations and rules contained in the First and Second Schedules hereto respectively, and to constitute the two Dockyard Ports of Chatham and Sheerness in lieu of the Dockyard Port of Chatham and Sheerness:

And whereas the provisions of Section 1 of the Rules Publication Act, 1893, have been complied with:

Now, therefore, His Majesty, by virtue of the powers in this behalf by the said Act or otherwise in Him vested, and, so far as regards the rules contained in the Second Schedule hereto, on the joint recommendation of the Admiralty and the Board of Trade, by and with the advice of His Privy Council, is pleased to order, and it is hereby ordered, as follows:—

PRELIMINARY.

1. This order shall take effect from one calendar month from the date hereof.

2. On this Order taking effect, the said Orders of the 29th June 1888, the 24th October 1911, and the 9th February 1914, shall cease to operate, and in lieu of the Dockyard Port of Chatham and Sheerness by those Orders defined or referred to there shall be defined by this Order, the Dockyard Port of Chatham, and the Dockyard Port of Sheerness, the limits whereof, respectively, are described in paragraph 4 hereof, and in lieu of the regulations and rules by those Orders or any of them made in relation to the said Dockyard Port of Chatham and Sheerness the regulations and rules set forth in the First and Second Schedules to this Order are hereby made and shall have effect in relation both to the Dockyard Port of Chatham and the Dockyard Port of Sheerness.

3. In this Order and in the Schedules hereto:—

The term "vessel" shall mean and include ship, boat, lighter and craft of every kind however propelled;

The term "steam vessel" shall include any vessel propelled by machinery;

The term "master" shall mean the person having command or charge of the vessel for the time being;

The term "King's Harbour Master" shall mean, as regards the Dockyard Port of Chatham, the person for the time being appointed to be King's Harbour Master for Chatham under the Dockyard Ports Regulation Act,

1865, and, as regards the Dockyard Port of Sheerness, the person for the time being appointed to be King's Harbour Master for Sheerness under the said Act.

The term "Dockyard Ports" shall mean the two Dockyard Ports of Chatham and Sheerness as they are respectively defined in paragraph 4 hereof.

DESCRIPTION OF LIMITS.

4. For the purposes of the said Act and of this Order and of the Schedules hereto—

(1) The limits of the Dockyard Port of Sheerness shall be as follows, namely, from the seaward limits hereinafter mentioned up the river Medway as far as a line drawn from the black beacon on Oakham Ness to the Birdcage beacon near King's Ferry Saltings on the opposite side of the river, including all bays, creeks, lakes, pools and rivers, as far as the tide flows, lying or outflowing between the seaward limits and the said line.

The seaward limits shall be as follows, namely, a straight line drawn North (true) for 500 yards from the London Stone, which is situated on the east side of Yantlet Creek; from thence a straight line drawn East (true) until Eastchurch Church bears South (true); and from thence a straight line drawn South (true) through Eastchurch Church to the high-water mark on the south side of the Swale.

(2) The limits of the Dockyard Port of Chatham shall be as follows, namely, from the line drawn as aforesaid from the black beacon on Oakham Ness to the Birdcage beacon aforesaid to the first lock situated between Aylesford Bridge and Allington Castle, including all bays, creeks, lakes, pools and rivers, as far as the tide flows, lying or outflowing between the line aforesaid and the said lock.

DELINEATION OF LIMITS.

5. On the chart accompanying this Order are marked the line drawn as aforesaid from the said black beacon to the said Birdcage beacon and all the seaward limits referred to.

PENALTIES.

6. Any infringement of the regulations contained in the First Schedule hereto shall render the person infringing liable to the penalty prescribed in clause 21 of the said Schedule.

ALMERIC FITZROY.

FIRST SCHEDULE.

REGULATIONS.

GENERAL.

1. Moorings for His Majesty's vessels, buoys, lights, marks, mark buoys, and other aids to navigation, and such other buoys as may be required for any purpose in connection with naval or military operations, may be placed by the King's Harbour Master in such positions as he may from time to time consider the requirements of His Majesty's service demand.

2. No persons shall lay moorings for private vessels, hulks, rafts, pontoons, bathing stages, houseboats, timber, or any floating structures in the Dockyard Ports without the permission in writing of the King's Harbour Master, and all such moorings shall be in such positions as the King's Harbour Master shall deem fit, and shall be forthwith removed on the requisition of the King's Harbour Master to that effect.

3. If at any time the anchor of any merchant or other private vessel hooks any Government moorings, or any electric cables, or moorings of buoys, or any pipe, the master of such vessel shall not proceed to unhook the same, but shall forthwith give notice thereof to the Admiral Superintendent at Chatham, or to the Captain Superintendent at Sheerness, or to the King's Harbour Master, in order that aid may be given for clearing such moorings or cables or pipe without doing damage to the same.

4. No merchant or other private vessel of above five tons, compelled or allowed to anchor in or near any of the navigable channels of the Dockyard Ports, shall be left at any time without a shipkeeper.

5. No fishing from boats shall be carried on within one hundred feet of His Majesty's Dockyards, floating docks or other Government establishments.

No dredging, trawling or fishing by nets whether drift nets or set nets, shall be at any time carried on in navigable channel of the River Medway from the Outer Bar buoy to Rochester bridge.

6. No ballast, stones, earth, clay, refuse, ashes, rubbish, dust, filth of any description, nor refuse from any quarry, mine or pit nor any other matters solid or liquid whatsoever shall be unladen, cast or allowed to fall into the waters of the Dockyard Ports, except with the consent of the Admiralty, or in such places as may be appointed by the King's Harbour Master, or upon the banks or any portion of the shore of the Dockyard Ports where the same may be liable to be washed into the waters of the Dockyard Ports by rain, tide, or otherwise; or into or upon the shores of any rivers or streams discharging into the Dockyard Ports where the same may be liable to be washed into the said rivers or streams by rain, flood, or otherwise.

7. The steam syren shall not be used within the limits of the Dockyard Ports except to prevent collision or in case of fog.

8. No ship's gun on board any merchant or other private vessel shall be kept loaded, nor shall any such gun be discharged except as a signal of distress.

