



The Edinburgh Gazette

Published by Authority.

This Gazette has now been registered at the General Post Office for transmission by Inland Post as a newspaper. As regards copies sent by post within the United Kingdom, unless dispatched in proper course from a Metropolitan Government Office, or from the Publishing Office of the Gazette, the postage should in future be prepaid at the rate of a halfpenny for each copy. Copies sent abroad should be prepaid at the rate of a halfpenny for every 2 ounces, except in the case of copies sent to Canada, which will be transmissible by the Canadian Magazine Post at the rate of a penny for every pound or fraction of a pound.

TUESDAY, NOVEMBER 2, 1915.

At the Council Chamber, Whitehall, the 27th day of October 1915.

By the Lords of His Majesty's Most Honourable Privy Council.

WHEREAS under the Elections and Registration Act, 1915, power is conferred on the appropriate Government Department by Order to apply the provisions of Section one of that Act (which relate to the postponement of certain local elections and to the method to be temporarily employed for filling casual vacancies), to, *inter alia*, the election of members of any kind of local or other body:

And whereas the General Council of Medical Education and Registration of the United Kingdom is a body within the meaning of the above-recited provision, and the election of certain members thereof, being direct representatives of registered medical practitioners resident in the United Kingdom, is, under the provisions of the Medical Act, 1886, conducted in accordance with regulations made by the Privy Council:

And whereas the statutory terms of office of two of the existing direct representatives are due to expire on the 28th February 1916 and the 18th May 1916 respectively, and it is expedient that the provisions of the said Act should be applied to the elections which would otherwise forthwith be held for the purpose of filling the vacancies so caused, and that provision should be made at the same time for filling any casual vacancy which may occur among the direct representatives on the General Council before the 1st November 1916:

Now, THEREFORE, Their Lordships, in exercise

of the powers conferred upon them by the said Act of 1915, are pleased to order, and it is hereby ordered, as follows:—

The provisions of Section one of the Elections and Registration Act, 1915, are hereby applied to the said elections of members of the General Council, subject, however, in their application to those elections, to the following modifications:—

- (1) The date until which the term of office of the said member is extended shall be the 31st December 1916, and the holding of the elections in accordance with the provisions of Section 8 of the Medical Act, 1886, shall be correspondingly postponed.
- (2) The method of filling casual vacancies provided for in Subsection (2) of the said Section shall be employed until the 1st November 1916, and not thereafter, and shall be employed only in the case of a casual vacancy amongst the said direct representatives; and a person chosen in the manner provided by that Subsection to fill any casual vacancy shall hold office until the 31st December 1916, and no longer.

ALMERIC FITZROY.

INDIA OFFICE, October 29, 1915.

The KING has been graciously pleased to make the following appointment to the Most Exalted Order of the Star of India in recognition

of the meritorious service of the undermentioned Officer when in command of the Forces in Mesopotamia :—

To be an Additional Knight Commander of the said Most Exalted Order.

Lieutenant-General Sir Arthur Arnold Barrett, K.C.B., K.C.V.O.

The KING has been graciously pleased to make the following promotion in the Most Exalted Order of the Star of India in recognition of the services of the undermentioned Officer as Officer in charge of the British political interests in the Persian Gulf region in connection with the military operations in Mesopotamia :—

To be an Additional Knight Commander of the said Most Exalted Order.

Lieutenant-Colonel Sir Percy Zachariah Cox, K.C.I.E., C.S.I.

INDIA OFFICE, October 29, 1915.

The KING has been graciously pleased to make the following appointment to the Most Eminent Order of the Indian Empire in recognition of the meritorious service of the undermentioned Officer in command of the Bannu Brigade on the North-West Frontier of India on the occasion of an attack by the tribesmen of Miranshah on 25th-26th March 1915 :—

To be an Additional Companion of the said Most Eminent Order.

Colonel (temporary Brigadier-General) Vere Bonamy Fane, C.B.

FOREIGN OFFICE, October 29, 1915.

THE following additions or corrections to the lists published in the Edinburgh Gazette of 28th September 1915, of persons and bodies of persons to whom articles to be exported to China and Siam may be consigned, are notified by order of the Secretary of State for Foreign Affairs, in accordance with the provisions of the Proclamation relating to the exportation of articles to China and Siam during the present war, issued on the 24th day of September 1915 :

SIAM.

The following names are added to the list of persons and bodies of persons to whom articles to be exported to Siam may be consigned :—

Foreign Office, October 26, 1915.

Chartered Bank of India, Australia, and China.
Goriawalla, A. H. A., Bangkok.
Habibar Rehman, Bangkok.
Hock Chuan & Co., Bangkok.
Oriental Store.
Sin Sin Hah, Bangkok.
Swee Ho. H., Bangkok.

The following corrections are notified in the list of persons and bodies of persons to whom

articles to be exported to Siam may be consigned :—

For Mogue, M. A., read Mogul, M. A.

For Rapfiyangpulos read Pappayanopoulos, C.

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

(In continuation of previous notification published in the Edinburgh Gazette of October 26, 1915.)

List of Vessels.

Name of Vessel.	Nationality.	Cargo Detained at
Absalon . . .	Danish . .	Boston
Consul Olsson . .	Swedish . .	Kirkwall
Heelsum . . .	Dutch . .	Stornoway
Iberia . . .	Swedish . .	Lerwick
Kentucky . . .	Danish . .	Leith
Prosper III. . .	Norwegian .	Immingham
Rodfaxe . . .	Danish . .	Kirkwall
Sommelsdyk . .	Dutch . .	The Downs
Tiber . . .	Danish . .	Newcastle
United States . .	Danish . .	Liverpool
Vulcan . . .	Danish . .	Fleetwood

Foreign Office,

October 29, 1915. .

DOWNING STREET, October 27, 1915.

The KING has been pleased to give directions for the appointment of Sir Vincenzo Frendo Azopardi, Knt., LL.D., C.M.G. (Crown Advocate), to be the Chief Justice, and President of His Majesty's Court of Appeal for the Island of Malta.

PROCEEDINGS BEFORE BRITISH PRIZE COURTS OVERSEA.

In continuation of the notification on page 1508 of the Edinburgh Gazette of 5th October, 1915, information has been received that the proceedings instituted in the Prize Court in Hong Kong in respect of the following vessel, and temporarily suspended, will shortly be reopened :—

Prize Court.	Name of Ship.
Supreme Court of Hong Kong.	Senegambia.

The case of the s.s. "C. Ferd Laiesz," which was captured and brought into Hong Kong, will, as the outcome of an arrangement made with the French Government, be heard by the French Prize Court at Paris.

Colonial Office,

28th October 1915.

FOREIGN OFFICE, October 27, 1915.

ITALIAN PRIZE COURT.

With reference to the notification which appeared in the Edinburgh Gazette of June 25 last, His Majesty's Secretary of State for Foreign Affairs has received from His Majesty's Ambassador at Rome the following translations of Decrees and Regulations which have been issued with regard to the Italian Prize Court.

In this connection reference is also made to the Regulations published in the Edinburgh Gazette of the 22nd ultimo.

(1)

(Decree of May 30, 1915, No. 807.)

(Translation.)

Thomas, Duke of Genoa, Lieutenant-General of His Majesty Victor Emmanuel III, &c.

In virtue of the authority delegated to us ;

In view of Article 225 of the Code for the Mercantile Marine ;

In view of the state of war existing between the Kingdom of Italy and other European Powers, after consultation with the Council of Ministers ;

On the proposal of the Minister of Marine, in concert with the Minister of Foreign Affairs, of Colonies, of Justice and Worship, we have decreed and we decree :—

Article 1.—The Prize Court provided for in Article 225 of the Mercantile Marine Code will have its seat in Rome, and will have authority also for the colonies.

Article 2.—The Prize Court will be presided over by a first president of the Court of Appeal, active or retired, or by a president of a section of the Court of Cassation, active or retired.

It will be composed of the following ordinary and supplementary members :—

Ordinary members :—

(a) An admiral.

(b) A member of the "contentieux diplomatique."

(c) A Counsellor of State.

(d) The Director-General of the Mercantile Marine.

(e) The inspector of the port captaincies.

(f) A magistrate of the legal profession having rank not inferior to that of a Counsellor of Court of Appeal.

In categories (a), (b), (c), and (f) a supplementary member will be selected.

Article 3.—A Government commissioner will initiate the proceedings in the name of the Government, and will record his opinions. A magistrate of the public ministry of a rank not inferior to a King's procurator will act as Government commissioner. In case of absence or other impediment another magistrate of the public ministry will take his place.

The Government commissioner and the supplementary commissioner when the latter is taking the former's place have no voice in the discussions, and no vote.

Article 4.—The Prize Court will be attended by a secretary, having no vote, selected from among the officials at the Admiralty, at a rank not inferior to that of commander.

The secretary will be assisted by a vice-secretary, who replaces him in case of temporary absence.

The vice-secretary will be selected from among the officials of the Ministries of Foreign Affairs, Marine, and Grace, Justice, and Worship of a rank not inferior to that of first secretary.

Article 5.—The president, the ordinary and supplementary members of the Prize Court, the Government commissioners and the supplementary commissioners, and the secretary will be appointed by decree on the recommendation of the Ministers of Marine, Foreign Affairs, and Justice.

The vice-secretary is appointed by decree of these Ministers.

Article 6.—The Prize Court will draw up, at its first sitting, rules of procedure for its future guidance. These rules will be published in the Official Gazette.

Article 7.—Five members constitute a quorum, including the president or his substitute.

The president or his substitute will have the casting vote.

Article 8.—Interested parties may present written memorials direct to the president of the Court.

Article 9.—The representatives of foreign Powers accredited to the Italian Government may address to the Government commissioner any observations which they may think advisable in the interests of their nationals.

Article 10.—The decisions of the Court will include an exposition of the grounds on which they are based (*sono motivate*). They are not subject to appeal, opposition, or revocation, except when taken to the Supreme Court of Cassation in the terms and conditions laid down in Article 3 of the law of 31st March 1877, No. 3761 (series 2).

Article 11.—The decisions of the Prize Court will be communicated to the Ministries of Foreign Affairs and Marine within eight days of their pronouncement.

Article 12.*—The expenses of the secretariat and other incidental expenses for the working and service of the Prize Court will be charged to the extraordinary funds placed at the disposal of the Ministry of Marine in consequence of the international situation.

We order that the present decree sealed with the seal of State shall be inserted among the laws and decrees of the Kingdom of Italy, commanding all concerned to obey it and cause it to be obeyed.

Given at Rome, May 30, 1915.

THOMAS OF SAVOY.

(2)

(Decree of August 1, No. 1234.)

(Translation.)

Article 1.—The Prize Court established by our decree No. 807 of 30th May 1915, is empowered to deal with all claims for compensation for losses presented against the State for matters pertaining to the exercise of the prize law during the present state of war.

The proceedings leading up to a decision by the Court in such cases shall begin by the presentation of the claim to the Ministry of Marine, and shall follow the course laid down in the rules to be drawn up for this purpose in

* See amended version in (2).

the administrative regulations of the Prize Court.

Article 2.—The following text shall be substituted for Article 12 of our decree No. 807 of the 30th May 1915 :—

“ Article 12. The amounts of the indemnities and salaries to be paid to those constituting the Prize Court and to the secretary and vice-secretary shall be fixed by decrees of the Ministry of Marine to be registered at the Audit Office under the heading of ‘ War Expenditure,’ in the budget of the Ministry of Marine.”

Article 3.—The present decree comes into force from the 30th May 1915, the date on which the Prize Court was established in accordance with our decree of the 30th May 1915, No. 807.

(3)

Regulations laid down by the Italian Prize Court, September 13, 1915.

(Translation.)

Article 1.—The application to exercise the right of action for obtaining compensation for losses, provided for by Article 1 of the Decree of His Majesty's Lieutenant of August 1, 1915, No. 1234, must contain :

(a) The Christian and surname, or trading name, nationality and residence or domicile of the claimant.

(b) A summary of the circumstances on which the claim for compensation is based.

(c) A statement of the amount of payment claimed.

(d) The domicile elected in Rome indicating the person with whom or office where domicile has been elected.

(e) A list of the documents produced in support of the application, and a declaration of the evidence which the claimant considers necessary.

(f) The signature of a lawyer practising at a Royal Court of Appeal furnished with a special power of attorney.

In case of non-election of domicile notifications to the claimant are made by depositing them in the office of the secretary of the Prize Court.

Article 2.—The Ministry of Marine transmits the application with all documents in support to the Government Commissioner on the Prize Court, notifying the President of the fact.

The Government Commissioner expresses his opinion on the application and, when necessary, submits documents and suggests means for obtaining further evidence.

Article 3.—Judgment on the application is given in the form laid down by the Internal Regulations of the Prize Court for the Judgment of legality of capture, approved at the sitting of June 26*, with the following exceptions :—

(a) The Presidential Decree referred to in Article 6 of the Internal Regulations is not published in the Official Gazette, nor communicated to the Diplomatic Agents, but is immediately notified to the claimant at his elected domicile.

(b) The period laid down in Article 7 of the Internal Regulations counts from the date of such notification.

(c) The order referred to in Article 11 of the Internal Regulations is not published in the Official Gazette.

Article 4.—When an application for compensation has relation to facts connected with the judgment on the legality of capture sought for or pending, and the period provided by Article 7 of the Internal Regulations has terminated, the President is authorised, after consultation with the Government Commissioner, to order the co-ordination of the two judges by means of a notice to be communicated to the parties interested.

When the application is presented after the preliminary examination into the legality of capture has been closed the co-ordination of the judgments can only take place on application from the party interested. The latter, however, in this case is not allowed to put forward proofs.

When the application for compensation for losses has been presented after the fifth day from the closing of the preliminary examination, the order for the fusion of judgments may only be given on the application of the parties already constituted in the action regarding legality of capture.

Article 5.—When the Court decides that compensation for loss is due, it can order the parties to submit to an ordinary judge the decision of questions relating to the distribution of the sums awarded by the Court and the existence or non-existence of debts claimed by those who are entitled to the aforesaid sums.

