



The Edinburgh Gazette

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TUESDAY, JUNE 27, 1916.

BY THE KING.

A PROCLAMATION

FOR A BANK HOLIDAY.

GEORGE R.I.

WE, considering that it is desirable that Saturday the First day of July next should be observed as a Bank Holiday throughout the United Kingdom, and in pursuance of the provisions of "The Bank Holidays Act, 1871," do hereby, by and with the advice of Our Privy Council, and in exercise of the powers conferred by the Act aforesaid, appoint Saturday the First day of July next as a special day to be observed as a Bank Holiday throughout the United Kingdom, under and in accordance with the said Act, and We do, by this Our Royal Proclamation, command the said day to be so observed, and all Our loving subjects to order themselves accordingly.

Given at Our Court at Buckingham Palace, this Twenty-seventh day of June, in the year of our Lord One thousand nine hundred and sixteen, and in the Seventh year of Our Reign.

GOD SAVE THE KING.

CENTRAL CHANCERY OF THE ORDERS
OF KNIGHTHOOD.

Lord Chamberlain's Office,
St. James's Palace, S.W.,

22nd June 1916.

The KING has been graciously pleased to give orders for the following appointment to the Most Honourable Order of the Bath in recognition of the services of the undermentioned Officer during the war:—

*To be an Additional Member of the Military
Division of the Third Class, or Companions:—*

Rear-Admiral Bentinck John Davies Yelverton.

WAR EXPENDITURE CERTIFICATES.

The Lords Commissioners of His Majesty's Treasury hereby give notice that, on and after Monday the 26th instant, War Expenditure Certificates will be issued at the Bank of England in denominations of £100 and £500, as well as in the denominations of £1000, £5000, and £10,000 specified in the notice published in the Second Supplement to the London Gazette of the 2nd instant.

Treasury Chambers,
23rd June 1916.

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

(In continuation of previous notification published in the Edinburgh Gazette of June 20, 1916.)

List of Vessels.

Name of Vessel.	Nationality.	Cargo Detained at
Activ	Danish . .	Lerwick
Clan Buchanan .	British . .	Durban
Frederick VIII .	Danish . .	London
Hypatia	British . .	Durban
Kasan	Danish . .	North Shields
Kristianfjord . .	Norwegian .	London
Kronprincessan Victoria	Swedish . .	Kirkwall
Orange	Netherland	London
St. Croix	Norwegian .	Swansea

Foreign Office,
June 23, 1916.

NOTICE TO COMPANIES, MUNICIPAL AUTHORITIES AND BANKERS AS TO TRANSFER OF STOCKS, &c.

The attention of all Companies, Municipal Authorities, and Bankers who keep registers or branch or local registers of any annuities, debenture stocks, debentures, stocks, shares, or securities, is called to the provisions of the Trading with the Enemy Proclamation of 9th September 1914 (which under section 1 of the Trading with the Enemy Act, 1914, has Statutory Force), whereby all transactions with an Enemy in Stocks, Shares, or other Securities are made illegal; and to the provisions of section 8 of the Trading with the Enemy Amendment Act of 1914, which forbids entries in such registers of any transfer of any securities therein registered, inscribed, or standing in the name of any Enemy, except by leave of a Court of competent jurisdiction or of the Board of Trade.

These enactments are by the Trading with the Enemy Amendment Act, 1915, section 3, and the Trading with the Enemy (Extension of Powers) Act, 1915, extended to all persons who are enemies or treated as enemies under any Proclamation relating to trading with the Enemy for the time being in force, and to all persons whose names appear on the Statutory List issued under the provisions of the latter Act.

Moreover, by the Trading with the Enemy Amendment Act, 1916, section 10, no Company shall take any cognisance of or otherwise act upon any notice of any transfer of any securities made to or for the benefit of an enemy subject except by leave of a Court of competent jurisdiction or of the Board of Trade.

All Companies, Municipal Authorities, and Bankers are accordingly required before registering or allowing any transfer of any annuities, debenture stock, debentures, stocks, shares, or other securities to obtain from both the Transferor and the Transferee or from the Brokers acting for them in the transfer, or from a Solicitor or Banker on their behalf, declarations in the form or to the effect of the declarations following:—

1.—*Form of declaration by Transferor.*

I/We hereby declare that I am not (no one of us is) a person resident or carrying on business in any country at war with Great Britain, or treated as an Enemy under any Proclamation relating to Trading with the Enemy, or mentioned, or a member of a body of persons mentioned, in the Statutory List under the Trading with the Enemy (Statutory List) Proclamation, 1916, No. 3, and that the within written transfer (enclosed herewith) is not made by me/us on behalf of any such person as aforesaid.

2.—*Form of declaration by Transferee.*

I/We hereby declare that I am not (no one of us is) a person resident or carrying on business in any country at war with Great Britain, or treated as an Enemy under any Proclamation relating to Trading with the Enemy, or mentioned, or a member of a body of persons mentioned, in the Statutory List under the Trading with the Enemy (Statutory List) Proclamation, 1916, No. 3, or an Enemy subject within the meaning of the Trading with the Enemy Amendment Act, 1916, and that the within written transfer (enclosed herewith) is not made to me/us for the benefit of any such person as aforesaid.

