



# The Edinburgh Gazette

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FRIDAY, APRIL 15, 1927.

*Scottish Office,  
Whitehall, S.W.1,  
12th April 1927.*

The KING has been pleased by Warrant under His Majesty's Royal Sign Manual, bearing date the 7th instant, to direct Letters Patent to be passed under the Seal appointed to be kept and made use of in place of the Great Seal of Scotland, granting a Supplementary Charter to the Royal Public Dispensary of Edinburgh.

THE BURGH REGISTER OF SASINES (GLASGOW) DISCONTINUANCE ORDER, 1927, DATED 12TH APRIL 1927, MADE BY THE SECRETARY OF STATE UNDER THE BURGH REGISTERS (SCOTLAND) ACT, 1926 (16 AND 17 GEO. V. C. 50).

Whereas the Town Council of the Burgh of Glasgow, with the consent of the Keeper of the Burgh Register of Sasines for the said Burgh, at a meeting held on the third day of February 1927, passed a Resolution under subsection two of section one of the Burgh Registers (Scotland) Act, 1926, that the said Register shall be discontinued:

Now therefore, I, the Right Honourable Sir John Gilmour, Baronet, one of His Majesty's Principal Secretaries of State, in pursuance of subsection one of the said Section do hereby order as follows:—

1. The Burgh Register of Sasines for the Burgh of Glasgow shall be discontinued from and after the first day of June 1927.
2. This Order shall be recorded in the Division of the General Register of Sasines

for the County of the Barony and Regality of Glasgow.

3. This Order may be cited as the Burgh Register of Sasines (Glasgow) Discontinuance Order, 1927.

Given under my hand and Seal at Whitehall, this twelfth day of April 1927.

(L.S.)

(Sd.) JOHN GILMOUR,  
One of His Majesty's Principal Secretaries of State.

THE BURGH REGISTER OF SASINES (KINGHORN) DISCONTINUANCE ORDER, 1927, DATED 13TH APRIL 1927, MADE BY THE SECRETARY OF STATE UNDER THE BURGH REGISTERS (SCOTLAND) ACT, 1926 (16 AND 17 GEO. V. C. 50).

Whereas the Town Council of the Burgh of Kinghorn, with the consent of the Keeper of the Burgh Register of Sasines for the said Burgh, at a meeting held on the fourteenth day of February 1927, passed a Resolution under subsection two of section one of the Burgh Registers (Scotland) Act, 1926, that the said Register shall be discontinued:

Now therefore, I, the Right Honourable Sir John Gilmour, Baronet, one of His Majesty's Principal Secretaries of State, in pursuance of subsection one of the said Section do hereby order as follows:—

1. The Burgh Register of Sasines for the Burgh of Kinghorn shall be discontinued from and after the first day of June 1927.

2. This Order shall be recorded in the Division of the General Register of Sasines for the County of Fife.
3. This Order may be cited as the Burgh Register of Sasines (Kinghorn) Discontinuance Order, 1927.

Given under my hand and Seal at Whitehall, this thirteenth day of April 1927.

L. S.

(Sd.) JOHN GILMOUR,  
One of His Majesty's Principal  
Secretaries of State.

*Lord Chamberlain's Office,  
Buckingham Palace,  
12th April 1927.*

Notice is hereby given that The KING'S Birthday will be celebrated in London and at all Stations, both at Home and Abroad, on Friday the 3rd June next.

The statutory holiday in public docks in England, observed in connection with His Majesty's Birthday, will be Saturday the 11th June next.

*Foreign Office,  
March 1, 1927.*

The KING has been pleased to approve of:—  
Señor Don Calixto Enamorado, as Consul-General of Cuba at Liverpool;  
Signor Vincenzo Fileti, as Consul-General of Italy at Malta, for the Maltese Islands;  
Monsieur Nils Severin Norem, as Consul of Norway at Manchester;  
Senhor Eduardo Porto Osorio Bordini, as Consul of Brazil at Cardiff;  
Mr. David R. Ellis, as Consul of Venezuela at Cardiff;  
Captain Godfrey William Dodds, as Consul of Honduras at Newcastle-on-Tyne;  
Mr. F. R. Martin, as Consul of Salvador at Calcutta;  
Monsieur E. Moulin, as Consul of Belgium at Bombay;  
Mr. C. Gurtubay, as Vice-Consul of Venezuela in London;  
Commendatore Giovanni Sovrani, as Vice-Consul of San Marino in London; and  
Mr. D. W. Bain, as German Vice-Consul at Wick, for the districts of Wick, Thurso, Lybster, and Helmsdale.

*Foreign Office,  
March 6, 1927.*

The KING has been graciously pleased to appoint:—

Thomas Beauchamp Wildman, Esquire, to be His Majesty's Consul-General for the Provinces of Noord Holland, Groningen, Friesland, Overijssel, Drenthe, Gelderland and Utrecht, to reside at Amsterdam.

*Foreign Office,  
April 1, 1927.*

The KING has been pleased to approve of:—  
Señor Don Carlos Augusto López, as Consul-General of Panama in London;  
Señor Don Antonio L. Rodriguez, as Consul of Mexico in London;  
Mr. Joseph Clay, as Consul of Austria at Bradford;  
Herr Eugen Stella, as Consul of Austria at Bombay;  
Herr Walther Haas, as Consul of Austria at Jerusalem, for Palestine;  
Mr. Cyril L. F. Thiel, as Vice-Consul of the United States of America in London;  
Mr. Lovell Redmore Dunstan, as Vice-Consul of Greece at Plymouth; and  
Mr. William T. Mahy, as Vice-Consul of Greece at Cowes.

Colonel the Rt. Hon. G. R. Lane Fox, M.P., Secretary for Mines, has appointed Mr. Thomas Arthur Rogers to be a Junior Inspector of Mines under the Coal Mines Acts, 1887 to 1919, and has instructed him to act also as an Inspector for the purposes of the Metalliferous Mines Regulation Acts, 1872 and 1875, and of the Quarries Act, 1894.

Under the provisions of the Mining Industry Act, 1920, and of the Factory and Workshop Act, 1901, Colonel Lane Fox has further appointed Mr. Rogers to be an Inspector of Factories and Workshops for the purposes of the Factory and Workshop Act, 1901, so far as it applies to quarries and pitbanks as defined in Part II. of the Sixth Schedule to that Act.

Mines Department,  
Dean Stanley Street,  
Millbank,  
Westminster, S.W.1.

13th April 1927.

#### NOTICE OF INTENDED DISTRIBUTION OF NAVAL SALVAGE MONEY.

*Department of the Accountant General  
of the Navy,  
Admiralty, S.W.1,  
9th April 1927.*

Notice is hereby given to the Officers, Seamen, and Marines, and to all Persons interested therein, that the distribution of an award for the Salvage of S.S. "Hoosac," on the 30th June 1926, by H.M. Tug "St. Cyrus" (including party on board from H.M.S. "Agamemnon"), will commence on Wednesday the 13th April 1927, in the Prize Branch of the Department of the Accountant General of the Navy, Admiralty.

