



The Edinburgh Gazette

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FRIDAY, AUGUST 16, 1918.

BY THE KING.

A PROCLAMATION

RELATING TO THE GRANT OF PRIZE MONEY TO THE FLEET.

GEORGE R.I.

WHEREAS Her Majesty Queen Victoria was graciously pleased by Her Royal Proclamation of the 17th September 1900 to regulate, according to the Scheme set forth therein or recognised thereby, the distribution of the net proceeds of prizes captured from the enemy, &c. :

And whereas by an Order in Council, dated the 28th August 1914, We were pleased to cancel the system of distribution described in the above-mentioned Proclamation as regards Prizes captured from the enemy, and to declare that in lieu thereof it was intended to substitute a system of Prize Bounties or Gratuities for more general distribution to the Officers and Men of Our Naval Forces :

And whereas by the Naval Prize Act, 1918, it is provided that if We are pleased to signify Our intention to make a grant of Prize Money to Our Fleet out of the proceeds of Prizes captured in the present War, such Prize Money shall be of such amounts and payable to such members of Our Naval and Marine Forces and in such manner as We by Proclamation or Order in Council may determine :

We do therefore now make known to all Our loving Subjects, and to all others whom it may concern, by this Our Proclamation, by and with the advice of Our Privy Council, that Our Royal Will and Pleasure is and We do hereby order and direct that the net produce of all such Prizes captured during the present War as shall be declared by the Tribunal appointed under the said Act to be Droits of the Crown, and of all other sums which under that Act shall be paid into the Naval Prize Fund, shall be for the entire benefit and encouragement of the Officers and Men of Our Naval and Marine Forces as defined in the above-mentioned Act, and shall be distributable in accordance with the said Act, and further, that when the Lords Commissioners of the Admiralty shall judge that there is a sufficient sum standing to the credit of the Naval Prize Fund to warrant it, a distribution shall be made in the shares and proportions and in the manner and in accordance with the Regulations We may hereafter announce by Our Royal Proclamation to such members of Our Naval and Marine Forces as may be qualified to share therein, or in case of their death to their representatives.

Given at Our Court at Buckingham Palace, this Fifteenth day of August, in the year of our Lord One thousand nine hundred and eighteen, and in the Ninth year of Our Reign.

GOD SAVE THE KING.

India Office,
13th August 1918.

The KING has been graciously pleased to make the following promotion in the Most Exalted Order of the Star of India in recognition of special services rendered in connection with the War. The appointment to date from 17th July 1918:—

To be an additional Knight Commander of the said Most Exalted Order:—

James Bennett Brunyate, Esq., C.S.I., C.I.E.

SILVER BULLION (MAXIMUM PRICE).

ORDER OF THE TREASURY FIXING A MAXIMUM PRICE FOR SILVER BULLION SOLD IN THE UNITED KINGDOM.

The Lords Commissioners of His Majesty's Treasury, in pursuance of the powers conferred on them by Regulation 30EEE of the Defence of the Realm Regulations, hereby make the following order:—

The maximum price for silver bullion in the United Kingdom shall be 48 13-16d. per standard ounce.

James F. Hope,
J. W. Pratt,

Two of the Lords Commissioners of His Majesty's Treasury.

Dated 9th August 1918.

Foreign Office (Foreign Trade Department),
13th August 1918.

CHINA.

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

Brossard, Mopin & Co., Tientsin.
Consortium des Industriels Belges en Extrême-Orient (Charles Ley, representative), Peking.
Fernbach, R. R., Dr. (Mei Lung Silk Filature), Newchwang and Haicheng.
Kreglinger & Fernau (William Fog, representative).
Lafille, J., Tientsin.
Mei Lung Silk Filature (Fernbach, R. R., Dr.), Newchwang and Haicheng.

The following corrections are notified in the list of persons and bodies of persons to whom articles to be exported to China may be consigned:—

Ley, C., should read Ley, Charles (representing Consortium des Industriels Belges en Extrême-Orient), Peking.
Fog, William, should read Fog, William (representing Kreglinger & Fernau).

Downing Street,
12th August 1918.

The KING has been pleased to give directions for the appointment of John Burchmore

Harrison, Esq., C.M.G., to be a Member of the Executive Council of the Colony of British Guiana.

Board of Trade,
7 Whitehall Gardens, S.W. 1.

THE PETROLEUM PRODUCTS (CONTRACTS) ORDER, 1918, DATED THE 13TH DAY OF AUGUST 1918, MADE BY THE BOARD OF TRADE UNDER REGULATIONS 2J AND 2JJ OF THE DEFENCE OF THE REALM REGULATIONS.

The Board of Trade, deeming it expedient to make further exercise of the powers conferred upon them by the Defence of the Realm Regulations as regards Petroleum Products, hereby order as follows:—

1. All contracts for the sale, delivery, or supply of any of the Petroleum Products to which the Petroleum Products (Wholesale Prices) No. 2 Order, 1918, applies, and which are affected by the said Order, are hereby abrogated except such as provide for sale, delivery, or supply at the prices named in the said Order.

2. This Order may be cited as the Petroleum Products (Contracts) Order, 1918.

(Signed) A. H. STANLEY.

TRADE BOARDS ACT, 1909.

LACE AND NET FINISHING TRADE.

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 for certain branches of the Machine-made Lace and Net Finishing trade, as defined in Regulations made by the Board of Trade and dated 16th March 1914, hereby give notice as required by Section 4 of the above Act that they propose to vary the minimum time-rate fixed by them as set out in their Notice dated 17th June 1918 for workers other than learners from 4d per hour to 4½d per hour.