9. Whenever it may be necessary for mining or gunnery operations or experiments, dredging operations, or other naval or military purposes, to reserve any area for such operations or purposes, the area will be marked by buoys coloured green and white, or by posts coloured red, and after twenty-one days' warning notice has been issued by the Admiralty and published in the *London Gazette*, no vessel shall anchor within or pass through the area so marked, unless compelled to do so by stress of weather or to avoid accident; nor when such area is uncovered or nearly uncovered at low water shall any person pass through or remain in it, unless by permission of and under such arrangements as may be found from time to time made by the officer in charge of such operations.

ANCHORAGE.

General.

10. All merchant or other private vessels shall be subject to the direction of the King's Harbour Master.

11. No merchant or other private vessel shall make fast to, or lie at, any of the buoys marking the channels or shoals in the Dockyard Ports.

12. No merchant or other private vessel shall, without licence in writing from the Naval Commander-in-Chief at the Nore, Admiral Superintendent at Chatham, Captain Superintendent at Sheerness, or King's Harbour Master, be moored or fastened to any Government moorings, buoys, piles or vessels in the Dockyard Ports.

13. No vessel shall anchor on the line of any electric cable or pipe laid down in the Dockyard Ports, when such line is indicated by posts or other discernible marks on shore, or when it lies within an area shown on the Admiralty charts as a space in which anchorage is prohibited on account of the presence of telegraph or other electric cables or pipes, and a warning has been conveyed to mariners by notice issued by the Admiralty.

14. All merchant and other private vessels at Sheerness shall anchor in such positions as are assigned to them by the King's Harbour Master.

15. No merchant or other private vessel shall, without licence as aforesaid, be moored or anchored in the Dockyard Ports within two hundred yards from the centre of any of His Majesty's moorings or from any of His Majesty's docks, dockyards, arsenals, wharves, vessels, hulks or powder magazines, or be moored, anchored, or placed in the Dockyard Ports, either in the fairway or across the stream of the Medway, so as to give a foul berth to any vessel already at anchor or at moorings, or to obstruct the passage or entrance into the Dockyard Ports; but nothing in this Order shall prohibit or interfere with the mooring or placing of vessels in any place or manner authorized by or under any Act of Parliament relating to Sheerness or Gillingham piers.

16. No merchant or other private vessel shall lie or be moored so as to impede the free approach to any pier in the Dockyard Ports used for purposes of regular passenger traffic, and when buoys are placed by the King's Harbour Master to mark an approach to such pier, no vessel shall lie within the space so marked.

17. In the event of His Majesty's ships having men at work outboard in such a position as to be endangered by the wash of passing steam vessels, a red flag will be hoisted at the yard-arm or other position in which it can best be seen on the same side of the ship as that on which the men are employed.

All steam vessels approaching and passing one of His Majesty's ships displaying this signal, shall slacken speed or stop engines in order that danger to life may not be occasioned by the wash of the steam vessel.

PREVENTION OF FIRE.

18. No merchant or other private steam vessel when passing between Lower Upnor landing pier and the Castle shall stoke up, and every such vessel shall pass to the south-eastward of the buoys opposite the wharf and piers and proceed

at such a speed and in such a manner as not to endanger the craft lying alongside or the explosives contained therein.

19. No merchant or other private vessel shall be breamed within two hundred yards of any part of the powder magazines at Upnor or of any of His Majesty's docks, dockyards, arsenals, wharves, vessels or hulks.

20. Within the distance of two hundred yards from any of His Majesty's vessels, or of any hired vessel in His Majesty's service, or of any of His Majesty's docks, dockyards, arsenals, powder magazines or wharves, no pitch, tar, resin, turpentine, grease, tallow, oil, nor other combustible matter, shall be boiled or heated on board any merchant or other private vessel.

PENALTIES.

21. The master of every merchant or other private vessel to which this Order relates shall observe and cause to be observed the said regulations in this schedule as far as they relate to his vessel, and if any master or other person acts in any respect in contravention of any of the said regulations, or fails to observe or to cause the same to be observed, he shall for every such offence be liable to a penalty not exceeding the sum of £10.

NOTE.—Vessels acting under the authority of the King's Harbour Master will fly a Union Flag with a white border and, in the centre of the flag, the letters K.H.M. surmounted by a crown.

SECOND SCHEDULE.

RULES.

GENERAL.

Observance of "Regulations for preventing Collisions at Sea."

1. All vessels within the limits of the Dockyard Ports, with the exception of merchant and other private vessels above Garrison Point, shall comply with the "Regulations for preventing Collisions at Sea" made from time to time under the Merchant Shipping Act, except in so far as those regulations are inconsistent with the rules hereinafter contained.

NOTE.—Above Garrison Point, merchant and other private vessels will comply with the Medway Conservancy Byelaws.

Vessels not to approach Vessels carrying Royal or other Standard at Masthead.

2. No vessel shall unnecessarily approach within two cables of any vessel carrying the Royal or any other Standard at the masthead, when under way in the waters of the Dockyard Ports outside Garrison Point.

Vessels to keep clear of His Majesty's Vessels.

3. When one of His Majesty's vessels or other vessel in charge of His Majesty's Officers, under way within the limits of the Dockyard Ports, hoists "O" flag (International Code — Alphabetical) by day, or a red light by night, at the foremast head, all other of His Majesty's vessels present in the port shall hoist the Pilot Jack by day, or show position lights (two white lights vertical, 8 feet apart, hoisted at the Peak, or if no

gaff, hoisted abreast of the main-top in the middle line of the ship or on the ensign staff) by night, as a general warning. The Pilot Jack shall also be hoisted by day, or position lights by night, for the same purpose at Chatham Dockyard, and at the Signal Station at Garrison Point Fort, Sheerness; and all other vessels under way in the Dockyard Ports shall keep out of the way of the said vessel flying the "O" flag, or showing the red light at the foremast head; provided always that the said vessel shall be navigated with due care and at a moderate speed.