Article 6.—The application, the power of attorney and the documents produced by the claimant, as also the acts submitted by him to judgment are subjected to the provisions of the laws regarding stamps and registration. The provisions and deliberations of the Prize Court respecting compensations for loss are also subject to the provisions of such laws, provided the judgment on compensation is not co-ordinated with that on the legality of capture.

On presenting his application the claimant should deposit with the Secretary of the Prize Court the sheets of stamped paper required for the acts to be submitted to the Court at his request. When the judgment on compensation for losses is not co-ordinated with that on the legality of capture, the claimant should also deposit the sheets of stamped paper necessary for the provisions and deliberations of the Court. The claimant must, in presenting his application, deposit with the Secretary the presumed amount of the registration fee to which the deliberations of the Court are liable.

The Claimant should, finally, deposit with the Secretary the sum which the latter shall judge necessary for the execution of the acts of the preliminary examination required of him.

Article 7.—In case of non-fulfilment of the provisions of the last paragraph of the preceding Article, the Commission passes judgment on the Acts as they stand : in case of non-compliance with the other provisions of the aforesaid Article and those of Article 1, the Court sitting in the Chamber of Council suspends judgment until this has been rectified.

The declaration of suspension is notified to the claimant at his elected domicile.

Article 8.—The Court, even in cases in which it accepts the demand for compensation, is empowered to allow costs wholly or in part.

* See Regulations published in the Edinburgh Gazette of 22nd October 1915.

CENTRAL CHANCERY OF THE ORDERS
OF KNIGHTHOOD.LORD CHAMBERLAIN'S OFFICE,
ST. JAMES'S PALACE, S.W.,
October 29, 1915.

The KING has been graciously pleased to give orders for the following promotions in, and appointments to, the Most Honourable Order of the Bath, for distinguished service in the Field :—

To be Additional Members of the Military Division of the Second Class, or Knights Commanders, of the said Most Honourable Order :—

Major-General Charles John Melliss, V.C., C.B., Indian Army.

Major-General George Frederick Gorringe, C.B., C.M.G., D.S.O., Indian Army.

To be Additional Members of the Military Division of the Third Class, or Companions, of the said Most Honourable Order :—

Colonel (temporary Brigadier General) Richard Narrien Gamble, D.S.O.

Colonel Patrick Hehir, M.D., F.R.C.S., Indian Medical Service.

Colonel Usher Williamson Evans, Royal Engineers.

Lieutenant-Colonel (temporary Colonel) William Henry Banner Robinson, Indian Medical Service.

Lieutenant-Colonel (temporary Colonel) Stannus Geoghegan, Indian Army.

Lieutenant-Colonel John Hennessy, M.B., Royal Army Medical Corps.

CHANCERY OF THE ORDER OF
SAINT MICHAEL AND SAINT GEORGE,
DOWNING STREET, October 29, 1915.

The KING has been graciously pleased to give directions for the following appointments to the Most Distinguished Order of Saint Michael and Saint George, for distinguished service in the Field :—

To be Additional Members of the Second Class, or Knights Commanders, of the said Most Distinguished Order :—

Major-General Sir George John Young-husband, K.C.I.E., C.B., Indian Army.

Major-General Herbert Vaughan Cox, C.B., C.S.I., Indian Army.

To be Additional Members of the Third Class, or Companions of the said Most Distinguished Order :—

Colonel (temporary Brigadier-General) Harry Davis Watson, C.I.E., M.V.O., Indian Army, Equerry to the King.

Lieutenant-Colonel John Lewes Parker, Royal Artillery.

Lieutenant-Colonel Walter George Pridmore, M.B., Indian Medical Service.

Lieutenant-Colonel Alexander Montagu Spears Elsmie, 56th Punjabi Rifles (Frontier Force).

Major and Brevet Lieutenant-Colonel William Frank Bainbridge, D.S.O., 51st Sikhs (Frontier Force).

Lieutenant-Colonel Charles Levenax Haldane, 7th Gurkha Rifles.

Lieutenant-Colonel Thomas Robertson Mac-lachlan, 92nd Punjabis.

Major Percival George Elgood, Reserve of Officers, The Devonshire Regiment.

Major (temporary Lieutenant-Colonel) Alexander Shairp, Supply and Transport Corps.

INDIA OFFICE, October 29, 1915.

The KING has approved the appointment of General Sir John Eccles Nixon, K.C.B., Indian Army, to be an Aide-de-Camp General to His Majesty, vice Lieutenant-General Sir Robert Irvin Scallon, K.C.B., K.C.I.E., D.S.O., Indian Army.

WAR OFFICE, October 28, 1915.

His Majesty the KING has been pleased to award the Victoria Cross to

No. 6738 Lance-Serjeant Oliver Brooks, 3rd Battalion, Coldstream Guards.

For most conspicuous bravery near Loos, on the 8th October 1915.

A strong party of the enemy having captured 200 yards of our trenches, Lance-Serjeant Brooks, on his own initiative, led a party of bombers in the most determined manner, and succeeded in regaining possession of the lost ground.

The signal bravery displayed by this Non-commissioned Officer, in the midst of a hail of bombs from the Germans, was of the very first order, and the complete success attained in a very dangerous undertaking was entirely due to his absolute fearlessness, presence of mind and promptitude.

WAR OFFICE, October 23, 1915.

His Majesty the KING has been pleased to confer the undermentioned rewards for distinguished service in the Field, in connection with the recent Military Operations in Togo-land :—

To be a Companion of the Distinguished Service Order.

Captain Harman Barnes Potter, East Kent Regiment.

Awarded the Military Cross.

Captain Cecil Geoffrey Hornby, East Lancashire Regiment.

WAR OFFICE, October 29, 1915.

His Majesty the KING has been graciously pleased to confer the undermentioned rewards for distinguished service in the Field :—

To be Major-Generals.

Colonel (temporary Major-General) M. J. Tighe, C.B., C.I.E., D.S.O., Indian Army.
Colonel (temporary Brigadier-General) W. S. Delamain, C.B., D.S.O., Indian Army.
Colonel (temporary Brigadier-General) J. M. Stewart, C.B., A.D.C., Indian Army.
Colonel (temporary Brigadier-General) A. H. Bingley, C.B., C.I.E., Indian Army.

To be Brevet Colonels.

Lieutenant-Colonel A. S. R. Annesley, Supply and Transport Corps.
Lieutenant-Colonel G. M. Baldwin, D.S.O., 25th Cavalry (Frontier Force).
Lieutenant-Colonel H. G. Boisragon, V.C., 5th Gúrkha Rifles (Frontier Force).
Lieutenant-Colonel W. W. Chitty, 119th Infantry (The Mooltan Regiment).
Lieutenant-Colonel E. S. Cleeve, Royal Field Artillery.
Lieutenant-Colonel C. B. L. Clery, 104th Wellesley's Rifles.
Lieutenant-Colonel S. H. Climo, D.S.O., 24th Punjabis.
Lieutenant-Colonel H. L. D. Fordyce, Supply and Transport Corps.
Lieutenant-Colonel A. J. N. Harward, 48th Pioneers.
Lieutenant-Colonel H. E. Lewis, 10th Jats.
Lieutenant-Colonel R. P. Molesworth, Royal Garrison Artillery.
Lieutenant-Colonel E. C. Peebles, D.S.O., 2nd Battalion, The Norfolk Regiment.
Lieutenant-Colonel F. A. Smith, 2nd Queen Victoria's Own Rajput Light Infantry.

To be Brevet Lieutenant-Colonels.

Major H. A. Holdich, 2nd Battalion, 5th Gúrkha Rifles (Frontier Force).
Major T. N. S. M. Howard, The Prince of Wales's Own (West Yorkshire Regiment).
Major C. C. R. Murphy, 30th Punjabis.
Major (temporary Lieutenant-Colonel) G. A. F. Sanders, Royal Engineers.

To be Brevet Majors.

Captain F. C. Bannatyne, 109th Infantry.
Captain T. P. Bassett, Royal Engineers, attached 2nd Queen Victoria's Own Sappers and Miners.
Captain F. Booth, The King's Own (Royal Lancaster Regiment), attached 34th (Divisional Signal) Company, Sappers and Miners.
Captain E. G. J. Byrne, 104th Wellesley's Rifles.
Captain A. Forbes, 128th Pioneers.
Captain (temporary Major) H. L. Reilly, 82nd Punjabis and Royal Flying Corps.
Captain A. J. Ross, Royal Engineers, attached Royal Flying Corps.
Captain H. O. B. Wood, 8th Rajputs.
Captain R. E. Wright, M.B., Indian Medical Service.

To be Companions of the Distinguished Service Order.

Commander Anthony Hamilton, Royal Indian Marine.
Major Henry Arthur Bransbury, Royal Army Medical Corps.
Major Henry Clare Duncan, 9th Gúrkha Rifles.
Major Robert Welland Knox, M.B., Indian Medical Service.
Major James Archibald Dunboyne Langhorne, Royal Garrison Artillery.
Major Cyril Norman Macmullen, 15th Ludhiana Sikhs.
Major Bertrand Richard Moberly, 56th Punjabi Rifles (Frontier Force).
Major (temporary Lieutenant Colonel) Leslie Herbert Queripel, Royal Field Artillery.
Major Reginald Edmund Maghlin Russell, Royal Engineers.
Major Gerald Bassett Scott, 27th Punjabis.
Major Oliver St. John Skeen, 62nd Punjabis.
Captain Arthur John Herbert Chope, 2nd King Edward's Own Gúrkha Rifles (The Sirmoor Rifles) (attached Bikanir Camel Corps).
Captain Mountiford Hickman Llewellyn Morgan, 62nd Punjabis.
Captain Gerald Leslie Pepys, 57th Wilde's Rifles (Frontier Force).
Captain Henry St. George Stewart Scott, 4th Gúrkha Rifles.
Captain Gerald Charles Wale Willis, 31st Duke of Connaught's Own Lancers.
Lieutenant Richard Hassell Sheepshanks, 12th Cavalry.

Awarded the Military Cross.

Captain Edward Bruce Allnutt, Royal Army Medical Corps.
Captain William Burgess Benton, 105th Mahratta Light Infantry.
Captain Murray George Gunning Campbell, Royal Engineers.
Captain Kenneth Edward Cooper, 110th Mahratta Light Infantry.
Captain William Morgan Hunt, Royal Garrison Artillery, attached 23rd Peshawar Mountain Battery (Frontier Force).
Captain Aubrey Francis Vincent Jarrett, Royal Garrison Artillery, attached 23rd Peshawar Mountain Battery (Frontier Force).
Captain Charles Aubrey Pogson, 117th Mahrattas.
Captain Henry Cave West, Royal Horse Artillery.
Captain Arthur Wilfred White, 117th Mahrattas.
Lieutenant Humphrey John Baillie, 2nd Battalion, The Dorsetshire Regiment.
Lieutenant Richard Henry Dewing, Royal Engineers.
Lieutenant Malcolm Eccles, 119th Infantry (The Mooltan Regiment).
Lieutenant (temporary Captain) Harcourt Sutcliffe Farebrother, 2nd Battalion, The Norfolk Regiment.
Lieutenant Alec Bryan Matthews, Royal Engineers.
Lieutenant (temporary Captain) Gilbert Braithwaite Rickards, Royal Flying Corps, Special Reserve.
Lieutenant (temporary Captain) Leopold Victor Arnold Royle, Egyptian Coast Guard.

Lieutenant Eric Lechmere Stephenson, 2nd Battalion, The Dorsetshire Regiment.

Lieutenant Alister Ralph Thomson, 7th Duke of Connaught's Own Rajputs.

Lieutenant Narayan Krishna Bal, Indian Medical Service.

Jemadar Dattajirao Khanvilkar, 110th Maharratta Light Infantry.

Jemadar Sitaram Sellar, 117th Mahrattas.

Jemadar Sohan Singh, 24th Punjabis.

His Majesty the KING has been graciously pleased to approve of the appointment of the undermentioned Officers to be Companions of the Distinguished Service Order, in recognition of their gallantry and devotion to duty in the Field:—

Lieutenant-Colonel John Harvey, 8th (City of London) Battalion, The London Regiment (Post Office Rifles) Territorial Force.

For conspicuous ability, coolness, and devotion to duty in the command of his unit during the attack on the German trenches at Festubert on 25th and 26th May 1915. His gallant example greatly aided the successful attack.

Major Hadrian Bayley, 15th County of London Battery, Royal Field Artillery, Territorial Force.

For conspicuous gallantry and ability from 12th to 26th May 1915, at Le Plantin, when his battery rendered excellent service by its effective fire. He was heavily shelled by the enemy in his observation stations, but throughout the operations he sent back prompt and reliable information.

Major William Ellis Clark, 16th Battery, Royal Field Artillery.

For conspicuous gallantry and good work during operations between 9th and 19th May 1915, near Rue du Bois, especially when under heavy shell fire at the observing station of his battery. His reports and observations on the course of events were of great value.

Major Roderick Livingstone Lees, 1/6th Battalion, The Lancashire Fusiliers, Territorial Force.

For conspicuous gallantry and determination during an attack near Krithia, Gallipoli peninsula, on 8th August 1915. He commanded the defence of a position against heavy odds with great skill and tenacity, and showed absolute disregard of personal danger in leading and encouraging his men.

Major Ivon Tatham Standish, No. 3 Battery, Royal New Zealand Artillery.

For conspicuous gallantry in the Gallipoli peninsula on 27th-28th August 1915. He was controlling the fire of a very exposed section of guns, performing this duty on a flank under heavy fire, when one of his guns was put out of action and a fire broke out round his ammunition pit. He at once left his observing station, ran to the pit and personally assisted in extinguishing the fire.

Captain Richard Curwen Richmond Blair, 1/5th (Cumberland) Battalion, The Border Regiment, Territorial Force.