The Trade Board give similar notice that they propose to vary the Minimum Time-Rates fixed by them for learners, as defined by the Trade Board, and set out in their Notice dated 17th June 1918.

On application to the Trade Board further information will, if in the opinion of the Trade Board the applicant is likely to be affected by the minimum rates proposed to be varied, be given as to the proposed variation of the minimum rates.

The Trade Board will consider any objections to their proposals to vary minimum rates which may be lodged with them within three months from 12th August 1918. Such objections should be in writing and should be sent to the Secretary of the Lace Finishing Trade Board, Old Serjeants' Inn Chambers, 5 Chancery Lane, London, W.C. 2.

Dated this tenth day of August 1918.

Signed by Order of the Lace Finishing Trade Board.

Acting Secretary.

Office of Trade Boards,
5 Chancery Lane,
London, W.C. 2.

*Ministry of Munitions of War,
Whitehall Place, S.W. 1.
13th August 1918.*

ORDER.

RADIO-ACTIVE SUBSTANCES, LUMINOUS BODIES
AND ORES.

The Minister of Munitions, in exercise of the powers conferred upon him by the Defence of the Realm Regulations, and all other powers enabling him, hereby orders and gives notice as follows:—

1. The substances, bodies and ores to which this Order applies are all radio-active substances (including actinium, radium, uranium, thorium and their disintegration products and compounds), luminous bodies in the preparation of which any radio-active substance is used, and ores from which any radio-active substance is obtainable, except uranium nitrate and except radio-active substances at the date of this Order forming an integral part of any instrument, including instruments of precision or for timekeeping.

2. As from the date hereof until further notice no person shall offer to purchase, purchase or take delivery of any substance, body or ore to which this Order applies, except under or in accordance with the terms of a licence issued on behalf of the Minister of Munitions by the Controller of Optical Munitions, or offer to sell, sell, supply or deliver any such substances, body or ore to any person other than the holder of such licence, and in accordance with the terms thereof.

3. All persons shall furnish returns to the Controller of Optical Munitions at the times and in the manner from time to time prescribed by him of all such substances, bodies and ores to which this Order applies as may for the time being be held in stock or dealt with in any manner by them.

4. This Order may be cited as the Radio-active Substances Control Order, 1918.

5. All applications in reference to this Order are to be addressed to:—

The Controller of Optical Munitions,
Ministry of Munitions,
117 Piccadilly, W. 1.

NOTICE OF INTENDED DISTRIBUTION
OF NAVAL SALVAGE MONEY.

*Department of the
Accountant-General of the Navy,
Admiralty, S.W. 1,
12th August 1918.*

Notice is hereby given to the Officers, Seamen, and Marines, and to all persons interested therein, that the distribution of the award for the salvage of the ketch "Arkley," by H.M. Ships "Queen Empress" and "Yarmouth Belle," on 7th and 8th October, 1917, and for the salvage of s.s. "Ambon" by H.M. Tugs "Rover," "Industrious," and "Woonda," and H.M. Ships "St. Cuthbert," "Wyndham," "Pelican II.," "Verbena II.," "Miura," and "Lois," on 21st February, 1917, will commence on Wednesday, the 14th instant, in the Prize Branch of the Department of the Accountant-General of the Navy, Admiralty, S.W. 1.

All applications from persons entitled to share, who are not serving afloat, should be addressed

"On Prize Business:—to the Accountant-General of the Navy, Admiralty, London, S.W. 1." Such applications (except in the case of Commissioned Officers) should be accompanied by Certificates of Service.

*War Office,
8th August 1918.*

ARMY COUNCIL ORDER.

DRUGS FOR THE TROOPS.

Whereas by an Order dated the 5th day of June, 1918, the Army Council under the powers conferred upon them by the Defence of the Realm Regulations prohibited the sale or supply of certain drugs to or for any member of His Majesty's Forces except subject to certain conditions. Now the Army Council in pursuance of the said powers and all other powers them thereto enabling hereby order as follows:—

There shall be added to the Schedule of the said Order dated the 5th day of June, 1918, the drugs Acetanilidum and Phenacetinum and any salts preparations derivatives or admixtures prepared from or with either of the above mentioned drugs.

By command of the Army Council,
R. H. BRADE.

*War Office,
13th August 1918.*

TRADING WITH THE ENEMY ACTS.

CERTIFICATE OF HOSTILE OCCUPATION IN
REGARD TO CERTAIN TERRITORY IN RUSSIA.

I, George Kynaston Cockerill, C.B., a Brigadier-General in His Majesty's Army, being a person authorised by a Secretary of State to give Certificates under paragraph 3 of the Trading with the Enemy (Occupied Territory) Proclamation, 1915, hereby certify that in addition to the territory comprised in the certificate given by me on the 9th May, 1918, the following territory in Russia may be regarded as territory in hostile occupation:—

Vorenezh.
Erivan.
Tiflis.

The territory in Russia which may be regarded as in hostile occupation comprises:—

Esthonia.
Livonia.
Courland.
Kovno.
Vilna.
Bialystok.
Vitebsk.
Poland.
Grodno.
Pskov.
Minsk.
Volhynia.
Mogilev.
Tchernigov.
Poltava.
Podolia.
Kiev.
Kharkov.
Orel.
Kursk.

Bessarabia.
Kholm.
Kherson.
Ekaterinoslav.
Province of the Don Cossacks.
Taurida (including Crimea).
Ardahan.
Kars.
Batum.
Kutais.
Vorenezh.
Erivan.
Tiflis.