All applications from persons entitled to share who are not now serving should be addressed to the Accountant General of the Navy (Prize Branch) (Room 145), Cornwall House, Stamford Street, London, S.E.1. Such applications (except in the case of Commissioned Officers) should be accompanied by Certificates of Service.

The following are the Shares due to Individuals in the several Classes:—

	£.	s.	d.	
3rd Class ...	28	15	3	
7th „ ...	11	10	2	
8th „ ...	9	11	9	
9th „ ...	7	13	6	Includes Yeoman of Sigs. from H.M.S. “Agamemnon.”
10th „ ...	5	15	2	
11th „ ...	4	15	10	
13th „ ...	1	18	4	Remainder of party from H.M.S. “Agamemnon.”

Admiralty, 6th April 1927.

R.N.V.R.

His Majesty The KING has been graciously pleased to approve of the award of the Royal Naval Volunteer Reserve Officers' Decoration to the following Officer:—

Surg. Comdr. J. B. Ronaldson, M.B., B.A.

## ORDER OF THE MINISTER OF AGRICULTURE AND FISHERIES.

(DATED 4TH APRIL 1927.)

### TRANSIT OF ANIMALS ORDER OF 1927.

The Minister of Agriculture and Fisheries, by virtue of and in exercise of the powers vested in him under the Diseases of Animals Acts, 1894 to 1925, and of every other power enabling him in this behalf, hereby orders as follows:—

#### *Interpretation.*

1. In this Order, unless the context otherwise requires:—

“Animals” except where it is otherwise expressly stated, means cattle, sheep, goats, all other ruminating animals, and swine.

“Approved Disinfectant” means either a five per cent. solution of standard phenol, or a disinfectant approved by the Minister for the purposes of the Diseases of Animals (Disinfection) Order of 1926, if used at the dilution at which such disinfectant is so approved.

“Cattle” means bulls, oxen, cows, heifers, springers and calves.

“Springer” means a cow or heifer heavy in calf.

“Dealer” means a person habitually engaged in the trade or business of buying or selling animals (other than animals bred by him) but does not include a person who as auctioneer sells animals which are the property of another person.

“Disease” except where it is otherwise expressly stated, means anthrax, cattle-plague (that is to say rinderpest, or the disease commonly called cattle plague), contagious pleuro-pneumonia of cattle, foot-and-mouth disease, sheep-pox, sheep-scab and swine fever.

“Fodder” means hay or other substance commonly used for food for animals.

“Imported Animals Wharf” means a part of a port defined by Special Order of the Minister for the landing of imported animals intended for slaughter at the port of landing.

“Inspector” includes Veterinary Inspector.

“Landing Place” means a part of a port approved by the Minister for the landing of imported animals other than animals intended for slaughter at the port of landing.

“Litter” means straw or other substance commonly used for bedding or otherwise for or about animals.

“Master” includes a person having the charge or command of a vessel (other than a pilot).

“Person” includes a body corporate.

“Port” includes place.

“The Act of 1894” means the Diseases of Animals Act, 1894.

“The Minister” and “The Ministry” mean the Minister and the Ministry of Agriculture and Fisheries.

Other terms have the same meaning as in the Act of 1894.

#### *Application of Order as regards Vessels and Animals carried thereon.*

2. The provisions of this Order relating to vessels and animals carried on vessels shall, except where it is otherwise expressly stated, apply to any vessel on which animals are carried (a) from a port in Great Britain to any other port in Great Britain, (b) from a port in Great Britain to a port in Ireland, the Channel Islands or the Isle of Man, and (c) to a port in Great Britain from a port in Ireland, the Channel Islands or the Isle of Man, and the said provisions shall also apply to the animals carried on any such vessel as aforesaid.

## PART I.

### PROTECTION OF ANIMALS.

#### *Provisions as to Vessels carrying Animals.*

3. Animals shall not be carried on vessels to which this Order applies unless the vessels are fitted in accordance with the provisions of this Article.

#### *Parts of Vessel to be used.*

(i) Animals other than sheep or pigs shall not be carried on the bridge or shelter deck. Pigs shall not be carried on the bridge or shelter deck between each first day of November and the next following thirty-first day of March (both days inclusive).

(ii) Animals may be carried on the main deck and decks below the main deck with the following exceptions:—

(a) In-calf cows and springers shall be carried on the main deck only; and milch cows shall also be carried on the main deck so far as they may be there accommodated;

(b) Between each first day of November and the next following thirty-first day of March (both days inclusive) animals shall not be carried on the main deck forward unless they are protected from exposure to the weather or the sea by an overhead cover-

ing and such other protection as may be approved by the Minister;

(c) Animals shall not be carried on the open main deck unless the bulwarks are at least six feet in height;

(d) Animals shall not be carried on the fore-castle head.

(iii) Animals shall not be carried on any hatch above a compartment where other animals are carried, and shall in no other case be carried on hatches unless the coamings are flush with the deck.

(iv) Animals shall not be carried in any part of the vessel where, in the ordinary course of navigation, they would interfere with the proper management or ventilation of the vessel, or with the efficient working of the boats.

(v) All animals shall be carried in pens, unless they are confined in a suitable crate, box or other receptacle. A crate, box or other receptacle used for this purpose shall be so secured or fixed as to prevent its displacement by the motion of the vessel, and shall be so constructed and placed as to admit a proper supply of fresh air to the animals carried. Crates, boxes, or other receptacles containing animals shall not be carried in tiers.

#### *Pens and Fittings of Vessels.*

(vi) On vessels fitted for animals after the date of this Order, the pens and fittings shall be constructed in accordance with the specifications prescribed in the First Schedule to this Order.

(vii) On vessels already in use for the carriage of animals at the date of this Order, no pen shall exceed ten feet in length and nine feet in breadth, and the stanchions of each pen shall be securely fastened to the deck by means of iron sockets or other approved method, and the materials used in the construction of the pens shall be of a substantial character and of sufficient strength to withstand the action of the weather, and to resist the weight of animals thrown against them.

(viii) Ship's fittings likely to cause injury or unnecessary suffering to animals shall be properly and securely fenced off, and all pens shall be entirely free from obstructions.

(ix) The floor of each pen shall, in order to prevent slipping, be fitted with suitable battens or other proper footholds which shall be securely fastened to or through the deck, and be strewn with a proper quantity of sand or other suitable substance.

(x) Animals while on a vessel shall be protected against injury or unnecessary suffering from undue exposure to the weather. When sheep or pigs are carried on the bridge or shelter deck, unless the sides and fore end of each deck are close boarded, weather screens made of canvas shall be laced along the whole length of the pens, outside the ship's rails from the height of the top rail to deck level, and also across the fore end of the deck, sufficiently towards the centre of the deck from each side to afford adequate protection to the animals.

#### *Passage-Ways.*

(xi) In respect of every vessel already in use for the carriage of animals at the date of this Order, every part of the vessel where animals are penned shall be provided with one or more

passage-ways leading from the hatch-way or entrance to such part of the vessel and giving direct access to each pen. Each passage-way shall be of a minimum width of one foot six inches, and be kept free from obstruction.