These forms may be adapted to meet the case where the declaration is made by a Broker, Solicitor, or Banker on behalf of the Transferor or Transferee.

DEFENCE OF THE REALM (LIQUOR CONTROL).

GENERAL ORDER OF THE CENTRAL CONTROL BOARD (LIQUOR TRAFFIC) RELATING TO NEW EXCISE LICENCES.

Any person contravening any provision of this Order or of the Liquor Control Regulations is liable to imprisonment for six months with hard labour and a fine of £100.

We, the Central Control Board (Liquor Traffic), in pursuance of the powers conferred upon us by the Acts and Regulations relating to the Defence of the Realm, hereby make the following General Order:—

AREAS TO WHICH THE ORDER APPLIES.

(1) This Order shall apply to all areas to which the Defence of the Realm (Liquor Control) Regulations, 1915, have been applied.

RESTRICTIONS ON THE SALE OF INTOXICATING LIQUOR UNDER NEW EXCISE LICENCES.

(2) No person shall, except with the written authority of the Central Control Board (Liquor Traffic) and in accordance with the terms and conditions subject to which such authority may be granted, either by himself or by any servant or agent sell or supply in any premises any intoxicating liquor under an excise licence granted in respect of such premises on or after the first day of July 1916, unless an excise licence authorising such sale was in force in respect of such premises on the 30th day of June 1916.

Provided always that nothing in this Article shall be deemed to affect the sale of intoxicating liquor under—

- (a) An excise licence granted on the authority of a Justices' licence, or of a certificate as defined in Part VII. of the Licensing (Scotland) Act, 1903; or
- (b) An excise licence granted to any person holding a canteen under the authority of a Secretary of State or of the Admiralty; or
- (c) A manufacturer's licence.

(3) In the application of this Order to any area or part of an area in Scotland, the Order shall be read as if the expression "exciseable liquor" were substituted for the expression "intoxicating liquor."

Given under the seal of the Central Control Board (Liquor Traffic) this Twenty-sixth day of June 1916.

D'ABERNON,
Chairman.

JOHN PEDDER,
Member of the Board.

LOCOMOTIVE, SCOTLAND.

MOTOR CARS.

THE MOTOR CARS REGULATION (BURGH OF MACDUFF) ORDER, 1916. Dated 21st June 1916.

In pursuance of the powers vested in me by Section 9, as read with Section 18 of the Motor

Car Act, 1903, I, the Right Honourable Thomas M'Kinnon Wood, His Majesty's Secretary for Scotland, on the application of the Town Council of the Burgh of Macduff, being the local authority of the said Burgh, do hereby make the following regulations:—

1. This Order may be cited as "The Motor Cars Regulation (Burgh of Macduff) Order, 1916," and the regulations hereby prescribed shall take effect within the limits or places referred to therein on and after the respective dates at which, for the purpose of giving effect thereto, the local authority shall, in terms of Section 10 of the Motor Car Act, 1903, place notices in conspicuous places on or near such limits or places.
2. A person shall not drive a motor car at a speed exceeding ten miles per hour within the limits or places specified in the Schedule to this Order.

Given under my hand and seal at Whitehall, this 21st day of June 1916.

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

SCHEDULE.

Limits or Places.

Union Road, from a point 105 yards eastward from the Burgh boundary, eastwards along Shore Street, Crook O'Ness Street, Skene Street, and Buchan Street, to a point 50 yards east of the junction of Skene Street with Buchan Street.

Duff Street, from its junction with Shore Street to a point 50 yards south of Linden Cottage.

Pursuant to section two hundred and seven of the Customs Consolidation Act, 1876, and to section one of the Customs (War Powers) Act, 1916, notice is hereby given that the goods, particulars of which are set out in the Schedule hereto, have, by the directions of the Commissioners of Customs and Excise, been seized under the Customs Laws as being of suspected enemy origin.

By Order of the Board of Customs and Excise,

J. P. BYRNE,
E. C. CUNNINGHAM,
Secretaries.

Custom House, London,
23rd June 1916.

SCHEDULE.

Numbers of Parcels.	Description of Contents.	Person purporting to be Consignor.	Addressee.
EX s.s. "ONWARD," FROM SWITZERLAND. ARRIVED 2/4/16.			
807/11	Quinine ethylcarbonate	B. Siegfried, Zofingen, Switzerland	Chemicalenhandel Rathkamp & Co., Medan, Délé, Sumatra.
EX s.s. "J. C. LACOUR," FROM DENMARK. ARRIVED 3/4/16.			
446	Neo-salvarsan	L. V. Andersen's Eft., Copenhagen	Pactan and Remer, Panama.
441/2,	do.	do.	Victor Fabian, San Jose de Costa Rica.
445	do.	do.	
539/43	do.	do.	Brandir Bergstrom, Buenos Aires.
544	do.	do.	Alfredo Hauser, c/o Hinderfield Martgrom & Co., Buenos Aires.

Whitehall, June 20, 1916.

