



The Edinburgh Gazette

Published by Authority.

The Gazette is registered at the General Post Office for transmission by Inland Post as a newspaper. The postage rate to places within the United Kingdom, for each copy, is one halfpenny for the first 6 ozs., and an additional halfpenny for each subsequent 6 ozs. or part thereof. For places abroad the rate is a halfpenny for every 2 ounces, except in the case of Canada, to which the Canadian Magazine Postage rate applies.

FRIDAY, JUNE 15, 1917.



BY THE KING.

A PROCLAMATION

RELATING TO THE EXPORTATION OF CERTAIN ARTICLES TO SWITZERLAND DURING THE PRESENT WAR.

GEORGE R.I.

WHEREAS by section 1 of the Exportation of Arms Act, 1900, it is enacted that We may, by Proclamation, prohibit the exportation of all or any of the following articles, namely:— Arms, ammunition, military and naval stores and any article which We shall judge capable of being converted into or made useful in increasing the quantity of arms, ammunition or military or naval stores to any country or place therein named whenever We shall judge such prohibition to be expedient, in order to prevent such arms, ammunition or military or naval stores being used against Our forces or against any forces engaged or which may be engaged in military or naval operations in co-operation with Our forces:

And whereas by section 1 of the Customs (Exportation Restriction) Act, 1914, it is enacted that the above-recited section 1 of the Exportation of Arms Act, 1900, shall have effect whilst

a state of war in which His Majesty is engaged exists as if, in addition to the articles therein mentioned, there were included all other articles of every description:

And whereas by section 1 of the Customs (Exportation Restriction) Act, 1915, it is enacted that the power of His Majesty under section 1 of the Exportation of Arms Act, 1900, as amended by the Customs (Exportation Restriction) Act, 1914, by Proclamation to prohibit the exportation of articles to any country or place named in the Proclamation, shall, during the continuance of the present war, include the power to prohibit the exportation of any article to any such country or place unless consigned to such person or persons as may be authorised by or under the Proclamation to receive such article:

Now, THEREFORE, We have thought fit, by and with the advice of Our Privy Council, in virtue and in exercise of the powers aforesaid, to declare and it is hereby declared that the exportation of the articles mentioned in the second column of the Schedule hereto is prohibited to the country named in the first column of the said Schedule unless those articles are consigned to the persons referred to in the third column of the said Schedule.

[SCHEDULE.

SCHEDULE.

Country.	Articles.	Authorised Persons.
Switzerland	Such of the articles in the following List as are not for the time being prohibited to be exported to a destination in Switzerland:— Bullion; Coin, gold and silver; Gold: bullion, dust and ingots; bars, battered articles; Money; Silver: bar, ingot, powder, raw and scrap.	Société Suisse de Surveillance Economique.

Given at Our Court at Buckingham Palace, this Thirteenth day of June, in the year of our Lord One thousand nine hundred and seventeen, and in the Eighth year of Our Reign.

GOD SAVE THE KING.

At the Court at Buckingham Palace, the 13th day of June 1917.

PRESENT:

The KING's Most Excellent Majesty in Council.

WHEREAS by an Order in Council, dated the twenty-eighth day of November nineteen hundred and fourteen, His Majesty was pleased to make regulations (called the "Defence of the Realm Regulations") under the Defence of the Realm Consolidation Act, 1914, for securing the public safety and the defence of the realm:

And whereas the said Act has been amended by the Defence of the Realm (Amendment) Act, 1915, the Defence of the Realm (Amendment) (No. 2) Act, 1915, and the Munitions of War Act, 1915, and other enactments:

And whereas the said regulations have been amended by various subsequent Orders in Council:

And whereas it is expedient further to amend the said regulations in manner hereinafter appearing:

Now, therefore, His Majesty is pleased, by and with the advice of His Privy Council, to order, and it is hereby ordered, that the following amendments be made in the said regulations:—

1. After Regulation 2B the following regulation shall be inserted:—

"2BB.—Where the Admiralty or Army Council or the Minister of Munitions have entered into a contract with any person (hereinafter referred to as 'the principal contractor') for the supply to them of any goods or services, and for the purposes of such contract a sub-contract has after the thirteenth day of June nineteen hundred and seventeen been made with any other person (whether such sub-contract is made with the principal contractor or any sub-contractor), and it appears to the Admiralty or Army Council or the Minister of Munitions that the rate of profit earned or to be earned by the sub-contractor in respect of the sub-contract is unreasonable or excessive, the Admiralty or Army Council or the Minister of Munitions may (whether or not the sub-contract has been completed) issue a certificate to that effect and may

by order vary the terms of the sub-contract by the substitution thereof of such terms as they may think fair and reasonable, and require the sub-contractor—

"(a) to carry out the sub-contract in whole or in part in accordance with the terms as so varied; and

"(b) either in addition thereto or as an alternative thereof to adjust the price of any goods already supplied or any services already rendered in accordance with the terms so varied, and to account to the other party to the sub-contract for any consequential reduction in price:

Provided that no order made under this regulation shall affect the price of any goods supplied or services rendered under any sub-contract where the sub-contract has been completed and the payment has been made more than one year before the date of the order.

"If any sub-contractor in respect of whom such an order is made fails to comply with any of the requirements contained in the order, he shall be guilty of an offence against these regulations:

"Provided that if the sub-contractor does not agree to the terms fixed by the Admiralty or Army Council or the Minister of Munitions, he may require the terms to be determined in the manner and in accordance with the principles prescribed by regulation 2B, without prejudice however to his obligation in the meantime to comply with the terms of the order.

"In the event of the Admiralty or Army Council or the Minister of Munitions exercising the powers conferred upon them by this regulation, the price payable by them to the principal contractor under the principal contract shall be reduced by such an amount, not exceeding the amount of the saving to the principal contractor due to the exercise of such powers, as may be determined by the Admiralty or Army Council or the Minister of Munitions.

"This regulation shall apply where the Admiralty or Army Council or the Minister of Munitions have required the occupier of any factory or workshop to place at their disposal the whole or any part of the output of the factory or

workshop as if the occupier had contracted with the Admiralty or Army Council or the Minister of Munitions to supply such output or part thereof at the price payable therefor as ascertained in accordance with regulation 7."

2. After Regulation 2s the following regulation shall be inserted:—

"2r.—(1) An occupier of an agricultural holding in Great Britain shall not sell or part with the possession of any horse used, or capable of being used, for the cultivation of the holding except with the authority of a licence granted under this regulation.

"(2) The Board of Agriculture and Fisheries in relation to any holding in England or Wales, and the Board of Agriculture for Scotland in relation to any holding in Scotland, may by licence authorise the occupier of a holding to sell or part with the possession of a horse, if the Board are satisfied that the cultivation of the holding will not be thereby prejudiced, or that for any other reason the issue of such a licence is necessary or desirable, and any licence so issued may contain such conditions as the Board think desirable.

"(3) The Board hereinbefore referred to may authorise any person or any body constituted by the Board under these regulations to exercise on behalf of the Board the power of issuing licences under this regulation.

"(4) Any person who sells or parts with the possession of a horse in contravention of this regulation or fails to comply with any condition of a licence issued under this regulation, and any person who buys any horse which he knows to be sold to him in contravention of this regulation, shall be guilty of a summary offence against these regulations.

"(5) The expressions 'agricultural holding' and 'occupier' shall have the same meaning as in regulation 15 (D).

"(6) The Department of Agriculture and Technical Instruction for Ireland may, for the purpose of maintaining in Ireland a stock of horses sufficient for the cultivation of the land, by order prohibit or restrict the exportation of horses from Ireland, and any person who contravenes or fails to comply with the provisions of any such order shall be guilty of a summary offence against these regulations."

3. At the end of regulation 9H, the following subsection shall be inserted:—

"(6) The Board of Trade shall have power by order to apply this regulation to undertakings of carriers by canal in like manner and with the like consequences as in the case of canals, and for the purposes of this provision the expression 'carrier by canal' means a person, not being an owner of a canal, who carries on the business of transporting goods by canal, and the expression 'undertaking' includes all buildings, barges, machinery and plant used by the owner thereof in connection with such business."

4. In regulation 10, after the words "all or any members of His Majesty's forces" there shall be inserted the words "or of the forces of any of His Majesty's Allies."

5. In paragraph (a) of regulation 35A, for the words "in or upon which any ammunition or explosive substance or any highly inflammable substance required for the production thereof is manufactured, treated, produced, handled, carried, stored or deposited, or where the same

"may at any time be" there shall be substituted the words "which in their opinion it is necessary in the interests of the public safety and the defence of the realm specially to safeguard against the risk of fire and other dangers on account of the nature of the materials manufactured, treated, produced, handled, carried, stored or deposited therein or in the vicinity thereof."

6. After regulation 39F, the following regulation shall be inserted:—

"39G. An application for the transfer of the registry of a British ship from a port of registry in the United Kingdom to a port of registry outside the United Kingdom shall not be made without the consent of the Board of Trade."

7. At the end of regulation 62 there shall be inserted the words "For the purposes of these regulations references to Allies and States in alliance with His Majesty shall include States acting in co-operation with His Majesty in the present war."

ALMERIC FITZROY.

At the Court at Buckingham Palace, the 13th day of June 1917.

PRESENT,

The KING's Most Excellent Majesty in Council.