For conspicuous gallantry on the night of 27th September 1915, at Armentières. He went out with a party of ten to bomb the enemy's trenches. Finding conditions unfavourable, the party lay down and waited about 50 yards from the enemy's wire. Soon afterwards a party of 14 Germans were seen advancing towards them. Captain Blair held his fire till they were 10 yards away, when he shot four of them with his revolver. His party accounted for all the remainder except two, and returned unscathed. Captain Blair has constantly taken part in arduous and enterprising night work.

Captain Cecil Arthur Callaghan, 2nd Battery, Field Artillery, Australian Imperial Force.

For conspicuous gallantry and ability on 12th July 1915, during an action on the Gallipoli peninsula. As Forward Observing Officer he advanced with the first line of infantry and established telephone communication with his battery from the captured hostile trenches. During the day he continued to advance under heavy fire, sending back accurate reports, valuable not only to the guns, but also to the Corps Staff.

Captain Francis M'Crone Douie, Royal Engineers, No. 3 Company, 1st King George's Own Sappers and Miners, Indian Army.

For conspicuous gallantry on 22nd May 1915, west of Ferme du Bois. In broad daylight, accompanied by his orderly, Sapper Jiwa Khan, he got over the parapet and went to within 80 yards of the German trenches, which were being shelled by our guns, and brought back to safety a wounded man. He also assisted to bring in another wounded man on a stretcher. The Germans were alert at the time and opened fire at once.

Captain Bertram Sibbald Finn, New Zealand Medical Corps.

For conspicuous devotion to duty in the Gallipoli peninsula during operations from 6th to 9th August 1915, when he worked day and night with unceasing zeal and without rest evacuating the wounded. His work was carried out under continuous fire, on one occasion the dressing station being heavily shelled for an hour, and many assistants and wounded being hit. Owing to Captain Finn's efforts the wounded lying in the more exposed positions were got into a place of greater safety.

Captain Harry Gardiner, 2nd Battalion, The Duke of Wellington's (West Riding Regiment), attached 8th Battalion.

For conspicuous gallantry and determination during operations at Suvla Bay, Gallipoli peninsula, on 8th August 1915. He continued to lead his men forward after being twice wounded, and only gave up after being wounded a third time.

Temporary Captain John Wingate Greany, 5th Battalion, The Duke of Edinburgh's (Wiltshire Regiment).

For conspicuous gallantry in the Gallipoli peninsula.

On 10th August 1915, his battalion suffered severely in the Salzi Beit valley, and on 25th August two men arrived in an exhausted condition, bringing word that five others were still alive at the upper end of the valley, having lived for 14 days among the dead and wounded. Captain Greany formed a rescue party of volunteers from his Regiment, and, although it was found impossible, owing to bright moonlight, rifle fire, and meeting a Turkish patrol, to complete the search on the night of 25th-26th August, yet on the following night he found and brought in the five men under heavy fire. Captain Greany also brought back valuable information regarding the country and the enemy's movements.

Captain Cecil Duncan Sasse, 1st Battalion (New South Wales), Australian Imperial Force.

For conspicuous gallantry and determination during the attack on Lone Pine, Gallipoli peninsula, on the 6th-7th August 1915, when he led several bayonet charges on trenches occupied by the enemy, resulting in substantial gains. Captain Sasse was wounded three times, but remained on duty.

Captain Alan Humphrey Scott, 4th Battalion (New South Wales), Australian Imperial Force.

For conspicuous gallantry in the attack on Lone Pine, Gallipoli peninsula, on 6th-7th August 1915. He held on to a very exposed position till all the wounded had been removed. Later, after a heavy bombing attack in superior force had compelled him to retire, he led a bayonet charge which retook and held a position, in face of the enemy's enfilading machine-gun fire. This position was of great importance as linking up the positions captured on either flank.

Captain and Brevet Major Guy Charles Williams, 173rd (Tunnelling) Company, Royal Engineers.

For conspicuous gallantry and initiative in France. He pushed his advanced galleries through those of the enemy, thereby successfully carrying out mining operations.

From the commencement of this dangerous and difficult operation Major Williams directed and controlled the work with great forethought and daring, which alone enabled an almost unique result to be obtained.

His Majesty the KING has been graciously pleased to confer the Military Cross on the undermentioned Officers, in recognition of their gallantry and devotion to duty in the Field:—

Captain Thomas Ralph Eastwood, The Rifle Brigade (The Prince Consort's Own).

For conspicuous gallantry and ability during operations on 6th-7th August 1915, in the Gallipoli peninsula. He guided the night advance of his brigade with skill and resource, especially when the head of the column came under the enemy's fire. Owing to the severity of the opposition the advance came gradually

to a standstill, and at this point Captain Eastwood rendered very valuable service in reorganising the column, thus enabling it to continue the advance.

Captain Percy Howard Hansen, V.C., Adjutant 6th (Service) Battalion, The Lincolnshire Regiment.

For conspicuous gallantry at Suvla Bay on 9th September 1915. He made a reconnaissance of the coast, stripping himself and carrying only a revolver and a blanket for disguise.

He swam and scrambled over rocks, which severely cut and bruised him, and obtained some valuable information and located a gun which was causing much damage. The undertaking was hazardous. On one occasion he met a patrol of 12 Turks who did not see him, and later a single Turk whom he killed. He returned to our lines in a state of great exhaustion.

Captain Owen Glendower Howell-Price, 3rd Battalion (New South Wales), Australian Imperial Force.

For conspicuous gallantry on 7th August 1915, in the attack on Lone Pine, Gallipoli peninsula. He showed the greatest bravery in leading an attack against the Turkish trenches, frequently rallying his men under heavy fire and restoring order at critical moments. He killed three Turks with his own hands.

Captain John Joseph Kavanagh, 3rd Battalion, The Connaught Rangers, attached 1st Battalion.

For conspicuous gallantry and devotion to duty on 25th September 1915, when on special observation duty in a "crow's nest" in a very exposed building. From 6 a.m. onwards throughout the day, although under very heavy fire, he continued to send in most valuable information. His post was struck by four direct hits, but he only left it to put his orderlies under cover. He showed great nerve and determination.

Captain Lionel Wilmot Brabazon Rees, Royal Artillery and Royal Flying Corps.

For conspicuous gallantry and skill on several occasions, notably the following:—On 21st September 1915, when flying a machine with one machine gun, accompanied by Flight-Serjeant Hargreaves, he sighted a large German biplane with two machine guns 2000 feet below him. He spiralled down and dived at the enemy, who, having the faster machine, manœuvred to get him broadside on and then opened heavy fire. In spite of this Captain Rees pressed his attack and apparently succeeded in hitting the enemy's engine, for the machine made a quick turn, glided some distance and finally fell just inside the German lines near Herbecourt.

On 28th July he attacked and drove down a hostile monoplane in spite of the fact that the main spar of his machine had been shot through and the rear spar shattered.

On 31st August, accompanied by Flight-Serjeant Hargreaves, he fought a German

machine more powerful than his own for three-quarters of an hour, then returned for more ammunition and went out to the attack again, finally bringing the enemy's machine down apparently wrecked.

Lieutenant (temporary Captain) Henry Alexander Hammick, 6th Battalion, The Manchester Regiment, Territorial Force.

For conspicuous gallantry during operations at Helles, Gallipoli peninsula. After the attack on June 4th, 1915, he was the senior surviving company officer of his battalion, and for three days and nights held a section of the forward position with skill and coolness.

On the night of August 12th-13th he showed great bravery and enterprise in the recapture of a trench occupied by the enemy, and held a barricade for five hours against continuous bomb attacks till the position was secured. The only other officer with him was killed.

Lieutenant Francis John Hext, 129th Battery, Royal Field Artillery.

For conspicuous gallantry and determination when Forward Observer with the infantry on 25th September 1915. He first directed the fire of his battery, and then, following up the infantry closely, kept up a continual stream of accurate and valuable information. Though both his telephonists were wounded he continued to get messages through, and was practically never out of touch the whole day. He showed great coolness, resource, and tenacity. Lieutenant Hext had previously been brought to notice for good service.

Temporary Lieutenant Allan Noel Minns, 39th Field Ambulance, Royal Army Medical Corps.

For conspicuous gallantry and devotion to duty at Suvla Bay, Gallipoli peninsula, on 30th August 1915, when attending to the wounded under heavy shrapnel fire. Another officer who was assisting him was killed. Lieutenant Minns later returned to the dressing station, took out 12 stretcher squads and brought in 24 wounded men.

Lieutenant Percy John Ross, 7th Battery, Field Artillery, Australian Imperial Force.

For conspicuous gallantry in the attack on Lone Pine on 6th and 7th August 1915, when he kept his gun in action for 48 hours, although continuously attacked at close range by superior gun fire. His gun emplacement was several times almost completely demolished, and he himself was finally wounded. Lieutenant Ross rendered very valuable assistance to the infantry in the attack through his determination to keep his gun in action at all costs.

Temporary Captain Thomas Scott Syers, 147th Brigade Ammunition Column, Royal Field Artillery.

For conspicuous gallantry and determination on 9th August 1915, in the Galli-

poli Peninsula. He was in charge of some mortars, and, although heavily shelled, succeeded in totally destroying a hostile trench, and only ceased firing when he and his mortars were buried through the parapet being blown in. Again, on 24th August, when bombarding the enemy, three shells bursting prematurely, stunned him, but, when he recovered, he continued to fire and demolished the enemy's trench. He was then sent to hospital suffering from severe shock.

Lieutenant (temporary Captain) William Harry Tapp, 2nd Dragoon Guards (Queen's Bays), Special Reserve.

For conspicuous gallantry on 2nd October 1915, near Loos.

In order to fix observation points and correct contours on a map of "Hill 70," he took a plane table into the front line of trenches and carried out a survey. His work has been checked and found most accurate, although it was carried out under a continuous fire, which his plane table attracted.

Temporary Lieutenant Cornelius Thorne 8th Battalion, The East Surrey Regiment.

For conspicuous gallantry on 28th September 1915, near Fricourt. His brother, Second Lieutenant M. Thorne, also in the 8th Battalion, East Surrey Regiment, was shot while out on patrol, and it was not known if he had been killed. Three unsuccessful attempts had been made to bring him in, when Lieutenant C. Thorne came down from another part of the line, and with his soldier servant, Private Hine, went out under heavy machine-gun fire, found his brother, and carried him back. It was then found that Second Lieutenant M. Thorne had been killed.

Temporary Lieutenant Harry Bertram Walker, M.B., Royal Army Medical Corps, attached 9th Battalion, York and Lancaster Regiment.

For conspicuous gallantry and devotion to duty near Armentières on 25th September 1915. A battery was being heavily shelled, but he proceeded at once to attend to the wounded at one of the guns. While doing this the next gun was put out of action, all the detachment being killed, but he continued to attend to the wounded till the arrival of the Field Ambulance.

Second Lieutenant (temporary Captain) Robert William Beacham, The Prince of Wales's Own (West Yorkshire Regiment), Adjutant, 6th (Service) Battalion, The Northamptonshire Regiment.

For conspicuous gallantry on the night of 28th September 1915, at Fricourt. After the explosion of the enemy's mines he went out on his own initiative and investigated the newly formed craters, coming under fire at close range. He then returned, organised a working party, pegged out a new line and completed a new trench

under fire. His gallant example gave confidence to the working party, and the new trench now forms an important addition to the defences of this section.

Second Lieutenant (temporary Lieutenant) Charles Stuart Peddie Black, 16th (City of Glasgow) Battalion, The Highland Light Infantry, Territorial Force.

For conspicuous gallantry and devotion to duty in the Gallipoli Peninsula on 21st July 1915. The commander of his company being wounded he took command and led the company successfully against the enemy's trenches, holding on to the position which he had captured, and with great personal bravery repelling several severe bomb attacks. Although wounded in the head, he held on for two hours till the enemy were finally repulsed and the position made safe.

Temporary Second Lieutenant Henry Hugh Whitelock Boyes, 1/10th Battalion, The Prince of Wales's (North Staffordshire Regiment).

For conspicuous gallantry during mining operations in the Gallipoli Peninsula on 13th-14th September 1915. He was at the head of a gallery when the enemy broke in, but, after killing some with his revolver and compelling the rest to withdraw, he completed the preparations for exploding a charge which blew in the Turkish gallery.

Fighting was still in progress while he was doing this work.

Temporary Second Lieutenant Charles Emerson Clouting, 1st Battalion, The Buffs (East Kent Regiment).

For conspicuous gallantry on the night of the 21st September 1915, near Forward Cottage, when on patrol duty with Captain Colville, 1st Shropshire Light Infantry. Captain Colville was shot within 15 yards of the German sap which they were reconnoitring, and, although Second Lieutenant Clouting endeavoured to drag him back, he was unable to do so. It was uncertain whether Captain Colville was still alive, and, after the return of the patrol, a rescue party was led back by Second Lieutenant Clouting. He found Captain Colville dead, and, recognising that numbers would be a source of danger, he sent all his party back except Serjeant Baker. These two crawled back under heavy fire, dragging the body with them. There was a bright moonlight at the time.

Second Lieutenant Archibald Kirkwood Dodds, 5th (City of London) Battalion, The London Regiment (London Rifle Brigade), Territorial Force, attached 181st Company, Royal Engineers.

For conspicuous gallantry on 2nd October 1915, near Laventie. He entered a mine gallery, which was in a highly dangerous condition owing to gas, and rescued one of a party who had all been rendered unconscious by the fumes. He afterwards twice re-entered the gallery, and continued his attempts at rescue till he collapsed and became unconscious himself.

Second Lieutenant Leslie Findlater, 3rd Battalion, The Manchester Regiment, attached 1st Battalion.

For conspicuous gallantry and resource on 25th September 1915, near Neuve Chapelle. Believing the trenches opposite him to be occupied by our troops he led his platoon up to the barbed wire, which he cut and passed through before he was discovered by Germans who were holding the trenches in force.

He ordered the platoon to retire, while he himself, with Private Edwards, covered the movement by throwing bombs into the trench. His gallant action was so effective that the retirement was carried out in good order and with little loss.