The KING has been pleased to give and grant unto the Honourable William Arthur Holman, Premier of the State of New South Wales, His Majesty's Royal licence and authority to wear the Insignia of Officer of the Legion of Honour, which Decoration has been conferred upon him by the President of the French Republic.

Admiralty, S.W.,

22nd June 1916.

The KING has been graciously pleased to give orders for the appointment of the undermentioned Officers to be Companions of the Distinguished Service Order:—

Captain Robert Gwynne Corbett, R.N.

In recognition of his services in the cruisers engaged in the North Atlantic Patrol since the outbreak of the war.

Captain Thomas Erskine Wardle, R.N.

In recognition of his services in command of H.M.S. "Alcantara" on the 29th February 1916, when he engaged and sank S.M.S. "Greif."

Commander Robert Marsland Groves, R.N. (Wing Commander, R.N.A.S.).

In recognition of his services in command of a Wing of the Royal Naval Air Service at Dunkirk. Commander Groves has by his personal skill as a pilot, and also by his untiring zeal, effected a marked advancement in the general standard of flying on active service. He has on several occasions carried out successful reconnaissances to Ostend under fire, and by his own example has proved the utility and great importance of night flying.

Captain and Brevet Major Eugene Louis Gerrard (temporary Lieutenant-Colonel), R.M. (Wing Commander, R.N.A.S.).

In recognition of his services in command of a Wing of the R.N.A.S. in the Eastern Mediterranean. The present efficiency of this Wing is due very largely to Wing Commander Gerrard, whose personal example and the manner in which he has encouraged the younger officers under his command are all that can be desired.

Engineer Commander Henry Frank Smith, R.N.

In recognition of his services in one of the cruisers engaged in the North Atlantic Patrol since the outbreak of war.

Lieutenant Douglas Austin Oliver, R.N. (Squadron Commander, R.N.A.S.).

In recognition of his services on the morning of the 25th April 1916, when he pursued out to sea the enemy fleet which had bombarded Yarmouth, and flew along the line dropping bombs, being subjected to intense anti-aircraft fire.

Engineer Lieutenant-Commander Charles Alfred Norton Williams, R.N.R.

In recognition of his services in charge of the engine-room of H.M.S. "Alcantara" on the 29th February 1916, during the action with S.M.S. "Greif."

Flight Lieutenant Kenneth Stevens Savory, R.N.A.S.

Flight Sub-Lieutenant Richard Sebastian Willoughby Dickinson, R.N.A.S.

In recognition of their services on the night of the 14th-15th April 1916, when they carried out a flight to Constantinople and dropped bombs upon points of military importance, returning safely to their base after a long flight in rough and stormy weather.

Flight Lieutenant (Acting Flight Commander) Redford Henry Mulock, R.N.A.S.

In recognition of his services as a pilot at Dunkirk. This officer has been constantly employed at Dunkirk since July 1915, and has displayed indefatigable zeal and energy. He has on several occasions engaged hostile aeroplanes and seaplanes, and attacked submarines, and has carried out attacks on enemy air stations, and made long-distance reconnaissances.

Lieutenant John Henry Dalbiac, R.M.A.

In recognition of his services as an aeroplane observer at Dunkirk since February 1915. During the past year Lieutenant Dalbiac has been continually employed in coastal reconnaissances and fighting patrols. The Vice-Admiral Commanding the Dover Patrol, in reporting on the work of the R.N.A.S. at Dunkirk, lays particular emphasis on the good work done by the observers.

The KING has further been graciously pleased to approve of the award of the Distinguished Service Cross to the undermentioned Officers:—

Lieutenant Frank George Fowle, R.N.

In recognition of his services on the 18th January 1916, when he landed in charge of a demolition party from one of H.M. ships and blew up a railway bridge near Porto Lagos.

Lieutenant Quentin Hunter Paterson, R.N.

Lieutenant Alexander Boyd Greig, R.N.

In recognition of his services in one of H.M. submarines operating in the Baltic Sea.

Flight Commander (Acting Squadron Commander) Francis Knox Haskins, R.N.

In recognition of his services as a pilot at Dunkirk since February 1915. He has taken part in air raids on Ostend and Zeebrugge, and has been continually employed in coastal reconnaissances.

Lieutenant Douglas Claude Strathern Evill, R.N., Flight Commander, R.N.A.S.

In recognition of his services as a pilot at Dunkirk since February 1915. In addition to his work as a pilot, Flight Commander Evill has shown great zeal and ability in carrying out experiments connected with signalling and spotting.

Lieutenant Desmond Neville Cooper Tufnell, R.N.

Lieutenant Tufnell has commanded a naval gun in an advanced position in Flanders since September 1915, and has frequently kept the gun in action under heavy and well-directed fire. He has been mainly responsible for the mounting of some of the naval guns, in which he has shown great technical skill and energy.

Flight Lieutenant John Joseph Petre, R.N.A.S.

In recognition of his services as a pilot at Dunkirk since February 1915. He has taken part in air raids on Ostend and Zeebrugge, during one of which he successfully engaged a hostile aeroplane of the Fokker type, and has carried out many coastal reconnaissances under shell fire.

Flight Lieutenant Vincent Nicholl, R.N.A.S.

Flight Lieutenant Frederick George Darby Hards, R.N.A.S.