Dated this 9th day of August, 1918.

GEORGE COCKERILL,
Brigadier-General.

War Office,
6th August 1918.

ARMY COUNCIL ORDER.

THE LEATHER (SHIPMENT TO OR FROM IRELAND) AMENDMENT ORDER, 1918.

Whereas by the Leather (Shipment to or from Ireland) Order, 1918, the Army Council prohibited the shipment to or from Ireland of certain classes of leather without a permit issued by or on behalf of the Director of Raw Materials.

And whereas it is expedient that the said Order should be amended.

Now, therefore, the Army Council, in pursuance of the powers conferred upon them by the Defence of the Realm Regulations, hereby order that the Leather (Shipment to or from Ireland) Order, 1918, shall be amended as follows:—

In Clause 1 all the words after "dressed or undressed" shall be deleted, and in substitution thereof shall be added the words "or cut soles or boot uppers, provided that nothing herein contained shall be deemed to refer to Boots or Shoes or any other manufactured article consisting wholly or partly of leather."

By Order of the Army Council.

R. H. BRADE.

SUPER TAX, 1918-19.

Notice is hereby given, that under the provisions of the Finance (1909-10) Act, 1910 (10 Edw. 7, cap. 8), and subsequent enactments, it is incumbent upon every individual whose statutory income for the financial year ended the fifth day of April 1918, exceeded two thousand five hundred pounds to give notice thereof to the Special Commissioners of Income Tax before the 30th day of September 1918.

Every individual, therefore, who has not already given such notice, or who has not received a form of return for the year 1918/19 from the Special Commissioners of Income Tax, should before that date communicate in writing with their Clerk at Windsor House, 83 Kingsway, London, W.C. 2, from whom the form of return may be obtained.

Dated this 13th day of August 1918.

P. THOMPSON,
Secretary.

Inland Revenue,
Somerset House, London.

Ministry of Shipping,
13th August 1918.

Notice is hereby given, that the Limitation of Freights (French Ports) Amendment (No. 2) Order, dated 30th July 1918, has been made by the Shipping Controller under the Defence of the Realm Regulations. Copies of the Order may be purchased through any bookseller, or directly from H.M. Stationery Office at the following addresses: Imperial House, Kingsway, 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.

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

Ayrshire, &c.—An Area comprising the counties of Ayr and Wigtown, and the burghs of Ayr, Irvine, and Kilmarnock (16th June 1917).

Scotland.—An Area comprising Scotland (except the counties of Ayr and Wigtown, and the burghs of Ayr, Irvine, and Kilmarnock) (16th June 1917).

See also under *Ayrshire, &c.*

RETURN of OUTBREAKS of the under-mentioned DISEASES in SCOTLAND for the Week ended 10th August 1918, distinguishing Counties (including Burghs):—

ANTHRAX.

COUNTY.	Outbreaks Confirmed.	Animals Attacked.			
		Cattle.	Sheep.	Swine.	Horses.
	No.	No.	No.	No.	No.
Lanark	1	1	—	—	—
TOTAL	1	1	—	—	—

PARASITIC MANGE.

COUNTY.	Outbreaks Reported.	Animals Attacked.
		No.
Dumfries	1	1
Fife	1	1
Lanark	1	5
TOTAL	3	7

Board of Agriculture and Fisheries,
13th August 1918.

ADMIRALTY NOTICE TO MARINERS.

No. 954 of the year 1918.

SCOTLAND, WEST COAST AND
HEBRIDES.*Former Notices.*—Nos. 63 of 1917 and
Nos. 218 and 830 of 1918.

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

(1) FIRTH OF CLYDE—PROHIBITED AREA;
TRAFFIC REGULATIONS.

I. PROHIBITED AREA.

Position.—Denure harbour, lat. $55^{\circ} 24\frac{1}{2}'$ N., long. $4^{\circ} 45\frac{1}{2}'$ W.

The undermentioned area off Denure harbour is prohibited to all traffic. The area is enclosed by lines joining the following positions:—

- (a) Lat. $55^{\circ} 25' 25''$ N., long. $4^{\circ} 48' 10''$ W.
- (b) Lat. $55^{\circ} 24' 45''$ N., long. $4^{\circ} 47' 00''$ W.
- (c) Lat. $55^{\circ} 24' 23''$ N., long. $4^{\circ} 48' 45''$ W.

II. TRAFFIC REGULATIONS.

Position.—Dunoon bank, lat. $55^{\circ} 56\frac{3}{4}'$ N., long. $4^{\circ} 54\frac{1}{4}'$ W.

Vessels entering or leaving the Clyde must pass between two Trawlers, situated as under-mentioned, which mark the gateway in the obstruction that now exists between Cloch point and Dunoon.

(a) Eastern Trawler:

Position.—On east side of Dunoon bank, at a distance of 8 cables and 66 yards, 281° (*N. 61° W. Mag.*), from Cloch lighthouse.

Description.—The hull of this vessel is painted red.

Fog-signal.—This vessel will sound on her steam whistle *four* blasts *every two minutes*, thus (— — — —), alternately with the fog-signal sounded by the western Trawler.

(b) Western Trawler:

Position.—On west side of Dunoon bank, at a distance of one cable, 272° (*N. 70° W. Mag.*), from the eastern Trawler.

Description.—The hull of this vessel is painted green.

Fog-signal.—The vessel will sound on her steam whistle *three* long blasts *every two minutes*, alternately with the fog-signal sounded by the eastern Trawler.