WHEREAS by the Aliens Restriction (Consolidation) Order, 1916 (hereinafter referred to as the principal Order), His Majesty, in exercise of the powers conferred by the Aliens Restriction Act, 1914, has been pleased to impose restrictions on aliens, and to make various regulations for carrying these restrictions into effect:

And whereas the principal Order has been extended and amended by subsequent Orders in Council, and it is expedient further to amend the provisions of the principal Order in manner hereinafter appearing:

Now, therefore, His Majesty is pleased, by and with the advice of His Privy Council, to order, and it is hereby ordered, as follows:—

In subsection (1) of Article 25B of the principal Order, for the words from "by race a Greek" down to "a Christian," inclusive, there shall be substituted the words:—

"(a) by race a Greek, Armenian, or Syrian, or a member of any other community well known as opposed to the Turkish régime, and to be a Christian; or

"(b) by race a Jew or an Arab, and to be a native of Bagdad or any other place in Mesopotamia."

ALMERIC FITZROY.

Scottish Office, Whitehall,

June 14, 1917.

The KING has been pleased, by Warrant under His Majesty's Royal Sign Manual, bearing date the 12th instant, to appoint Andrew Henderson Briggs Constable, Esquire, K.C., to be Sheriff of the Sheriffdom of Caithness, Orkney, and Zetland, in the room of John Ferguson M'Lennan, Esquire, K.C., deceased.

Foreign Office,

June 9, 1917.

The Secretary of State for Foreign Affairs has received from His Majesty's Ambassador at Rome the following translation of the new list of absolute and conditional contraband issued by the Italian Government in April 1917. The additions to and modifications of the list subsequent to the decree of the 27th February 1916, and up to the 31st March 1917, are indicated by italics:—

Absolute Contraband.

1. Arms of all kinds, including arms for sporting purposes, and their component parts.
2. Implements and apparatus designed exclusively for the manufacture of munitions of war or for the manufacture or repair of arms or of war material, for use on land or sea.
3. Lathes and other machines or mechanical utensils which may be used in the manufacture of munitions of war.
4. Emery, corundum, natural and artificial (alundum) in all forms, *and all other abrasive materials, natural and artificial, and products manufactured with these materials* (3).
5. Projectiles, charges and cartridges of all kinds, and their component parts.
6. *Wax of any kind* (2).
7. Powders and explosives specially prepared for use in war.
8. Materials employed in the manufacture of explosives, including:—Nitric acid and nitrates of all kinds, Sulphuric acid, Smoking Sulphuric acid (Oleum), Acetic Acid and acetates, Barium chlorate and perchlorate, Calcium carbide, Calcium nitrate and Calcium acetate, Potassium Salts and Caustic Potash, Salts of ammonium and ammoniac (solution), Caustic Soda, Sodium Chlorate and perchlorate, Mercury Benzol, Toluol, Xylol, Solvent Naphtha, Phenol (Carbolic acid), Cresol, Naphthelene and its mixtures and derivatives; Aniline and its derivatives, Glycerine Acetones, and raw and finished materials usable for their preparation, Acetic Ether, *Alcohols, including Ethyl Alcohol, Methyl Alcohol, their preparations and derivatives* (3); *Formic Ether, Sulphuric Ether* (1), Sulphur, *Barium Sulphur (Barytine)* (3), Urea, Cyanimide, Celluloid.
9. Manganese bioxide, Hydrochloric acid, Bromine, Phosphorus and its compounds, Carbon bisulphide, Arsenic and its compounds, Chlorine, Phosgene (oxychloride of carbon), Sulphur Anhydride, Prussiate of Soda, Cyanide of Sodium, Iodine and its compounds, *Oxalic acid and oxalates, Formic acids and formates phenates Metallic Sulphates and hyposulphates, Chaux sodée, Chloride of Calcium, Salts of Strontium, lithium and their compounds* (3).
10. Pepper and Cayenne pepper.
11. Gun-carriages, munition boxes, limbers, ammunition wagons, field forges and their component parts, and articles of camp equipment and their component parts.
12. Barbed wire and implements for fixing and cutting it.
13. Telemeters and their component parts, and searchlights and their component parts.
14. Clothing and equipment of a military character.
15. Animals, saddle, draught or pack, suitable, or which may become suitable, for use in war.
16. All kinds of harness of a military character.
17. Hides of cattle, buffaloes and horses, hides

of calves, pigs, sheep, goats and deer, leather dressed or undressed, suitable for saddlery, harness, military boots or military clothing, leather belting, hydraulic leather, pump leather.

18. Tanning substances of all kinds, including Quebracho wood, and extracts for use in tanning.
19. Wool, raw, combed or carded, wool waste, wool tops and noils, animal hair of all kinds, and tops, noils and yarns of animal hair.
20. Cotton, raw, linters, cotton waste, cotton yarns, cotton piece goods and other cotton products capable of being used in the manufacture of explosives.
21. Flax, hemp, ramie, capok, and all other vegetable fibres and yarns made therefrom.
22. Warships, including boats and their component parts of such a nature that they could only be used on a vessel of war.
23. Submarine sound signalling apparatus.
24. Armour plates.
25. Aircraft of all kinds, including aeroplanes, airships, balloons and their component parts, together with accessories and articles suitable for use in connection with aircraft.
26. Motor vehicles of all kinds and their component parts and accessories.
27. Tyres for motor vehicles and for cycles, and articles and materials specially adapted for use in the manufacture and repair of tyres. *Goldbeater skin* (2).
28. Mineral oils, including benzine and motor spirit.
29. Resinous products, camphor, turpentine (or land spirit), tar and essence of wood tar, *bitumen, asphalt, pitch and tar of all kinds* (2).
30. Rubber (including raw, waste and reclaimed rubber, solutions and jellies containing rubber, balata, and gutta-percha, and the following varieties of rubber, viz.:—Borneo, Guayule, Jelutong, Palembang, Pontianac, and all other substances containing caoutchouc) and goods made wholly or partly of rubber.
31. Rattans. *Bamboo canes* (2).
32. Lubricants and especially castor oil.
33. The following metals:—Tungsten, molybdenum, vanadium, *titanium, uranium* (3); sodium, nickel, zinc (3) selenium, cobalt, pig-iron hematite, manganese, electrolytic iron, steel containing tungsten or molybdenum, *or titanium, or uranium* (3).
34. Asbestos.
35. Aluminium, alumina and salts of aluminium, *aluminium alloys* (3).
36. Antimony, together with sulphides and oxides of antimony.
37. Copper, unwrought and part wrought, copper wire, alloys and compounds of copper.
38. Lead in all forms.
39. Tin, chloride of tin and tin ore.
40. Alloys of iron including ferro-tungsten, ferro-molybdenum, ferro-manganese, ferro-vanadium, ferro-chrome, *ferro-titanium, and ferro-uranium* (3).
41. The following minerals:—*Ores of tungsten, molybdenum, vanadium, titanium, uranium*; ores of manganese, nickel, chrome and hematite, iron ore, iron pyrites, copper pyrites, and other copper ores, zinc ore, lead ore, arsenical ore, bauxite, criolite, *ores of strontium and lithium* (3).
42. Maps and plans of any place within the territory of any belligerent, or within the area of military operations, on a scale of 1/250,000 or any larger scale, and reproductions on any scale by photography, or otherwise, of such maps

or plans; sensitized films, plates and photographic papers (3).

43. Cork, including cork dust.

44. Bones, in any form, whole or crushed, and bone ash, *animal black* (3).

45. Soap, *bois de Panama* (3).

46. *Metallic chlorides, except chloride of sodium, metalloïd chloride* (1).

47. *Alogenous compounds of carbon, starch* (1).

48. *Borax, boric acid, and other compounds of boron* (1).

49. *Sabadilla seeds, and preparations from them* (1).

50. *Gold, silver, money, title-deeds, negotiable credit bills, cheques, drafts, coupons, letters of credit, of assignment, or of advice, notices of credit and debit, or other documents which in themselves completed or used by the receiver, may authorise, confirm, or render effective the transfer of money, credit, or shares* (3).

51. Talc (2).

52. Felspar.

53. *Electrical appliances suitable for use in war and their separate parts* (2).

54. *Isolating appliances* (2).

55. *Acid greases* (2).

56. *Carbium, cadmium alloys, and cadmium minerals* (2).

57. Albumen (2).

58. *Zirconium, cerium, thorium, and their alloys and compounds; monazitic zirconia and sand* (3).

59. *Silk cocoons* (3).

60. *Rough diamonds for industrial uses* (3).

61. *Platinum (ore, metal and salts) and metals from the same mine as platinum (iridium, osmium, ruthenium, rhodium, palladium, &c.), salts and alloys of these metals* (3).

Conditional Contraband.

1. Food-stuffs.

2. Forage and feeding stuffs for animals.

3. Oleaginous seeds, nuts and kernels.

4. Oils and fats, animal, fish and vegetable, other than those capable of use as lubricants and not including essential oils.

5. Combustibles except mineral oils, including wood charcoal (3).

6. Powders and explosives not specially prepared for use in war.

7. Horseshoes and shoeing material.

8. Harness and saddlery.

9. The following articles if available for use in war: clothing and fabrics for clothing, furs, boots and shoes.

10. Vehicles of all kinds, other than motor-vehicles, available for use in war, and their component parts.

11. Railway material, both fixed and rolling stock, telegraphs and materials for, wireless telegraphs and materials for, and telephones and materials for.