(xii) On every vessel fitted for animals after the date of this Order, there shall be provided a continuous fore-and-aft passage-way, of a minimum width of one foot six inches, running in front of every pen for its entire length; the passage-way shall be free from obstruction and shall be at deck level but this requirement shall not be deemed to prevent the inclusion in the passage-way of such essential ship's fittings, as may be approved. There shall also be provided an athwartships passage-way of the same width communicating with the two fore-and-aft passage-ways in each compartment except where the hatch provides suitable passage-ways.

On the main deck the passage-way shall be continued the length of the main deck and through the poop space, except that, where animals are only carried on the forward main deck and after main deck, and the central space has bulkheads at forward and after ends, it shall be sufficient for the passage-ways to be continuous on the forward and after main deck, respectively.

#### *Ventilation.*

(xiii) All parts of every vessel in or on which animals are carried shall be sufficiently and suitably ventilated.

On vessels already in use for the carriage of animals at the date of this Order, all such parts if below deck shall, in addition to any ventilation obtained by means of the hatch-ways, be provided with sufficient and suitable ventilators for the removal of foul air and for the admission of a proper supply of fresh air to all the animals carried.

On vessels fitted for animals after the date of this Order, ventilation shall be provided for each compartment on each deck, and, in addition to any ventilation obtained by means of the hatch-ways there shall be in each enclosed compartment mechanical means of ventilation by electric fans or otherwise, of sufficient capacity entirely to change the air in each enclosed compartment once every three minutes.

#### *Light.*

(xiv) All parts of the vessel over which the animals pass or in which they are penned shall be properly lighted and arrangements shall be made for the provision at all times of adequate light for the proper tending of the animals. On every vessel fitted for animals after the date of this Order, an adequate supply of electric light shall be provided by means of lights placed not more than twenty feet apart, each light to be of not less than 30 watts.

#### *Food and Water.*

(xv) Animals carried on a vessel for a voyage which on an average takes more than eighteen hours shall be provided while on board with a sufficient amount of suitable food and water, and proper accommodation shall be provided on board for the stowage of the food so that the same shall not be unduly exposed to the weather at sea.

*Securing of Bulls and certain other Cattle.*

(xvi) All bulls, fat horned cattle, fat cows, and fat heifers, in-calf cows, in-calf heifers and milch cows shall, while being carried on a vessel, be securely tied by the head or neck in the following manner, namely:—

(a) the cattle in each pen shall be tied athwartships so as to face the passage-way giving access to the pen;

(b) the tying shall be by means of a head rope passing through a hole in the top pen-board.

*Separation of mixed Consignments.*

(xvii) The following classes of animals shall be carried in separate pens according to their classes, namely—horned cattle, polled cattle, calves, sheep, goats, and swine; and no two classes shall be carried in the same pen; but this provision shall not apply to the conveyance of a cow with its unweaned calf, if they are separated from other animals. Store horned cattle and store polled cattle may, however, be carried in the same pen if all the animals in that pen are tied in the manner prescribed in paragraph (xvi).

*Attendance.*

(xviii) Each vessel carrying animals shall carry one experienced cattle-man, and a sufficient number of attendants to tend the animals properly.

*Shorn Sheep.*

(xix) Between each first day of November and the next following thirtieth day of April (both days inclusive), shorn sheep shall not be carried on any open or exposed deck, except where they were last shorn more than sixty days before being so carried.

*Saving for Ferry Boats, &c.*

(xx) The foregoing provisions of this Article shall not extend to the carriage of animals on a vessel across an arm of the sea or over any ferry, or on a river, canal, or other inland water, but the fittings of the vessel shall be such as to protect, as far as practicable, the animals so carried from injury and unnecessary suffering and as far as practicable provision shall be made in order to prevent slipping by strewing the deck with sand or other suitable substance.

*Returns as to Casualties.*

(xxi) The owner or charterer of a vessel on which animals are carried shall keep a record of all animals which have died or have been killed or seriously injured, and of all cows which have calved, while on such vessel, and shall at the end of every month make a return to the Ministry showing the total number of each class of animals shipped on each voyage and whether any, and if so, how many animals died or were killed or injured, or calved, on each voyage, and the cause of such death, slaughter, or injury.

*Approaches, Gangways and other Apparatus.*

(xxii) Approaches, gangways, passage-ways, cages and other apparatus used for the loading or unloading or movement of animals on or from a vessel shall be so constructed that

injury or unnecessary suffering shall not be caused to the animals.

*Drainage.*

(xxiii) Suitable provision shall be made for draining the urine and surface water from all parts of the vessel used for the carriage of animals. On every vessel fitted for animals after the date of this Order provision shall be made by means of tanks, bilges, wells, or otherwise to drain off the urine, and the water used for washing down the decks below the main deck.

*Overcrowding.*

(xxiv) The vessel shall not be overcrowded in any part or pen so as to cause injury or unnecessary suffering to the animals thereon.

*Handling of Animals during Embarkation and Debarkation.*

(xxv) In the handling of any animal in the course of embarkation or debarkation a goad of a pattern approved by an Inspector of the Ministry shall alone be used, and the animal shall not be beaten with sticks.

*Injured Animals.*

(xxvi) If any animal on a vessel has a limb broken or is otherwise seriously injured the master of the vessel shall forthwith cause the animal to be slaughtered unless he is satisfied that it can be kept alive and led away without cruelty. The person in charge of the animal shall forthwith report the injury to the master of the vessel.

*Approved Killing Instruments.*

(xxvii) Every vessel on which any animal is carried shall carry a proper killing instrument discharging a bullet or captive bolt and approved by the Ministry, and it shall be the duty of the owner and master of every such vessel to see that the vessel is provided with such an instrument and with sufficient ammunition, and the master, if so required by an Inspector shall produce the instrument and ammunition for his inspection.

*Power to require Pens to be kept in Reserve.*

(xxviii) An Inspector of the Ministry may at his discretion require certain of the pens on a vessel to remain empty in such positions as may seem to him desirable for the accommodation of any animals it may be necessary to remove from other pens during the voyage.

*Annual Inspection of Vessels.*

(xxix) The fittings of every vessel to which this Article applies shall be inspected annually by an Inspector of the Ministry. Such inspection shall take place where practicable during the annual overhaul, and the owner and the charterer of the vessel shall cause all fittings to be in position for such inspection and shall give all other reasonable facilities to the Inspector for this purpose.

*Plans to be furnished in certain cases.*

(xxx) In the case of vessels fitted or refitted for the carriage of animals after the date of this Order, the owners of the vessel shall cause the Ministry to be furnished in duplicate with

plans showing the general arrangement of the fittings, and a longitudinal section showing in detail the proposed fittings.

*Unfavourable Weather.*

(xxxi) Animals shall not be carried on any voyage of a vessel if, in the judgment of the master of such vessel, there are reasonable grounds for anticipating that owing to adverse weather conditions the voyage would be attended by serious injury or suffering to, or loss of life among, the animals.