The above-mentioned gate Trawlers will display signals, as shown on the accompanying diagram, to indicate whether the gate is open to inward or outward bound traffic, or whether the gate is closed.

A Trawler with hull painted black is moored a short distance to the northward of the gate Trawlers, and on the western side of the passage.

No vessels are to approach to within a distance of half a mile of the gateway until the special signals are hoisted, indicating that the passage is open for them; neither are inward-bound vessels to approach within this distance when the signals

are displayed for outward-bound vessels, and vice versa.

Speed must not exceed 10 knots, and vessels are cautioned to keep a mid-channel course when passing through the gateway.

Outward-bound vessels are to approach the gateway on a 196° (*S. 34° W. Mag.*) course, leaving the black and white chequered light-buoy with *occulting green* light, situated three-quarters of a mile, 27° (*N. 45° E. Mag.*), from the gateway, on their port hand.

Similarly, inward-bound vessels must steer to the eastward for the Examination anchorage and Kempeck point, as soon as they have passed clear of the gateway.

Variation.— 18° W.

(2) LOCH LINNHE, LOCH ABER—TRAFFIC
REGULATIONS.

Position.—Corran point lighthouse, lat. $56^{\circ} 43\frac{1}{4}'$ N., long. $5^{\circ} 14\frac{1}{2}'$ W.

1. That portion of Loch Linnhe which lies north-eastward of a line joining Salachan point and Kentallen pier is closed to British and Allied ships during the hours of official night and to Neutral shipping at all times.

2. Except under exceptional circumstances British and Allied merchant vessels will be free to enter or leave during the hours of official day.

3. Before entering, vessels must receive permission and the necessary instructions from the control vessel.

4. Vessels are advised so to time their arrival as to reach the entrance to Loch Aber during official daylight in order to obviate having to lie off.

5. The control vessel will be met with in the vicinity of the Culchenna spit light-buoy, and will be distinguished by the following means:—

By day: A white ensign, and, at the foremast-head, the special flag for an examination steamer, mentioned in Part II. of Admiralty Notice to Mariners No. 814 of 1918, and any subsequent republication thereof. When the port is closed, 3 red balls will be hoisted in addition to the special flag.

6. In the event of the port being closed by day, 3 red balls will also be hoisted on the flagstaff on Corran point.

7. During fog, or when the visibility is less than one mile, no traffic entering will be permitted to pass to the north-eastward of the line defined in Paragraph 1, and vessels are to keep seaward of the line.

8. All instructions given by officers in command of H.M. ships, or patrol vessels, are to be promptly obeyed.

9. All vessels under way within 5 miles of Corran point lighthouse are to exhibit side lights from one hour after sunset to one hour before sunrise. Side lights are to be exhibited also during daytime should the visibility become less than one mile.

10. *Warning.*—Warning is hereby given that vessels disobeying any order will be liable to be fired on.

(3) CALEDONIAN CANAL—TRAFFIC REGULATIONS.

1. Until further orders, no vessels other than H.M. ships, those in Government employ, or those

granted special permits (vide pars. 2 and 3), will be permitted to navigate the Caledonian Canal; and entrance thereto, either at Inverness or Corpach, is prohibited.

2. Owners of Merchant, Fishing, or other private vessels, who can show urgent and sufficient reason why their vessels should be allowed to pass through the Canal, may make application to the Divisional Naval Transport Officer at Inverness for a special permit to enable their vessels to do so. Such applications must contain full information as to the length and breadth of the vessel, registered number, destination, why she cannot proceed North-about, and proposed date of entering the Canal; but they will only be entertained in exceptional cases and with full regard to National interests.

3. When the requirements of the Naval Authorities allow of such special permits being issued, they will be granted subject to the following conditions:—

- (a) That priority of passage through the Canal is reserved for Admiralty vessels.
- (b) That no liability is accepted in respect of demurrage or detention on passage.
- (c) That the passage is commenced when ordered by the Divisional Naval Transport Officer, Inverness, or his representative, and completed in accordance with any instructions issued by these authorities.
- (d) That the regulations governing the navigation of the Canal are strictly complied with.
- (e) That the owner of a vessel permitted to navigate the Canal will be held responsible for any damage caused by the vessel, or by the master, skipper, or members of the crew of such vessels, to the Canal, the machinery or appliances connected therewith, or to other vessels. The value of any such damage to be assessed by representatives of the Admiralty and Canal Commissioners, whose certificate thereof will be final and binding and not subject to review.

4. Neutral vessels are also prohibited from entering the Port of Inverness, the seaward limit of which is defined by a line drawn from Fort George, in the County of Inverness, to Chanonry point, in the County of Ross and Cromarty.

Regulations for the Port of Inverness are given in Admiralty Notice to Mariners No. 925 of 1918.

(3) STORNOWAY HARBOUR—CLOSED BY NIGHT.

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

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

Note.—This Notice to Mariners is a repetition of the former Notices quoted above, with the addition of the information given in Section (1) I.

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. 954 of 1918.)

Charts temporarily affected.—No. 2131, Arran island to Gare loch (1); No. 2159, Firth of Clyde and Loch Fyne (1); No. 1577, Western approaches to Firth of Clyde (1); No. 1825a, Irish Channel, northern sheet (1); No. 1824a, East coast of Ireland, with Irish channel (1); No. 2635, Scotland, west coast.

Authority.—The Lords Commissioners of the Admiralty. (H. 4103/18.)

By Command of their Lordships,

J. F. PARRY,
Hydrographer of the Navy.

Admiralty, London,
10th August 1918.

ADMIRALTY NOTICE TO MARINERS.

No. 963 of the year 1918.