In recognition of their services on the morning of the 25th April 1916, when they pursued a Zeppelin 65 miles out to sea, dived to within a few hundred feet of it, and attacked it with bombs and darts.

Flight Lieutenant Charles Henry Chichester Smith, R.N.A.S.

In recognition of his services on the morning of the 25th April 1916, when he pursued a Zeppelin 50 miles out to sea, and on his return journey sighted the enemy fleet accompanied by submarines, which latter he attacked and compelled to submerge.

Flight Lieutenant (Acting Flight Commander) George Henry Beard, R.N.A.S.

In recognition of his services as a pilot at Dunkirk since May 1915. He has carried out frequent reconnaissances of the coast, and has continually been employed in air-craft and submarine patrols. He has twice attacked German submarines.

Lieutenant Walter Larmond Scott, R.N.R.

Flight Sub-Lieutenant Herbert Glynn Hall, R.N.A.S.

In recognition of his services on the morning of the 25th April 1916, when he carried out an air patrol with an observer during the attack by a raiding squadron of enemy ships on Yarmouth. Although severely wounded in the shoulder by shrapnel and weak from loss of blood, Flight Sub-Lieutenant Hall succeeded in piloting the machine back to his station and landed safely.

Acting Lieutenant John Howell-Price, R.N.R.

In recognition of his services on the 29th February 1916, during the action between H.M.S. "Alcantara" and S.M.S. "Greif."

Lieutenant Charles William Nutting, R.N.V.R.

Lieutenant Edward Raymond Peal, R.N.V.R.

Sub-Lieutenant Horace William Furnival, R.N.R.

In recognition of their services as aeroplane observers and continuous good work whilst attached to a Wing of the Royal Naval Air Service at Dunkirk.

Engineer Sub-Lieutenant James William Grant, R.N.R.

Temporary Lieutenant Gerald Fenwick Haszard, R.M.

In recognition of his services with the Royal Marine Artillery Anti-Aircraft Brigade in France. Lieutenant Haszard has on many occasions shown great coolness and resource under heavy fire, and has for several months controlled his section in an advanced position with marked ability.

Chief Carpenter Thomas Francis Barry, R.N.

Carpenter Francis Rundell Hill, R.N.

In recognition of their services during the action between our cruisers and the enemy squadron which bombarded Lowestoft on the 25th April 1916.

Skipper Thomas Charles Wylie, R.N.R.

The following awards have also been approved:—

To receive the Conspicuous Gallantry Medal.

Petty Officer, 1st Class, Frederick Ghom, O.N. 171173.

To receive the Distinguished Service Medal.

Third Writer William Charles Francis Bond, O.N. M.10262.

Chief Petty Officer William Jenkins, O.N. 133971 (R.F.R., Po. A.2220).

Boy, 1st Class, Horace Matthew Richardson, O.N. 34229.

Petty Officer, 1st Class, William Edward Jolley, O.N. 137900 (R.F.R., Po. A.3105).

Second Yeoman of Signals Lewis Quay Verlander, O.N. 194041 (R.F.R., Po. B.4901).

Able Seaman Alfred Copperwheat, R.N.V.R., Sussex 6/132.

Private Thomas Edward Jones, R.M.L.I., Po. 17140.

Leading Fireman Henry Good, Mercantile Rating. Officers' Steward Richard Henry Buckell, Mercantile Rating.

Chief Petty Officer Mechanic, 3rd Class, Frank Sidney Thatcher, O.N. F.141.

Chief Petty Officer Mechanic, 2nd Class, James Shipperbottom, O.N. M.3427.

Leading Seaman David Harris, O.N. 218080.

Shipwright, 1st Class, Walter Henry Harham, O.N. 341944.

Officers' Steward, 2nd Class, Sidney Herbert Marchant, O.N. L.8157.

Chief Petty Officer Edward Cater, O.N. 156303.

Stoker Petty Officer William Punt, O.N. 302295 (since died of wounds).

Stoker Petty Officer Ernest William Willder, O.N. 307913.

Stoker, 1st Class, Ernest John William Clarke, O.N. 288420 (since died of wounds).

Stoker, 1st Class, Frederick Thomas Scott, O.N. K.9936.

Company Serjeant-Major Francis Charles Thornton, Royal Naval Divisional Engineers, O.N. Deal/20(S).

Sergeant Herbert Sydney Smith, Royal Naval Divisional Engineers, O.N. Deal/715(S).

Ordinary Seaman William David Williams, O.N. J.34318.

Boy, 1st Class, John Twomey, O.N. J.34332.

Petty Officer Andrew Murray, O.N. 233254.

Yeoman of Signals Stanley William Muirhead, O.N. 219591.

Sergeant Samuel Bull, R.M.A., No. R.M.A.9591.

Sergeant Frederick George Chapman, R.M.A., No. R.M.A.7919.

Sergeant Edgar Stanley Lewis, R.M.A., No. R.M.A.10428.

Acting Chief Petty Officer George David Thomas, O.N.175034.

Petty Officer Reginald Charles Maunder, O.N. 212064.

Petty Officer Robert Levis, O.N.188889.