*Power for Minister to exempt vessels from foregoing provisions.*

(xxxii) The Minister may, by an exemption granted subject to such conditions as may be specified therein, exempt any vessel or part of a vessel from any of the foregoing provisions of this Article.

*Carriage by Water of Cows in Calf.*

4. No cow shall be permitted by the owner thereof, or his agent, or any person in charge thereof, to be embarked on a vessel for carriage thereon from any port in Great Britain to any other port in Great Britain or to a port in Ireland, the Channel Islands, or the Isle of Man, if the calving of the cow on the vessel or on landing is reasonably probable.

*Carriage by Water of Unfit Animals.*

5. No animal shall be permitted by the owner thereof, or his agent, or any person in charge thereof, to be embarked on a vessel for carriage thereon from any port in Great Britain, if, owing to infirmity, illness, injury, fatigue, or any other cause, it cannot be carried without unnecessary suffering during the intended passage.

*Water at Shipping and Unshipping Places.*

6. At every place where animals are put on board of or landed from vessels, provision shall be made, to the satisfaction of the Minister, for a supply of water for the animals; and water shall be supplied there gratuitously to any animal on request of any person having charge of the animal.

*Provision to be made at Unshipping Places.*

7. At every place where animals are landed from vessels, provision shall be made to the satisfaction of the Minister, for the speedy and convenient landing of the animals, and for a supply of food for them; and food shall be supplied there by the occupier of the landing place to any animal, on request of any person having charge of the animal, at such price as the Minister approves.

*Disease at Places of Landing.*

8.—(1) When an animal at a place of landing or place adjacent thereto is affected with disease, that place and every other place where the animal is or since the landing has been shall not be used for any animals liable to be infected with the disease (other than animals brought thereto with that animal in the same vessel or otherwise) unless and until the place has been, as far as practicable, cleansed and disinfected to the satisfaction of an Inspector.

(2) Nothing in this Article shall apply to an Imported Animals Wharf, to an Imported Animals Quarantine Station, or to an approved Landing Place, which are dealt with specifically in other Orders of the Minister.

*Offences.*

9. If anything is done or omitted to be done in contravention of any of the provisions of Part I of this Order, the owner and the charterer and the master of the vessel—and the owner and the lessee and the occupier of the place where the animals are put on board or landed from vessels—and also, in the case of the overcrowding of a vessel in any part or pen, the consignor of the animals (as the case may be), shall, each according to and in respect of his own acts or omissions, be deemed guilty of an offence against the Act of 1894.

PART II.

PROTECTION OF ANIMALS—RAIL TRANSIT.

*Construction of Trucks, &c., used for Carriage of Animals.*

10.—(1) No animal shall be carried by railway in a truck or other vehicle which is not in accordance with the provisions of this Article, unless the use of such truck or other vehicle, either generally or in specific cases, or in respect of a particular type of truck or vehicle or in respect of the carriage of a particular class of animal, is authorised by an exemption granted by the Minister.

(2) Every truck or other vehicle shall be provided at each end with spring buffers, and the floor thereof, in order to prevent slipping, shall, in the case of a truck used for the carriage of cattle, be fitted with battens or other proper foot-holds, and in any other case either be so fitted or be strewn with a proper quantity of litter, or sand or other proper substance.

(3) The battens in a truck or other railway vehicle shall be placed across the vehicle, except between the doorways, where they shall be placed lengthways.

(4) The interior of every truck or other vehicle shall be free from any boltheads, angles or other projections likely to cause suffering to animals carried therein.

(5) Every truck for carrying animals shall be fitted with a roof, and with falling loading doors of a pattern approved by the Minister and all internal projections shall be rounded.

(6) Every falling loading door and every gangway, passageway, loading or unloading board, shall be fitted with longitudinal battens or other proper footholds.

(7) Every truck or other vehicle shall be so constructed as to admit of ventilation and inspection at the floor level.

(8) Every truck or other vehicle shall be so constructed as to permit of its being cleansed and disinfected in the manner prescribed by this Order.

*Securing of Cattle in Railway Trucks.*

11.—(1) All bulls whether polled or not, shall, while being carried by railway, be securely tied by the head or neck.

(2) All horned stock carried in the same railway truck or other railway vehicle with a bull

shall, unless separated therefrom by a suitable partition, be securely tied by the head or neck.

*Carriage by Railway of Cows in Calf.*

12. No cow shall be permitted by the owner thereof, or his agent, or any person in charge thereof, to be carried by railway if the calving of the cow during the transit by railway is reasonably probable.

*Carriage by Railway of Unfit Animals.*

13. No animal shall be permitted by the owner thereof, or his agent, or any person in charge thereof, to be carried by railway if, owing to infirmity, illness, injury, fatigue, or any other cause, it cannot be carried without unnecessary suffering during the intended transit by railway.

*Separation of Mixed Consignments.*

14. Calves, sheep, goats and swine, if carried in the same railway truck or other railway vehicle with any head of cattle (other than a calf), or a horse, ass or mule, shall be separated therefrom by a suitable partition, but this provision shall not apply to the conveyance of a cow with its unweaned calf, if they are separated from other animals.

*Overcrowding.*

15. A railway company shall not allow any railway truck or other railway vehicle or any compartment thereof used for carrying animals on the railway to be overcrowded so as to cause injury or unnecessary suffering to the animals therein.

*Shorn Sheep.*

16. Between each first day of November and the next following thirtieth day of April (both days inclusive) the sides of every railway truck or other railway vehicle in which shorn sheep are being carried shall be covered with tarpaulins or other suitable material in such a manner as to protect the sheep from the weather, without obstruction to proper ventilation; but this Article shall not apply to sheep last shorn more than sixty days before being so carried.

*Watering of Sheep during Transit.*

17. The provisions in Section 23 of the Act of 1894, relating to the provision of water to animals in transit by railway shall, in the case of sheep, apply with the substitution of the period of thirty-six consecutive hours for the period of twenty-four consecutive hours referred to therein.

*Watering of Cattle and Swine during Transit.*

18. The provisions in Section 23 of the Act of 1894, relating to the provision of water to animals in transit by railway shall, in the case of any head of cattle or swine, apply, in any case where it is impracticable to provide the animal with water during the first twenty-four hours after it has been accepted by a railway company for conveyance to a station, whether a station of that company or of any other company, without delaying the arrival of the animal at such station, as if a period expiring at the end of

twenty-seven hours after the animal was so accepted for conveyance, were substituted for the period of twenty-four hours mentioned in that Section; provided however that in every such case the animals shall be watered at the station of destination immediately after arrival thereat.

*Water Supply at Railway Stations.*

19. At every railway station at which animals are habitually loaded, unloaded or detained during transit, the railway company or companies concerned shall make a provision of water to the satisfaction of the Minister for the animals carried, or about to be or having been carried, on the railway, and such provision of water shall be easily accessible to the animals so carried.