Second Lieutenant Alfred William Gates, 3rd Battalion, The Prince of Wales's Volunteers (South Lancashire Regiment), attached 2nd Battalion.

For conspicuous gallantry on the morning of 25th September 1915, near Hooge. He advanced twice to the assault with a party of bombers, but was compelled to retire owing to casualties. On the second occasion he reached the enemy's wire entanglement, which he personally endeavoured to cut under heavy shell and rifle fire.

Second Lieutenant Martin Heming Gilkes, 21st (County of London) Battalion, The London Regiment (First Surrey Rifles), Territorial Force.

For conspicuous gallantry at Maroc between 3rd and 24th September 1915, when he carried out reconnaissances at night between the British and German front trenches. He obtained most valuable information on the nights of 12th-13th and 23rd-24th, when he patrolled right up to the German wire. Although wounded on the latter occasion in two places he refused assistance for fear of drawing fire on his patrol, and crawled back independently.

Temporary Second Lieutenant Henry Bayley Reginald Grey-Edwards, Royal Artillery and Royal Flying Corps.

For conspicuous gallantry and skill on 25th September 1915, on the Phalempin-Seclin line, when he bombed a train and damaged the track from a height of 400 feet under heavy rifle fire.

He was attacked by an enemy aeroplane but drove it off. He also brought back a very useful reconnaissance report. This was all carried out under bad weather conditions.

Second Lieutenant Ernest William Frost Hammond, Honourable Artillery Company, Infantry, Territorial Force.

For conspicuous gallantry and devotion to duty during a bomb fight at Sanctuary Wood on 30th September 1915. Although severely wounded in the right side during the afternoon and unable to use his right arm, he remained at the front, using his left arm, till after night-fall, when his wound compelled him to retire.

Second Lieutenant Sidney Philip Hannam, Royal Field Artillery, Special Reserve.

For conspicuous gallantry and ability on 25th September 1915, near Moulin Du Pietre, when, acting as Forward Observing Officer with an infantry battalion, he kept up communication with his battery throughout the day under heavy fire, and sent back valuable information.

Temporary Second Lieutenant Claud Francis Spurrel Jameson, 178th Tunnelling Company, Royal Engineers.

For conspicuous gallantry and devotion to duty on 21st August 1915, near Fricourt, when leading a rescue party in a mine gallery foul with gas and in total darkness. The conditions were most difficult and dangerous. Second Lieutenant Jameson was mainly instrumental in saving the life of one man, and, though partially overcome by gas, he descended again into the gallery and assisted to recover the body of an Officer who had been killed while searching for missing men.

Temporary Second Lieutenant Thomas William Gerald Johnson, 5th Battalion, The Connaught Rangers.

For conspicuous gallantry in the Gallipoli peninsula on several occasions, notably the following :—

On 8th August 1915, during the attack on Lone Pine, when he showed the greatest personal bravery.

On 21st August, during the attack on the well and trenches at Kabak Kuyu, when he led his men in the most dashing manner, and entering the Turkish trenches bayoneted 7 Turks with his own hands.

Second Lieutenant Selden Herbert Long, The Durham Light Infantry and Royal Flying Corps.

For conspicuous gallantry on several occasions, notably the following :—

On 10th September 1915 he went out to attack an observation balloon shed with a 100-lb. bomb, but, being heavily fired at by an anti-aircraft battery, he silenced the guns with this bomb and returned for another one, with which he attacked the balloon. He only narrowly missed it as it was being deflated beside the shed.

On 23rd September he made two determined attacks on trains from 500 feet, breaking the rails in two places. On the first occasion he returned to the attack three times, and finally climbed to 1000 feet in order to make better use of his bomb sight; on the second occasion he made most of his return journey at 1000 feet in order better to examine villages, roads, &c.

On 25th September he attacked a train at 500 feet under heavy rifle fire, and damaged the line.

Late in the afternoon of 25th September he heard that trains were moving at 25 miles distance, and, in spite of darkness and bad weather, he volunteered to attack them. Heavy rain prevented his reaching them, so he turned to attack Peronne station, descending to 500 feet and coming under heavy

anti-aircraft gun fire. This fire prevented his reaching the station, but he climbed to 1500 feet and attacked a "Rocket" battery, silencing one of its guns.

Temporary Second Lieutenant Robert M'Pherson, New Zealand Field Artillery.

For conspicuous gallantry during operations in the Gallipoli peninsula, on 27th and 28th August 1915. His battery was heavily shelled by high explosive shells during an assault on "Hill 60." One gun was put out of action, and a pit containing over 50 high explosive shells became surrounded by blazing brushwood. One slight explosion had already taken place when Second Lieutenant M'Pherson, at great personal risk, went down into the pit and assisted in extinguishing the fire.

Temporary Second Lieutenant Edwin Cooper Scott, 12th Battalion, The Duke of Cambridge's Own (Middlesex Regiment), attached 178th Tunnelling Company, Royal Engineers.

For conspicuous gallantry and devotion to duty near Tambour du Clos, where on two occasions he organised and led parties to the rescue of gassed miners. On the second occasion, 6th September 1915, he led a party down a shaft 55 feet deep and saved the lives of six miners who were gassed. He remained down till he thought all were rescued, and was then brought up, himself almost overcome, and laid on a bed; but, on hearing that all the miners had not been rescued, he endeavoured to return, although still suffering from the effects of gas. He showed great coolness and absolute disregard of personal danger.

Second Lieutenant John Harold Swan, 5th Battalion, The Northumberland Fusiliers, Territorial Force.

For conspicuous gallantry on the night of 25th-26th September 1915, near Armentières. A Serjeant who was engaged in bombing the German trenches under Second Lieutenant Swan was severely wounded. Though exposed to heavy rifle fire and lighted up by flares, Second Lieutenant Swan remained with the Serjeant within a few yards of the German wire, attempted to bandage him, and gradually dragged him back on a coat while the Germans continued to fire. Aided by an Officer and stretcher-bearers who came out, the wounded Serjeant was at last brought in, but not before he had been again wounded.

Second Lieutenant Douglas Archibald Colquhoun Symington, Royal Flying Corps, Special Reserve.

For conspicuous gallantry and skill on 26th September 1915, when he demolished part of a train which was moving towards St. Amand by bombs dropped from a height of 500 feet. A large portion of the train was completely wrecked, and he observed dead horses thrown out of it by the explosion. The remainder of the train was unable to proceed.

Second Lieutenant Noel Edwin Webster, 1st/7th (Robin Hood) Battalion, The Sherwood

Foresters (Nottinghamshire and Derbyshire Regiment), Territorial Force, attached 139th Brigade, Mining Section.

For conspicuous gallantry near Hollebeke, on 23rd September 1915. The enemy exploded a mine, thereby blowing up a portion of one of our galleries near which three men were working. Second Lieutenant Webster and Lance-Corporal Boot immediately went into the galleries to try and save one man who was missing. After they had been repeatedly driven back by gas Private Attenborough went down with air piping, but found the missing man dead. All three were severely gassed.

Temporary Second Lieutenant John Christian White, 7th Battalion, The Border Regiment.

For conspicuous gallantry and determination on 26th September 1915, near Hooze when leading a bombing party to assist another infantry battalion. The bombers were driven back through heavy casualties, but Second Lieutenant White held on till only he and one bomber were left, when heavy shelling forced them to retire.

Subadar-Major Gambir Sing Pun, 1st Battalion, 6th Gurkha Rifles.

For conspicuous gallantry on 6th August 1915, on Chunuk Bair, when he set a splendid example of bravery under very trying conditions. Not only on 6th August, but throughout the hard hand-to-hand fighting which followed he showed himself to be a leader of remarkable merit and undaunted courage.

His Majesty the KING-EMPEROR has been graciously pleased to approve of the under-mentioned Rewards to an Officer, Non-Commissioned Officers and Men of the Indian Army for gallantry and devotion to duty whilst serving with the Indian Army Corps in France and Flanders :—

Awarded the Second Class of the Indian Order of Merit.

11th King Edward's Own Lancers (Probyn's Horse).

No. 2889 Lance-Dafadar Jit Singh, attached 9th Hodson's Horse.

No. 2614 Acting Lance-Dafadar Ganga Singh, attached 9th Hodson's Horse.

35th Sikhs.

No. 2103 Havildar Bir Singh, attached 47th Sikhs.

No. 2479 Lance-Havildar Lal Singh, attached 47th Sikhs.

89th Punjabis.

No. 2316 Sepoy Indar Singh.

No. 3275 Sepoy Suleiman.

124th Duchess of Connaught's Own Baluchistan Infantry.

Jemadar Ayub Khan, attached 129th Baluchis.

Awarded the Indian Distinguished Service Medal.

No. 4 Company, 1st King George's Own Sappers and Miners.

No. 312 Havildar Basant Singh.

No. 1910 Lance-Naik Hari Singh.

89th Punjabis.

No. 1528 Havildar Harnam Singh.

No. 2352 Naik Muhammad Sadik.

His Majesty the KING-EMPEROR has been graciously pleased to approve of the under-mentioned Rewards to Officers, Non-Commissioned Officers and Men of the Indian Army for gallantry and devotion to duty whilst serving with the Indian Expeditionary Force at the Dardanelles :—

Awarded the Second Class of the Indian Order of Merit.

26th Jacob's Mountain Battery, Indian Army.

No. 1096 Gunner Havildar Gurdit Singh.

1st Battalion, 6th Gurkha Rifles.

Jemadar Balsing Thapa.

No. 4813 Havildar (now Jemadar) Santabir Gurung.

No. 266 Lance-Naik Budhram Gurung.

No. 343 Lance-Naik Stembahadur Rana.

No. 29 Rifleman Chandra Sing Gurung.

No. 1088 Rifleman Harka Gurung.

1st Mule Corps.

Jemadar Hashmat Ali.

9th Mule Corps.

No. 1106 Lance-Naik Bahadur Shah.

No. 1350 Driver Bir Singh.

Awarded the Indian Distinguished Service Medal.

26th Jacob's Mountain Battery, Indian Army.

No. 1239 Driver Naik Nikka Singh.

14th King George's Own Ferozepore Sikhs.

No. 4675 Sepoy Bhagwan Singh.

No. 3693 Naik Bir Singh.

No. 3550 Ward Orderly Gurditt Singh (attached 108th Indian Field Ambulance).

89th Punjabis.

No. 1793 Naik Indar Singh.

1st Battalion, 5th Gurkha Rifles (Frontier Force).

No. 4514 Lance-Naik Ratanbir Thapa.

1st Battalion, 6th Gurkha Rifles.

No. 42 Havildar Balbir Rana.

No. 285 Havildar Narbir Thapa.

No. 1108 Rifleman Danbir Thapa.

No. 56 Rifleman Lal Sing Thapa.

2nd Battalion, 10th Gurkha Rifles.

No. 256 Rifleman Ambir Gurung.

No. 898 Rifleman Sirinian Rai.

Divisional Train, 33rd Transport Corps.

No. 980 Naik Sahib Din.

Indore State Transport.

No. 226 Compounder Ganpat Rao.

Indore Imperial Service Transport Corps.

No. 128 Driver Dasharat Singh.

CURRENCY NOTES.

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

I.—ISSUE ACCOUNT.

	£	s.	d.		£	s.	d.	£	s.	d.
Total Issued up to 20th October 1915, inclusive—				Total cancelled up to 20th October 1915, inclusive—						
£1 notes	144,220,163	0	0	£1 notes	88,738,413	0	0			
10/- notes	45,943,843	10	0	10/- notes	26,410,319	10	0			
Currency notes certificates	10,350,000	0	0	Currency notes certificates	6,050,000	0	0			
Issued during the week ended 27th October 1915—				Cancelled during the week ended 27th October 1915—						
£1 notes	3,945,075	0	0	£1 notes	2,457,647	0	0			
10/- notes	1,360,585	0	0	10/- notes	831,746	0	0			
Currency notes certificates	750,000	0	0	Currency notes certificates	230,000	0	0			
				TOTAL				124,718,125	10	0
				Outstanding—						
				£1 notes	56,969,178	0	0			
				10/- notes	20,062,363	0	0			
				Currency notes certificates	4,820,000	0	0			
								81,851,541	0	0
TOTAL	£206,569,666	10	0	TOTAL				£206,569,666	10	0

II.—BALANCE SHEET.

	£	s.	d.		£	s.	d.
Notes outstanding	77,031,541	0	0	Advances—			
Certificates outstanding	4,820,000	0	0	Scottish and Irish Banks of Issue			
				Other Bankers	194,000	0	0
				Post Office Savings Bank			
				Trustee Savings Banks	255,000	0	0
Investments reserve account	445,852	8	9	Currency Note Redemption Account—			
				Gold Coin and Bullion	28,500,000	0	0
				Government Securities	44,620,563	1	11
				Balance at the Bank of England	8,727,830	6	10
TOTAL	£82,297,393	8	9	TOTAL	£82,297,393	8	9

Treasury Chambers, 28th October 1915.

JOHN BRADBURY, Secretary to the Treasury.

FACTORY AND WORKSHOP ACT, 1901 to 1911.

In pursuance of Section 118 of the Factory and Workshop Act, 1901, the Secretary of State for the Home Department has been pleased to appoint Annette Jeanie Tawney, Clara Dorothea Rackham, Violet Blanche Josephine Harris, and Lena Carbutt to be temporary Inspectors of Factories and Workshops.

Whitehall,
26th October 1915.

NATIONAL INSURANCE ACTS, 1911 to 1915.

Notice is hereby given under the Rules Publication Act, 1893, that it is proposed by the National Health Insurance Joint Committee, after the expiration of at least 40 days from this date, in pursuance of the powers conferred upon them by Section 2 of the National Insurance (Part I. Amendment) Act, 1915, and by the National Insurance (Joint Committee) Regulations, 1915, to make Regulations prescribing the date as from which any pension, grant, or allowance granted to any insured person in pursuance of any of the Acts mentioned in Section 2 of the National Insurance (Part I. Amendment) Act, 1915, or any similar Act hereafter passed to which that Section shall be applied as therein provided, shall be treated, for the purposes of Section 11 of the National Insurance Act, 1911, as if it were compensation under the Workmen's Compensation Act, 1906.