Stoker Petty Officer Frank Eyres, O.N.286254.
 Chief Engine Room Artificer, 1st Class, John Williams, O.N.269191.
 Chief Petty Officer, 1st Class, A. H. P. Berry, O.N.F.
 Chief Petty Officer, 1st Class, W. Henry Golder, O.N.F.
 Chief Petty Officer, 1st Class, John Watson Jean, O.N.F.
 Chief Petty Officer, 1st Class, Archie Harrison, O.N.F.
 Chief Petty Officer, 2nd Class, William P. Elmes, O.N.F.
 Chief Petty Officer, 3rd Class, Archibald E. Gliddon, O.N.F.
 Petty Officer Thomas Dowie, O.N. 234088.
 Stoker Petty Officer William James Fenney, O.N. 282864 (R.F.R., Dev. B.2280).
 Seaman John Gardner Orr, R.N.R., O.N.2430 D.

The following officers and men have been mentioned in despatches:—

Commander (Acting Captain) Reginald Arthur Norton, R.N.
 Lieutenant (Acting Commander) Henry George Kendall, R.N.R.
 Flight-Commander (Acting Squadron-Commander) Joseph Ruscombe Wadham Smyth-Pigott, D.S.O., R.N.
 Flight Sub-Lieutenant Isaac Henry Woolf, R.N.A.S.
 Petty Officer James Stewart Massie, R.N.R., O.N. 2455 C.
 Qualified Seaman William Peddle, R.N.R., (Newfoundland), O.N. 843 X.

In accordance with the provisions of Article 82 of the Regulations for the Royal Naval Reserve, the following temporary Midshipman, Royal Naval Reserve, has been transferred to the list of Midshipmen, Royal Navy, for service in the action between H.M.S. "Alcantara" and S.M.S. "Greif":—

Hardress Waller D'Arby-Evans. Dated 29th February 1916.

Royal Naval Reserve.

The following special promotion has been made for service in the action between H.M.S. "Alcantara" and S.M.S. "Greif":—

Lieutenant-Commander Frank Morgan Main, D.S.O., R.D., to be Commander. Dated 29th February 1916.

War Office, London,

21st June 1916.

NOTICE.

Whereas by an order published in the London Gazette on the 8th June 1916, the Army Council, in pursuance of the powers conferred on them by Regulation 30 A. of the Defence of the Realm (Consolidation) Regulations, 1914, applied such Regulations to certain War material, to wit, raw wool grown or to be grown on sheep in Great Britain or Ireland during the season of 1916:

And whereas the Army Council deem it desirable that the Insurance of such War material purchased or sold before the 8th June 1916, should be permitted:

Now, therefore, the Army Council give notice that they hereby authorise and permit the insurance of raw wool grown or to be grown on sheep in Great Britain or Ireland during the season 1916.

R. H. BRADE.

War Office,

22nd June 1916.

ORDER.

In pursuance of the powers conferred on them by Regulation 30 A. of the Defence of the Realm (Consolidation) Regulations, 1914, the Army Council hereby order that the War Material, to which the Regulation applies, shall include war material of the following classes and descriptions, that is to say:—

Raw wool grown or to be grown on sheep in the Isle of Man during the season of 1916.

R. H. BRADE.

DEFENCE OF THE REALM (CONSOLIDATION) REGULATIONS, 1914.

SHIPS' LIGHTS.

The Lords Commissioners of the Admiralty hereby make the following Order under the Defence of the Realm (Consolidation) Regulations, 1914:—

1. *Anchor Lights.*—No electrically-lit lanterns shall be employed as anchor lights. The normal brilliancy of all other anchor lanterns shall be reduced by 50%.

All anchor lanterns are to be fitted with overhead screens, so arranged as to cut off the light at an angle of between 20 and 25 degrees above the horizontal.

Note.—Specimen screens can be viewed at the Board of Trade, Surveyor's Offices at Leith, North Shields, Hull, London, Plymouth, Cardiff, Liverpool, Glasgow, and Dublin.

2. *Bow and Masthead Steaming Lights.*—Vessels in estuaries and harbours where navigation in the dark hours is permitted shall not employ electrically-lit lanterns as Bow or Steaming lights.

3. *Other Lights.*—No light, either aloft, on deck, or below, except those required by the Regulations for the Prevention of Collisions at Sea, and such as may be necessary for authorised signalling purposes, shall be permitted to be visible from outboard. This shall apply to all vessels whether under way or at anchor.

4. The above Orders shall apply to vessels of every description, other than H.M. Ships, in the waters of the United Kingdom except within three miles of the Irish Coast, and shall come into force forthwith, with the exception of that part which relates to the screening of anchor lights, which shall come into force four weeks after the date hereof.

Given under our hand this twenty-fourth day of June 1916.

(Sgd.) F. C. T. TUDOR.

(„) C. F. LAMBERT.

ADMIRALTY NOTICE TO MARINERS.

No. 669 of the year 1916.

SCOTLAND, EAST COAST AND ORKNEY ISLANDS.

Pilotage and Traffic Regulations, &c.

Former Notice.—No. 635 of 1916; 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.

I. FIRTH OF FORTH.

Section [A].