12. Vessels, craft and boats of all kinds, floating docks and their component parts, parts of docks.

13. Field glasses, telescopes, chronometers, and all kinds of nautical instruments.

14. Yeast (2).

15. Caseine.

16. Bladders, guts, casings and sausage skins.

17. Sponges, natural and prepared (3).

18. *Glue, gelatine, and substances used in their preparation* (3).

19. *Empty barrels and packing cases of all kinds and their component parts* (3).

(1) Decree July 16th, 1916, No. 991—published *Gazzetta Ufficiale*, August 8th, 1916, No. 186.

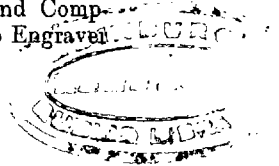
(2) Decree December 14th, 1916, No. 1803—published *Gazzetta Ufficiale*, January 8th, 1917, No. 5.

(3) Decree February 22nd, 1916, No. 387—published *Gazzetta Ufficiale*, March 17th, 1917, No. 64.

Treasury Chambers,

12th June 1917.

The Lords Commissioners of His Majesty's Treasury are pleased to appoint Mr. John Westerman Cawston, C.B., Deputy Master and Comptroller of the Royal Mint, to be ex officio Engraver of His Majesty's Seals.



REGULATIONS RELATIVE TO THE SURRENDER OF MOTOR CAR LICENCES FOR THE PURPOSE OF SECURING REPAYMENT OF DUTY.

Whereas it is provided by Clause 9 of the Finance Bill now before Parliament that "Where the holder of any licence to keep a motor car granted for the year nineteen hundred and seventeen has at any time before the first day of July in the said year surrendered the licence in such manner and to such person or authority as may have been prescribed by regulations made by the Treasury, for the purpose of being cancelled, he shall be entitled to repayment of one-half of the duty paid on the licence."

Now, therefore, We, being Two of the Lords Commissioners of His Majesty's Treasury, hereby issue the following regulations:—

(1) If any holder of a licence to keep a motor car granted for the year 1917 desires to make application for repayment of one-half the duty paid on the licence he must do so by surrendering his licence before the 1st day of July 1917, at one of the places or to one of the persons mentioned below.

(2) Application may be made:—

In England and Wales at any Money Order Office, or if preferred to the Comptroller and Accountant-General, General Post Office, London, E.C. 1, under cover marked "Licence refund."

In Scotland to the Officer of Customs and Excise for the Excise Station in which the applicant resides, or, if preferred, to the Collector of Customs and Excise at one of the following places—Aberdeen, Campbeltown, Dumfries, Dundee, Edinburgh, Elgin, Glasgow (280 George Street), Grangemouth, Greenock, Inverness, Perth, Stirling.

In Ireland at any Money Order Office, or, if preferred, to the Accountant, General Post Office, Dublin, under cover marked "Licence refund."

(3) The letter and number of the car should be entered on the licence form before it is surrendered. When the licence has been included in schedule with other licences particulars of the

amount to be repaid should also be stated. In the case of a schedule containing other licences the schedule will in due course be returned amended to the licensee.

(4) Subject to the approval of Parliament repayment will be made, as regards England and Wales by the Comptroller and Accountant-General, General Post Office, London, E.C. 1, as regards Scotland by a Collector of Customs and Excise, and as regards Ireland by the Accountant, General Post Office, Dublin. If repayment is desired at an address other than that appearing on the licence form or schedule the fact should be noted on the surrendered licence, form, or schedule.

(5) These regulations are applicable to licences for motor cars including motor cycles, and hackney motors.

(Sgd.) STANLEY BALDWIN.
J. TOWYN JONES.

Treasury Chambers,
Whitehall, S.W. 1,
8th June 1917.

Downing Street,
9th June 1917.

The KING has been pleased to approve of the re-appointment of Samuel John Forster, Esq., B.C.L., Barrister-at-Law, to be an Unofficial Member of the Legislative Council of the Colony of the Gambia.

TBADE BOARDS ACT, 1909.
TIN BOX AND CANISTER TRADE.
(GREAT BRITAIN.)

PROPOSAL TO VARY certain Minimum Rates of Wages fixed for Female and Male Workers in the Tin Box and Canister Trade in Great Britain.

In accordance with regulations made under Section 18 of the above Act, by the Board of Trade, and dated 27th April 1910, the Trade Board established under the above Act and the Trade Boards Provisional Orders Confirmation Act, 1913, for the Tin Box and Canister Trade in Great Britain as defined in the Regulations made by the Board of Trade and dated the 12th June 1914, hereby give notice as required by Section 4 of the above Act, that they propose to vary the following minimum time rates of wages for female and male workers at present fixed and set out in Schedule I. of their Notice dated the 1st March 1917, as follows:—

A. FEMALE WORKERS.

1. For Female Workers of 18 years of age and upwards (and others to whose employment the minimum rate of 16s. 3d. per week is applicable under the terms of paragraphs A (a) and (b) of Section I. of Schedule I. of the above-mentioned Notice dated the 1st March 1917), from 16s. 3d. to 19s. 6d. per week.
2. For Female Workers of 18 years of age and upwards who have been employed in the trade for an aggregate period of less than 12 months and who cannot suitably be

employed on piece-work, from 13s. 6d. to 16s. per week.

3. For Female Workers of 17 and under 18 years of age, from 13s. 6d. to 16s.
4. For Female Workers of 16 and under 17 years of age, from 11s. 6d. to 13s.
5. For Female Workers of 15 and under 16 years of age, from 9s. to 10s.
6. For Female Workers under 15 years of age, from 6s. to 7s.

B. MALE WORKERS.

1. For Male Workers of 22 years of age and upwards (and those to whose employment the minimum rate of 30s. 4d. per week is applicable under the terms of paragraph B (a) of Section I. of Schedule I. of the above-mentioned Notice dated the 1st March 1917), from 30s. 4d. to 34s. 8d. per week.
2. For Male Workers of 21 and under 22 years of age, from 27s. 6d. to 30s. 6d. per week.
3. For Male Workers of 21 years of age and upwards who have been employed in the trade for an aggregate period of less than 12 months and who cannot suitably be employed on piece-work, from 26s. to 28s. per week.
4. For Male Workers of 20 and under 21 years of age, from 23s. 6d. to 26s. 6d. per week.
5. For Male Workers of 19 and under 20 years of age, from 19s. 6d. to 23s. per week.
6. For Male Workers of 18 and under 19 years of age, from 16s. 3d. to 19s. 6d. per week.
7. For Male Workers of 17 and under 18 years of age, from 13s. 6d. to 16s. per week.
8. For Male Workers of 16 and under 17 years of age, from 11s. 6d. to 13s. per week.
9. For Male Workers of 15 and under 16 years of age, from 9s. to 10s. per week.
10. For Male Workers under 15 years of age, from 6s. to 7s. per week.

The above Proposals are on the basis of a week of 52 hours, the rates being subject to a proportionate deduction or increase according as the number of hours actually spent by the worker in the factory or workshop under contract of employment in any week is less or more than 52.

No Variation is proposed in respect of the other Provisions of Schedule I. of the above-mentioned Notice issued by the Trade Board, dated the 1st March 1917.

The Trade Board will consider any Objections to the above Proposal to Vary which may be lodged with them within three months from the 11th June 1917. Such Objections should be in writing and signed by the person making the same (adding his or her full name and address), and should be sent to the Secretary of the Tin-Box Trade Board (Great Britain), 5 Chancery Lane, London, W.C. 2.

It is desirable that the objections should state precisely, and so far as possible with reasons, what is objected to.

Dated this eighth day of June 1917.

Signed by Order of the Trade Board.

G. T. REID, Secretary.

Office of Trade Boards,
Old Serjeants Inn Chambers,
5 Chancery Lane, London, W.C. 2.

ORDER, dated 14th June 1917, made by the Board of Agriculture for Scotland under Regulation 2B. of the Defence of the Realm Regulations.

The Board of Agriculture for Scotland, in pursuance of the powers conferred upon them by the above-mentioned Regulation, and in continuation of the Order made by them on 4th April 1917, hereby authorise the occupier of any agricultural holding in Scotland, and any persons not exceeding two in number to whom he may grant permission in writing so to do, to enter any woodland, moorland or heath adjoining such holding between the 1st day of July and the 30th day of April following for the purpose of taking and killing rabbits by means of trap or snare or net, and to take and kill rabbits accordingly: provided that—

- (1) such occupier or other person shall not use spring traps for the said purpose except in rabbit holes:
- (2) such occupier shall be liable for damage to fences and trees occasioned by him or by persons to whom he has granted permission in the exercise of the rights conferred by this Order: and
- (3) a person other than the occupier exercising the rights conferred by this Order shall produce his permission if required by any person having a concurrent right to take and kill rabbits on the land.

IN WITNESS WHEREOF the Board of Agriculture for Scotland have hereunto fixed their Official Seal this fourteenth day of June nineteen hundred and seventeen.

L.S.

ROBERT P. WRIGHT, Chairman.
H. M. CONACHER, Secretary.

ORDER OF THE BOARD OF AGRICULTURE AND FISHERIES.

(DATED 7TH JUNE 1917.)

SWINE FEVER (REGULATION OF MOVEMENT) ORDER OF 1917.