SCOTLAND, EAST COAST.

FIRTH OF FORTH—TRAFFIC REGULATIONS.

Former Notice.—No. 904 of 1918; 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:—

Section I.

(1) 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.

No vessels (a) trading to neutral ports or (b) having aliens on board, whether as members of the crew or as passengers, shall after the 15th August 1918 enter or use the following ports in the Firth of Forth:

Burntisland, Kirkcaldy, Dysart and West Wemyss.

(2) Until further notice, the following Regulations are to be observed by all merchant vessels, except when under escort, 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.

Section II.

INSTRUCTIONS TO SHIP MASTERS, ETC.

(3) Masters of ships and other persons concerned are advised that, in their own interests and the interests of those whom they represent, they should assist in every possible way to conform to these Regulations.

(4) Ships outward bound without escort must time their departure so as to be clear of the Firth of Forth before the commencement of Official Night.

(5) Fishing Boats' numbers are to be kept distinctly painted.

(6) No unescorted merchant vessel is permitted to be under way in the Firth of Forth during the hours of Official Night, or when the Firth of Forth has been closed, except with the official permission of the Commander-in-Chief, Coast of Scotland, which can be obtained through the King's Harbour Master.

(7) Merchant vessels may enter or leave the docks at Leith and Granton with the permission of the Commander-in-Charge, Leith, or the Senior Naval Officer, Granton, respectively. Special arrangements, which are notified from time to time, are made for merchant vessels entering and leaving Docks at Ports East of Inchkeith.

(8) (a) During Official Night no lights are to be visible from outboard, scuttles and skylights are to be effectively screened. When under way, navigation lights should be shown. (Electric navigation lights are prohibited.)

(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) When at anchor riding lights are not to be exhibited, but a night watch is to be kept, and riding lights kept trimmed, lit, and at hand where they are easily and quickly accessible, so that they may be exhibited, reduced in power and screened as prescribed in Admiralty Notice to Mariners No. 872 of 1918, when ordered or requested to do so.

(e) 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.

(9) 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.

(10) 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.

(11) 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.

Section III.

DISTINGUISHING SIGNALS OF EXAMINATION STEAMERS.

(12) Armed Examination steamers will be found at the Examining Station (see Section

VII.) and near the green buoy (see Section IV., par. (16)), and will be distinguished by the following means:—

By Day.—At the foremast 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.

(13) Unescorted merchant vessels may enter the Firth of Forth at any time, but should make every endeavour to do so during official daylight and, when possible, should have sufficient daylight to allow them to be examined before dark.

(14) Vessels desirous of entering the Forth during Official Night or in thick or foggy weather must report themselves to St. Abbs Head or Fifeness Signal Stations, whence they should proceed as directed in paragraph (16). They will be met by a Patrol Vessel and taken to an anchorage.

(15) 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.

(16) Unescorted vessels must pass between Isle of May and Anstruther Wester, thence they must steer a course so as to pass 2 miles South of Elieness, and within half a mile to the Southward of a Green Buoy in Lat. 56° 09' N.; Long. 2° 51' W.

Thence (if not met by a Pilot Boat or Examination Steamer) steer 297° (N. 45° W. Mag.) for a mile and a half to pass to the southward of a second buoy; thence to the Examining Station.

(17) All merchant vessels entering the Firth of Forth, with or without a pilot on board, 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.

Section V.

VESSELS LEAVING THE FIRTH OF FORTH.

(18) 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.

(19) No unescorted 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.

(20) 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.

Granton.—From Flagstaff at Central Pier.

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.

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."

(21) 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 unescorted mercantile shipping, except as provided for in paragraph (14).

Section VII.

POSITIONS OF THE EXAMINATION ANCHORAGE AND EXAMINING STATION.

(22) The Examination Anchorage.—From a position 54° (N. 72° E. Mag.) distance 2,000 yards from the fixed green light on the Eastern entrance to Granton Harbour, thence:—

Western limit—2,000 yards in a direction 25° (N. 43° E. Mag.), thence,

Northern limit—1,000 yards in a direction 88° (S. 74° E. Mag.), thence,

Eastern limit—2,000 yards in a direction 205° (S. 43° W. Mag.), thence,

Southern limit—1,000 yards in a direction 268° (N. 74° W. Mag.).

NOTE.—The anchorage will thus be one mile in length and half a mile in width.

The Examination Vessel will be anchored at the South-West corner of the Examination Anchorage.

(23) The Examining Station is 240° (S. 78° W. Mag.) 1½ miles from Ruddons point.

(24) 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.

(25) It will be compulsory for all vessels to have a licensed pilot on board when navigating the Firth of Forth, unless under escort. Vessels entering the Firth for the purposes of joining a Convoy are not exempt from compulsory pilotage.

Incoming vessels will pick up the pilot from the Pilot Vessel which will be found in the vicinity of the green buoy (see Section IV., par. (16)) during the hours of Official Day.

Outward-bound vessels from ports west of Inchkeith are to proceed to the Advanced Convoy Anchorage and discharge their pilot there, or at the Cutter if sailing without Convoy.

A uniform landing fee of eight shillings is to be paid by every pilot landed from the motor boat or other vessel which is provided by the Admiralty for the purpose of conveying pilots to and from the pilotage station. The pilot is hereby authorised to recover this fee from the master, owner, or agent of each vessel piloted.

Section IX.

CAUTION AS TO ANCHORING.

(26) 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.

(27) 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.

(28) Unescorted merchant vessels, after being given "Special Signal" by an Examining Officer and with pilot on board, may proceed during the hours of Official Day to anchor off the port of destination.

