

the same and forward it to the French Office in London. On receipt of this document the French Office will, unless there are reasons to the contrary, issue an import licence, which will be dispatched in original to the actual consignee of the goods in France, and of which a copy will be addressed to the exporter in this country.

In order to prevent delays and difficulties, applicants for licences are specially recommended—

(1) to draw up their applications in as precise a form as possible as regards the number and description of the packages, the marks and numbers thereon, the description of the goods, and the quantities to be exported;

(2) to specify on the application, in a legible manner, the name and address of the consignee, and the port of discharge in France or Algeria; and to furnish the description of the goods in both French and English.

The French Office in London will not grant licences for the import into France or Algeria of diamonds, woods and metals, and those parts or accessories of automobiles of which the importation is prohibited. In these cases applications for import licences should be made by the consignee to the competent authorities in France.

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FORM OF APPLICATION FOR LICENCE TO IMPORT INTO FRANCE OR ALGERIA.

I, the undersigned (here give name, business, and address), request that the importation into France (or Algeria) of the goods which are designated below, and which I declare to be of British * production or manufacture, may be allowed.

Name, business and address of consignor

.....

Name, business and address of actual consignee

.....

Port of discharge in France (or Algeria)

.....

Description of goods

(This description is to be given in both English and French.)

Place of production or manufacture

.....

Number of packages, marks and numbers thereon

.....

Weight of the packages

.....

Date

.....

Signature

.....

NOTE.—This application, with the attestation by a Chamber of Commerce as to the origin of the goods appended thereto, must be forwarded to the Board of Trade, Gwydyr House, Whitehall, London, S.W.

Board of Trade, September 2, 1916.

* For the purpose of these import licences, goods are regarded as "British" when the place of production or manufacture is situated either in the United Kingdom or in a British Dominion, Colony, or Protectorate.

Admiralty, 6th September 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:—

Lieut.-Cdr. Thomas Stephen Lewis Dorman, R.N.

For his gallant conduct at Reshire on the 9th September 1915, when he volunteered and endeavoured to bring a machine-gun into action, exposed to a heavy fire from the enemy, at about 300 yards range. A Yeoman of Signals who accompanied Lieut.-Cdr. Dorman was mortally wounded.

Eng. Lieut.-Cdr. William Howard Clarke, R.N.

After his ship had been holed below the water-line in action off the Belgian coast, he kept the engines running under most difficult conditions.

Lieut.-Cdr. William Markham Egerton, R.N.V.R.

St.-Surg. Aloysius Francis Fleming, R.N.
Capt. (temp. Maj.) Reginald Dawson Hopcraft Lough, R.M.L.I.

In recognition of their services with the Royal Naval Division in the Gallipoli Peninsula.

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

Lieut. Frederick Septimus Kelly, R.N.V.R.

Capt. Bernard George Weller, R.M.L.I.

Temp. Lieut. Thomas Nixon Riley, R.M.

In recognition of their services with the Royal Naval Division in the Gallipoli Peninsula.

Flight Sub-Lieut. Roderic Stanley Dallas, R.N.A.S.

Flight Sub-Lieut. Dallas, in addition to performing consistently good work in reconnaissances and fighting patrols since December 1915, has been brought to notice by the Vice-Admiral, Dover Patrol, for the specially gallant manner in which he has carried out his duties. Amongst other exploits is the following: On the 21st May 1916 he sighted at least 12 hostile machines, which had been bombing Dunkerque. He attacked one at 7000 feet, and then attacked a second machine close to him. After reloading, he climbed to 10,000 feet, and attacked a large hostile two-seater machine off Westende. The machine took fire and nose-dived seawards. Another enemy machine then appeared, which he engaged and chased to the shore, but had to abandon owing to having used all his ammunition.

Sub-Lieut. (now Act. Lieut.) Christopher Bernard Oxley, R.N.

Sub-Lieut. Oxley was acting as Observer with Flight-Lieut. Edward H. Dunning, D.S.C., as Pilot, on escort and reconnaissance patrol for a flight of bombing machines on the Bulgarian coast, on the 20th June 1916. Two