*Offences.*

20. If anything is done or omitted to be done in contravention of any of the provisions of Part II of this Order, the owner of the animal or his agent—the railway company carrying the animals or owning or working the railway on which they are carried and also in the case of overcrowding of a railway truck or other railway vehicle, or any compartment thereof, or of the carrying on a railway of shorn sheep, the consignor of the animals (as the case may be)—shall, each according to and in respect of his or their own acts or omissions, be deemed guilty of an offence against the Act of 1894.

PART III.

CLEANSING AND DISINFECTION.

*Vessels.*

21.—(1) A vessel used for carrying animals by sea, or on a canal, river or inland navigation, shall, after the landing of animals therefrom, and before the taking on board of any other animal or other cargo, be cleansed and disinfected as follows:—

(i) All parts of the vessel with which any animal or its droppings or other excretions have come in contact shall be scraped and swept so as effectually to remove therefrom all dung, litter, and other matter and then be thoroughly washed or scrubbed or scoured with water; and then disinfected by being thoroughly coated or washed with an approved disinfectant.

(ii) All fittings, pens, hurdles, or utensils used for or about animals shall be scraped and then thoroughly washed or scrubbed or scoured with water; and then disinfected by being thoroughly coated or washed with an approved disinfectant.

(2) The scrapings and sweepings of the vessel shall not be landed unless and until they have been well mixed with quicklime. Such scrapings and sweepings shall if landed be forthwith effectually removed from contact with animals, or be destroyed by fire.

(3) In the case of a ferry-boat or other vessel which makes short passages across a river or an arm of the sea or other water it shall be sufficient if all parts of the ferry-boat or vessel with which any animal or its droppings or other excretions have come in contact be disinfected by being thoroughly coated or

washed with an approved disinfectant once in every period of twelve hours within which it is so used.

(4) All head-ropes or halters used for securing animals on a vessel shall as soon as practicable after each occasion on which they are so used and before they are again used for animals, be disinfected by a thorough immersion in an improved disinfectant.

#### *Fodder and Litter.*

22. All partly consumed or broken fodder that has been supplied to, and all litter that has been used for or about, animals carried by sea, or on a canal, river, or inland navigation, shall, if and when landed from the vessel, be forthwith well mixed with quicklime and effectually removed from contact with animals, or be effectually destroyed by fire.

#### *Movable gangways and other Apparatus used in connection with sea or rail transit.*

23.—(1) A movable gangway, passageway, cage, or other apparatus used for the loading or unloading of animals on or from a vessel, railway truck, or other railway vehicle, or otherwise used in connection with the transit of animals by sea or on a canal, river, or inland navigation or on a railway shall as soon as practicable after being so used, be scraped and swept, so as effectually to remove therefrom all dung, litter, and other matter, and then be thoroughly washed or scrubbed or scoured with water, and then disinfected by being thoroughly coated or washed with an approved disinfectant.

(2) The scrapings and sweepings of the apparatus, and all dung, litter, and other matter removed therefrom shall forthwith be well mixed with quicklime, and effectually removed from contact with animals, or be effectually destroyed by fire.

#### *Railway Trucks, &c.*

24.—(1) A railway truck or other railway vehicle (not being a horse-box or guard's van) used for animals on a railway, shall, on every occasion after an animal is taken out of it, and before any other animal or any fodder or litter, or anything intended to be used for or about animals, is placed in it, be cleansed, and disinfected, as follows:—

(i) The floor, roof, and sides, of the inside of the truck, and the sides, ends, and fittings of the outside of the truck, and all other parts thereof with which any animal or its droppings or other excretions, have come in contact shall be scraped and swept, and the scrapings and sweepings, and all dung, sawdust, litter and other matter shall be effectually removed therefrom; then the same parts of the truck shall be thoroughly washed or scrubbed or scoured with water; and then be disinfected by being thoroughly coated or washed with an approved disinfectant.

(ii) A railway truck or other railway vehicle (not being a horse-box or guard's van) intended to be used for animals on a railway, shall, if it has been used for any purpose other than the carriage of animals be cleansed and then disinfected by being

thoroughly coated or washed with an approved disinfectant before it is used for animals.

(2) A horse-box used for an animal on a railway, shall, on every occasion after an animal, is taken out of it, and before any other animal, or any fodder or litter, or anything intended to be used for or about animals, is placed in it, be cleansed, and disinfected by being thoroughly coated or washed with an approved disinfectant, except that such process need not be applied to the sides, ends, and fittings of the outside of the horse-box, unless such parts have been soiled by the droppings or other excretions of the animals.

(3) The scrapings and sweepings of any truck or other vehicle which is required to be cleansed under this Article, and all dung, sawdust, litter, and other matter removed therefrom shall forthwith be well mixed with quicklime, and effectually removed from contact with animals, or be destroyed by fire.

#### *Railway Pens.*

25.—(1) Every pen or other place and any hurdles or fittings thereon, being in, about, near, or on a station, building, or land of a railway company, and used or intended to be used by or by permission of a railway company or otherwise for the reception or keeping of animals before, after, or in course of their transit by railway, shall be cleansed and disinfected, either on each day on which it is used and after it has been used, or at some time not later than twelve o'clock at noon of the next following day, and before it is used on such next following day: Provided that, where such user is on a Saturday, the Monday following shall be considered to be the next following day for such purpose.

(2) Every such pen or other place and any hurdles or fittings thereon shall be cleansed and disinfected as follows:—

(i) All parts of the pen or other place and any hurdles or fittings thereon with which any animal or its droppings, or other excretions have come in contact shall be scraped and swept, and the scrapings and sweepings, and all dung, sawdust, litter and other matter shall be effectually removed therefrom; then

(ii) The same parts of the pen or other place and any hurdles or fittings thereon shall be thoroughly washed or scrubbed or scoured with water; and then be disinfected by being thoroughly coated or washed with an approved disinfectant.

(3) The scrapings and sweepings of the pen or other place, and all dung, sawdust, litter, and other matter removed therefrom shall forthwith be well mixed with quicklime, and effectually removed from contact with animals, or be destroyed by fire.

(4) The railway company on whose premises any pen or other place to which this Article applies is situated shall keep the floor of such pen or other place and any hurdles or fittings thereon in such a condition as to enable them to be properly disinfected and cleansed as required by this Article.

(5) The Minister may by notice served upon the Railway Company prohibit the use for animals of any such pen or place in respect



of which the Minister is not satisfied that the floor, hurdles or fittings thereon are in a condition to enable the same to be properly cleansed and disinfected as required by this Article, and thereupon it shall not be lawful for any person to use any such pen or place for animals until the notice has been withdrawn by a further notice issued by the Minister.

*Special disinfection of Pens, Trucks, &c., in certain cases.*

26. Where an Inspector has reason to believe that a diseased or suspected animal has been in or upon any railway truck or other railway vehicle, or any pen or other place on the premises of a railway company, he may by notice served upon the railway company upon whose premises the truck or vehicle is at the time of the service of such notice or, in the case of a pen or place, upon the company on whose premises the same is situate, require such truck, vehicle, pen, or place to be specially disinfected in such manner as he may prescribe in the notice, in addition to the disinfection required under the preceding Articles of this Order.