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.

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.

(29) 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) Regulations, 1914.

Section XI.

MERCHANT VESSELS TO FLY THEIR COLOURS, &c.

(30) 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., paragraph (8)).

Section XII.

ORDINARY NAVIGATION RULES TO BE ADHERED TO.

(31) 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., paragraph (18)).

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 "Instructions for 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.

Variation.—18° W.

Note.

This Notice is a revision of the former Notice 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. 963 of 1918.)

Authority.—The Lords Commissioners of the Admiralty. (H. 4449/18.)

By Command of their Lordships,

J. F. PARRY,
Hydrographer of the Navy.

Admiralty, London,
13th August 1918.

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 10th August, 1918, pursuant to the Corn Returns Act, 1882.

BRITISH CORN.				QUANTITIES SOLD.		AVERAGE PRICE.	
				Qrs.	Bus.	s.	d.
Wheat	...	...	...	2,950	2	74	7
Barley	...	...	...	1,013	2	57	7
Oats	...	...	...	139	2	46	3

COMPARATIVE STATEMENT for the corresponding Week in each of the Years from 1911 to 1917.

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.
1911 ...	73,898	4	8,032	0	16,294	0	31	6	27	8	17	10
1912 ...	5,665	7	304	0	4,937	6	38	2	28	3	21	8
1913 ...	11,304	7	1,106	1	3,701	0	34	3	24	7	18	7
1914 ...	3,449	3	803	1	3,797	1	40	3	29	4	25	1
1915 ...	15,919	3	2,790	1	8,074	1	55	2	37	0	31	7
1916 ...	55,671	1	743	3	10,015	3	56	7	46	11	31	2
1917 ...	5,110	2	8,337	3	1,448	5	78	4	76	1	55	0

* Section 8 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.

R. HENRY REW.

Board of Agriculture and Fisheries,
3 St. James's Square, London, S.W. 1,
10th August 1918.

INTIMATION is hereby given that EVAN FRASER CAMPBELL, Esquire, of Dunmore, Heir of Entail in possession of all and whole the Lands of Dunmore, and others, in the County of Argyll, has presented a Petition to the Lords of Council and Session (First Division, Bill Chamber,—Mr. Paterson, Clerk), in terms of the Entail Acts and relative Acts of Sederunt, for authority to Disentail the said Lands.—Date of Interlocutor ordering Intimation, the eighth day of August nineteen hundred and seventeen.

TODS, MURRAY, & JAMIESON, W.S.,
Agents for the Petitioner.

66 Queen Street, Edinburgh,
13th August 1918.

DAVID RODAN BARCLAY GRAHAME, heretofore called and known by the name of DAVID RODAN HOGG, now residing at No. 26 Abingdon Court, Kensington, in the County of London, Stockbroker, but having my domicile in Scotland, hereby give public notice that on the 27th day of July 1918, I formally and

absolutely renounced, relinquished, and abandoned the use of my said surname of Hogg, and then assumed, adopted, and determined thenceforth on all occasions whatsoever to use and subscribe the name of Barclay Grahame instead of the said name of Hogg, rendered necessary by the terms of the Settlement of the Estate of Morphie in Kincardineshire, on my wife succeeding her father, the late James Barclay Grahame of Morphie, and I give further notice that by a Deed Poll, dated the 27th day of July 1918, duly executed and attested and enrolled in the Central Office of the Supreme Courts on the 12th day of August 1918, I formally and absolutely renounced and abandoned the said surname of Hogg, and declared that I had assumed and adopted and intended thenceforth upon all occasions whatsoever to use and subscribe the name of BARCLAY GRAHAME instead of HOGG, and so as to be at all times thereafter called, known, and described by the name of Barclay Grahame exclusively.

Dated this 12th day of August 1918.

DAVID RODAN BARCLAY GRAHAME, late
DAVID RODAN HOGG.

Witness to Signature by said David Rodan
Barclay Grahame—
D. W. DRUMMOND, 45 Parliament Street,
Westminster, Solicitor.

MACLAY & CO. LTD.

NOTICE is hereby given that the twenty-second Annual General Meeting of the Shareholders of the Company will be held in the Registered Office of this Company in Alloa, on 28th August 1918, at 3 o'clock afternoon, to receive and consider the Directors' Report and the Statement of Accounts, to declare the Dividends, and to transact any other competent business.

The Transfer Books of the Company will be closed from 23rd August to 31st August, inclusive.

By Order of the Board,

JOHN WILSON, Secretary.

Yours faithfully,

* For MACLAY & COMPANY LTD.,
J. WILSON, Secy.

THE BRITISH CROWN ASSURANCE CORPORATION LIMITED.

AT an Extraordinary General Meeting of the Members of the above Company, duly convened, and held within the Accountants' Hall, 218 St. Vincent Street, Glasgow, in the County of the City of Glasgow, on the twenty-second day of July 1918, the following Special Resolution was duly passed; and at a subsequent Extraordinary General Meeting of the Members of the said Company, also duly convened, and held at 183 West George Street, Glasgow, in the County of the City of Glasgow, on the ninth day of August 1918, the following Special Resolution was duly confirmed:—

That, having regard to the Provisional Agreement of the 29th day of May 1918, entered into by the Right Hon. James Parker Smith, on behalf of this Company, for the sale of the undertaking of this Company to the Eagle Star and British Dominions Insurance Company Limited, which Agreement and the transfer and amalgamation intended to be effected thereby was ratified by the General Meeting of the Company, held on the 10th day of June 1918, and sanctioned and confirmed by an Order of the Chancery Division of the High Court of Justice, made on the 12th day of July 1918, by the Honourable Mr. Justice Astbury, it is desirable to wind up this Company, and accordingly that this Company be wound up voluntarily, and that James Young Finlay of 183 West George Street, Glasgow, Chartered Accountant, be, and he is hereby, appointed the Liquidator for the purpose of such winding up.