The Board of Agriculture and Fisheries, by virtue and in exercise of the powers vested in them under the Diseases of Animals Acts, 1894 to 1914, and of every other power enabling them in this behalf, do order, and it is hereby ordered, as follows:—

Provision for Movement for Breeding Purposes.

1.—(1) A Licence (Form A) granted under Article 3 of the Swine Fever (Regulation of Movement) Order of 1908 (hereinafter referred to as "the principal Order"), if expressly granted for the movement of swine for breeding purposes, shall, subject to the provisions of Article 4 of this Order, be available as a licence under the principal Order for the movement of the swine back to the premises from which they were moved with such licence: Provided that such movement shall take place within the eight days or less period during which the licence is available.

(2) A licence granted under this Article for movement from any premises for breeding purposes may be so granted without the prescribed declaration in any case in which the Inspector granting the same is satisfied that the pig since it was last returned to those premises after movement for breeding purposes has been kept separate from all other swine.

(3) Article 4 of the principal Order shall not apply to swine moved under this Article.

Provision for Movement of Swine for Feeding Purposes.

2. Notwithstanding any restriction on the movement of swine in Great Britain by any Order of the Board relating to Swine Fever, swine may, subject to the provisions of Article 4 of this Order, be moved to premises authorised for this purpose by the Local Authority of the District if the swine are accompanied by a licence in the Form C set forth in the First Schedule to the principal Order or to the like effect, authorising the movement granted by an Inspector of the Local Authority of the District in which such premises are situate.

Restriction on Movement of Swine from premises authorised by the Local Authority.

3.—(1) Swine which are on any premises authorised by the Local Authority for the purpose of Article 2 of this Order, whether moved thereto under this Order or otherwise, shall be there detained, and shall not be moved therefrom except to a bacon factory or slaughterhouse, and then only if accompanied by a licence in the Form C set forth in the First Schedule to the principal Order authorising such movement granted by an Inspector of the Local Authority of the District in which the authorised premises are situate, or, while the Swine-Fever (Regulation of Movement) Order of 1914 is in force, if accompanied by a declaration authorised by that Order.

(2) An authority in respect of any premises granted by a Local Authority for the purposes of this Order may at any time be revoked by that Local Authority, but not so as to affect the restrictions applicable to any swine then on the premises, and until such revocation the premises shall continue to be premises authorised by the Local Authority for the purposes of this Order.

(3) If a pig is moved in contravention of this Article, the owner of the pig, and the person for the time being in charge thereof, and the person causing, directing, or permitting the movement, and the person moving or conveying the pig, and the consignee or other person receiving or keeping it knowing it to have been moved in contravention as aforesaid, and the occupier of the place from which the pig is moved, shall, each according to and in respect of his own acts and defaults, be deemed guilty of an offence against the Diseases of Animals Act, 1894.

Restrictions on Movement from certain Premises not to be affected by this Order.

4. Nothing in this Order shall be deemed to authorise movement of swine out of a Swine-Fever Infected Area or Swine-Fever Infected Place or any premises on which movement of swine is restricted under the Swine-Fever Order of 1908, or any Order amending that Order.

Licences after Completion of Movement.

5. Where swine are moved with a licence under this Order the licence shall forthwith after completion of the movement be delivered up at, or sent by post to, the nearest Police Station in the same District by the person in charge of the swine at the time of completing the said movement.

General Provision as to Movement.

6. Swine, while being moved under this Order, shall so far as is practicable be kept separate from all swine which are not being so moved, and shall be moved by the nearest available route and without unnecessary delay to the place of destination specified in the licence, and not elsewhere.

Short Title and Construction.

7. This Order may be cited as the SWINE FEVER (REGULATION OF MOVEMENT) ORDER OF 1917, and shall be read with the principal Order.

In witness whereof the Board of Agriculture and Fisheries have hereunto set their Official Seal this seventh day of June, nineteen hundred and seventeen.

L. S.

A. W. ANSTRUTHER,
Assistant Secretary.

Copies of the above Order can be obtained on application to the Secretary, Board of Agriculture and Fisheries, 4 Whitehall Place, London, S.W. 1.

ADMIRALTY NOTICE TO MARINERS.

No. 581 of the year 1917.

SPECIAL INSTRUCTIONS TO MERCHANT VESSELS.

(1) PROCEDURE FOR VISIT AND SEARCH OF VESSELS BY H.M. SHIPS.

Former Notice.—No. 555 of 1916.

In view of the danger of H.M. Ships closing vessels, apparently Neutral, British or Allied traders, but which are in reality German raiding cruisers, it is necessary to adopt a special Boarding procedure as a measure of precaution. This procedure has been notified to all Neutral and Allied Powers.

When it is desired to put into force the special Boarding procedure it will be as follows:—

A red pendant of a specially large size will be hoisted by the man-of-war exercising the right of visit and search. The hoisting of this pendant will be accompanied by the firing of a rocket. This will signify that the merchant ship is to close the boat lowered by the man-of-war, whether the man-of-war remains in the vicinity of the boat or not.

(2) REGULATIONS WITH REGARD TO VESSELS' LIGHTS.

Former Notice.—No. 1143 of 1916; hereby cancelled.

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

1. *Anchor Lights.*—No electrically-lit lanterns are to be employed as anchor lights. The normal brilliancy of all other anchor lanterns is to be reduced by 50 per cent.

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, harbours, anchorages and channels where navigation in the dark hours is permitted are not to employ electrically-lit lanterns as bow or steaming lights, with the exception of those vessels specially mentioned in paragraph 5.

3. *Other Lights.*—No light, either aloft, on deck or below, except those authorised by the Admiralty Confidential Instructions, and such as may be necessary for authorised signalling purposes, are to be permitted to be visible from outboard. This applies to vessels whether under way or at anchor.

4. The above Order applies to vessels of every description, other than H.M. ships and the vessels mentioned in the succeeding paragraph, in the waters of the United Kingdom.

5. Vessels carrying volatile oil or spirits in bulk are, notwithstanding the above orders, to exhibit (in lieu of oil lamps) electrically-lit lanterns not exceeding in brilliancy 50 per cent. of the brilliancy of the normal oil lamps.

(3) WAR INSTRUCTIONS FOR MERCHANT VESSELS.

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

The Orders contained in Admiralty War Instructions for British Merchant Ships or in any instructions or advice, confidential or otherwise, issued or given to Masters of vessels by British or Allied Naval Officers, or by other duly authorised Officers or Officials, as to routes to be taken and other precautions to be observed to avoid capture or destruction by the enemy, are to be observed even when they are in conflict with the provisions of the Regulations for preventing Collisions at Sea, and every vessel observing such regulations, instructions or advice shall be deemed to be taking measures to meet "special circumstances" within the meaning of Article 27 of the Regulations for preventing Collisions at Sea.

Note.

Section (1) of this Notice is a re-publication of Notice No. 555 of 1916.

Section (2) of this Notice is a revision of Notice No. 1143 of 1916.

CAUTION.

Section (2) and (3) of this Admiralty Notice to Mariners are issued under the provisions of the Defence of the Realm (Consolidation) Regulations 1914, and failure to comply strictly with the directions contained in them 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 sections (2) and (3) of this Admiralty Notice to Mariners is liable to result in the detention of the ship or vessel.

(Notice No. 581 of 1917.)

Authority.—The Lords Commissioners of the Admiralty. (*H. 3464/17.*)

By Command of their Lordships,

J. F. PARRY,
Hydrographer.

Hydrographic Department, Admiralty,
London, 9th June 1917.

ADMIRALTY NOTICE TO MARINERS.

No. 582 of the year 1917.

SCOTLAND, EAST COAST.

FIRTH OF FORTH—TRAFFIC REGULATIONS.

Former Notices.—No. 1223 of 1916 and No. 436 of 1917.

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:—

Section I.

(1) Until further notice, the following Regulations are to be observed by all merchant vessels approaching or moving in the Firth of Forth (*i.e.*, westward of a line joining Barns Ness and North Carr Rock).

All orders and instructions given by the King's Harbour Master or by any Patrol vessel, are to be implicitly obeyed, otherwise vessels will be liable to be fired upon.

(2) No vessels other than those of British Nationality, or those of the Allied Nations may enter Granton Harbour, or the Port and Harbour of Burntisland, within the statutory limits administered by the Harbour Commissioners, until further Notice.

Section II.

INSTRUCTIONS TO SHIPOWNERS, AGENTS,
MASTERS, ETC.

(3) Shipowners, Agents, Masters of ships and other persons concerned are advised that, in their own interests and the interest of those whom they

represent, they should assist in every possible way to conform to these Regulations.

(4) Shipowners and Agents must give not less than 24 hours' notice in writing to "The Trinity House, Leith," of the following particulars regarding vessels arriving, so that they may be readily identified:—

1. Name of vessel.
2. Nationality.
3. Nett tonnage.
4. Where from.
5. Where bound.
6. Nature of cargo.
7. Number of passengers.
8. Any particulars of appearance which might assist identification at sea.

NOTE.—If a vessel does not arrive within a reasonable time after this notice has been given, it will be presumed that she has either been diverted to another port, or sailing cancelled, and her name will be removed from the list of expected arrivals.

(5) Ships outward bound must time their departure so as to be clear of the Firth of Forth before the commencement of Official Night.

(6) Fishing boats' numbers are to be kept distinctly painted.

(7) 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."