*Motor Vehicles used for the conveyance of animals by road.*

27.—(1) Any mechanically propelled road vehicle, including any trailer attached thereto which is used on a highway or thoroughfare by any person:

- (a) for hire for the conveyance of animals; or
- (b) for the conveyance of animals the property of a dealer; or
- (c) for the conveyance of animals the property of two or more owners,

shall, as soon as practicable after each occasion on which it is so used and before any other animal or any fodder or litter, or any other thing intended to be used for or about animals, is placed in it, be cleansed and disinfected by and at the expense of the owner or the person using the same, in the following manner:—

(i) The floor, roof and sides, of the inside of the vehicle, and the sides and ends of the outside of the vehicle and all other parts thereof with which any animal or its droppings or other excretions have come in contact shall be scraped and swept, and the scrapings and sweepings and all dung, sawdust, litter and other matter shall be effectually removed therefrom: The same parts of the vehicle shall then be thoroughly washed or scrubbed or scoured with water; and then be disinfected by being thoroughly coated or washed with an approved disinfectant.

(ii) The scrapings and sweepings of the vehicle and all dung, sawdust, litter, and other matter removed therefrom shall forthwith be well mixed with quicklime and effectually removed from contact with animals, or be destroyed by fire.

(2) Every crate, box, hamper, loading board, rope, net or other apparatus used in connection with such conveyance of animals as aforesaid shall be thoroughly cleansed and

then be disinfected by being thoroughly coated, washed or saturated with an approved disinfectant.

(3) Any vehicle or thing to which this article applies shall forthwith be cleansed and disinfected in the aforesaid manner, by and at the expense of the owner or the person using the same, at any time upon the receipt by him of a notice in writing signed by an Inspector of the Ministry or of the Local Authority requiring such cleansing and disinfection.

(4) If the owner or person using the said vehicle or thing for or in connection with the conveyance of an animal as aforesaid fails to cleanse and disinfect the vehicle or thing in the manner required by this Article or by any notice served thereunder, he shall be deemed guilty of an offence against the Act of 1894, and it shall be lawful for the Local Authority, without prejudice to the recovery of any penalty for the offence, to cause such vehicle or thing to be cleansed and disinfected and to recover from such owner or person summarily as a civil debt the expense of such cleansing and disinfection. Where the power of causing any vehicle or thing to be cleansed and disinfected under this Article is exercised by a Local Authority, the owner of the vehicle or thing and the person using the same shall give all reasonable facilities for that purpose and any person failing to give such facilities shall be deemed guilty of an offence against the Act of 1894.

*Vans, Floats, &c., used for carriage of Diseased or Suspected Animals by road.*

28. A van, float or other vehicle used for removing animals by road shall, on every occasion after a diseased or suspected animal is taken out of it, and as soon as practicable, and before any other animal or any fodder or litter, or any other thing intended to be used for or about animals, is placed in it, be cleansed and disinfected, by and at the expense of the owner or person using the same, in the manner described in paragraph (1) of Article 27 of this Order, and the provisions of paragraphs (2), (3) and (4) of Article 27 of this Order shall apply in relation to any vehicle or thing to which this Article applies.

*Offences.*

29. If anything is done or omitted to be done in contravention of any of the provisions of Part III. of this Order, the owner and the charterer and the master of the vessel—and the owner of the gangway or passage-way, cage, or other apparatus—and the railway company carrying the animals on or owning or working the railway on which they are carried—and the owner and the lessee and the occupier of the pen or other place, and the owner or person using the van, float or other road vehicle in which, and the owner and the lessee and the occupier of the place of landing or place adjacent thereto or other place—and the owner and the lessee and the occupier of any other place or thing in respect of which—anything is so done or omitted (as the case may be) shall, each according to and in respect of his or their own acts or omissions, be deemed guilty of an offence against the Act of 1894.

## PART IV.

## MISCELLANEOUS.

*Notification by Inspector of Unfitness of Animals for Conveyance by Vessel or Rail.*

30. Where an Inspector is of opinion that an animal intended to be carried by railway or conveyed on a vessel from any port in Great Britain cannot, owing to infirmity, illness, injury, fatigue, or any other cause, be so carried or conveyed without unnecessary suffering, or that the calving of the animal during the transit is reasonably probable, he may serve a Notice to that effect on the person in charge of the animal and also, when practicable, on an officer of the railway company or the master of the vessel, and until such Notice is withdrawn by an Inspector it shall be unlawful to carry the animal by railway or convey it on a vessel, and if the animal is carried or conveyed in contravention of this Article, the person in charge thereof, and the railway company or the master of the vessel, where the Notice has been served on an officer of the company or master, shall be deemed guilty of an offence against the Act of 1894.

*Notification by Inspector of Unfitness of Animals for Conveyance by Road.*

31. Where an Inspector is of opinion that an animal intended to be moved by road cannot, owing to old age, infirmity, illness, injury, fatigue, or any other cause, be so moved without unnecessary suffering, or that the calving of the animal during movement is reasonably probable, he may serve a Notice to that effect on the person in charge of the animal and thereupon until such Notice is withdrawn by an Inspector it shall be unlawful to move the animal by road, and if the animal is moved in contravention of this Article, the person in charge thereof shall be deemed guilty of an offence against the Act of 1894.

*Food and Water during Detention.*

32. An Inspector, officer, or constable detaining an animal under the Act of 1894 or any Order of the Minister shall cause it to be supplied with requisite food and water during its detention; and the expenses incurred by him in respect thereof may be recovered summarily from the person having charge of the animal, or from its owner.

*Revocation.*

33. The Orders described in the Second Schedule to this Order are hereby revoked.

*Offences Generally.*

34. If any person does anything which he is forbidden to do by any of the provisions of this Order, or omits to do anything which he is required to do by any of the said provisions he shall be deemed guilty of an offence against the Act of 1894.

*Commencement.*

35. This Order shall come into operation on the first day of June nineteen hundred and twenty-seven.

*Short Title.*

36. This Order may be cited as the TRANSIT OF ANIMALS ORDER OF 1927.

In witness whereof the Official Seal of the Minister of Agriculture and Fisheries is hereunto affixed this fourth day of April nineteen hundred and twenty-seven.

L. S.

F. L. C. FLOUD,  
Secretary.

## FIRST SCHEDULE (ARTICLE 3).

SPECIFICATION FOR GUIDANCE IN FITTING UP VESSELS FOR THE CARRIAGE OF ANIMALS IN COMPLIANCE WITH THIS ORDER.

*Cattle Pens on Main Decks and below.*1. *Dimensions of Pens erected on Main Decks and below*

The maximum length in the clear between division boards in a fore and aft direction to be 10 feet; minimum 6 feet 6 inches.

The maximum breadth in the clear to be 7 feet 6 inches; minimum 6 feet 6 inches.