D. H. MACDONALD, Chairman.

NICOL F. CAMERON, Solicitor, Glasgow, Witness.

Glasgow, 9th August 1918.

THE MUIR HALL OF RESIDENCE LIMITED.

AT an Extraordinary General Meeting of the above-named Company, duly convened, and held at 12 George Square, Edinburgh, on 15th July 1918, a Resolution that the Company be wound up voluntarily was passed, and at a subsequent Extraordinary General Meeting of the said Company, also duly convened, and held at 56 Frederick Street, Edinburgh, on 14th August 1918, the said Resolution was duly confirmed as a Special Resolution.

The Meeting of Creditors of said Company will be held at 56 Frederick Street on Thursday, 29th August 1918, at 2.30 p.m.

Dated at Edinburgh the 15th day of August 1918.

G. M. STUART, Liquidator.

RAYFORD SHIPPING COMPANY LIMITED.

AT an Extraordinary General Meeting of the Members of the said Company, duly convened, and held at the Registered Office of the Company, 45 Hope Street, Glasgow, on third day of July 1918, the following Special Resolutions were duly passed; and at a subsequent Extraordinary General Meeting of the Members of the said Company, also duly convened, and held at the same place

on the nineteenth day of July 1918, the following Special Resolutions were duly confirmed:—

RESOLUTIONS.

"That the Company be wound up voluntarily."

"That George Henry Macneal, Shipowner, 45 Hope Street, Glasgow, be, and hereby is, appointed Liquidator of the Company for the purpose of winding up affairs and distributing the Assets thereof, with every power which, by the Companies (Consolidation) Act, 1908, and Acts amending and extending the same, is conferred on the Liquidator."

GEO. H. MACNEAL, Liquidator.

CUMBERNAULD MOTOR HIRING COMPANY LIMITED (in Liquidation).

NOTICE is hereby given that at an Extraordinary General Meeting of Cumbernauld Motor Hiring Company Limited, duly convened and held at 157 St. Vincent Street, Glasgow, on Tuesday, 13th August 1918, the following Extraordinary Resolution was duly passed:—

"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."

Notice is further given, in terms of Section 188 of the Companies (Consolidation) Act, 1908, that a Meeting of the Creditors of the Company will be held in the Offices of Messrs. Hourston & Macfarlane, C.A., 108 Hope Street, Glasgow, on Monday, 2nd September 1918, at 11.30 a.m.

ARCHIBALD FERRIE, Jr., C.A., Liquidator.

108 Hope Street, Glasgow,

15th August 1918.

THE AUTO-CAR BUS COMPANY LIMITED (in Liquidation).

NOTICE is hereby given that at an Extraordinary General Meeting of the Auto-Car Bus Company Limited, duly convened, and held at 98 Duke Street, Glasgow, on Tuesday, 13th August 1918, the following Extraordinary Resolution was duly passed:—

"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."

Notice is further given, in terms of Section 188 of the Companies (Consolidation) Act, 1908, that a Meeting of the Creditors of the Company will be held in the Offices of Messrs. Hourston & Macfarlane, C.A., 108 Hope Street, Glasgow, on Monday, 2nd September 1918, at 12 o'clock noon.

ARCHIBALD FERRIE, Jr., C.A., Liquidator.

108 Hope Street, Glasgow,

15th August 1918.

THE BRITISH CROWN ASSURANCE CORPORATION LIMITED.

IN Terms of Section 188 of the Companies (Consolidation) Act, 1908, I hereby give Notice that a Meeting of the Creditors of the above Company will be held within the Chambers of Messrs. Clark & Cameron, Writers, National Bank Chambers, 135 Buchanan Street, Glasgow, on Monday the twenty-sixth day of August 1918, at 11 o'clock forenoon.

All parties having claims against the Company are requested to lodge same within ten days from this date.

J. Y. FINLAY, Liquidator.

183 West George Street, Glasgow,

15th August 1918.

NOTE.—The above Notice is to comply with the Act. The Company has been put into Voluntary Liquidation in pursuance of the amalgamation arrangements with the Eagle Star and British Dominions Insurance Company Limited.

SEQUESTRATION of ROBERT M'VEY, Wine and Spirit Merchant, 240 Stobeross Street, Glasgow.

CAMPBELL KERR DUFF, Chartered Accountant, 127 St. Vincent Street, Glasgow, has been elected Trustee on the Estate: and William Mackinley, Solicitor, Glasgow; Neil Sinclair, Sole Partner of Donald Howard & Co., Commission Agents and Financial Lenders, 19 Douglas Street, Glasgow; and William Lawrie, 46 Pleasance, Edinburgh, have been elected Commissioners. The examination of the Bankrupt will take place in the Sheriff Court House, County Buildings, Glasgow, within the Summary Court there, on Thursday the twenty-ninth day of August, nineteen hundred and eighteen, at 10.15 a.m. The Creditors will meet in the Faculty Hall, St. George's Place, Glasgow, on Tuesday the tenth day of September next, at 12 o'clock noon.

CAMPBELL KERR DUFF, Trustee.

15th August 1918.

NOTICE.