(8) No merchant vessel is permitted to enter or leave the Docks at Leith or Granton during the hours of "Official Night." Special arrangements, which are notified from time to time, are made for merchant vessels entering and leaving docks at ports East of Inchkeith.

(9)—(a) Whilst lying at anchor off Leith or Granton, vessels are to arrange for a night watch to be kept, with special orders to particularly observe the night signals shown by the Examination Vessel anchored in Leith Roads, in order that the "riding lights" for a ship at anchor, reduced in power and screened as prescribed in Admiralty Notice to Mariners No. 581 of 1917, may be exhibited directly that vessel shows "Night Distinguishing Signal" (three Red lights vertical). *See Section III.*

Riding lights are to be kept trimmed, lit, and at hand where they are easily and quickly accessible when required.

(b) The side ladder and a boat should be kept ready for use. All boats are to be kept hoisted close up to the davits during the hours of Official Night.

(c) The wireless room is to be locked, and no wireless messages are to be taken or despatched whilst the ship is in the Firth of Forth.

(d) No lights are to be visible from outboard other than navigation lights. Scuttles and skylights are to be effectively screened, or cabin lights kept extinguished.

(e) Anchors lights are not to be exhibited when off Leith or Granton, unless the "Night Distinguishing Signal" (three Red lights hoisted vertically) is shown by the Examination Vessel.

The Examination Vessel anchored in Leith Roads will only show this signal on occasions when it is considered necessary by the Deputy Examining Officer.

Vessels at anchor off Leith or Granton should keep a smart look-out, and when the "Night Distinguishing Signal" is shown by the Examination Vessel are immediately to exhibit the custom-

ary "riding lights" of a ship at anchor, reduced in power and screened as prescribed in Admiralty Notice to Mariners No. 581 of 1917.

(f) Merchant vessels berthed in Leith and Granton docks and harbours are prohibited from having any lights visible from outward 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.

(g) Navigation lights are to be kept well trimmed and burning brightly when inside the Firth of Forth if under way. Electric navigation lights are prohibited.

(10) When inward bound, the National Colours and number (or distinguishing signal) are to be hoisted on passing May island, and kept flying until the vessel docks.

(11) Care is to be taken that all flags displayed are showing clearly. If the weather is calm any flag signal which the vessel is ordered by an Examination Steamer to hoist should be shaken out so as to render it readily distinguishable.

(12) As little smoke as possible is to be allowed to escape from the funnels, and care is to be taken that neither lights nor flags are obscured by it.

(13) During thick or foggy weather, all mercantile traffic is to cease. Mercantile traffic is also to cease on all occasions when the Firth of Forth has been declared "Closed" by the King's Harbour Master.

(14) The Firth of Forth is always "Closed" during Official Night.

Section III.

DISTINGUISHING SIGNALS OF EXAMINATION STEAMERS.

(15) Armed Examination steamers will be found at the Examination Station (*see* Section VII.) and also at the Examination Anchorage, and will be distinguished by the following means.

Each Examination Steamer will be distinguished as follows:—

By Day.—At the foremost head the special pilot flag (white and red horizontal, surrounded by a blue border). When the Firth of Forth is "Closed" three Red balls vertical will be hoisted in addition.

By Night.—Three red lights vertically 6 feet apart, conspicuously displayed at the end of a yard so as to show an unbroken light round the horizon.

Masters of merchant vessels must approach these vessels with care, and see that when stopped they are in a favourable position for the Boarding Officer coming alongside, and that a boat-rope and side-ladder are in position.

Section IV.

NAVIGATION IN THE FIRTH OF FORTH.

(16) All 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 except such vessels mentioned in Clause 24 of this Section.

(17) Vessels must pass between Isle of May and Anstruther Wester, thence they must steer a course so as to pass 2 miles south of Elie ness, and within half a mile to the southward of a green

buoy in latitude 56° 09' N., longitude 2° 51' W., thence direct for Kinghorn ness.

(18) Vessels after entering the Firth of Forth 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° 00' W., when course may be shaped for the Examining Station.

(19) No vessel is permitted to enter the Firth of Forth between the Isle of May and the south shore of the Firth of Forth.

(20) 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 "Official Day," and will thus 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 boats.

(21) All merchant vessels are forbidden to enter the Firth of Forth during the hours of "Official Night" or during thick or foggy weather except such vessels provided for in Clause 24 of this section.

(22) All merchant vessels entering the Firth of Forth are to proceed to the Examining Station to be passed by the Examining Officer and given the "Special Signal" before proceeding to any port in the Firth of Forth. On arrival at the Examining Station they are to "heave to" and await instructions from the Examination Steamer. If then ordered to the Examination Anchorage, they are to proceed there, anchor, and await further instructions. In the meantime they are to hold no communication with any other merchant vessel or with the shore without permission.

(23) If they arrive during the hours of "Official Night" or in thick or foggy weather, they must anchor outside the limits of the Firth of Forth (*see* definition of limits in Section I.), except as provided for in clause (24).

(24) Sailing ships and other small vessels which are forced to seek shelter owing to weather conditions, and arrive during the hours of "Official Night," will be anchored in the most convenient position by orders of a patrol vessel until the weather moderates.

Section V.

VESSELS LEAVING THE FIRTH OF FORTH.

(25) Merchant vessels must on no account leave the Firth of Forth without first obtaining a "Port Clearance" from the Collector of Customs at the port of departure.

(26) No merchant vessels are permitted to leave the Firth of Forth—

- (a) During the hours of "Official Night";
- (b) If sufficient daylight is not left to enable them to clear the Isle of May before dark; or
- (c) When the Firth of Forth is "closed,"

except with the permission of the Commander-in-Chief, Rosyth, which must be obtained through the King's Harbour Master, Rosyth.

(27) When the Firth of Forth is "Open" to the traffic of merchant shipping the following signal will be displayed at the various ports east of Oxcars:—

One Red ball, indicating that merchant vessels anchored in the roads off any port are at liberty to proceed.

No merchant vessel is to proceed until one Red ball is hoisted as follows:—

Leith.—From the Examination Steamer anchored in the Examination Anchorage.

Inchkeith.—From the Flagstaff at the Signal Station.

Burntisland.—From the Middle Lighthouse.

Kirkcaldy.—From the Flagstaff at the Harbour Master's Office.

Methil.—From a Flagstaff at the Dock Gate.

Wemyss.—At the entrance to Wemyss Harbour.

Dysart.—From the East Pier at the entrance to Dysart Harbour.

Granton.—From Flagstaff at Central Pier.

The Licensed Trinity Pilot in charge of a merchant vessel will be held personally responsible that such vessel does not leave her anchorage until the above-mentioned signal is hoisted.

The Red ball will be hoisted at the commencement of "Official Day" if the Firth of Forth is not "Closed" for any reason, and will be hauled down at the commencement of "Official Night."

Note.—It will be hauled down on all occasions when the Firth of Forth is "Closed" to merchant shipping traffic by order of the King's Harbour Master, Rosyth, and will be rehoisted by order of the King's Harbour Master, Rosyth, when the Firth of Forth is "Opened" again to mercantile traffic.

Section VI.

SIGNALS INDICATING FIRTH OF FORTH "CLOSED."

(28) Whenever the Firth of Forth is "Closed" during the day the following signals will be displayed:—

Three Red balls vertical will be hoisted by each Examination Steamer and also at Inchkeith and at the principal ports in the Firth of Forth.

The single Red ball which is hoisted at the principal ports in the Firth of Forth east of Oxcars, to indicate that the Firth of Forth is "Open," will at the same time be hauled down.

Note.—By night the Firth of Forth is closed to all mercantile shipping, except as provided for in clause (24).

Section VII.

POSITION OF THE EXAMINING STATION.

(29) The Examination Station is in latitude 56° 04' N., longitude 3° 04' W.

(30) Vessels are not under any circumstances to attempt to pass in from the Examining Station without obtaining permission from the Examination Steamer, or to leave the Examination Anchorage, or to communicate with the shore or any other vessel, without first obtaining permission from the Examination Vessel.

(See Appendix "A," "Warnings to Masters.")

Section VIII.

PILOTS AND PILOTAGE.

(31) It will be compulsory for all vessels to have a licensed pilot on board when navigating the Firth of Forth.

Incoming vessels will pick up the pilot from the Pilot Vessel which will be found in the vicinity of the Examining Station during the hours of "Official Day."

Outward-bound vessels from ports west of Inchkeith are to proceed to the Examining Station and discharge their pilot there. Outward-bound vessels from ports east of Inchkeith will discharge their pilots when the main route channel is reached, whence the Masters will receive detailed instructions from the pilot how they are to proceed.

Section IX.

CAUTION AS TO ANCHORING.

(32) No merchant vessel will be permitted to anchor within the limits of the Firth of Forth, except as hereinafter stated, unless—

- (a) To avoid, or after, an accident;
- (b) Her further progress is prevented by unforeseen circumstances;
- (c) During thick or foggy weather.

When anchoring, care must be taken to be well clear of the fairway.

(33) If a vessel has to anchor for any of the reasons shown (a, b, or c, above) she is to hoist "Not under control" signals, and keep them displayed so long as she remains at anchor.

(34) Merchant vessels, after passing the Examination Steamer, may proceed during the hours of "Official Day" to anchor off the port of destination, if other than Leith or Granton, in charge of a pilot, on the understanding that they are to dock on the next succeeding tide unless prevented by weather or other conditions beyond their control.