1. 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.

2. A light-and-whistle buoy has been established in lat. $56^{\circ} 09' 00''$ N., long. $2^{\circ} 51' 00''$ W. The buoy is painted green, and exhibits an *occulting white light every twelve seconds*, thus—

Light,	eclipse.
10 secs.	2 secs.

3. All incoming and outward bound merchant vessels are to pass within half a mile of, and to the southward of, the light-and-whistle-buoy mentioned in paragraph 2.

4. Incoming vessels must pass between the Isle of May and Anstruther Wester, thence they must steer a course so as to pass within half a mile of, and to the southward of, the light-and-whistle-buoy mentioned in paragraph 2, and thence direct for Kinghorn ness.

5. 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.

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

7. 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.

8. 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.

9. 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.

10. No merchant vessel is permitted to be at an anchorage, during "official night," west of a line drawn from Barns ness to North Carr rock, and east of Inchkeith, unless such vessel has been granted permission by the King's Harbour Master, Rosyth, or unless such vessel is directed to anchor by the orders of a naval patrol vessel.

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

12. Outward bound vessels must steer to pass the longitude of 3° W. in latitude $56^{\circ} 06' 30''$ N., thence shape course to pass within half a mile of, and to the southward of, the light-and-whistle-buoy mentioned in paragraph 2, and thence between Anstruther Wester and the Isle of May.

Section [B].

1. Until further notice no merchant vessel is permitted to be under way in the Firth of Forth to the westward of Inchkeith, during the hours of "official night."

2. No merchant vessel is permitted to enter or leave the docks at Leith or Granton during the hours of "official night."

3. No light on board any merchant vessel in the Firth of Forth is to be visible from outboard during the hours of "official night" other than regulation riding lights, which are provided for in paragraph below.

All scuttles and skylights are to be effectively screened, or cabin lights kept extinguished.

4. No merchant vessel whilst lying at anchor to the westward of Inchkeith shall exhibit riding lights except as provided for in paragraph 5 below. Every such vessel shall, however, keep trimmed and screened—ready for exhibiting—the regulation riding lights, and such lights shall be quickly accessible when required.

5. Riding lights are only to be shown by merchant vessels anchored west of Inchkeith when the night signal for "Port Open" (three white lights vertical) is shown by the Examination vessel in Leith roads.

The Examination vessel will only show this signal on occasions when it is considered necessary by the Deputy Examining Officer.

6. Merchant vessels at anchor to the westward of Inchkeith are to keep a smart look out, and when the night signal for "Port Open" is shown by the Examination vessel in Leith roads, are to immediately display the regulation riding lights of a ship at anchor.

7. Merchant vessels berthed in Leith and Granton docks and harbours are prohibited from having any lights visible from outboard during the hours of "official night," unless such vessel is actually engaged in working cargo. All such lights are to be screened from overhead and from seaward when possible.

II. MORAY FIRTH.

1. All vessels bound to Cromarty or Inverness must call for a pilot at Wick or Burghhead. Outgoing vessels are to discharge their pilots at one or the other of these places.

2. 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.

3. No vessels of any description other than H.M. Ships and Auxiliaries are to be under way 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.

III. SCAPA FLOW.

1. All entrances are dangerous and entry is absolutely prohibited by any of them except as provided in succeeding paragraphs.

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

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

4. The only vessels permitted to enter Hoy sound from the westward are those ordered to Stromness.

5. Vessels are not permitted to enter Hoxa or Hoy sounds by night or in thick weather.

6. Passage through Cantick sound is entirely prohibited.

Note.—This Notice is a repetition of Notice No. 635 of 1916, with an amendment to Section [B] of Part III., paragraph 5.

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.

(Notice No. 669 of 1916.)

Authority.—The Lords Commissioners of the Admiralty. (H. 3800/16.)

By Command of their Lordships,

J. F. PARRY,
Hydrographer.

Hydrographic Department, Admiralty,
London, 23rd June 1916.

In the Court of Session in Scotland.

PETITION for EXTENSION of LETTERS PATENT No. 5939 of 1903, granted in favour of GARDINER INGLIS of Firhill House, Airdrie, in the County of Lanark, Engineer, for "Improvements in and relating to Fire-tube Steam Boilers of the Marine or like type."

NOTICE is hereby given that it is the intention of (1) The Inglis Boiler Syndicate Limited, having their Registered Office at No. 83 Renfield Street, Glasgow, Assignees of the said Letters Patent, conform to Assignment in their favour granted by the said Gardiner Inglis, dated the 6th day of July, and registered in the Patent Office the 26th day of November 1904, and (2) the said Gardiner Inglis, to present on the 3rd day of July 1916 a Petition to the Lords of Council and Session at Edinburgh (Lord Dewar, Ordinary,—Mr. Smart, Clerk), craving an Order for the extension of the term of the said Letters Patent for a further period of fourteen years from the date of the expiry thereof, viz., 14th March 1917.

And Notice is hereby further given that any person desirous of objecting to the granting of the said Petition must, within fourteen days after the said 3rd day of July 1916, give written intimation to the Clerk of Court of the said Lord Ordinary that he intends to lodge objections.