Copies of the draft regulations can be purchased, either directly or through any bookseller, from Messrs. Wyman & Sons Ltd., 29 Breems Buildings, Fetter Lane, London, E.C., and 54 St. Mary Street, Cardiff; or Clerk-in-Charge, Publications Department, H.M. Stationery Office, 23 Forth Street, Edinburgh; or Messrs. E. Ponsonby Ltd., 116 Grafton Street, Dublin.

Dated this 2nd day of November 1915.

National Health Insurance
Joint Committee,
Buckingham Gate,
London, S.W.

ADMIRALTY NOTICE TO MARINERS.

No. 1014 of the year 1915.

ENGLAND AND WALES, SOUTH AND WEST COASTS.

Lyme Regis to Bardsey Island; Plymouth Sound and Hamoaze—Regulations respecting small Craft.

Former Notice.—No. 536 of 1915; hereby cancelled.

Notice is hereby given that, under the Defence of the Realm (Consolidation) Regulations, 1914, the following Regulations have been made by the Lords Commissioners of the Admiralty and are now in force :—

I.—PLYMOUTH SOUND AND HAMOAZE.

(a) PLYMOUTH SOUND :

A limited number of moorings for Yachts may be laid in the following places and nowhere else :

Off West Hoe, on application to King's Harbour Master, Sound; in the Cattewater, above Turnchapel, on application to the Harbour Master of Cattewater.

Yachts, &c., and Pleasure Boats may cruise in the waters of the Sound as laid down in the Public Traffic Regulations with the following exception :

No Yacht, &c., or Pleasure Boat may proceed to the westward of a line joining the east end of Drake's Island and the west side of the entrance to Millbay Docks, nor may they proceed more than two miles outside the breakwater.

All persons going afloat in charge of Yachts or Boats are to make themselves thoroughly acquainted with these orders, the Public Traffic Regulations, and the Notices that have been published from time to time in the Public Press defining prohibited areas.

Special notice is drawn to the following points in the Regulations :

No Yacht or Boat may be under way after dark; there can, therefore, be no traffic after dark between Yachts at their moorings and the shore.

Although it is only laid down that no craft may leave or enter by the East Channel, no craft is to approach anywhere near the East Channel buoys, as such action would be likely to draw the fire of the forts.

All excursion steamer traffic is prohibited in the Sound.

Note.

Yachts that are only fitting out at Plymouth, and that may wish to proceed to their Summer Base harbour, must obtain permission to leave here for that purpose.

(b) HAMOAZE :

1. Within the limits in the Harbour of Hamoaze mentioned in paragraph 4 below, all small craft, motor boats, steamboats, pulling boats, punts, &c., are to be moored in one of the following areas, viz. :—Saltash, Pottery quay, North corner, Mutton cove, Cremyll hard, Torpoint, Stonehouse creek (or be hauled up and secured above highwater mark in an approved position), where they will remain under police supervision, and only be allowed out on the production of a permit. (See paragraph 4 below.)

2. With the exception of steam ferry boats, which have obtained special permits, no craft of any description is to be under way during the hours of official night, i.e. between the sunset gun and daylight gun fired from H.M.S. *Impregnable*. Any craft under way between these times may be fired on by the Naval patrol boats or H.M. ships in harbour without notice.

3. During fog or thick weather, no craft of any description is to be under way, with the exception of the Chain Ferry bridges at Torpoint and Saltash.

4. All traffic is prohibited in the waters of the Harbour of Hamoaze within the following limits, viz.:—Between lines joining Skinham and Warren points in the Tamar river, and the boom at Devil's point, including the Lynher river as far as St. Germans, Millbrook Lake, and all the creeks and coves adjoining, subject to the following provisions:—

During daylight, *i.e.*, outside the hours of official night, all craft of any description engaged by their owners in the prosecution of their business, or used by them as a means of obtaining their livelihood, may be permitted to be under way within the above limits on obtaining a permit for the purpose from the Superintendent of Dockyard Police; such permit to be produced when called for by the person in charge of any patrol boat, police boat, or boat of H.M. ships.

Persons owning craft of any description which they may wish to use for pleasure purposes will be allowed to remove the same to approved places outside the above limits. No permits will be granted for use of pleasure craft within the limits defined.

5. With the undermentioned exception at (i), the following areas are prohibited to all craft of every description:

Coombe bay, Kiln bay, Wilcove lake, South of Gravesend point to Pound at Torpoint, St. John's lake, Millbrook lake (inside a line from Palmer point to Little Southdown).

(i) With regard to Millbrook lake inside the line specified, special permits will be given to steam or motor ferry craft, for public traffic only, at the discretion of the King's Harbour Master of Hamoaze.

6. No craft of any description is to approach or is to communicate with any of H.M. establishments or ships without having permission and calling the attention of the guard before they close. Craft disobeying this order may be fired on without notice.

7. The foregoing provisions do not apply to any of H.M. craft or boats, or to vessels in Government employ.

8. No excursion steamers will be permitted in the Hamoaze between the boom at Devil's point and Saltash pier. Subject to special arrangements, facilities will be granted during the summer months only for excursions in the Rivers Tamar and Tavy above Saltash, permits for which must be obtained by the owners of excursion steamers from the King's Harbour Master of Hamoaze.

Special Warning to Boatmen and those who Hire out Yachts or Boats.

Great care must be taken that Yachts and Boats are only hired out to persons who are thoroughly acquainted with these Regulations, as any infringement of the orders will, amongst other things, lead to the detention of the offending Yacht or Boat.

II.—LYME REGIS TO BARDSEY ISLAND.

(a) WESTERN LIMIT OF LYME REGIS ON THE EAST TO START POINT ON THE WEST.

1. The owners of all such boats or vessels

(except fishing craft specially provided for under paragraph 5 below) are to supply lists of all their boats and vessels which they may place afloat, and they must obtain pleasure craft permits for them from a Divisional Coast Watching Officer through the Station Officer of the nearest Coastguard Station. Without permits the boats or vessels are forbidden to be used.

2. No such vessels (except fishing craft as provided for under paragraph 5 below) are to be under way at night, *i.e.* between half an hour after sunset and half an hour before sunrise, or during fog, but are to remain at their moorings. If caught out by fog, they are to return to the shore at once.

3. Subject to the above and to any special exemptions which have been or may be made, all such vessels may proceed as far as three miles outside the port, creek, or river to which they belong, but it must be understood that no special protection can be afforded them.

4. No excursion traffic is allowed except within ports, creeks, and rivers, and then only in special circumstances, by written permission of the Commander-in-Chief.

5. Fishing vessels authorised by Fishing Permits signed by the Local Fishery Officer are allowed to be at sea day and night, but they are not allowed at night to be—

(i) Within 10 miles of the entrance to any defended port;

(ii) North of a line joining Portland Bill and Hope's Nose;

(iii) Within an area bounded on the North and South by lines 5 miles long, drawn S.E. by E. (magnetic) from Berry Head and Start Point, respectively; on the East, by a line joining the eastern extremities of the North and South lines; and on the West by the coast. NOTE.—As regards the part of this area to the North of a line drawn S.E. by E. from the Mewstone, this prohibition is in force during the daytime as well as night.

6. Special local regulations are being issued as far as necessary for defended areas and ports.

Notes on the above.

Fishing vessels are only to include *bonâ fide* professional fishing craft. Amateurs and pleasure craft out fishing are not to be regarded as coming under paragraph 5. Doubtful cases are to be referred for Permits to the nearest Divisional Coast Watching Officer.

Amateur Boat Owners will obtain Pleasure Craft Permits as directed in paragraph 1, and will be subject to paragraphs 2 and 3.

Hired Boats.—Subject to paragraph 1, owners may let out small rowing and sailing boats on hire to parties for whom they are prepared to be responsible. Such hired-out boats shall be strictly subject to paragraphs 2 and 3.

Defended Ports comprise Portland, Plymouth, and Falmouth.

Fishery Officer means an officer of the Local Sea Fisheries Committee within whose area the fishing port in question lies, or other Fishery Officer duly authorised for this purpose.

Permits may be withdrawn at any time at the discretion of the Divisional Coast Watching Officer or Fishery Officer concerned.

(b) START POINT ON THE EAST TO BARDSEY
ISLAND ON THE WEST.

1. The owners of all such boats or vessels (except fishing craft specially provided for under paragraph 5) are to supply lists of all their boats and vessels which they may place afloat, and they must obtain pleasure craft permits for them from a Divisional Coast Watching Officer through the Station Officer of the nearest Coastguard Station. Without permits the boats or vessels are forbidden to be used.

2. No such vessels (except fishing craft as provided for under paragraph 5) are to be under way at night, *i.e.* between half an hour after sunset and half an hour before sunrise, or during fog, but are to remain at their moorings. If caught out by fog, they are to return to the shore at once.

3. Subject to the above and to any special exceptions which have been or may be made, all such vessels may proceed as far as three miles outside the port, creek, or river to which they belong, but it must be understood that no special protection can be afforded them.

4. No excursion traffic is allowed except within ports, creeks, and rivers, and then only in special circumstances, by written permission of the Commander-in-Chief.

5. Fishing vessels authorised by Fishing Permits signed by the local Fishery Officer are allowed to be at sea day and night, but they are not allowed at night to be within ten miles of the entrance to any defended port.

6. Special local regulations are being issued as far as necessary for defended areas and ports.

Notes on the above.

Fishing vessels are only to include *bonâ fide* professional fishing craft. Amateurs and pleasure craft out fishing are not to be regarded as coming under paragraph 5. Doubtful cases are to be referred for permits to the nearest Divisional Coast Watching Officer.

Amateur Boat Owners will obtain pleasure craft permits as directed in paragraph 1, and will be subject to paragraphs 2 and 3.

Hired Boats.—Subject to paragraph 1, owners may let out small rowing and sailing boats on hire to parties for whom they are prepared to be responsible. Such hired-out boats shall be strictly subject to paragraphs 2 and 3.

Defended Ports comprise Plymouth, Falmouth, Milford Haven, Cardiff and Barry, and Swansea.

Fishery officer means an officer of the Local Sea Fisheries Committee within whose area the fishing port in question lies, or other Fishery Officer duly authorised for this purpose.

Permits may be withdrawn at any time at the discretion of the Divisional Coast Watching Officer or Fishery Officer concerned.

Note.—This Admiralty Notice to Mariners is a re-publication of No. 536 of 1915.

Caution.

This Admiralty Notice to Mariners is issued under the provisions of the Defence of the Realm (Consolidation) Regulations, 1914, and failure to comply strictly with the directions contained in it will constitute an offence against those Regulations.

Any person found guilty of such an offence is liable to severe penalties both of imprisonment and fine.

Any person aiding or abetting the commission of such an offence is himself guilty of an offence against the Regulations.

Attention is also drawn to the fact that any infringement of the directions contained in this Admiralty Notice to Mariners is liable to result in the detention of the ship or vessel.

Authority.—The Lords Commissioners of the Admiralty.

By Command of their Lordships,

J. F. PARRY,
Hydrographer.

Hydrographic Department,
Admiralty, London,
27th October 1915.

ADMIRALTY NOTICE TO MARINERS.

No. 1015 of the year 1915.

ENGLAND, SOUTH COAST.

Former Notices.—No. 667 and 979 of 1915; hereby cancelled.

Notice is hereby given that, under the Defence of the Realm (Consolidation) Regulations, 1914 the following Regulations have been made by the Lords Commissioners of the Admiralty and are now in force:—

(1) *Beachy Head to St. Albans Head—Regulations regarding Trading, Fishing, and Pleasure Craft.*

1. Area A.—Enclosed by a line from Beachy Head to Owers Light-vessel to Boulder Bank buoy, thence north-west (true) to the Portsmouth Defence area.

Area B.—Enclosed by a line from Culver cliff to a point 3 miles east (true) of Culver cliff, thence within the 3-mile limit to a point 3 miles south (true) of Freshwater Gate, thence to Freshwater Gate.

Area C.—Enclosed by a line joining Christchurch head to St. Albans head.

2. The term craft as used herein includes ships, barges, boats, and vessels of all descriptions, and the orders apply to all fishing and pleasure craft.

3. No craft are to go out in specified areas between sunset and sunrise.

4. All craft from places within these areas are to be on shore or back in their harbour half an hour after sunset.

5. No craft are to put to sea during fog or thick weather, and any caught at sea by fog, &c., are to return to shore or harbour at once, if possible.

6. Craft unable to return to harbour owing to failing wind or fog, &c., are to anchor and show the regulation anchor lights at night. No bright lights are permitted.

7. Fishing is permitted by all *bonâ fide* fishermen in sailing craft, provided they are in possession of a permit which can be obtained from their District Fishery officers. When applying for these permits they are to state the port from which they intend to work, and this will be entered on the permit.

8. All fishing craft mentioned in paragraph 7 above must carry either their permit number or

their registered number painted on each bow in figures not less than 12 inches in height.

9. Fishing is absolutely prohibited for all steam fishing vessels.

10. Craft found after dark in the areas detailed in paragraph 1 above are liable to be fired upon.

11. No craft are to proceed to sea with any petrol, motor oil, heavy oil, &c., on board with the exception that:—

(i) Traders and all other craft may carry oil, petrol, motor spirit, &c., in bulk, barrels, or as stores for the equipment or navigation of the vessel, provided that the goods are properly pre-entered and that clearance is obtained from the Customs Officials in accordance with the Customs War Powers Act, 1915, paragraphs 1 to 3.

(ii) Sailing vessels may not have on board a quantity of petrol, motor spirit, benzine, paraffin, petroleum, or similar substances, exceeding 2 gallons.

12. Owners of motor craft, pleasure craft, and small craft of all descriptions, are to supply to the Coastguard Officer of the District lists of all their boats and vessels which they may place afloat, and they are to obtain from him permits for them. Without such permits these craft are not to be used. The number of the permit is to be painted on each bow in figures not less than 12 inches in height.