The pilot in charge of the vessel is responsible that no contravention of the Traffic Regulations of the Firth of Forth occur during this period. Such a vessel is to show by night the ordinary riding lights of a ship at anchor unless ordered to the contrary. Electric navigation lights are prohibited. Anchor lights are to be reduced in power and screened as prescribed in Admiralty Notice to Mariners No. 581 of 1917.

If, whilst a merchant vessel is lying at anchor off any port east of Oxcars in the Firth of Forth, the weather conditions become so unfavourable as to jeopardise the safety of the vessel in the position in which she is then lying, the pilot may use his discretion and get under way to proceed under the lee of Inchkeith in the case of easterly gales, and to Kirkcaldy in the case of westerly gales.

In doing this, he is responsible that the vessel carries navigation lights, proceeds at slow speed, and keeps out of the fairway.

Section X.

PATROL OF INTERNAL WATERWAYS AND APPROACHES TO THE FIRTH OF FORTH.

(35) The Firth of Forth, as well as the approaches thereto, will be patrolled by Naval Patrol Boats or other Government vessels.

Masters of merchant vessels and persons in charge of small craft are hereby warned to observe any orders which may be given by the naval patrols.

Merchant vessels and small craft will be subject to inspection and search, and will be liable to be fired upon in the event of disobedience to the orders given them by the patrols.

They also render themselves liable to be prosecuted under the Defence of the Realm (Consolidation) Act, 1914.

Section XI.

MERCHANT VESSELS TO FLY THEIR COLOURS, &c.

(36) All merchant vessels which are within the limits of the Firth of Forth must—

- (a) Keep their colours flying day and night.
- (b) Keep their commercial code number flying from sunrise to sunset.
- (c) Show the regulation navigation lights by night unless ordered to the contrary. (See Section II., clause 9.)

Section XII.

ORDINARY NAVIGATION RULES TO BE ADHERED TO.

(37) The ordinary rules for the navigation and safe conduct of ships are to be adhered to in the Firth of Forth, except as far as they are affected by these Regulations.

Nothing in these Regulations will exonerate the owner, master, or agent of any ship from any neglect of the ordinary rules for the navigation and safe conduct of ships.

APPENDIX A.

WARNINGS TO MASTERS OF VESSELS IN THE FIRTH OF FORTH.

1. You are to strictly obey all orders given you by the officer who boards you, or by the King's Harbour Master or his representative.
2. When in the Examination Anchorage, or lying off any port in the Firth of Forth below the Forth Bridge, waiting to dock, or for "Official Day" after undocking during the night, or when at anchor in consequence of fog, &c., you are forbidden, except in emergency which you will be called upon to prove, to lower any boats or to communicate with the shore, or to work the cables, or to move the ship, or to allow anyone to leave the ship without permission "of the Deputy Examining Officer, if anchored off Leith, or the Port Authority of Ports other than Leith in the Firth of Forth." You are also to keep your National Colours and the Signal Letters of your ship's name flying day and night.
3. Before leaving any port or anchorage in the Firth of Forth you must obtain permission from the proper authorities (see Section V., clause 25).
4. The use of wireless telegraphy is prohibited. You are to forthwith lower all aerial wires, and disconnect them from their halliards and from the operating room. They are not to be rehoisted whilst your ship is in British territorial waters, except by special permission from the Admiralty as laid down in Section V., "Instructions for Owners and Masters of British Merchant Ships, &c."
5. To communicate with the Port Authorities, hoist flags J.G.C. by day, or lights Red, White, Red, vertically by night.

Note.

This Notice is a re-publication of the former Notices quoted above.

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. 582 of 1917.)

Authority.—The Lords Commissioners of the Admiralty. (H. 2269/17.)

By Command of their Lordships,

J. F. PARRY,
Hydrographer.

Hydrographic Department, Admiralty,
London, 9th June 1917.

Ministry of Food.

11th June 1917.

THE MEAT (SALES) ORDER, 31ST MAY 1917.

Statutory Rule and Order, 1917, No. 520,
price 1d. net, post free 1½d.

Notice is hereby given that the above-named Order has been made by the Food Controller, and that copies of the Order and of all other Orders made by the Food Controller, printed as Statutory Rules and Orders, and receivable in evidence under the Documentary Evidence Acts, can be purchased at the prices stated, through any bookseller or directly from H.M. Stationery Office, at the following addresses:—Imperial House, Kingsway, London, W.C. (2); 37 Peter Street, Manchester; 1 St. Andrew's Crescent, Cardiff; 23 Forth Street, Edinburgh; or E. Ponsonby Ltd., 116 Grafton Street, Dublin.

DISEASES OF ANIMALS ACTS,
1894 to 1914.

RETURN of OUTBREAKS of SWINE FEVER in SCOTLAND for the Week ended 9th June 1917, distinguishing Counties (including Burghs):—

COUNTY.	Outbreaks Confirmed.	Swine Slaughtered as Diseased or as having been Exposed to Infection.
	No.	No.
Dumfries	1	—
TOTAL	1	—

DISEASES OF ANIMALS ACTS—continued.

The following Areas are now "Scheduled Areas" for the purposes of the Swine Fever (Regulation of Movement) Order of 1908:—

Aberdeenshire, &c.—An Area comprising the Counties of Aberdeen, Argyll, Banff, Bute, Caithness, Clackmannan, Elgin, Fife, Forfar, Inverness, Kincardine, Kinross, Nairn, Orkney, Perth, Ross and Cromarty, Stirling, Sutherland, and Zetland, and the detached part of the County of Dumbarton; the Cities of Aberdeen, Dundee, and Perth; and the Burghs of Peterhead, Campbeltown, Elgin, Dunfermline, Kirkcaldy, Arbroath, Brechin, Forfar, Montrose, Inverness, Falkirk, and Stirling (1st October 1911).—See also under *Dumbartonshire, &c.*

Argyllshire.—See under *Aberdeenshire, &c.*

Ayrshire.—An Area comprising the County of Ayr, and the Burghs of Ayr, Irvine, and Kilmarnock (1st October 1911).

Banffshire.—See under *Aberdeenshire, &c.*

Berwickshire &c.—An Area comprising the Counties of Berwick, Roxburgh, and Selkirk, and the Burghs of Hawick and Galashiels, and also comprising the Parish of Stow, in the County of Midlothian (1st October 1911).

Buteshire.—See under *Aberdeenshire, &c.*

Caithness.—See under *Aberdeenshire, &c.*

Clackmannan.—See under *Aberdeenshire, &c.*

Dumbartonshire, &c.—An Area comprising the Counties of Dumbarton (except its detached part), Lanark, Peebles, and Renfrew, and the Burghs of Airdrie, Dumbarton, Greenock, Hamilton, Paisley, Port-Glasgow, and Rutherglen, and the City of Glasgow (1st October 1911).—See also under *Aberdeenshire, &c.*

Dumfriesshire, &c.—An Area comprising the Counties of Dumfries and Kirkcudbright, and the Burgh of Dumfries (1st October 1911).

Elgin.—See under *Aberdeenshire, &c.*

Fife.—See under *Aberdeenshire, &c.*

Forfarshire.—See under *Aberdeenshire, &c.*

Haddingtonshire.—An Area comprising the County of Haddington (1st October 1911).

Invernessshire.—See under *Aberdeenshire, &c.*

Kincardineshire.—See under *Aberdeenshire, &c.*

Kinross.—See under *Aberdeenshire, &c.*

Kirkcudbrightshire.—See under *Dumfriesshire, &c.*

Lanarkshire.—See under *Dumbartonshire, &c.*

Linlithgow, &c.—An Area comprising the Counties of Linlithgow and Midlothian (except the Parish of Stow), the Burghs of Leith and Musselburgh, and the City of Edinburgh (1st October 1911).—See also under *Berwickshire, &c.*

Midlothian.—See under *Linlithgow, &c.*, and also under *Berwickshire, &c.*

Nairn.—See under *Aberdeenshire, &c.*

Orkney.—See under *Aberdeenshire, &c.*

Peebles.—See under *Dumbartonshire, &c.*

Perthshire.—See under *Aberdeenshire, &c.*

Renfrew.—See under *Dumbartonshire, &c.*

Ross and Cromarty.—See under *Aberdeenshire, &c.*

Roxburghshire.—See under *Berwickshire, &c.*

Selkirkshire.—See under *Berwickshire, &c.*

Stirlingshire.—See under *Aberdeenshire, &c.*

Sutherland.—See under *Aberdeenshire, &c.*

Wigtownshire.—An Area comprising the County of Wigtown (1st October 1911).

Zetland.—See under *Aberdeenshire, &c.*

RETURN of OUTBREAKS of the under-mentioned DISEASES in SCOTLAND for the Week ended 9th June 1917, distinguishing Counties (including Burghs):—

ANTHRAX.

COUNTY.	Outbreaks Confirmed.	Animals Attacked.			
		Cattle.	Sheep.	Swine.	Horses.
	No.	No.	No.	No.	No.
Aberdeen	1	1	—	—	—
Banff	1	1	—	—	—
Lanark	1	1	—	—	—
Roxburgh	1	1	—	—	—
Stirling	1	1	—	—	—
TOTAL	5	5	—	—	—

SHEEP SCAB.