Edinburgh, 22nd June 1916.

DAVIDSON & SYME, W.S., 28 Charlotte Square,
Edinburgh, Agents for Petitioners.

W. R. M. THOMSON & Co., Chartered Patent
Agents, 96 Buchanan Street, Glasgow.

THE Nineteenth General Meeting of JAMES LINDSAY & SON LIMITED will be held in the Registered Office of the Company, 20 Market Street, Edinburgh, on Wednesday, the 5th day of July 1916, at three o'clock afternoon. The books of the Company are closed from 22nd June to 8th July 1916.

D. BROWN, Secretary.

Edinburgh, 23rd June 1916.

NOTICE.

A PETITION has been presented in the Sheriff Court at Glasgow, by John Hannah, 107 North Street, Glasgow, for decerniture as Executor-dative *qua* Funeratoir to the deceased RICHARD SAMUEL GREEN, Shoemaker, who resided at 1 Pitt Street, Glasgow.

HENDRY & HUSBAND, Writers, 108 West
Regent Street, Glasgow, Petitioner's
Agent.

NOTICE.

NOTICE is hereby given that Susan Callum, Spinster, residing at 93 Reidvale Street, Dennistoun, Glasgow, has presented a Petition to the Sheriff of Lanarkshire at Glasgow, to be decerned Executrix-dative *qua* Funeratoir to the Deceased ANDREW HODGE, Engineer, who resided at 15 Plant Street, Glasgow, and who died there on 5th June 1916.

WM. COCHRAN STOUT & DUNLOP,
Agents for the said Susan Callum.

178 St. Vincent Street, Glasgow,
24th June 1916.

To the Creditors and other Persons interested in the Succession of the Deceased GEORGE DICK REID, Ironfounder, Halmyre Street, Leith.

CHARLES JOHN MUNRO, Chartered Accountant, Edinburgh, Judicial Factor on the Estate of the deceased George Dick Reid, Ironfounder, Halmyre Street, Leith, has presented a Petition to the Court of Session (First 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 eleventh day of July nineteen hundred and sixteen.

JOHN GARDEN & Co., W.S., Agents for
the Judicial Factor.

42 Leith Walk, Leith,
24th June 1916.

Estate of the Late DAVID ANNAND, Deceased.

DAVID MORGAN GRAHAM, Auctioneer, Forfar, Judicial Factor on the Estate of the late David Annand, Farmer, Bridgend of Ruthven, Meigle, will, on Monday, 24th July 1916, pay an Interim Dividend on all claims ranked on this Estate. Creditors who have not yet lodged their claims must do so on or before Monday, 10th July, with the undersigned, in order to participate in this division.

JAS. WILKIE & Co., Solicitors, Kirriemuir, Agents for the Judicial Factor.

THE Estate of the late ARTHUR SANDERSON, Distiller, who resided at 25 Learmonth Terrace, Edinburgh, having been realised by us and being about to be distributed, we have to request that all parties having claims arising prior to 1st February 1915 against him or his Estate, shall lodge the same with us within seven days from this date.

RICHARD BROWN & COMPANY.

23 St. Andrew Square, Edinburgh,
27th June 1916.

THE DOLCOATH (OF DUNDEE) STEAMSHIP COMPANY LIMITED.

NOTICE is hereby given that an Extraordinary General Meeting of the Members of the Dolcoath (of Dundee) Steamship Company Limited, incorporated under the Companies Acts, 1908 and 1913, duly convened, and held within the Registered Office of the Company, 39 Dock Street, Dundee, on the 6th day of June 1916, the following Resolutions were duly passed; and at a subsequent Extraordinary General Meeting of the Members of the said Company, also duly convened, and held within the said Registered Office on the 21st day of June 1916, the same were duly confirmed so as to become Special Resolutions of the Company, viz. :-

- (1) That the Company be wound up voluntarily.
- (2) That John Miller Hunter Mitchell, Shipowner, 39 Dock Street, Dundee, be, and he hereby is, appointed Liquidator of the Company for the purpose of winding up the affairs and distributing the assets thereof, with every power which by the Companies (Consolidation) Act, 1908, is conferred upon Liquidators.

J. M. HUNTER MITCHELL, Liquidator.

39 Dock Street, Dundee,
22nd June 1916.

A PETITION having been presented to the Sheriff of Ayrshire at Kilmarnock, at the instance of George Y. Bain & Sons, Drapers, 48 King Street, Kilmarnock, for Sequestration of the Estates of Miss JANET M'MILLAN, Dressmaker, formerly residing at 29 Portland Street, Kilmarnock, and now at 27 West Shaw Street there, the Sheriff-Substitute of this date granted Warrant for citing the said Miss Janet M'Millan to appear in Court on an *inducie* of seven days from the date of such citation, to show cause why Sequestration of her Estates should not be awarded; of all which Intimation is hereby given.

JOHN D. WYLLIE, Agent for Petitioners.

14 Duke Street, Kilmarnock,
24th June 1916.

SEQUESTRATION of ANDREW HOOD, 29 Townsend Place, Kirkcaldy.