4. When any of His Majesty's vessels are about to enter or leave any of the docks, basins, jetties, &c., at His Majesty's Dockyard at Chatham, the Pilot Jack will be hoisted at the flagstaff at Locks for vessels entering or leaving the Locks; for vessels docking in Nos. 2, 3 and 4 Docks the Red Burgee will be hoisted on a staff fixed on No. 3 building shed. While either of these flags is hoisted all merchant and other private steam vessels and small craft propelled by steam or other mechanical power shall keep out of the way of the vessel which is being moved and also of the tugs which may be in attendance on her.

5. When any of His Majesty's vessels are about to enter or leave the basins at Sheerness the Red Burgee will be hoisted at the Harbour Sheers, and while this flag is hoisted all merchant and other private steam vessels and small craft propelled by steam or other mechanical power shall keep out of the way of the vessel which is being moved and also of the tugs which may be in attendance on her.

Vessels to keep clear of Dredger Anchors.

6. All merchant and other private vessels shall keep clear of the anchors of dredgers within the limits of the Dockyard Ports. Such anchors will not necessarily be buoyed, and may lie as far as 200 fathoms from the dredger to which they belong. Should a dredger be removed altogether from her anchors, the position of the anchors and moorings will be indicated by cylindrical buoys painted white and with a broad red band around the middle of the drum.

Vessel turning round.

7. When a steam vessel under way is about to turn round, she shall signify the same by four short blasts of the steam whistle in rapid succession, followed after a short interval, if turning with her head to starboard, by one short blast, and if with her head to port, by two short blasts, and whilst turning shall repeat such signal to any approaching vessel, which latter vessel shall take action to avoid collision.

Vessel not under Command.

8. When a steam vessel under way is, for any reason, not under command, or when it is unsafe or impracticable for her to keep out of the way of a sailing vessel, or when she is unable to manœuvre as required by the Regulations, she shall signify the same to such sailing vessel or any approaching vessel by four short blasts on her steam whistle in rapid succession, and thereupon such sailing vessel or approaching vessel shall take action to avoid collision.

Lights and Signals for Dredgers.

9. A dredger when at work or in position

for working shall carry the following Lights and Signals, viz. :—

Lights between Sunset and Sunrise :—

(a) *Forward*.—In the forward part of the dredger at a height of not less than 20 and not exceeding 40 feet above the hull, a white light in a lantern so constructed as to show a clear, uniform and unbroken light visible all round the horizon at a distance of at least one mile.

(b) *Amidships*.—Three such white lights placed in a triangular form at least 8 feet apart, at right angles to the keel and with the apex uppermost, the base of the triangle to be at least 10 feet higher than the forward light and to be also higher than and clear of the framework, funnels, or other erections upon the dredger. If so moored or working as to make it necessary to prohibit the passage of vessels on one or both sides, a red light or lights in a lantern so constructed as to show a clear, uniform and unbroken light visible all round the horizon at a distance of at least one mile, is, or are, to be substituted for the lower light or lights of the triangle on the side or sides on which passage is prohibited.

(c) *Aft*.—One such white light at or near the stern of the dredger and at such a height that it shall not be less than 15 feet lower than the forward light.

Signals between Sunrise and Sunset :—

Amidships.—Three black balls of not less than 2 feet in diameter placed in a triangular form at least 8 feet apart, at right angles to the keel with the apex uppermost, the base of the triangle to be higher than and clear of the framework, funnels, or any other erection upon the dredger. If so moored or working so as to make it necessary to prohibit passage on one or both sides, a red flag or flags at least 5 feet in the hoist is, or are, to be substituted for the lower ball or balls of the triangle on the side or sides on which passage is prohibited.

Signal in Fog :—

In fog, mist, falling snow, or heavy rain storms a dredger at work or in a position for working shall at intervals of not more than one minute sound a gong rapidly for about 5 seconds.

Sound Signals in Fog, &c.

10. In fog, mist, falling snow, or heavy rain storms, whether by day or night, the sound signals required by Rules 7 and 8 shall be repeated at intervals of not less than two minutes.

Speed of Vessels Navigating Ports.

11. No merchant or other private steam vessel when navigating the water area between a line drawn from Garrison Point to Grain Martello tower and a parallel line from the end of the Town Pier, Sheerness, or when navigating the water area above Whitewall Creek, shall exceed the speed of six knots over the ground.

Steam Vessels Navigating against the Tide.

12. Steam vessels navigating against the tide shall, before rounding any point of the River Medway, ease their engines and wait until any other vessels rounding the point with the tide have passed clear.

Marking of Wrecks.

13. Wrecks or other obstructions to navigation in the Dockyard Ports shall be marked either—

(a) by a vessel moored so as to lie on the channel side of the wreck or obstruction and from which shall be exhibited where the same may best be seen—

By day : a green flag ;

By night : two bright white lights placed horizontally not less than six or more than twelve feet apart ; or

(b) by the following marks or lights exhibited from the wreck itself, or from a wreck-marking craft :—

By day : three balls on a yard twenty feet above the sea, two placed vertically at one end and one at the other, the single ball being on the side nearer the wreck.

By night : three white fixed lights similarly arranged but not the ordinary riding light.

If the obstruction is not considered by the King's Harbour Master of sufficient importance to be marked both by day and night, a green buoy only will be used with the word "Wreck" on it in white letters.

PENALTIES.

NOTE.—The master of every merchant or other private vessel to which the rules in this Schedule relate must observe and cause to be observed the provisions of these rules as far as they relate to his vessel, and any such master by his wilful default infringing or causing any infringement of any of the provisions of these rules is guilty of a misdemeanour.

CROWN OFFICE, May 31, 1915.

The KING has been pleased, by Letters Patent under the Great Seal, dated the 27th May 1915, to appoint The Right Honourable Sir Edward Henry Carson, Knight, K.C., to be His Majesty's Attorney-General.

CROWN OFFICE, June 12, 1915.

The KING has been pleased, by Letters Patent under the Great Seal, bearing date the 12th June 1915, to grant to the Right Honourable Sir Stanley Owen Buckmaster, Lord High Chancellor of Great Britain, the contingent annuity of £5000 a year in accordance with 2 and 3 William IV., cap. III., sec. 3.