The minimum height from deck to deck shall be 7 feet.

2. *Construction of Pens on Main Deck and below.*

Pens are to be four-sided enclosures composed of stanchions and division boards.

The stanchions are to be fitted at each corner, except that where the ship's side is vertical, rear stanchions will not be necessary, as the side of the vessel will form the rear of the pen, the framing or sparring being utilised to carry the channels or receivers to take the athwartship division boards.

All athwartship division boards shall, as far as possible, be placed at right angles to the fore-and-aft line of the vessel.

3. *Stanchions in covered spaces.*

(a) Wherever possible, the permanent stanchions of the vessel are to be utilised by fitting channels or receivers in the most convenient way to carry the division boards.

Where stanchions have to be fitted, they shall be not less than 2 inches in diameter, squared over a length of 3 feet 10 inches from the base to take channel receivers, or plates to form same, for the division boards. The stanchions are to be continuous from deck to deck, or from deck to beam, the heels to fit in sockets secured to the deck, the heads to be bolted to the beams, or where such are not in position, to brackets secured to the deck over; or stanchions and fittings as may be approved.

(b) *Stanchions on open decks.*

Where a fore-and-aft gangway is carried overhead, the stanchions supporting this gangway are to be utilised wherever possible.

When these are not in suitable positions, dwarf stanchions of not less than 2 inch square iron, of a height of not less than 4 feet, are to be fitted. Each heel to have a toe-piece worked on to fit into a socket which is to be

bolted or riveted to the deck. The stanchion to be secured into the socket by a steel wedge, or fittings as may be approved.

The heads are to be secured to each other and to the ship's side by portable stays of round bar  $1\frac{1}{4}$  inches in diameter, or by other suitable means to be approved by the Ministry.

(c) Wood stanchions shall not be used except with the special permission in writing of the Ministry, and then only in a case where the vessel is fitted out temporarily or in other exceptional circumstances.

#### 4. Channels or receivers to take Division Boards.

The channels or receivers to be preferably of steel plates, channel bars or angles, of a minimum thickness of  $\frac{1}{4}$  inch, riveted to the stanchions; alternatively they may be of malleable cast iron, not less than  $\frac{3}{8}$  inch in thickness. The cleats are to be 3 feet 6 inches in length,  $2\frac{1}{2}$  inches in depth internally, and  $2\frac{1}{2}$  inches in width in the clear. They are to be half rounded at the top and closed at the bottom and fitted so as to end 4 inches above the deck. Those fitted to the ship's side shall be riveted, bolted or properly screwed to the frames or spar ceiling at the top, and to the 18 inch curtain plate at the base with the necessary filling piece to make the cleat vertical.

Where two or more channels or receivers are fitted at right angles on any stanchion the space between them shall be filled with wood the whole length of the channel or receiver, well rounded and secured, or in any other approved manner.

#### 5. Division Boards.

These are to be planed white pine  $2\frac{1}{2}$  inches thick, the ends to be tapered to fit into the channels or receivers on the stanchions. Boards are to be made up into sets, each set to consist of two 9-inch boards, separated by three 3-inch distance pieces, 9 inches long, one at each end, and one in the middle, the whole to be tied by three  $\frac{1}{2}$ -inch tiebolts, clenched each end on washers.

Two of these sets are required for each division, making a height of 3 feet 10 inches above the deck. The top set of the fore and aft boards to have holes  $1\frac{1}{2}$  inches diameter, bored along the centre of the top board, holes to be not more than 2 feet apart, the first hole being 1 foot from the end.

#### 6. Protection at Rear of Pens at Ship's Side.

Animals shall be protected from frames and projections on the ship's side by:—

(a) A vertical protection, of wood, iron, or steel, for a height of 18 inches from the deck, being fastened against the frames the whole length of the pens. The lower edge shall be set in the cement at the edge of the waterways, and the gap at the top shall be closed with cement, faced off to drain inboard. Sparred ceiling, 9 inches by  $1\frac{1}{2}$  inches, shall be fitted with 9-inch clearance between each board, commencing 9 inches above the cement, closing the vertical protection, two such boards being sufficient; or

(b) by sparred ceiling to a height of 4 feet 6 inches from the deck, constructed of

boards 9 inches by  $1\frac{1}{2}$  inches, the lower edge of the bottom board to be spaced 6 inches from the deck, the intervals between the two next succeeding boards being 3 inches, and the interval between the two uppermost boards being 6 inches; or

(c) by some other method approved by the Ministry.

#### 7. Battens or Foot-locks.

The floor of each pen shall be fitted with foot locks placed in a fore and aft direction, to run the whole length of the pen, each pen having its own foot locks. There shall be 4 foot locks in each pen, made of elm, or other suitable wood, not less than  $2\frac{1}{2}$  inches wide and sufficiently deep to project  $2\frac{1}{2}$  inches above the floor of the pen when finished, whether of wood, or cement.

The foot locks are to be spaced as follows—the first one under the front fore and aft division board—the second one 2 feet from this—the fourth, 9 inches to 1 foot from ship's side or rear of the pen—and the third, halfway between the second and fourth.

In vessels with wood decks the battens to be fastened to the deck by screws, or spiked, and well recessed. In vessels with steel decks which will be covered with cement, the foot locks shall be secured by angle lugs and bolts, or as may be approved.

#### 8. Decks.

Decks on which pens may be erected shall be (a) wood, or (b) iron covered with cement of not less than  $1\frac{1}{2}$  inch in thickness, or with an approved composite material of suitable thickness, the surface of the cement or composite material being scored or otherwise roughened to prevent the animals slipping, or (c) iron with wood sheathing, not less than  $1\frac{1}{2}$  inch in thickness.

#### 9. Gangway Doors.

Gangway doors shall be provided on the Main Decks of all vessels, and where sheep or pigs are carried on the Bridge or Shelter Deck, gangway openings shall be provided in the ship's rails. The gangway door openings shall not be less than 6 ft. in height. They are to be secured in such a manner that no stay or other obstruction protrudes into the gangway pens. Wherever practicable, gangway doors should be made to slide along the side of the ship on the outside.

#### 10. Approaches, Gangways, &c.

Wherever practicable, cattle walks leading from the Main Deck to compartments below that deck, shall not be fitted in the Hatchways. They shall, if fitted in an athwartship direction, be so arranged as to allow of the foot of the cattle walk ending in front of the pens.

The cattle walks shall have a minimum width of 3 feet in the clear, and the gradient shall not be more than 1 in 2. They shall be fitted with battens of elm or other suitable wood, not less than  $2\frac{1}{2}$  inches by  $2\frac{1}{2}$  inches above the flooring, spaced not more than 12 inches apart, a batten being not more than 9 inches from each end, and they shall also

be fitted with suitable sides, which may be portable.

The cattle walks may be so fitted that they can be slung from either end and triced up at both ends, when not in use.

When, however, cattle walks are fitted in the hatchways provision shall be made to the satisfaction of the Ministry for the access of attendants at all times to any compartment in which animals are carried.