I HEREBY call a Meeting of Creditors, to be held within my Office, 184 High Street, Kirkcaldy, on Monday the 31st day of July 1916, at twelve o'clock noon, to consider as to an application to be made to the Court for my discharge.

W. S. WALLACE, Trustee.

184 High Street, Kirkcaldy,
26th June 1916.

In the SUMMARY SEQUESTRATION of GEORGE BALLANTYNE, Butcher, residing at Wellesley Road, Methil.

I ANDREW HALL WALDIE, Agent of the British Linen Bank, Leven, hereby give notice, in terms of the Bankruptcy (Scotland) Act, 1913, that I have obtained from the Accountant of Court a Certificate that I am entitled to obtain my discharge; and that the Sheriff-Substitute of Fifeshire at Kirkcaldy has fixed the 5th day of July 1916, at 11.15 o'clock forenoon, within the Office of the Sheriff Clerk Depute, Sheriff Court Buildings, Kirkcaldy, as a Diet for hearing and disposing of objections to my discharge.

A. H. WALDIE, Trustee.

26th June 1916.

SEQUESTRATION of ROBERT DUNN, 79 High Street, Falkirk.

THE Trustee hereby intimates that the Sheriff-Substitute of Stirling at Falkirk has fixed Friday the 14th day of July 1916, at 11 o'clock forenoon, within the Sheriff Court House, Falkirk, as a Diet for hearing and disposing of objections for the Trustee's discharge being granted, all in terms of Section 176, sub-section (14) (15) of the Bankruptcy (Scotland) Act, 1913.

ROBERT H. CLARK, C.A., Trustee.

124 St. Vincent Street, Glasgow,
26th June 1916.

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

JAMES BARCLAY ANDERSON, Chartered Accountant, Kirkcaldy, Trustee, hereby intimates that a first and final Dividend will be paid at the Chambers of Rowan Thomson & Anderson, C.A., No. 154 High Street, Kirkcaldy, on the 9th August 1916.

JAS. B. ANDERSON, Trustee.

Kirkcaldy, 24th June 1916.

THE Firm of DAVID & BROWN, carrying on business as Butchers at Bo'ness, has been DISSOLVED as at 19th June 1916, by the retiral therefrom of the Subscriber James Brown.

The Business will continue to be carried on by the Subscriber John David on his own account, and he will uplift all debts due to, and discharge all debts due by, the Firm.

Dated at Bo'ness, this 21st day of June 1916.

JOHN DAVID.

JAMES BROWN.

J. CURRIE LIDDLE, Solicitor, Bo'ness,
LIZZIE L. AITKEN, Typist, Woodford Terrace, Bo'ness,
Witnesses to the Signatures of the
said John David and James Brown.

BANKRUPTS.

FROM THE LONDON GAZETTE.

RECEIVING ORDERS.

Henry Charles Barnett, 18 Park Crescent Mews, West Marylebone, London, builder.

Ernest Devereux, 44 Hugh Street, Westminster, London, contractor.

Nellie Ridge Jones, 4 Chesham Place, Victoria, London, spinster.

Marthe Lucas, 10 Prince's Street, Hanover Square, Middlesex, dressmaker (spinster).

C. Manoly, 29 Elgin Crescent, Notting Hill, London.

Frederick Edwards (the younger), 45 Little King Street, Birmingham, decorator.

Traverra Haggas, 49 Duckworth Grove, and carrying

- on business at 31 Kent Street, both in the city of Bradford, wool and waste dealer.
- Frank Robinson (trading as Boocock & Robinson), 22 Moor Edge, Harden, near Bingley, and carrying on business at Cullingworth Gate, Cullingworth, both in Yorkshire, spring maker.
- Benjamin Baker Corp, formerly residing and carrying on business at 91 Horninglow Road, now 105 Horninglow Road, both Burton-on-Trent, in the county of Stafford, baker and grocer.
- John William Carding, formerly carrying on business at Bestwell Street, afterwards at Spital House, Spital, but now residing and carrying on business at 45 Spring Vale, Spital, Chesterfield, in the county of Derby, general dealer.
- Edward Charles M'Kenzie-Martyn, Borrowfield House, Borrowash, in the county of Derby, engineer.
- Charles Taylor, 19A Thorold Road, Wood Green, in the county of Middlesex, manufacturer of machinery.
- Alfred Smith Beeton, Geneva House, and Westgate Mews, New Hunstanton, Norfolk, builder.
- William Henry Pickard, now residing and trading at 80 Sycamore Road, and lately residing and trading at 5 Eastville Street, and 3 Dane Street, all in Nottingham, and previously residing and trading at Emmanuel House, Boulton Park Road, Lincoln, builder and bricklayer.
- William Arundell Clark, Kilna, Tideford, St. Germans, Cornwall, dairy farmer.
- George Herrick, residing and carrying on business at Blyth, near Rotherham, in the county of York, grocer.
- James Kay, Cook's Hill, Kingsley, in the county of Chester, cattle dealer.

ADJUDICATION ANNULLED.

Joseph Nicholson Johnston, 4 Hendford, Yeovil, Somerset, architect.

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.

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The dues paid on withdrawn Advertisements cannot be returned.

All Letters must be Post Paid.

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