CROWN OFFICE, June 17, 1915.

The KING has been pleased, by Letters Patent under the Great Seal, bearing date the 12th inst., to appoint The Right Honourable Edwyn Francis, Earl of Chesterfield, K.G., G.C.V.O., to be Master of the Horse.

SCOTTISH OFFICE, WHITEHALL,
June 18, 1915.

The KING has been graciously pleased to signify His Majesty's approval of the following appointments on the Staff of Officers of the Royal Company of Archers (King's Body Guard for Scotland):—

To be Captains.

Lieutenant The Earl of Elgin and Kincardine, K.G., and Lieutenant Lord Balfour of Burleigh, K.T., *vice* Captain The Earl of Wemyss, deceased, and Captain The Earl of Rosebery, K.G., K.T., promoted.

To be Lieutenants.

Ensign Sir John H. A. Macdonald, K.C.B., Lord Kingsburgh, and Ensign The Duke of Buccleuch and Queensberry, *vice* Lieutenants The Earl of Elgin and Kincardine, K.G., and Lord Balfour of Burleigh, K.T., promoted.

To be Ensigns.

Brigadier James T. Hutchison and Brigadier Lord Elphinstone, *vice* Ensigns Sir John H. A. Macdonald, K.C.B., Lord Kingsburgh, and The Duke of Buccleuch and Queensberry, promoted.

To be Brigadiers.

Charles B. Balfour, Esquire, Viscount Maitland, and Colonel Lord Henry Scott, *vice* Brigadier The Earl of Stair, deceased, and Brigadiers James T. Hutchison and Lord Elphinstone, promoted.

SCOTTISH OFFICE, WHITEHALL,
June 19, 1915.

PERTH GIRLS (WELLSHILL) INDUSTRIAL SCHOOL AUXILIARY HOME, at 59 North Methven Street, Perth.

The Secretary for Scotland hereby gives notice that he has granted a Certificate, bearing date the 18th instant, certifying the premises at 59 North Methven Street, Perth (which are presently certified under Section 51 of the Children Act, 1908, as an Auxiliary Home for 6 girls in connection with the Perth Girls (Wellshill) Industrial School) as an adjunct to the said Industrial School for the reception of 6 girls in addition to the girls received under the existing Certificate for the Auxiliary Home.

LOCOMOTIVE, SCOTLAND.
MOTOR CARS.

THE MOTOR CARS REGULATION (BURGH OF RUTHERGLEN) ORDER, 1915. Dated 21st June 1915.

In pursuance of the powers vested in me by Section 9, as read with Section 18 of the Motor Car Act, 1903, I, the Right Honourable Thomas M'Kinnon Wood, His Majesty's Secretary for Scotland, on the application of the Town

Council of the Burgh of Rutherglen, being the local authority of the said Burgh, do hereby make the following Regulations:—

1. This Order may be cited as "The Motor Cars Regulation (Burgh of Rutherglen) Order, 1915," and the regulations hereby prescribed shall take effect within the limits or places referred to therein on and after the respective dates at which, for the purpose of giving effect thereto, the local authority shall, in terms of Section 10 of the Motor Car Act, 1903, place notices in conspicuous places on or near such limits or places.
2. A person shall not drive a motor car at a speed exceeding ten miles per hour within the limits or places specified in the Schedule to this Order.

Given under my hand and seal at Whitehall, this 21st day of June 1915.

L. S.

T. M'KINNON WOOD,
His Majesty's Secretary for Scotland.

SCHEDULE.

Limits or Places.

1. Glasgow Road, from the south side of the bridge over the Caledonian Railway to its junction with Main Street.
2. Main Street, from its junction with Glasgow Road to its junction with Mill Street.
3. Mill Street, from its junction with Main Street to the Parliamentary boundary.
4. Hamilton Road, from a point opposite Calderwood Road to its junction with Gallowflat Street.
5. Gallowflat Street, from its junction with Hamilton Road to its junction with Main Street.
6. Stonelaw Road, from its junction with Main Street to a point opposite Stonelaw Drive.

DUNFERMLINE CORPORATION (WATER)
PROVISIONAL ORDER, 1914.

WHEREAS Sub-section (5) of Section 145 of the Public Health (Scotland) Act, 1897, is to the effect that an Order made by the Local Government Board for Scotland under Sub-section (4) of the said Section shall become final and have the effect of an Act of Parliament if within the period of two months mentioned in the said Sub-section (4) no Memorial shall be presented to the Secretary for Scotland praying that the Order shall not become law without confirmation by Parliament:

AND WHEREAS the said period of two months expired on the 19th day of February 1915, and no memorial as aforesaid was presented to the Secretary for Scotland within the said period:

NOW THEREFORE the Local Government Board for Scotland hereby give notice that the said Order is now final and has the effect of an Act of Parliament.

JOHN T. MAXWELL,
Secretary.

19th June 1915.

CURRENCY NOTES.

(4 & 5 Geo. 5, cc. 14 and 72.)

I.—ISSUE ACCOUNT.

Total Issued up to 9th June 1915, inclusive.			Notes cancelled up to 9th June 1915, inclusive.		
£	s.	d.	£	s.	d.
£1 ...	88,424,569	0 0	£1 ...	54,225,888	0 0
10/- ...	27,068,430	10 0	10/- ...	15,577,750	0 0
Issued during the week ended 16th June 1915.			Cancelled during the week ended 16th June 1915.		
£	s.	d.	£	s.	d.
£1 ...	1,348,622	0 0	£1 ...	1,489,558	0 0
10/-	512,661	0 0	10/-	419,394	10 0
Total ...			Total ...		
£117,354,282 10 0			£71,712,590 10 0		
Outstanding.					
£	s.	d.	£	s.	d.
£1 ...	34,057,745	0 0	£1 ...	34,057,745	0 0
10/-	11,583,947	0 0	10/-	11,583,947	0 0
Total ...			Total ...		
£45,641,692 0 0			£45,641,692 0 0		
TOTAL £117,354,282 10 0			TOTAL £117,354,282 10 0		

II.—BALANCE SHEET.