COUNTY.	Outbreaks Reported.
	No.
Ayr	1
TOTAL	1

PARASITIC MANGE.

COUNTY.	Outbreaks Reported.	Animals Attacked.
	No.	No.
Aberdeen	2	4
Dumfries	1	1
Fife	2	2
Forfar	2	3
Lanark	4	10
TOTAL	11	20

Board of Agriculture and Fisheries,
12th June 1917.

STATEMENT showing the Quantities Sold and Average Price of **BRITISH CORN** per Quarter of 8 Bushels, Imperial Measure,* as received from the Inspectors of Corn Returns, in the Week ended 9th June 1917, pursuant to the Corn Returns Act, 1882.

BRITISH CORN.				QUANTITIES SOLD.		AVERAGE PRICE.	
				Qrs.	Bus.	s.	d.
Wheat	...	...	...	24,808	7	78	0
Barley	...	...	...	6,044	4	67	7
Oats	...	...	...	6,059	6	55	0

COMPARATIVE STATEMENT for the corresponding Week in each of the Years from 1910 to 1916.

Corresponding Week in	QUANTITIES SOLD.						AVERAGE PRICE.					
	WHEAT.		BARLEY.		OATS.		WHEAT.		BARLEY.		OATS.	
	Qrs.	Bus.	Qrs.	Bus.	Qrs.	Bus.	s.	d.	s.	d.	s.	d.
1910 ...	27,059	3	1,165	4	3,894	4	29	0	18	11	18	0
1911 ...	20,672	2	422	1	3,751	7	32	3	23	11	19	8
1912 ...	26,363	4	276	0	3,318	3	37	0	30	8	23	10
1913 ...	32,316	2	660	6	2,889	5	32	8	24	7	20	2
1914 ...	32,101	3	1,393	3	6,868	4	34	1	24	11	19	8
1915 ...	31,800	2	6,446	5	8,772	6	60	1	34	5	32	4
1916 ...	37,881	5	2,859	3	8,245	3	51	2	52	8	32	7

* Section 3 of the Corn Returns Act, 1882, provides that where returns of purchases of British Corn are made to the Local Inspector of Corn Returns in any other measure than the imperial bushel or by weight or by a weighed measure, that Officer shall convert such returns into the imperial bushel, and in the case of weight or weighed measure the conversion is to be made at the rate of sixty imperial pounds for every bushel of wheat, fifty imperial pounds for every bushel of barley, and thirty-nine imperial pounds for every bushel of oats.

Board of Agriculture and Fisheries,
3 St. James's Square, London, S. W. 1.
9th June 1917.

A. W. ANSTRUTHER,
Assistant Secretary.

RAILWAY AND CANAL TRAFFIC ACT, 1888.

Barry, Brecon and Merthyr, Caledonain, and Cambrian Railways, Cheshire Lines Committee, Cleator and Workington Junction, Cockermouth Keswick and Penrith, Colne Valley and Halstead, East and West Yorkshire Union, Furness, Glasgow and South-Western, Great Central, Great Eastern, Great Northern, Great Western, Hull and Barnsley, Lancashire and Yorkshire, London and North-Western, London and South-Western, London Brighton and South Coast, Manchester South Junction and Altrineham, Maryport and Carlisle, Metropolitan, and Midland Railways, Midland and Great Northern Railways Joint Committee, Midland and South Western Junction, Neath and Brecon, North British, North Eastern, and North Staffordshire Railways, Portpatrick and Wigtownshire Railways Joint Committee, Rhondda and Swansea Bay, and Rhymney Railways, Somerset and Dorset Joint Committee, South Eastern and Chatham, Stratford-upon-Avon and Midland Junction, and Taff Vale Railways.

NOTICE OF INCREASE OF RATES.

IN consequence of the increased Port dues at Belfast and of an intimation having been received from the Steamship Companies concerned and the Railway

and Canal Companies carrying on business in Ireland (except the Great Southern and Western Railway Company) that they require increased payments in respect of services at the Ports and for cartage in connection with the traffic to which the under-mentioned rates are applicable,

Notice is hereby given, pursuant to the Railway and Canal Traffic Act, 1888, and the Order of the Board of Trade thereunder, dated the 25th January 1889, that the above-mentioned Companies intend to increase the undermentioned of the Rates published in the books required by Act of Parliament to be kept for public inspection to the extent and in the manner hereunder mentioned, and that the altered rates are to come into force on the 2nd day of July 1917.

This Notice is given at the request of the Companies concerned, or one or more of them respectively, owing to their increased expenses for the services above-mentioned, including increased Port Dues at Belfast, and the amount by which the said rates are increased will be apportioned solely to such Companies.

Dated this 11th day of June 1917.

C. F. HORNSBY,
22 Eden Quay, Dublin.

ALTERATION OF RATES.

Increase of Rates for traffic between Stations and places in Ireland (other than Great Southern and Western Railway Stations) and Stations and places on the Railways of the above-mentioned English, Welsh, and Scottish Railway Companies, including

Railways leased or worked or jointly owned, leased, or worked by such Railway Companies.

INCREASE.	AMOUNT. per ton.
In respect of services at Irish Ports on all such rates for traffic by merchandise train	0 6
In respect of cartage in Ireland on all such rates for traffic by merchandise train as are inclusive of cartage services in Ireland (except at Belfast and Dublin)	0 6
At Belfast	1 6
At Dublin	1 3
In respect of increased Port dues at Belfast on rates between Belfast and Stations and places in England, Wales, and Scotland ...	0 6

ADVERTISEMENT OF CANCELLING.

NOTICE is hereby given that the Assistant-Registrar of Friendly Societies for Scotland has, pursuant to S. 77 of the Friendly Societies Act, 1896, by writing under his hand, dated the thirteenth day of June 1917, Cancelled the Registry of the AYRSHIRE ORDER OF FORESTERS FRIENDLY SOCIETY (Register No. 126 Ayr), held at Castle Inn, New Cumnock, in the County of Ayr, at its request.

The Society (subject to the right of appeal given by the said Act) ceases to enjoy the privileges of a Registered Society, but without prejudice to any liability incurred by the Society, which may be enforced against it as if such cancelling had not taken place.

3A Howe Street, Edinburgh,
13th June 1917.

THE KIRN PIER COMPANY LIMITED, incorporated under the Companies Acts, 1862 to 1886.

INTIMATION is hereby given that on 13th June 1917 a Petition was presented to the Lords of Council and Session (Second Division,—Mr. Antonio, Clerk) at the instance of the above-named Company under the Companies (Consolidation) Act, 1908, praying their Lordships to confirm an alteration of the provisions of the Company's Memorandum of Association with respect to its objects, set forth in the Special Resolution of the Company passed on 9th May 1917, and confirmed on 30th May 1917. The said Special Resolution is as follows:—

“That the Memorandum and Articles of Association be altered in manner following, viz. :—

“(a) The following clause shall be added at the end and form part of Article III. (3) of the Memorandum of Association, viz. :—Also to carry on “the businesses of Coal Merchants, House Agents, “and Factors and Carting Contractors, and any “other Business or Businesses of a similar nature “which may conveniently or advantageously be “combined with the other Businesses of the Com- “pany.

“(b) In Article III. (4) of the Memorandum of Association the word ‘Businesses’ shall be substituted “for the word ‘Business.’”

On the said Petition their Lordships have been pleased to pronounce the following Interlocutor:—

“Edinburgh, 14th June 1917.—The Lords appoint the “Petition to be intimated on the Walls and in the Minute- “Book in common form, to be advertised once in the “Edinburgh Gazette and once in the Glasgow Herald “newspaper; and allow all persons having or claiming “interest therein to lodge Answers within eight days “after such intimation and advertisement.

“CHARLES SCOTT DICKSON, I.P.D.”

SKENE, EDWARDS, & GARSON, Agents for
the Petitioners.

5 Albyn Place, Edinburgh,
14th June 1917.

W. H. HOWARD LIMITED.

AT an Extraordinary General Meeting of W. H. Howard Limited, Boot and Shoe Repairers, 148 Trongate, Glasgow, duly called, and held within the Chambers of Gilbert Lang, Solicitor, 226 St. Vincent

Street, Glasgow, on 7th June 1917, there was passed the following Resolutions:—

That the Company cannot, by reason of its liabilities, continue its Business, and that it is advisable to wind up the same, and that the Company be wound up accordingly; and that William Couper Tait, C.A., 168 St. Vincent Street, Glasgow, be, and is hereby appointed Liquidator to conduct the winding up.

WM. COUPER TAIT, Liquidator.

168 St. Vincent Street, Glasgow,
14th June 1917.

Companies (Consolidation) Act, 1908.

THE GRANTON TIMBER COY. LTD.

(in Liquidation).

NOTICE is hereby given that, in pursuance of Section 195 of the Companies (Consolidation) Act, 1908, a General Meeting of the Shareholders of the above-named Company will be held within No 11 South Charlotte Street, Edinburgh, on Thursday the nineteenth day of July nineteen hundred and seventeen, at three o'clock, in order that the Liquidators may lay before the said Meeting an account showing the manner in which the winding up has been conducted and the property of the said Company has been disposed of; and to hear any explanations which may be given by the Liquidators; and also, in pursuance of Section 222 of said Act, for the purpose of considering, and if so resolved, of passing the following Extraordinary Resolution:—

That the books and papers of the Company be disposed of by the Liquidators in such way as they see fit.