13. Motor craft, pleasure craft, and small craft of all descriptions are not to proceed outside of their ports, creeks, or rivers, during the hours of official day, unless in possession of a permit which may be obtained from a Customs Official on personal application, or (in places where there is no Customs Official) from the Coastguard Officer of that district.

14. The areas within which pleasure craft with permits may move during daylight are as follows, and they are forbidden to move in any other areas:—

Newhaven: Within one mile of *occulting* light at entrance.

Brighton and Hove: Within one mile of *fixed* light on western pier.

New Shoreham: Within one mile of high *occulting* light.

Worthing: Within one mile of *fixed* light on pier.

Littlehampton: Within one mile of *fixed red* light at entrance.

Bognor: Within one mile of *green* fishing light.

Sandown Bay: Inside the line joining Culver cliff and Dunnose head.

Ventnor: Within one mile of Ventnor pier.

Christchurch: Inside the entrance to Christchurch harbour.

Christchurch head to Sandbanks: Within 400 yards of low-water mark.

Poole harbour: Within the line joining North and South Havens.

Studland Bay: From opposite Studland village to the Old Breakwater within 400 yards of low-water mark.

Swanage bay: To the west of the line joining Ballard and Peverill points.

15. No excursion traffic is allowed except with the written permission of the Commander-in-Chief, to be obtained for the season in regard to standing excursions, and on each occasion for special excursions.

16. Nothing in these orders shall affect the standing orders relating to the Defence Areas at Newhaven, Portsmouth, and Poole.

(2) *Newhaven—Closing of the Port.*

The Port of Newhaven is closed to all merchant vessels other than those employed on Government Service, and those which have previously obtained special permission to enter from the Divisional Naval Transport Officer, Newhaven.

(3) *Portland Harbour Approach—Restriction of Traffic.*

Caution.

(i) No vessels or boats of any description are to move in the area north of a line joining Portland Bill with St. Albans head, by day or night, unless proceeding into Weymouth anchorage.

(ii) No vessels or boats of any description are to move in the area north of a line joining Portland Bill with Hopes Nose between sunset and sunrise.

No vessels or boats of any description are to put to sea in this prohibited area during fog, and any caught at sea by fog are to return to shore or harbour at once.

Vessels or boats found in this area after dark are liable to be fired upon.

Note.

This Admiralty Notice to Mariners is a republication of Nos. 667 and 979 of 1915.

Caution.

This Admiralty Notice to Mariners is issued under the provisions of the Defence of the Realm (Consolidation) Regulations, 1914, and failure to comply strictly with the directions contained in it will constitute an offence against those Regulations.

Any person found guilty of such an offence is liable to severe penalties both of imprisonment and fine.

Any person aiding or abetting the commission of such an offence is himself guilty of an offence against the Regulations.

Attention is also drawn to the fact that any infringement of the directions contained in this Admiralty Notice to Mariners is liable to result in the detention of the ship or vessel.

Authority.—The Lords Commissioners of the Admiralty.

By Command of their Lordships,

J. F. PARRY,
Hydrographer.

Hydrographic Department, Admiralty,
London, 27th October 1915.

ADMIRALTY NOTICE TO MARINERS.

No. 1016 of the year 1915.

SCOTLAND, EAST COAST AND ORKNEY ISLANDS.

Pilotage and Traffic Regulations.

Former Notice.—No. 978 of 1915; hereby cancelled.

Mariners are hereby warned that, under the Defence of the Realm (Consolidation) Regulations, 1914, the following Regulations have been made by the Lords Commissioners of the Admiralty, and are now in force:—

Pilotage is compulsory at the following ports for all vessels (including fishing vessels) which have a draught of over eight feet, and it is highly dangerous for any vessel to enter or leave such ports without a pilot. Fishing and other small vessels having a draught of over eight feet are to assemble at the Pilotage stations and will be conducted into and out of port in groups.

(1) FIRTH OF FORTH.—All incoming merchant vessels are only permitted to enter the Firth of Forth when they have sufficient daylight to enable them to reach Inchkeith before the close of "official day," which is notified in the Public Traffic Regulations for the Firth of Forth.

Vessels must pass between the Isle of May and Anstruther Wester, thence they must steer a course so as to pass two miles south of Elie ness, and thence direct for Kinghorn ness.

Vessels are warned that, after having entered the Firth of Forth, they must on no account pass to the southward of a line joining the north point of the Isle of May and Kinghorn ness, until in the longitude of 3° West, when course may be shaped for the centre of North channel.

On approaching Inchkeith, the pilot vessel in the North channel is to be closed and a pilot embarked.

Merchant vessels approaching the Firth of Forth from the southward are permitted to keep close to the shore until Barns ness is reached, when course should be shaped for the Isle of May, so as to pass between the Isle of May and Anstruther Wester.

No merchant or fishing vessel is permitted to enter the Firth of Forth between the Isle of May and the south shore of the Forth.

Merchant vessels approaching the Firth of Forth during the hours of darkness are to maintain a steady course and speed, and are to so arrange their speed that they shall not reach the Isle of May before daylight, and thus will avoid having to reduce speed or stop in the vicinity of the Isle of May, where they may render themselves liable to be fired upon by shore batteries or patrol vessels.

No merchant or fishing vessel is permitted to be at an anchorage, during the hours of "official night," between Inchkeith and a line drawn from Barns ness to North Carr rock (which line is to be considered the eastern limit of the Firth of Forth), unless directed to anchor by the orders of a patrol vessel.

The above orders apply to vessels proceeding to any port in the Firth of Forth, whether to the eastward of Inchkeith or not.

Outward bound vessels must steer to pass the longitude of 3° W. in latitude 56° 06' 30" N., thence shape course to pass 2 miles south of Elie ness and between Anstruther Wester and the Isle of May.

(2) MORAY FIRTH.—All vessels bound to Cromarty or Inverness must call for a pilot at Wick or Burghead.

Outgoing vessels are to discharge their pilots at one or the other of these places.

It is dangerous for any vessel to be under way to the south-westward of a line joining Findhorn and Tarbet ness without a pilot.

No vessels of any description other than H.M. Ships and Auxiliaries are to be under weigh between sunset and sunrise in the waters contained between a line drawn from Tarbet ness to Findhorn, and a line drawn from Fort George to Chanonry point.

(3) SCAPA FLOW.—All entrances are dangerous and entry is absolutely prohibited by any of them except as provided in succeeding paragraphs.

Examination services have been established in the entrances to Hoxa and Hoy sounds; vessels wishing to enter must communicate with the Examination vessel and follow the instructions received from her very carefully.

No vessel is permitted to approach the entrance to Hoxa sound within a radius of 5 miles under any circumstances whatever, except when actually bound to Scapa Flow. Vessels bound to Kirkwall should proceed direct to that port.

The only vessels permitted to enter Hoy sound from the westward are those bound for Stromness: vessels cannot enter Scapa Flow from Stromness.

Vessels are not permitted to enter Hoxa or Hoy sounds by night.

Passage through Cantick sound is entirely prohibited.

Note.—This Admiralty Notice to Mariners is a re-publication of No. 978 of 1915.

Caution.

This Admiralty Notice to Mariners is issued under the provisions of the Defence of the Realm (Consolidation) Regulations, 1914, and failure to comply strictly with the directions contained in it will constitute an offence against those Regulations.

Any person found guilty of such an offence is liable to severe penalties both of imprisonment and fine.

Any person aiding or abetting the commission of such an offence is himself guilty of an offence against the Regulations.

Attention is also drawn to the fact that any infringement of the directions contained in this Admiralty Notice to Mariners is liable to result in the detention of the ship or vessel.

Authority.—The Lords Commissioners of the Admiralty.

By Command of their Lordships,

J. F. PARRY,
Hydrographer.

Hydrographic Department, Admiralty,
London, 27th October 1915.

ADMIRALTY NOTICE TO MARINERS.

No. 1017 of the year 1915.

ENGLAND, EAST COAST.

River Humber—Pilotage Regulations.

Former Notice.—No. 862 of 1915; hereby cancelled.

Mariners are hereby warned that, under the Defence of the Realm (Consolidation) Regulations, 1914, the following Regulations with regard to Pilotage of the River Humber, have been

made by the Lords Commissioners of the Admiralty, and are now in force :—

1. All pilotage certificates granted to masters and mates for the whole or any part of the Humber Pilotage district are suspended, and further, all vessels (irrespective of draught, size, or nationality, but with the exception of those provided for in paragraph 2) bound to or from any place on the Humber must be conducted by licensed pilots over the whole or any part of the waters between Hull and the Outer Pilotage station of the Humber Pilotage district, which, until further notice, will be situated in the neighbourhood of the Bull light-vessel.

2. In the case of lighter inter-dock traffic and of small British vessels engaged in local trade above Immingham, pilotage by licensed pilots is not compulsory.

3. During the hours of official night, and during fog with visibility of less than half a mile, no traffic is permitted to move on the Humber below Paull point; also when these conditions prevail no vessel should enter or remain within a radius of five miles from Spurn light-vessel.

4. A vessel should not approach the Humber unless there is sufficient time available to enable such vessel to obtain a pilot and to arrive at her destination, or at a position in which she is permitted to anchor, before the commencement of official night.

5. No vessel should anchor whilst awaiting a pilot.

6. Vessels when leaving the Humber must proceed direct to sea. Should it be necessary to wait for the weather to moderate or clear, they must remain inside the river at an authorised anchorage.

The pilot lobbies will be notified when the existence of fog outside the river is known.

7. A pilot should not board a vessel unless there is sufficient time available to enable such vessel to arrive at her destination, or at a position in which she is permitted to anchor, before the commencement of official night. The latest time at which the Pilot cutter stationed at the Bull light-vessel should board inward-bound vessels is one hour before the commencement of official night.

Vessels bound outward should not pass Hawkins point later than 45 minutes before the commencement of official night.

8. All vessels proceeding into or out of the Humber must be navigated by way of Hawke and Sunk roads passing to the northward of the Bull light-vessel, except those outward-bound from Grimsby, which may cross the Middle shoal leaving the Middle light-vessel on the starboard hand, but they must pass at once into the channel north of the Middle after rounding the light-vessel.

NOTE.—The five-fathom channel through the Sunk and Hawke roads is very narrow at the western entrance and also at a point north of the Middle light-vessel; deep draught vessels steaming against the tide when approaching the buoys marking these portions of the channel should endeavour to avoid passing others between them by easing engines to allow ships with the tide under them to get through first. Smaller vessels outward-bound should pass close to the southward of the buoys marking the south side, and those inward-bound close to the northward of the buoys marking the north side, of the narrow portions of the channel, provided always

that their draught of water and the state of the tide will admit.

8a. Sailing vessels of 50 tons register and upwards when entering or leaving the Humber must be towed through Hawke road. Should tugs not be available, inward-bound vessels may anchor north-westward of the No. 2 Lower Middle light-float at a distance of not more than $1\frac{1}{2}$ mile from it, but they must not bring the before-mentioned light-float to bear to the southward of 128° (S. 36° E. Mag.).

9. Small craft to and from Grimsby up river are allowed to navigate southward of the Burcom, provided they pass into and out of the main channel to the eastward of No. 6 Upper Burcom B.W.V.S. buoy. They are exempted from communicating with the Examination steamer, but all other vessels leaving Grimsby and passing up the river outside the Burcom must do so.

10. No merchant vessel, except as provided for in paragraphs 8a and 16, shall anchor to the northward of the line of the Killingholme leading lights or to the eastward of a line drawn from the Middle light-vessel through No. 4 light-float and prolonged to the Lincolnshire shore, or within $1\frac{1}{2}$ cable of any of the Admiralty mooring buoys. Anchorage is prohibited for all vessels between two imaginary lines :—

(1) Joining Stone creek Coast Guard flag-staff and the eastern extremity of the eastern jetty at Immingham.

(2) Joining the riverward beacon of the two centre measured mile beacons on Sunk island and the northernmost of two clumps shown southward of Stallingborough on Admiralty chart No. 109. The latter line passes through the position of No. 6 Upper Burcom buoy.

Merchant vessels are not to anchor without special permission between the before-mentioned prohibited anchorage area and the line of transit of the eastern measured mile beacons on Sunk island produced to the Lincolnshire shore.

11. No vessel must approach within a quarter of a mile of the boom defence or within three cables of any of H.M. ships at anchor in the Humber provided the depth of water and circumstances of navigation will admit of keeping this distance.

12. Vessels at anchor in or above Hull road and in the part of the river that lies between Immingham and Cleethorpes are to exhibit the ordinary riding lights, but reduced so as not to be visible at a distance greater than half a mile. They are to show no other lights of any description. Vessels anchored in any other part of the river or secured in any docks or alongside any wharf or pier are to show no lights of any description. Dredgers may be permitted to work at Hull at night provided all their lights are extinguished within half an hour of issue of the general order "Out lights."

13. No tug is permitted to tow more than three craft at one time through a gateway of the boom defence. Owners of tugs may apply to the Humber Conservancy Board for pilot licences for the masters of their vessels which will enable them to pilot their own vessels and river craft comprising their tow (in certain parts of the river). The number of craft towed will be restricted according to the power of the tug.

14. Humber Rule No. 18 is to be strictly enforced. No sound signals other than navi-

gation signals authorised by the Regulations for preventing Collisions at Sea, and by Humber Rules Nos. 14 to 16 (inclusive) at all times of the day or night; and No. 17 during the day only, are on any account to be used by vessels in any part of the Humber, the Old harbour at Hull, or within any of the docks at Hull, Immingham, or Grimsby.

15. Owners of small vessels plying in the vicinity of the Humber are instructed not to paint their craft light grey, and are hereby directed to have any vessels so coloured repainted. They are warned that small vessels painted grey run a great risk of being fired upon in mistake for submarines. Vessels painted black run the least risk.

REGULATIONS AFFECTING SMALL CRAFT IN THE VICINITY OF CLEETHORPES.