Notes outstanding—			Advances—		
£	s.	d.	£	s.	d.
45,641,692	0	0	Scottish and Irish Banks of Issue	...	...
			Other Bankers	...	139,000 0 0
			Post Office Savings Bank	...	...
			Trustee Savings Banks	...	...
Investments Reserve Account—			Currency Note Redemption Account—		
302,665	1	2	Gold Coin and Bullion	...	28,500,000 0 0
			Government Securities	...	9,585,827 12 6
			Balance at the Bank of England	...	7,719,529 8 8
£45,944,357	1	2			£45,944,357 1 2

Treasury Chambers,
17th June 1915.T. L. HEATH,
Secretary to the Treasury.

COAL MINES ACT, 1911.

The Secretary of State for the Home Department hereby gives notice that on 15th June 1915 he made an Order under Section 33 of the Coal Mines Act, 1911, entitled "The Safety Lamps Order of the 15th June 1915," approving the following safety lamps, until further order, for use in all mines to which the Act applies, subject in each case to the conditions specified in the Schedule to the Order:

Messrs. Patterson & Company's Safety Lamp,
Type B.8,The "Rutter" Miners' Electric Safety Lamp,
andThe Oldham "Emergency" Electric Lamp,
Type No. 2 (Bullseye).

A complete list of the Safety Lamps which have been approved by Order under Section 33

of the Coal Mines Act is printed as an Appendix to the Order.

Copies of the Order can be purchased, either directly or through any bookseller, from Messrs. Wyman & Sons Limited, Fetter Lane, London, E.C.; H.M. Stationery Office (Scottish Branch), 23 Forth Street, Edinburgh; and Messrs. E. Ponsonby Limited, 116 Grafton Street, Dublin.

Home Office, Whitehall,
22nd June 1915.

INDIA OFFICE, June 10, 1915.

The KING has been pleased to appoint Sir. Chettur Sankaran Nair, C.I.E., to be an Ordinary Member of the Council of the Governor-General of India, in succession to Sir Harcourt Butler, K.C.S.I., C.I.E.

SHIPS WHOSE CARGOES, OR PART OF THEM, HAVE BEEN DETAINED.

(In continuation of previous notification published in the Edinburgh Gazette of June 15, 1915.)

List of Vessels.

Name of Vessel.	Nationality.	Cargo Detained at
Angerona . . .	Norwegian .	Greenock
F. J. Lisman . .	American .	London
Jempland . . .	Swedish .	Leith
Nordhavet . . .	Danish .	Kirkwall
Nordkyn . . .	Norwegian .	Kirkwall
Strathay . . .	British .	Gibraltar
Tula . . .	Danish .	Falmouth

Foreign Office,
June 18, 1915.

TRADE BOARDS ACT, 1909.

PROPOSAL TO FIX MINIMUM RATES FOR THE TIN BOX AND CANISTER TRADE (GREAT BRITAIN).

Section 1.—In accordance with Regulations made under Section 18 of the above Act by the Board of Trade and dated 27th April 1910, the Trade Board established under the above Act and the Trade Boards Provisional Orders Confirmation Act, 1913, for the Tin Box and Canister Trade in Great Britain as defined in the Regulations made by the Board of Trade and dated 12th June 1914, hereby give notice, as required by Section 4 (2) of the above Act, that they *propose to fix* the following minimum or lowest time-rates of wages, clear of all deductions,* for MALE WORKERS, that is to say:—

When employed under 15 years of age . . .	6s. 0d. per week.
When employed at 15 and under 16 years of age . . .	8s. 0d. "
When employed at 16 and under 17 years of age . . .	10s. 0d. "
When employed at 17 and under 18 years of age . . .	12s. 0d. "
When employed at 18 and under 19 years of age . . .	15s. 0d. "
When employed at 19 and under 20 years of age . . .	18s. 6d. "
When employed at 20 and under 21 years of age . . .	22s. 6d. "
When employed at 21 years of age and upwards . . .	26s. 0d. "

Subject to the following conditions:—

- That as regards a worker employed under 21 years of age it shall be a condition of employment that he is employed during the whole or a substantial part of his time in learning any branch or process of the trade by an employer who provides him with reasonable facilities for such learning.
- That male workers of 21 years of age and upwards who have been employed in the trade for an aggregate period of less than

* This provision does not apply to deductions legally made under the National Insurance Acts.

12 months, and who cannot suitably be employed on piece-work shall, until the expiry of such 12 months' period of employment, be paid at a rate of not less than 22s. 6d. per week.

Section 2.—The above rates are weekly rates based on a week of 52 hours, but they shall be subject to a proportionate deduction or increase according as the number of hours actually spent by the worker in the factory or workshop under contract of employment in any week is less or more than 52.

Section 3.—The above rates shall, subject to the provisions of the Trade Boards Act, apply to all male workers employed in the trade for which the Trade Board is established, namely: the making of boxes and canisters from tinplate, excluding the sealing of filled boxes and canisters with solder, and excluding the following branches of work, namely: the lining of packing cases with tinplate, the making of trunks, uniform cases, suit and dress cases, bonnet and helmet boxes, cash and deed boxes, despatch boxes, letter boxes, kegs and drums, and any other branch of work which does not form part of the tin box and canister trade. Provided that notwithstanding anything contained in this section, the above minimum rates shall not apply to Clerks, Salesmen, Travellers, Engineers, Carpenters, Vanmen, Watchmen, Outside Messengers, Cleaners of Premises, Timekeepers, or to any other workers whose work stands in a relationship to the trade similar to that of the foregoing excluded classes.

Section 4.—The above minimum rates are without prejudice to workers earning higher rates of wages.

The Trade Board will consider any *Objections* to the above Proposals which may be lodged with them within three months from 24th June 1915. Such Objections should be in writing, and signed by the person making the same (who should add his full name and address), and should be sent to the Secretary of the Tin Box Trade Board (Great Britain), Old Serjeants' Inn Chambers, 5 Chancery Lane, London, W.C. It is desirable that the Objections should state precisely, and so far as possible with reasons, what is objected to.