JAMES MASTERTON,

P. H. AIKMAN, C.A.,

Joint Liquidators.

121 St. Vincent Street, Glasgow,
15th June 1917.

THE Estates of WILLIAM BROWN, Grocer, residing in St. Mary Street, Kirkcudbright, were Sequestrated on 12th June 1917, by the Sheriff of Dumfries and Galloway.

The first Deliverance is dated the 12th day of June 1917.

The Meeting to elect the Trustee and Commissioners is to be held at one o'clock afternoon on Monday the 25th day of June 1917, within the Royal Hotel, Kirkcudbright. A Composition may be offered at this Meeting; and to entitle Creditors to the first Dividend their oaths and grounds of debt must be lodged on or before the 12th day of October 1917.

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

MURE & ANDERSON, Solicitors, Kirk-
cudbright, Agents.

THE Estates of JOHN VALLANCE, residing at 65 Henderson Row, Edinburgh, were Sequestrated on 14th June 1917, by the Sheriff of the Lothians and Peebles at Edinburgh.

The first Deliverance is dated the 14th June 1917.

The Meeting to elect the Trustee and Commissioners is to be held at 12 noon on Monday, 25th June 1917, within Dowell's Rooms, 18 George Street, Edinburgh. A Composition may be offered at this Meeting.

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

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

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

JOHN ROBERTSON, Solicitor, Agent.

63 York Place, Edinburgh.

In the **SUMMARY SEQUESTRATION** of **GRAHAM BROTHERS & COMPANY**, 362 Cathedral Street, Glasgow, and Archibald Stewart Graham, a Partner thereof, as such Partner, and as an Individual.

I THOMAS FREDERICK MEWAN, Chartered Accountant, Glasgow, hereby give notice that I have been duly elected and confirmed Trustee; and that Peter Algie M'Farlane, Electrician, 10 Margaret Street, Glasgow, and Peter Wallace, Calenderer and Packer, 109 John Street, Glasgow, have been elected Commissioners; that the Sheriff has fixed Tuesday the 26th day of June 1917, at ten 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 Bankrupts; that the second Meeting of Creditors will be held within the Trustee's Chambers, 234 West George Street, Glasgow, on Friday the 20th day of July, at twelve 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 28th day of June 1917.

T. F. MEWAN, C.A., Trustee.

Glasgow, 12th June 1917.

SEQUESTRATION of the deceased **THOMAS ALEXANDER M'LEOD**, China Merchant, No. 13 Cowgatehead, Edinburgh, and who resided at No. 75 Warrender Park Road there.

A MEETING of the Creditors on this Estate will be held at 3 Albany Street, Edinburgh, on Tuesday, 26th inst., at 11 o'clock forenoon, for the purpose of considering the taxation of the Law-Agent's business accounts, in terms of Section 154 of the Bankruptcy (Scotland) Act, 1913.

WILLIAM D. STEWART, C.A., Trustee.

15th June 1917.

SEQUESTRATION of **IAN TOLMIE MACKENZIE**, L.R.C.P. and S.E., Broadford, Skye.

A S Trustee on above Estate, I hereby call a Meeting of Creditors, to be held within my Office here, on Friday, 29th June 1917, at three o'clock afternoon, to consider as to an application to be made for my discharge as Trustee foresaid.

W. GLASFORD WALKER, C.A., Trustee.

128 George Street, Edinburgh,

14th June 1917.

WILLIAM WILSON'S SEQUESTRATION.

A S Trustee on the Sequestrated Estate of William Wilson, Contractor, Hamilton, I hereby call a Meeting of the Creditors in the Sequestration, to be held within my Office at Brandon Chambers, Hamilton, on Tuesday the third day of July 1917, at ten o'clock forenoon, to consider as to application to be made for my discharge as Trustee.

JAMES SNEDDON, C.A., Trustee.

14th June 1917.

A S Trustee on the Sequestrated Estates of **WILLIAM ERSKINE**, trading as Erskine & Fleming, Grocers and Wine Merchants, Dunkeld, and as William Erskine, Grocer and Wine Merchant, Grahamstown, I hereby intimate that accounts of my intromissions with the funds of the Estate, brought down to 30th May 1917, have been audited by the Commissioners, and that a third and final Dividend will be paid within the Chambers of Romanes & Munro, C.A., 50 Frederick Street, Edinburgh, on 30th July 1917.

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

50 Frederick Street, Edinburgh,

15th June 1917.

To the Creditors on the Sequestrated Estates of **WILLIAM MACKIE**, sometime Wine and Spirit Merchant, Clifton Arms, Broxburn, and now residing at Ruthrieston Road, Aberdeen.

BY virtue of an Order of the Sheriff-Substitute of the Lothians and Peebles at Edinburgh, dated 13th June 1917, William Mackie, above designed, hereby intimates that he has presented an Application to the Sheriff of the Lothians and Peebles at Edinburgh, to be finally discharged of all debts contracted by him before the date of the Sequestration of his Estates, in terms of the Statute.

JOHN ROBERTSON, Solicitor, Agent for
Petitioner.

63 York Place, Edinburgh,

15th June 1917.

THE Testamentary Trustees of the late **JOHN COUTTS**, Wholesale Merchant, Catherine Street, Aberdeen, have sold the Business carried on by them there to Alexander Coutts and Charles Coutts, both Wholesale Merchants at Catherine Street aforesaid. The Business will be carried on by the said Alexander Coutts and Charles Coutts on their own account and under the same name of "JOHN COUTTS."

Mr. Alexander Coutts and Mr. Charles Coutts are authorised to uplift all the debts due to, and they will discharge the whole debts and liabilities of, the Trustees in connection with the said Business.

Dated at Aberdeen, this ninth day of June nineteen hundred and seventeen.

ELIZABETH COUTTS.

ALEXANDER WILSON.

Witnesses to the Signatures of Mrs.

Elizabeth Shirriffs Cameron or

Coutts, and Alexander Wilson—

MARY MERSON, 15 Golden Square,

Aberdeen, Stenographer.

DAVID SHIRREFFS, 15 Golden Square,

Aberdeen, Law-Clerk.

ALEXANDER COUTTS.

CHARLES COUTTS.

Witnesses to the Signatures of Alex-

ander Coutts and Charles Coutts—

MARY MERSON, 15 Golden Square,

Aberdeen, Stenographer.

DAVID SHIRREFFS, 15 Golden Square,

Aberdeen, Law-Clerk.

BANKRUPTS.

FROM THE LONDON GAZETTE.

RECEIVING ORDERS.

Ernest Temple Starnes, the Model Bakery, Bourne End, in the county of Buckingham, baker.

Sarah Jane Quick (trading and known as S. J. Porter), The Strand, Barnstaple, Devonshire, fishmonger and fruiterer (married woman).

Ernest James Ward Bird, now residing in apartments at 109 Balsall Heath Road, Edgbaston, lately residing at 118 Alexandra Road, Edgbaston, and 490 Coventry Road, Balsall Heath, and 130 Belgrave Road, Edgbaston, all in the city of Birmingham, and lately residing and carrying on business at The Swan Hotel, Alcester, in the county of Warwick, and afterwards at Lauriston House, Cheltenham, in the county of Gloucester, clerk, formerly hotel and boarding-house proprietor.

Samuel Dunn, formerly carrying on business at Alban Works, Conybere Street, Birmingham, in the county of Warwick, and at present residing at 44 Blomfield Road, Maida Hill, in the county of London, stair rod manufacturer.

Ernest Parsons Wood, 123 Cotswold Road, Bedminster, Bristol, baker and confectioner.

Lucy Alice Airey (married woman) and Adela Yates

(married woman), both residing at 58 Belvedere Road, Burnley, in the county of Lancaster, carrying on business in copartnership under the style or firm of Airey & Yates at 10 Yorkshire Street, Burnley aforesaid, café proprietors.
 Thomas Walker, the Bell Hotel, Haverhill, Suffolk, formerly 97 London Road, Ipswich, Suffolk, hotel proprietor and motor engineer.
 Ambrose Myrie Palmer, Old Whittington, near Chesterfield, in the county of Derby, physician and surgeon.
 Joseph Marshall, the Plough Inn, Nottingham Road, in the county borough of Derby, innkeeper.
 Richard John Lashbrook, Broadmayne, in the county of Dorset, wheelwright.
 Leonard Marshall James, 3 Hampton View, Babacombe, Torquay, Devonshire, toy maker.
 John Plant Malbon, formerly Heighley Castle Farm,

Madeley, near Newcastle-under-Lyme, but now Moor Hall Farm, Bagnall, Stoke-on-Trent, both in the county of Stafford, farmer.
 Aubrey George William Mends, lately residing at 17 Castelnau Mansions, Barnes, London, and York Road and Hazelwood Road, both in the county borough of Northampton, and whose address now is 39 Panton Street, London, Captain in His Majesty's King's Royal Rifle Corps.
 William Bennett, Deeping St. James, in the county of Lincoln, blacksmith.
 Joseph Winn Lethbridge, 21 King Street, Plymouth, in the county of Devon, baker and grocer.

ADJUDICATION ANNULLED AND RECEIVING ORDER RESCINDED.

Edouard Gallemaert, 95 Sotheby Road, Highbury, London, diamond merchant's agent.

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.

Friday, June 15, 1917.

Price Ninepence.