THE Business of Jewellers, Goldsmiths, and Silver-smiths, &c., which was carried on at 74 Princes Street, Edinburgh, under the Firm of **JAMES HARDY & CO.**, by the late Mrs. Keturah Sibley prior to her death on 17th August 1912, and thereafter by the Subscribers, the Executors and Trustees of her Will, has been sold as on the 31st December 1916 to the Subscriber Mr. Joseph Armstrong Shaw, their manager, who has been connected with the business for 26 years.

Mr. Shaw will continue to carry on the Business for his own behoof under the name "James Hardy & Co., J. A. Shaw, proprietor," and he will pay all debts due by, and is authorised to collect all debts due to, the Business.

Dated the 12th day of August 1918.

T. H. F. LAPTHORN,
CHARLES R. SIBLEY,
S. W. SIBLEY,
G. E. SIBLEY,
L. G. SIBLEY,

Executors and Trustees of the late Mrs. Keturah Sibley.

ROBERT TAIT, Victoria Chambers, Portsmouth, Law-Clerk,

OLIVE COOPER, Victoria Chambers, Portsmouth, Law-Clerk,

Witnesses to the Signature of Thomas Henry Field Laphorn.

A. E. GILBERT, 681 King Street, Aberdeen,

P. COX, 3 Sheringham Road, Barnsbury, N. 7,

Witnesses to the Signature of Charles Reginald Sibley.

RONALD FORMAN, No. 4 Bn. M.G.C., Clipstone, Lieut., H.M.S.,

H. P. HUMPHREY, No. 4 Bn. M.G.C., Clipstone, Pte., H.M.S.,

Witnesses to the Signature of Stanley William Sibley.

H. COPPING, 106 Denbigh Street, Widow,

E. W. COPPING, 106 Denbigh Street, S.W. 1, Clerk,

Witnesses to the Signature of Miss Georgina Ethel Sibley.

E. NELSON, Bridge Street, Belper, Housewife,

R. M. HOSKYNs, Strutt Street, Belper, Clerk,

Witnesses to the Signature of Miss Lillie Grace Sibley.

JOSEPH A. SHAW.

FINLAY RAMAGE, 6 Alva Street, Edinburgh, S.S.C.,

H. C. RUFFLE, 6 Alva Street, Edinburgh, Law-Clerk,

Witnesses to the Signature of Joseph Armstrong Shaw.

NOTICE.

THE Subscribers, the Trustees of the late **THOMAS ORR**, Herbalist, who resided at Sharon Street, Dalry, ceased to have any interest in the Business of Herbalist which was carried on by the said Thomas Orr as at first July nineteen hundred and eighteen, on which date the said Business was transferred to the Subscriber, his son, Thomas Orr, junior, residing in James Street, Dalry, who will carry on the Business under the name of Thomas Orr.

The said Trustees will collect all debts due to the said deceased Thomas Orr, or to them, and will pay all debts due by him, or them, in connection with the said Business.

JAMES M'COsH.

Witnesses to the Signatures of the said

Trustees—

ADAM DUNLOP, Law-Clerk, Dalry, Witness.

GRACE KIRKPATRICK, Law-Clerk, Dalry, Witness.

Witnesses to the Signature of James M'CosH.

J. HUNTER.

ADAM DUNLOP, Law-Clerk, Dalry, Witness.

GRACE KIRKPATRICK, Law-Clerk, Dalry, Witness.

Witnesses to the Signature of John Hunter.

WM. C. THOMSON.

A. W. REID, Bank Accountant, 5 Gilmour Street, Paisley, Witness.

W. J. M'L. LEITCH, Bank Apprentice, 5 Gilmour Street, Paisley, Witness.

Witnesses to the Signature of William C. Thomson.

THOMAS ORR.

Witnesses to the Signature of the said Thomas Orr, junior—

J. A. PATRICK, Solicitor, Dalry, Witness.

ALEX. ARCHIBALD, Banker, Dalry, Witness.

Dalry, Ayrshire, 9th July 1918.

BANKRUPTS.

FROM THE LONDON GAZETTE.

RECEIVING ORDERS.

Charles William Hartung, 7 Cromwell Avenue, Highgate, in the county of Middlesex.

John T. Carr, lately 107 Leeds Road, in the city of Bradford, but now 33 Cheapside, Morecambe, in the county of Lancaster, tobacco-nist.

Richard Henry Heppenstall, 8 York Place, Huddersfield, in the county of York, gentleman.

John William Simpson, residing and carrying on business at 106 Stricklandgate, Kendal, in the county of Westmorland, grocer.

John Critchley, 82 Deysbrook Lane, West Derby, Liverpool, in the county of Lancaster, pig dealer.

David Ely Fox, lately residing at The Royal Albert Yacht Club, Southsea, and H.M. Embarkation Office, Portsmouth, Hants, Captain in H.M. Army.

George Miller, 13 Yorkersgate, Malton, Yorks, tobacco-nist.

J. Higginson and Co., Brookdale House, Offerton, near Stockport, Cheshire, contractors, engineers, and constructional erectors.

Joseph Onions (carrying on business under the style or firm of The Vane Street Engineering Company), residing at the Craven Brick Works, Cockshutts Lane Wolverhampton, in the county of Stafford, and carrying on business at Vane Street, Wolverhampton, in the county of Stafford, engineer.

NOTICE.

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

SCALE OF CHARGES FOR ALL ADVERTISEMENTS IN THE EDINBURGH GAZETTE.

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

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

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

The dues paid on withdrawn Advertisements cannot be returned.

All Letters must be Post Paid.

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Friday, August 16, 1918.

Price Ninepence.