Dated the twenty-first day of June 1915.

Signed by Order of the Trade Board.

ERNEST AVES, Chairman.

Office of Trade Boards,
5 Chancery Lane, W.C.

THE DISEASES OF ANIMALS ACTS, 1894 to 1914.

The Board of Agriculture and Fisheries have appointed—

Geoffrey Frederick Pilkington Bennet

to be a Temporary Inspector (Non-Established) for the purposes of the above-mentioned Acts.

Board of Agriculture and Fisheries,
18th June 1915.

CIVIL SERVICE COMMISSION,

June 18, 1915.

The Civil Service Commissioners hereby give notice that an Open Competitive Examination for situations as Female Typist in the General Post Office, London, and in the Inland Revenue Department in London, will be held in London, Edinburgh, and Dublin, commencing on the 17th August 1915, under the Regulations dated the 10th October 1913, and published in the London Gazette of the same date.

Appointments will be offered to not fewer than 8 of the Candidates highest on the list, provided they obtain the necessary aggregate of marks, and are duly qualified in other respects.

No person will be admitted to Examination from whom the Secretary of the Civil Service Commission has not received, on or before the 15th July, an application, in the candidate's own handwriting, on a prescribed form, which may be obtained from the Secretary at once.

THE SAVOY THEATRE (GLASGOW 1912) LIMITED.

A PETITION for the winding up of the above-named Company by the Court under the provisions of the Companies (Consolidation) Act, 1908, and for the appointment of an Official Liquidator, has been presented to the Lords of Council and Session (Second Division,—Mr Antonio, Clerk) at the instance of William John Taylor, Chartered Accountant, 163 Hope Street, Glasgow, and Matthew Cameron, Chartered Accountant there, the Trustees nominated and appointed by and acting under Deed of Agreement and Trust between them and the above-named Company; in which Petition their Lordships have pronounced the following Interlocutor:—

"*Edinburgh, 18th June 1915.*—The Lords appoint the Petition to be intimated on the Walls and in the Minute-Book in common form, to be served on the Savoy Theatre (Glasgow 1912) Limited as craved, and to be advertised once in the Edinburgh Gazette and once in each of the Scotsman and Glasgow Herald newspapers; and allow all parties having or claiming interest to lodge Answers within eight days after intimation, service, and advertisement. Further, on the motion of the Petitioners, and on cause shown, appoint Mr. Joseph Partick, C.A., Glasgow, to be provisional Liquidator of the said Savoy Theatre (Glasgow 1912) Limited in the meantime and until a permanent appointment be made or the Petition dismissed, he finding caution for his actings, intromissions, and management before extract; and *decern ad interim.*"

(Sgd.) J. H. A. MACDONALD, I.P.D.

Of all which Notice is hereby given.

SCOTT & GLOVER, W.S., Agents
for Petitioners.

1 Hill Street, Edinburgh,
18th June 1915.

CITY OF GLASGOW LIFE ASSURANCE COMPANY.

NOTICE is hereby given, in pursuance of Section 195 of the Companies (Consolidation) Act, 1908, that a General Meeting of the Members of the above-named Company will be held at the Office of the City of Glasgow Life Branch of the Scottish Union and National Insurance Company, 30 Renfield Street, Glasgow, on Tuesday the twenty-seventh day of July 1915, at 2.45 o'clock in the afternoon, for the purpose of having an account laid before them, showing the manner in which the winding up has been conducted and the property of the Company disposed of, and of hearing any explanation that may be given by the Liquidators, and also of determining by Extraordinary

Resolution the manner in which the books, accounts, and documents of the Company, and of the Liquidators thereof, shall be disposed of.

Dated the seventeenth day of June 1915.

WM. SMITH NICOL,
J. A. COOK,
Liquidators.

PONEIL COAL COMPANY LIMITED
(in Liquidation).

THE Liquidator hereby calls a General Meeting of the Company, to be held within the Office of Thomson, Jackson, Gourlay, & Taylor, C.A., 24 George Square, Glasgow, on Monday the 26th day of July 1915, at twelve o'clock noon, for the purpose of laying before the Meeting an account, showing how the winding up has been conducted and the property of the Company disposed of, and to give directions for the disposal of the books and papers of the Company.

DAVID A. RICHMOND, C.A., Liquidator.

Glasgow, 21st June 1915.

THE Estates of THOMAS WILSON BENNETT, Investment Broker, 94 Hope Street, Glasgow, were Sequestrated on 18th June 1915, by the Sheriff of Lanarkshire at Glasgow.

The first Deliverance is dated the 18th June 1915.

The Meeting to elect the Trustee and Commissioners is to be held at 12 o'clock noon, on Tuesday the 29th June 1915, within the Faculty Hall, Saint George's Place, Glasgow.

A Composition may be offered at this Meeting; and to entitle Creditors to the first Dividend their oaths and grounds of debt must be lodged on or before 18th October 1915.

All future advertisements relating to this Sequestration will be published in the Edinburgh Gazette alone.

THOMAS STARK & Co., Writers, 180 West
Regent Street, Glasgow, Agents.

THE Estates of HERMAN COOPER, Traveller, 27 Friars Street, Inverness, were Sequestrated on 18th June 1915, by the Sheriff of Inverness-shire.

The first Deliverance is dated 18th June 1915.

The Meeting to elect the Trustee and Commissioners is to be held at twelve o'clock noon, on Tuesday the twenty-ninth day of June 1915, within the Faculty Hall, The Castle, Inverness. A Composition may be offered at this Meeting.

The Sheriff has ordered that the Sequestration shall proceed as a Summary Sequestration, in terms of the Bankruptcy (Scotland) Act, 1913.

The date on or before which Creditors must lodge their claims to entitle them to a first Dividend will be advertised in the second Gazette Notice.

All future advertisements relating to this Sequestration will be published in the Edinburgh Gazette alone.

KENNETH J. BRAND, Solicitor, 24 Union
Street, Inverness, Agent.