16. Pleasure boats may ply for hire at Cleethorpes only between the eastern and western sewer outfall beacons, and must keep within a distance of one mile from the shore. Small vessels may anchor off Cleethorpes southward of the prohibited anchorage area shown on Admiralty Chart No. 109 and shorewards of the 2 fathom contour line. No vessel is allowed to shrimp or trawl between Grimsby docks entrance and a line drawn across the river three miles below it. Notwithstanding anything in these orders rowing boats may pass along the shore at Cleethorpes, but they must keep within 400 yards of the high-water mark of spring tides.

EXCURSIONS BY WATER.

17. Excursions by water are limited to the River Humber above Hull, and Rivers Ouse and Trent. Excursion steamers will not be allowed to ply without a permit from the Admiralty Port Officer, Dock Offices, Immingham, and in no case are they to pass to the eastward of an imaginary line joining Victoria Dock entrance, Hull, and the East beacon on Skitter ness.

Note.—This Admiralty Notice to Mariners is a re-publication of No. 862 of 1915.

Caution.

This Admiralty Notice to Mariners is issued under the provisions of the Defence of the Realm (Consolidation) Regulations, 1914, and failure to comply strictly with the directions contained in it will constitute an offence against those Regulations.

Any person found guilty of such an offence is liable to severe penalties both of imprisonment and fine.

Any person aiding or abetting the commission of such an offence is himself guilty of an offence against the Regulations.

Attention is also drawn to the fact that any infringement of the directions contained in this Admiralty Notice to Mariners is liable to result in the detention of the ship or vessel.

Authority.—The Lords Commissioners of the Admiralty.

By Command of their Lordships,

J. F. PARRY,
Hydrographer.

Hydrographic Department, Admiralty,
London, 27th October 1915.

ADMIRALTY NOTICE TO MARINERS.

No. 1021 of the year 1915.

ENGLAND. SOUTH-EAST COAST.

North Foreland to Beachy Head—Regulations respecting Yachts and Pleasure Boats.

Former Notice.—No. 652 of 1915; hereby cancelled.

Mariners are hereby warned that, under the Defence of the Realm (Consolidation) Regulations, 1914, the following Regulations have been made by the Lords Commissioners of the Admiralty and are now in force:—

I.—NORTH FORELAND TO SOUTH FORELAND:

1. All Yachts and Pleasure Boats are to keep within a distance of half a mile from the shore, except when in the waters between Ramsgate and Deal, when they are to keep inside a line joining North Foreland and Old Stairs bay.

2. Yachts and Boats plying for hire must be duly licensed, and are not to leave the shore without a competent boatman in charge. In places where licences are not granted by the Local Authorities a permit must be obtained from the Senior Naval Officer, Ramsgate (see paragraph 3).

3. Private Yachts and Boats are not allowed to cruise in these waters without a permit from the Senior Naval Officer, Ramsgate. (When applying for a permit state name and address of owner, and name and description of craft.)

4. No Yachts or Pleasure Boats are to cruise at night—i.e., between the hours of sunset and sunrise.

5. Yachts and Pleasure Boats are strictly forbidden to go alongside or communicate with any vessel in the Downs.

6. Yachts and Pleasure Boats embarking or disembarking passengers at Ramsgate harbour are to use the steps at inner end of West pier, and are to keep to the Westward of a line joining outer extremity of East pier and West gate of basin.

When H. M. Vessels are entering or leaving harbour, Yachts and Pleasure Boats are to keep clear of the entrance.

II.—SOUTH FORELAND TO BEACHY HEAD:

1. All Yachts and Pleasure Boats plying for hire between Beachy head and St. Margaret's bay are only allowed to do so by day. They must be supplied with a permit signed by the Chief of the Local Police, and they are to keep within a distance of one mile from the shore. They are to be at their moorings at night—i.e., between the hours of sunset and sunrise.

2. Yachts and Pleasure Boats are not allowed to leave shore without a competent boatman in charge and are forbidden to go alongside or communicate with any vessel lying off shore.

3. Dover Harbour being a fortified area is subject to special regulations.

4. Yachts and Pleasure Boats are forbidden to enter or leave Folkestone harbour. Boats plying for hire from Folkestone beach may do so subject to paragraphs 1 and 2, but must keep west of the entrance of Folkestone harbour.

Note.—This Admiralty Notice to Mariners is a re-publication of No. 652 of 1915.

Caution.

This Admiralty Notice to Mariners is issued under the provisions of the Defence of the Realm (Consolidation) Regulations, 1914, and failure to comply strictly with the directions contained in it will constitute an offence against those Regulations.

Any person found guilty of such an offence is liable to severe penalties both of imprisonment and fine.

Any person aiding or abetting the commission of such an offence is himself guilty of an offence against the Regulations.

Attention is also drawn to the fact that any infringement of the directions contained in this Admiralty Notice to Mariners is liable to result in the detention of the ship or vessel.

Authority.—The Lords Commissioners of the Admiralty.

By Command of their Lordships,

J. F. PARRY,
Hydrographer.

Hydrographic Department, Admiralty,
London, 28th October 1915.

ADMIRALTY NOTICE TO MARINERS.

No. 1022 of the year 1915.

ENGLAND, EAST COAST.

Yarmouth Roads—Restriction of Navigation.

Former Notice.—No. 45 of 1915; hereby cancelled.

Position.—Yarmouth roads, lat. 52° 36' N., long. 1° 45' E.

Caution.—Mariners are hereby warned that, under the Defence of the Realm (Consolidation) Regulations, 1914, the following Regulation has been made by the Lords Commissioners of the Admiralty, and is now in force:—

All vessels, other than open boats, are forbidden to be under way in Great Yarmouth Roads between one hour after sunset and half an hour before sunrise, until further notice.

Note.—This Admiralty Notice to Mariners is a re-publication of No. 45 of 1915.

Caution.

This Admiralty Notice to Mariners is issued under the provisions of the Defence of the Realm (Consolidation) Regulations, 1914, and failure to comply strictly with the directions contained in it will constitute an offence against those Regulations.

Any person found guilty of such an offence is liable to severe penalties both of imprisonment and fine.

Any person aiding or abetting the commission of such an offence is himself guilty of an offence against the Regulations.

Attention is also drawn to the fact that any infringement of the directions contained in this Admiralty Notice to Mariners is liable to result in the detention of the ship or vessel.

Authority.—The Lords Commissioners of the Admiralty.

By Command of their Lordships,

J. F. PARRY,
Hydrographer.

Hydrographic Department, Admiralty,
London, 28th October 1915.

ADMIRALTY NOTICE TO MARINERS.

No. 1023 of the year 1915.

ENGLAND, EAST COAST.

River Tyne Boom Defence—Entrance Signals and Traffic Regulations.

Former Notice.—No. 691 of 1915; hereby cancelled.

Notice is hereby given that the undermentioned regulations have been made by the Lords Commissioners of the Admiralty, in regard to the Boom Defence of the River Tyne, under the Defence of the Realm (Consolidation) Regulations, 1914, and will remain in force until further Notice:—

The following signals will be displayed to indicate that the Boom is *open to traffic*:—

By Day	2 Black Balls, vertical.
By Night	2 White Lights, vertical.

The above signals will be hoisted on board H.M.S. *Satellite* and at the following Distant Signal Stations:—

(a) For Incoming Traffic.—At the Light-house on the end of the North Arm of the Breakwater.

(b) For Outgoing Traffic.—At Ballast Hill. Shipping at Dunstan and Tyne Docks should ascertain by telephone from H.M.S. *Satellite* whether they can proceed down river. A telephone for this purpose is kept at the Staith Master's Office, Dunstan, and at the Dock Master's Office, Tyne Docks.

The absence of these signals will denote that the Boom is *closed to traffic*.

Vessels entering or leaving the Tyne, after passing the Pier Heads when bound inwards, and after passing Hay Hole Point when bound outwards, are to so regulate their speed that until the line of the Boom is passed they shall not come within a distance of 200 yards from their stem to the stern of the next vessel ahead proceeding in the same direction. Whilst navigating between Hay Hole Point and the Pier Heads, no vessel should attempt to overhaul and pass ahead of another vessel proceeding in the same direction.

When crossing the line of the Boom, all vessels are to preserve a mid-channel course as far as is consistent with safe navigation. Vessels of 25 feet draught and above are to stop their engines when crossing the line of the Boom at or about the time of low water.

Incoming and outgoing vessels must not cross the line of the Boom at the same time. Vessels proceeding against the tidal stream must so regulate their speed that any vessels proceeding with the tide shall first pass the obstruction.

With the above exceptions, the Rules and Regulations for the Navigation of the Tyne are to be adhered to.

Note.—This Admiralty Notice to Mariners is a re-publication of No. 691 of 1915.

Caution.

This Admiralty Notice to Mariners is issued under the provisions of the Defence of the Realm (Consolidation) Regulations, 1914, and failure to comply strictly with the directions contained in it will constitute an offence against those Regulations.

Any person found guilty of such an offence is liable to severe penalties both of imprisonment and fine.

Any person aiding or abetting the commission of such an offence is himself guilty of an offence against the Regulations.

Attention is also drawn to the fact that any infringement of the directions contained in this Admiralty Notice to Mariners is liable to result in the detention of the ship or vessel.

Authority.—The Lords Commissioners of the Admiralty.

By Command of their Lordships.

J. F. PARRY,
Hydrographer.

Hydrographic Department, Admiralty,
London, 28th October 1915.

ADMIRALTY NOTICE TO MARINERS.

No 1024 of the year 1915.

SCOTLAND, WEST COAST—
HEBRIDES, LEWIS.

Stornoway Harbour—Closed by night.

Former Notice.—No. 890 of 1915; hereby cancelled.

Mariners are hereby warned that, under the Defence of the Realm (Consolidation) Regulations, 1914, the following Regulations have been made by the Lords Commissioners of the Admiralty and are now in force:—

Stornoway Harbour is closed from one hour after sunset to one hour before sunrise.

All vessels, with the exception of local boats, arriving during the night, should anchor outside until one hour before sunrise, reporting to the Guard vessel off the port before attempting to enter the harbour.

Note.—This Admiralty Notice to Mariners is a re-publication of No. 890 of 1915.

Caution.

This Admiralty Notice to Mariners is issued under the provisions of the Defence of the Realm (Consolidation) Regulations, 1914, and failure to comply strictly with the directions contained in it will constitute an offence against those Regulations.

Any person found guilty of such an offence is liable to severe penalties both of imprisonment and fine.

Any person aiding or abetting the commission

of such an offence is himself guilty of an offence against the Regulations.

Attention is also drawn to the fact that any infringement of the directions contained in this Admiralty Notice to Mariners is liable to result in the detention of the ship or vessel.

Authority.—The Lords Commissioners of the Admiralty.

By Command of their Lordships,

J. F. PARRY,
Hydrographer.

Hydrographic Department, Admiralty,
London, 28th October 1915.

ADMIRALTY NOTICE TO MARINERS.

No. 1025 of the year 1915.

IRELAND, SOUTH COAST.

Former Notices.—Nos. 475 and 543 of 1915; hereby cancelled.

(1) *Port of Queenstown—Regulations with Regard to Traffic.*

Obstructions have been placed in Queenstown harbour, and Mariners are hereby warned that under the Defence of the Realm (Consolidation) Regulations, 1914, the following Regulations have been made by the Lords Commissioners of the Admiralty and are now in force:—

1. Two Trawlers are moored midway between Corkbeg and the easternmost point of Spike island. Pilotage is compulsory for all vessels without exception between the Examination anchorage and the outer Man-of-War anchorage and *vice versa*. All vessels shall pass between these Trawlers steering a course directly up and down the harbour. No vessels shall pass each other when approaching or passing between the Trawlers. Outward-bound vessels will in all instances give way to those inward-bound. The speed of vessels when approaching or passing between the Trawlers shall not exceed 10 knots.

2. The passage between Spike island and Ringaskiddy point is closed, and no vessel shall approach the area bounded on the south by a line drawn between Golden rock and the southernmost point of Spike island.

3. No vessels shall use the channels between Haulbowline and Spike island east of Rocky island or west of the Military pier on Spike island.

4. Vessels infringing these orders expose themselves to grave danger and are liable to be fired upon.

(2) *Bantry, Kenmare, and Dunmanus Bays—Regulations respecting Yachts and Pleasure Craft.*

Notice is hereby given that, under the Defence of the Realm (Consolidation) Regulations, 1914, the following Regulations have been made by the Lords Commissioners of the Admiralty and are now in force:—

1. Yachts and other pleasure craft are not allowed to cross the line in Bantry bay drawn from Sheep head to Dursey head, nor to cross the line in Kenmare bay from Cod head to

Bolus head, nor to cross the line in Dunmanus bay from Sheep head to Three Castle head.

2. No Regatta shall be held without permission in writing from the Senior Naval Officer, Castletownbere. This applies to the coast from Mizzen head to Sybil point.

3. No Excursion steamer shall run without permission in writing from the Senior Naval Officer, Castletownbere. This applies to the coast from Mizzen head to Sybil point.

4. The directions as to no craft being under way in the defended port of Berehaven during official night are to be strictly adhered to.

Note.

This Admiralty Notice to Mariners is a republication of Nos. 475 and 543 of 1915.

Caution.

This Admiralty Notice to Mariners is issued under the provisions of the Defence of the Realm (Consolidation) Regulations, 1914, and

failure to comply strictly with the directions contained in it will constitute an offence against those Regulations.

Any person found guilty of such an offence is liable to severe penalties both of imprisonment and fine.

Any person aiding or abetting the commission of such an offence is himself guilty of an offence against the Regulations.

Attention is also drawn to the fact that any infringement of the directions contained in this Admiralty Notice to Mariners is liable to result in the detention of the ship or vessel.

Authority.—The Lords Commissioners of the Admiralty.

By Command of their Lordships,

J. F. PARRY,
Hydrographer.

Hydrographic Department, Admiralty,
London, 28th October 1915.