THE Estates of IAN TOLMIE MACKENZIE, L.R.C.P. and S.E., Broadford, Skye, were Sequestrated on the 21st day of June 1915, by the Court of Session.

The first Deliverance is dated the 21st day of June 1915.

The Meeting to elect the Trustee and Commissioners is to be held at two o'clock afternoon, on Friday the second day of July 1915, within Dowell's Rooms, No. 18 George Street, Edinburgh.

A Composition may be offered at this Meeting; and to entitle Creditors to the first Dividend their oaths and grounds of debt must be lodged on or before the twenty-first day of October 1915.

The Sequestration has been remitted to the Sheriff of the Lothians and Peebles at Edinburgh.

All future advertisements relating to this Sequestration will be published in the Edinburgh Gazette alone.

WM. BROTHERSTON, W.S., 30 Rutland
Square, Edinburgh, Agent.

SEQUESTRATION of FRANK HUXHAM, Accountant, residing at 194 West Regent Street, Glasgow.

WILLIAM BRODIE GALBRAITH, Chartered Accountant, Glasgow, has been elected Trustee on the Estate; and Archibald D. Wylie, Writer, Glasgow, James Ledingham, Banker, Glasgow, and John Gibson, Cashier, 159 St. Vincent Street, Glasgow, have been elected Commissioners. The Examination of the Bankrupt will take place within the Chambers of Mr. Sheriff Pyfe, County Buildings, 50 Wilson Street, Glasgow, on Tuesday the 29th day of June next, at 10 o'clock forenoon. The Creditors will meet within the Chambers of Walter & W. B. Galbraith, C.A., 87 St. Vincent Street, Glasgow, upon Wednesday the 7th day of July next, at 12 o'clock noon.

W. B. GALBRAITH, C.A., Trustee.

Glasgow, 21st June 1915.

In the **SUMMARY SEQUESTRATION of GEORGE FRATER**, Manufacturing Stationer, Die Stamper, and Printer, 21 Elder Street, Edinburgh.

I HENRY LESSELS, Chartered Accountant, 37 George Street, Edinburgh, hereby give notice that I have been duly elected and confirmed Trustee; and that Adam Brunton, Cashier to Alexander Cowan & Sons Limited, Papermakers, George Carse, Cashier to Andrew Whyte & Sons Limited, Wholesale Stationers, and J. T. Cowe, Paper Ruler, 35 Elder Street, all Edinburgh, have been elected and confirmed Commissioners; that the Sheriff has fixed Tuesday the 29th day of June 1915, at 2 o'clock afternoon, within the Sheriff Court House, George IV. Bridge, Edinburgh, as a Diet for the public Examination of the Bankrupt; that the second Meeting of Creditors will be held within the Chambers of W. J. A. Drummond & Lessels, C.A., 37 George Street, Edinburgh, on Tuesday the 24th day of August 1915, at 11 o'clock forenoon; and that to entitle Creditors to participate in the first Dividend their oaths and grounds of debt must be lodged with me on or before the 3rd day of August 1915.

HENRY LESSELS, C.A., Trustee.

37 George Street, Edinburgh,
22nd June 1915.

AS Trustee on the Sequestrated Estates of SHIRRAS, LAING, & COMPANY, Ironmongers, Aberdeen, I hereby intimate that an offer of Composition with security, unanimously entertained for consideration by the Creditors, will be finally decided upon at a Meeting of the Creditors, to be held within the Chambers of Messrs. Romanes & Munro, C.A., 50 Frederick Street, Edinburgh, upon Tuesday the 13th July 1915, at eleven o'clock forenoon.

CHARLES S. ROMANES, C.A., Trustee.

Edinburgh, 21st June 1915.

AS Trustee on the Sequestrated Estates of GEORGE FINDLAY SHIRRAS, Ironmonger, Aberdeen, a Partner of the Firm of Shirras, Laing, & Company, Ironmongers, Aberdeen, I hereby intimate that an offer of Composition with security unanimously entertained for consideration by the Creditors will be finally decided upon at a Meeting of the Creditors, to be held within the Chambers of Messrs. Romanes & Munro, C.A., 50 Frederick Street, Edinburgh, upon Tuesday the 13th July 1915, at 11.30 o'clock forenoon.

CHARLES S. ROMANES, C.A., Trustee.

Edinburgh, 21st June 1915.

SEQUESTRATION of ROBERT CHEYNE, Ironmonger, 28 Quarry Street, Hamilton.

I HEREBY call a General Meeting of the Creditors, to be held within the Office of Thomson, Jackson, Gourlay, & Taylor, Chartered Accountants, 24 George Square, Glasgow, on Wednesday the 7th day of July 1915, at eleven o'clock forenoon, to consider as to an

application to be made to the Court for my discharge.

DAVID A. RICHMOND, C.A., Trustee.

Glasgow, 21st June 1915.

SEQUESTRATION of JOSEPH PHILLIPS & COMPANY, Metal Merchants, 68 Elcho Street, Glasgow, and John Walker Fullarton, sole Partner of said Firm, as such Partner, and as an Individual.

THE Trustee hereby intimates that the Accountant of Court has accelerated payment of a Dividend under the Sequestration, by authorising the same to be made on the 4th day of September 1915, and that accordingly the claims of the Creditors must be duly lodged on or before the 3rd day of August 1915, in order to participate in said Dividend.

A. S. MACHARG, C.A., Trustee.

115 St. Vincent Street, Glasgow.

In the **SEQUESTRATION of JAMES AYTOUN REID**, formerly residing at 64 Dixon Avenue, Crosshill, but whose present address is unknown.

F CALDWELL KER hereby intimates that a first and final Dividend will be paid at his Chambers, 149 St. Vincent Street, Glasgow, on the third day of August 1915.

F. CALDWELL KER, Trustee.

SEQUESTRATION of ANDREW THOMSON, sometime Farmer, Meikle Blairlusk, Kilmarnock, near Balloch, Dumbartonshire, and now Sergeant-Major in the Lanarkshire Yeomanry, and sometime stationed at Lanark.

THE Trustee hereby intimates that an account of his intrusions with the funds of the Estate, brought down to 6th June 1915, has been audited by the Commissioners, and that a first and final Dividend will be paid upon 6th August 1915, within his Chambers, 121 West Regent Street, Glasgow to those Creditors whose claims have been lodged and admitted.

GEORGE C. WATT, Trustee.

Glasgow, 21st June 1915.

BUSINESS NOTICE.

THE Subscriber, sole accepting Executor of the deceased James Kinnear, Plumber, Brechin, transferred to James Davidson, Plumber, residing at No. 6 Bank Street, Brechin, as on the 7th day of June 1915, the Business carried on at No. 27 Market Street, Brechin, under the Name or Firm of JAMES KINNEAR & SON, Plumbers and Gasfitters, of which the said James Kinnear was sole Partner.

Since that date the Business has been and will hereafter be carried on by the Subscriber the said James Davidson for his own behalf.

Dated at Brechin, this eighteenth day of June 1915.

WM. ANDERSON, Executor.

JAMES DAVIDSON.

Witnesses to the Signatures of Mr. James Kinnear's Executor and of the said James Davidson—

FLORENCE N. S. GARBUT, Typist,
10 St. Mary Street, Brechin.
JAMES COUTTS, Law-Clerk, 10 St. Mary Street, Brechin.

NOTICE OF DISSOLUTION.

THE Firm of ROBERT MILLER & COMPANY, Iron and Steel Forgers, Shettleston, of which the Subscribers were the sole Partners, has been **DISSOLVED**, as at thirty-first May nineteen hundred and fifteen, by the retrial therefrom of the Subscriber Robert Miller.

The Subscriber William Caldwell Miller will continue to carry on the Business for his own behoof

under the said Firm name, and is authorised to uplift all debts due to the Firm, and will discharge all the debts and liabilities thereof.

Glasgow, 19th June 1915.

ROBERT MILLER.

W. C. MILLER.

ROBERT WILSON, Writer, Glasgow,
Witness.

JOHN M. WATTERS, 187 West George
Street, Glasgow, Law-Clerk, Wit-
ness.

BANKRUPTS. FROM THE LONDON GAZETTE.

RECEIVING ORDERS.

Walter Newland, Halliford House, Queen's Walk, Ealing, Middlesex, carrying on business under the style of Walter Newland & Co. at 12 Hills Place, Oxford Street, London, blouse and robe manufacturer.

Louise Alice Page, lately residing and carrying on business at 102 High Street, Clapham, London, and whose present residence or place of business the petitioning creditors are unable to ascertain, tobacco dealer (spinster).

Frederick William Pelham Palgrave, 23 Bloomsbury Square, London.

W. J. Cotton & Sons, now or lately carrying on business at Heathfield Road, King's Heath, in the county of Worcester, bakers.

John Merrick, The Provisional Company, Royal Engineers, St. Mary's Barracks, Chatham, Kent, lately trading off Orchard Lane, Leigh, Lancs, builder.

Douglas Gordon Hay, trading as Foster's Clifton Steam Laundry, 54 North View, Westbury Park, Southmead, Westbury-on-Trym, 33 Gloucester

Road, Bishopston, and 162 Blackboy Hill, Bristol, all in the city and county of Bristol, and 8 Bennett Street, Bath, in the county of Somerset, laundry proprietor.

Edgar Thomas Wade, 43 Twinnell Street, Easton Road, Bristol, baker.

William Henry Taylor, 2 Deer Park Avenue, Coombe Road, Teignmouth, Devonshire, builder and contractor.

James Moran, residing and carrying on business at 38 Manchester Road, Huddersfield, in the county of York, boot and shoe maker.

Fred Wilson, 25 East Street, in the county borough of Leicester, lately residing and carrying on business at 66 Albion Street, Leicester, greengrocer.

John Clarke Small, Market Street, Ludlow, in the county of Salop, butcher.

Edmund Bryan, 17 St. Mary's Street, in the county borough of Northampton, baker and confectioner.

John William Crabtree, 73 Drake Street, Rochdale, in the county of Lancaster, lately residing at 32 King Street, East, Rochdale aforesaid, and lately carrying on business at 77A Drake Street, Rochdale aforesaid, fancy draper.

Elizabeth Ann Phillips, residing at 96 Queen Victoria Street, Tredegar, and carrying on business at 11 Mount Street, Tredegar, Monmouthshire, grocer and provision merchant (wife of John Phillips, carrying on business separately and apart from her husband).

Alfred Joseph de Garis Edwards, 23 Coronation Terrace, Truro, in the county of Cornwall, and lately residing at Devoran, in the said county, engineering teacher.

William Hughes, trading as W. Hughes & Son, 49 Caldmore Road, Walsall, in the county of Stafford, egg salesmam.

The following Amended Notice is substituted for that published in the Edinburgh Gazette of 15th June 1915:—

Ernest Sydney Gilbert Smith, now and lately residing at 254 Shirland Road, Maida Vale, London, builder.

NOTICE.

All Notices and Advertisements are inserted in the Edinburgh Gazette at the risk of the Advertiser.

SCALE OF CHARGES FOR ALL ADVERTISEMENTS IN THE EDINBURGH GAZETTE.

For	100 words and under	...	...	...	...	£0 10 0
Above	100 and not exceeding 150	...	...	...	...	0 15 0
"	150	"	"	200	...	1 0 0
"	200	"	"	250	...	1 5 0
"	250	"	"	300	...	1 10 0
"	300	"	"	350	...	1 15 0
"	350	"	"	400	...	2 0 0
"	400	"	"	450	...	2 5 0
"	450	"	"	500	...	2 10 0
And 5s. extra for each additional 50 or part of 50 words.						
For each copy of the Gazette	...	...	...	...	...	9d.
Friendly Societies' Notices, each	...	...	...	...	...	5s.

The above Fees must be paid by affixing to the Notice Postage Stamps of as large value as possible.

Advertisements cannot be received or withdrawn after one o'clock on Tuesdays and Fridays.

The dues paid on withdrawn Advertisements cannot be returned.

All Letters must be Post Paid.

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