INTIMATION is hereby given that Sir THOMAS NORTH DICK LAUDER of Grange and Fountainhall, Baronet, Heir of Entail in possession of the Entailed Lands and Estate of Grange and others, in the County of Edinburgh, has presented a Petition to the Lords of Council and Session (First Division, Junior Lord Ordinary,—Mr. Paterson, Clerk), in terms of the Entail Acts, especially by 38 and 39 Victoria, cap. 61, and relative Acts of Sederunt, for authority to allocate Feuduties.

Date of Interlocutor ordering intimation, 13th August 1915.

SCOTT & GLOVER, Petitioner's Agents.

1 Hill Street, Edinburgh,
29th October 1915.

To the Creditors and other Persons interested in the Succession of the Deceased JOHN MACWILLIAMS, Hatter, 37 Sauchiehall Street, Glasgow, who resided at 8 Selbourne Road, Jordanhill, Glasgow.

JOHNN MANN, JUNIOR, Chartered Accountant, Glasgow, Judicial Factor on the Estate of the deceased John MacWilliams, has presented a Petition to the Court of Session (Second Division, Junior Lord Ordinary,—Mr. Paterson, Clerk) for his discharge of the office of Judicial Factor, of which Notice is hereby given, and that the Petition will be again moved in Court on or after the 17th day of November 1915.

JOHN MANN, JR., 142 St. Vincent Street,
Glasgow.

1st November 1915.

THE GLENVAULT & CAMPSIE FIRECLAY LIME & COAL CO., LTD.

AT an Extraordinary General Meeting of the above-named Company, duly convened, and held within the Religious Institute Rooms, 200 Buchanan Street, Glasgow, on Wednesday, 27th October 1915, the following Extraordinary Resolutions were duly passed, namely:—

- A. "That it has been proved to the satisfaction of this Meeting that the Company cannot, by reason of its liabilities, continue its Business, and that it is advisable to wind up the same, and accordingly that the Company be wound up voluntarily."
- B. "That John Binnie Peden, Chartered Accountant, 18 Queen Street, Edinburgh, be, and is hereby appointed Liquidator for the purpose of winding up."

Notice is hereby given, in conformity with Section 188 of the Companies (Consolidation) Act, 1908, that a Meeting of the Creditors of the above Company will be held within the above-named Rooms, at 200 Buchanan Street, Glasgow, on Wednesday, 17th November, at 12 o'clock noon.

D. R. FORREST, Chairman,
JOHN B. PEDEN, C.A., Liquidator.

Edinburgh, 29th October 1915.

**THE EDZELL GAS LIGHT COMPANY
LIMITED (in voluntary Liquidation).**

NOTICE is hereby given, in pursuance of Section 195 of the Companies Consolidation (Scotland) Act, 1908, that a General Meeting of the above-named Company will be held at 30 Panmure Street, Brechin, on Friday the 3rd day of December 1915, at 2.15 o'clock afternoon, for the purpose of having laid before it an account 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 Liquidator, and also of determining by Resolution the manner in which the books and papers of the Company and of the Liquidator may be disposed of.

FRED. A. FERGUSON, Solicitor,
Brechin, Liquidator.

Brechin, 30th October 1915.

APETITION having been presented to the Lord Ordinary officiating on the Bills at the instance of Mrs. Margaret Callam Lawson or Scott, residing at twenty-five Fairlawn Avenue, Chiswick Park, London, for Sequestration of the Estates of WILLIAM HART SCOTT, Draper, sometime residing at "The Hovel," Dumfries, afterwards and within the last forty days at number sixty-five Cambridge Drive, Kelvinside, Glasgow, his Lordship of this date granted Warrant for citing the said William Hart Scott to appear in Court on the seventh day next after citation if within Scotland, and on the fourteenth day next after citation if furth of Scotland, to show cause why Sequestration of his Estates should not be awarded; of all which Intimation is hereby given.

MACKAY & YOUNG, S.S.C., Agents.

37 York Place, Edinburgh,
29th October 1915.

SEQUESTRATION of EBENEZER TURNER, Medical Practitioner, Loughborough Road, Kirkcaldy.

JAMES BARCLAY ANDERSON, Chartered Accountant, Kirkcaldy, has been elected Trustee on the Estate in succession to James Rowan Thomson, Chartered Accountant, Kirkcaldy, now deceased.

JAS. B. ANDERSON, Trustee.

Kirkcaldy, 30th October 1915.

SUMMARY SEQUESTRATION of G. NICOLSON sometime residing at 2 Argyle Park Terrace, Edinburgh, and now at 31 Forrest Road there.

WILLIAM DANIEL STEWART, Chartered Accountant, Edinburgh, has been elected Trustee on the Estate; and David Simpson, 23 York Place, Edinburgh, has been elected a Commissioner. The Examination of the Bankrupt will take place within the Sheriff Court House, George IV. Bridge, Edinburgh, on Wednesday, 10th November 1915, at 2 o'clock p.m.; and the second Meeting of the Creditors will be held at 3 Albany Street, Edinburgh, on Monday, 27th December 1915, at 11 o'clock forenoon, when two Commissioners will be elected. The claims of Creditors must be lodged with the Trustee on or before 6th December 1915.

WILLIAM D. STEWART.

3 Albany Street, Edinburgh,
2nd November 1915.

In the SUMMARY SEQUESTRATION of JOHN REID, carrying on business under the name of JOHN A. REID & COMPANY, 20 West Campbell Street, Glasgow.

JAMES MAIR DAVIES, Jr., Chartered Accountant, Glasgow, 168 St. Vincent Street, Glasgow, hereby give notice that I have been duly elected Trustee, and that George Grieve Paton, Writer, Glasgow, and Mark Osborne, Director of Osborne & Company (Glasgow) Limited, Osborne Street, Glasgow, have been duly elected Commissioners; that the Sheriff has fixed Tuesday the 9th day of November 1915, at 10 o'clock forenoon, within the Chambers of Mr. Sheriff Fyfe, County Buildings, 50 Wilson Street, Glasgow, as a Diet for the public Examination of the Bankrupt; that the second Meeting of Creditors will be held within the Chambers of the Trustee aforesaid on Monday the 13th day of December 1915, at 12 o'clock noon; 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 20th day of November 1915. At the said second Meeting a third Commissioner falls to be elected.

JAS. M. DAVIES, Jr., Trustee.

In the SUMMARY SEQUESTRATION of JOHN ROBERTSON, Baker, sometime of Fettercairn Bakery, Fettercairn, now residing at 49 Elmfield Avenue, Aberdeen.

GEORGE DUKE M'NICOLL, Solicitor, Kirriemuir, hereby give notice that I have been duly elected and confirmed Trustee; and that George Christie M'Kenzie, Academy Park, Elour Mills, Montrose, Arthur Horne, Flour Merchant, Carmelite House, Aberdeen, and James Wilson, 64 Market Street, Aberdeen, have been elected and confirmed Commissioners; that the Sheriff has fixed Wednesday the 17th day of November 1915, within the Sheriff Court House at Stonehaven, at 10.30 o'clock forenoon, as a Diet for the public Examination of the Bankrupt; that the second Meeting of Creditors will be held within the Station Hotel, Aberdeen, on the 10th day of December 1915, at 12.15 o'clock afternoon; 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 17th day of November 1915.

GEORGE D. M'NICOLL, Trustee.

Kirriemuir, 30th October 1915.

WILLIAM COUPER TAIT, Chartered Accountant in Glasgow, Trustee on the Sequestrated Estates of KENNETH M'KENZIE, sometime Coal Merchant, 116 Hope Street, Glasgow, now residing at Barrhill Road, Gourrock, do hereby convene a Meeting of the Creditors in the said Sequestration, to be held in the Chambers of Messrs. Davies, Tait, & Co., Chartered Accountants, 168 St. Vincent Street, Glasgow, on Wednesday the 10th day of November 1915, at 12.30 p.m., to consider a proposal by the Bankrupt for settlement with his Creditors by Deed of Arrangement.

WM. COUPER TAIT, Trustee.

Glasgow, 25th October 1915.

SEQUESTRATION of T. L. SMITH & COMPANY, Coal Merchants and Exporters, 196 Saint Vincent Street, Glasgow, and T. L. Smith, the sole Partner thereof, as such Partner, and as an Individual.

A MEETING of the Creditors will be held in the Chambers of Messrs. William Cochran & Son, Writers, 190 West George Street, Glasgow, on Wednesday, 17th November 1915, at 11 o'clock a.m., to consider as to an application to be made for the Trustee's discharge.

W. DAVIDSON HALL, F.S.A.A., Trustee.

19 Waterloo Street, Glasgow,
1st November 1915.

SEQUESTRATION of ALEXANDER WRIGHT & CO., Wool and Cotton Dyers, Baltic Dye Works, 16 and 20 Ruby Street, Dalmarnock, Glasgow, as a Company, and William Wright and James Wright, both Wool and Cotton Dyers in Glasgow, the sole Partners, as such Partners, and as Individuals.

A MEETING of the Creditors will be held in the Chambers of Messrs. William Cochran & Son, Writers, 190 West George Street, Glasgow, on Wednesday, 17th November 1915, at 11.15 a.m., to consider as to an application to be made for the Trustee's discharge.

W. DAVIDSON HALL, F.S.A.A., Trustee.

19 Waterloo Street, Glasgow,
1st November 1915.

SEQUESTRATION of SMITH & SONS, Clydebank Creamery, Chalmers Street, Clydebank.

A MEETING of the Creditors will be held in the Chambers of Messrs. William Cochran & Son, Writers, 190 West George Street, Glasgow, on Wednesday, 17th November 1915, at 11.30 a.m., to consider as to an application to be made for the Trustee's discharge.

W. DAVIDSON HALL, F.S.A.A., Trustee.

19 Waterloo Street, Glasgow,
1st November 1915.

In the SEQUESTRATION of SCOTT MARSHALL & CO., Engineers and Contractors, No. 2 St. Andrew Square, Edinburgh, and John Scott Marshall, the only Partner of that Firm, as such Partner, and as an Individual.

JOHN HAMILTON, C.A., Edinburgh, Trustee, hereby intimates that a first Dividend will be paid at his Chambers, No. 35 Alva Street, Edinburgh, on the 19th day of December 1915.

JOHN HAMILTON, C.A., Trustee.

Edinburgh, 1st November 1915.

THE Copartnership of JOHNSTON & FARIE, Yarn Agents, one hundred and thirteen Virginia Place, Glasgow, and in Manchester, of which the

Subscribers are sole Partners, has been DISSOLVED as at thirtieth October nineteen hundred and fifteen.

Glasgow, 30th October 1915.

JOHN AUCHINVOLE.

DAVID BEGG.

JOHN C. BROWN.

STEWART P. AUCHINVOLE.

W. J. GUTHRIE, of 204 West George Street, Glasgow, Apprentice-at-Law,

JOHN MACKAY, of 113 Virginia Place, Glasgow, Clerk,

Witnesses to the Signatures of John Auchinvole, David Begg, and Stewart Porteous Auchinvole.

DANIEL WRIGHT, of 94 High Street, Paisley, Writer,

HAMILTON CRAWFORD, of 94 High Street, Paisley, Writer,

Witnesses to the Signature of the said John Campbell Brown.

BANKRUPTS.

FROM THE LONDON GAZETTE.

RECEIVING ORDERS.

Charles Maxwell Kinnear, 65 Upper Gloucester Place, London, trading as G. Reynolds & Sons, at 398 Edgware Road, Middlesex, corn, flour, and coal merchant.

W. M. Lucas, 11 Southampton Street, Bloomsbury, London.

Henry Portch, 128 Canonbury Road, London, beef and pork butcher.

Nathaniel George Wilkinson, The Willows, South Road, Hailsham, Sussex, and carrying on business

at 3 Terminus Buildings, Eastbourne, Sussex, coal merchant and house and window cleaning contractor.

William John Batsford, 82 High Street, Hoddesdon, Herts, fishmonger and poulterer.

Herbert Simpson Lowe, residing in lodgings at 27 Oldfield Lane, in the city of Leeds, crane driver.

William Creighton, carrying on business under the name or style of Isaac Creighton, residing at 10 Westwood Terrace, Leek, in the county of Stafford, and carrying on business at Britannia Mills, Britannia Street, Leek aforesaid, hobbin manufacturer.

George Francis Lloyd, now or late 212 Abington Avenue, in the county borough of Northampton, accountant.

William Joseph Super, 19 Winner Street, Paignton, in the county of Devon, beer and wine retailer.

Isaac Richard Jones, Mount Pleasant Bakery, 4 Grawen Street, Mount Pleasant, Porth, Glamorgan, grocer and baker.

Caroline Lewis, 4 Vaynor Street, Porth, and carrying on business at Mount Pleasant Fruit Stores, Porth, Glamorgan, fruiterer, wife of William Lewis, trading separately and apart from her husband.

James Caleb Reynolds, residing at 73 Hampton Road, Scarborough, and carrying on business at 74 Hampton Road, Scarborough, Yorkshire, laundry proprietor.

Thomas Messenger, 354 Fulwood Road, Sheffield, in the county of York, boot and shoe dealer.

Henry Winstanley, residing and carrying on business at the Plough Inn, West Melton, in the county of York, licensed victualler.

Herbert Evan Aldrich, 14 Castle Street, Ruthin, in the county of Denbigh, and carrying on business at St. Peter's Square, Ruthin aforesaid, ironmonger and grocer.

ADJUDICATION ANNULLED.

Adam Younger, and Robina Younger, trading under the style or firm of A. & R. Younger, both 108 Dalton Road, Barrow-in-Furness, in the county of Lancaster, drapers and general dealers.

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.

Published at the EXCHEQUER CHAMBERS, Parliament Square, Edinburgh.

Printed by MORRISON & GIBB LTD., Printers to His Majesty's Stationery Office, Tanfield.

* * This Gazette is filed at His Majesty's Stationery Office, London, and at the Office of the Dublin Gazette.

Tuesday, November 2, 1915.

Price Ninepence.