#### SHEEP OR PIG PENS ON BRIDGE OR SHELTER DECKS.

##### 11. *Dimensions of Pens.*

These shall not exceed 10 feet between division boards in fore and aft direction, and 9 feet in the clear, measured at the deck level in athwartship direction.

##### 12. (a) *Stanchions under covered spaces.*

If the Bridge or Shelter Deck is covered by a deck-over, the permanent stanchions if not less than  $1\frac{1}{2}$  inches diameter, and are conveniently situated, may be utilised to take division boards for the construction of pens.

Where stanchions have to be fitted, they are to be of round iron, not less than  $1\frac{1}{2}$  inches diameter, but constructed and fitted similarly to those specified for covered spaces on Main Deck, and below, except that the dimensions of the channels or receivers shall be length 28 inches, width internally  $1\frac{1}{2}$  inches, depth externally 2 inches.

##### (b) *Stanchions on Open Deck*

Dwarf stanchions of  $1\frac{1}{2}$  inch square wrought iron of a height of not less than 2 feet 6 inches are to be fitted. Each stanchion to have a toe-piece worked on to fit into a socket, which is to be let into, or secured to the deck,

and each stanchion shall be provided with a steel wedge to fit into the socket and keep the stanchion in place. There shall be two eyes on each side of the stanchion taking division boards; the eyes to be of  $\frac{1}{2}$ -inch steel or iron.

##### 13. *Division Boards.*

Division boards of planed white pine, 8 inches wide by  $1\frac{1}{2}$  inches thick are to be made into sets of three, with three two inch distance pieces, 12 inches long between each board (one at each end and one in the middle), the whole tied by three tiebolts clenched each end on washers.

The boards for use with the deck to deck stanchions to be tapered at ends to fit into the channels or receivers.

Those for use with the dwarf stanchions to be fitted with hooks in centre of top and bottom boards at each end. The hooks shall be forked on and bolted through the division boards, the length of fork to be not less than 6 inches; the hooks to engage in the eye-bolts fitted to the stanchions or rails or ship's side.

The bottom division board to be 2 inches clear of deck.

*Alternatively*, stanchions and pens may be constructed of iron or steel fencing, as may be approved.

##### 14. *Battens or Foot-Locks.*

Foot-locks should be of elm, not less than  $1\frac{1}{2}$  inches wide, and  $1\frac{1}{2}$  inches above the flooring of the pen, fixed to the deck in an approved manner. Foot-locks shall be laid fore and aft, not more than 15 inches apart, there being separate sets of battens for each pen.

It is essential in the construction of all pens that no sharp edges are allowed to project. Bolts should be snap-headed wherever possible, and all nuts, &c., should be housed.

## SECOND SCHEDULE.

### *Orders Revoked (Article 33).*

No.	Date.	Short Title.
5511	8th December 1896	Channel Islands Animals Order of 1896.
8312	22nd April 1912 ...	Animals (Transit and General) Order of 1912.
8874	26th June 1913 ...	Amending Art. 3 (xii.) of Animals (Transit and General) Order of 1912.
3387	1st April 1924 ...	Channel Islands Animals (Amendment) Order of 1924.
3388	1st April 1924 ...	Animals (Transit and General) (Amendment) Order of 1924.
3780	9th September 1924	Animals (Transit and General) (Amendment) Order of 1924 (No. 2).
3913	27th January 1925...	Animals (Transit and General) (Amendment) Order of 1925.
4291	29th July 1926 ...	Animals (Transit and General) (Amendment) Order of 1926.

Copies of the above Order can be obtained on application to the Secretary, Ministry of Agriculture and Fisheries, 7 Whitehall Place, S.W.1.

**CURRENCY NOTES.**

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

## I.—ISSUE ACCOUNT.

	£	s.	d.	£	s.	d.
Total issued up to 6th April 1927, inclusive—						
£1 notes ... ..	3,517,752	179	0	3,283,482	017	0
10/- notes... ..	942,605	792	10	900,902	641	10
Currency notes certificates	223,820	000	0	207,530	000	0
						4,391,914,658
						10
						0
Issued during the week ended 13th April 1927—						
£1 notes ... ..	11,537	713	0	6,743	931	0
10/- notes... ..	2,846	438	0	2,034	275	0
Currency notes certificates	880,000	0	0	100,000	0	0
						8,878,206
						0
						0
				TOTAL		4,400,792,864
						10
						0
Outstanding—						
£1 notes ... ..				239,063	944	0
10/- notes ... ..				42,515	314	0
Currency notes certificates				17,070	000	0
						298,649,258
						0
				TOTAL		£4,699,442,122
						10
						0

### III.—BALANCE SHEET.

	£	s.	d.
Notes outstanding	281,579,258	0	0
Certificates outstanding	17,070,000	0	0
Notes called in but not yet cancelled...	1,278,493	10	0
Investments Reserve Account...	12,297,157	1	6
Currency Note Redemption Account—			
Bank of England Notes	...	...	...
Gold Coin and Bullion	...	...	...
Silver Coin	...	...	...
Government Securities	...	...	...
Balance at the Bank of England	...	...	...
Total	£312,224,908	11	6

Treasury Chambers, 14th April 1927.

**N. F. WARREN FISHER, Secretary to the Treasury.**

## POST OFFICE.

## IMPERIAL AND FOREIGN PARCEL POST.

The rates of postage which the Postmaster-General has directed to be charged in place of rates previously published on outgoing parcels addressed to the undermentioned territories by the routes specified are as follows:—

Place of Destination.	Route.	Rates of Postage on each Parcel not exceeding				
		2 lb.	3 lb.	7 lb.	11 lb.	22 lb.
		s. d.	s. d.	s. d.	s. d.	s. d.
Portuguese Colonies:—						
(a) Azores ... ..	Portugal ... ..	3 6	3 6	4 6	4 9	—
(b) Madeira ... ..	Direct ... ..	2 0	2 0	3 3	4 0	—

STATEMENT showing the QUANTITIES SOLD and AVERAGE PRICE of BRITISH CORN, per Hundredweight of 112 Imperial Pounds,\* as received from the INSPECTORS of CORN RETURNS in the week ended 9th April 1927, pursuant to the Corn Returns Act, 1882, and the Corn Sales Act, 1921.

British Corn.	Quantities Sold.	Average Price per Cwt.
	Cwt.	s. d.
WHEAT ... ..	164,804	11 6
BARLEY ... ..	68,325	10 10
OATS ... ..	49,710	8 2

COMPARATIVE STATEMENT for the Corresponding Week in each of the Years from 1923 to 1926.

Week ended.	Quantities Sold.			Average Price per Cwt.		
	Wheat.	Barley.	Oats.	Wheat.	Barley.	Oats.
	Cwt.	Cwt.	Cwt.	s. d.	s. d.	s. d.
7th April 1923 ...	264,548	71,155	27,086	9 8	8 4	9 9
12th April 1924 ...	112,703	34,064	19,871	10 6	11 4	9 6
11th April 1925 ...	91,838	43,424	27,259	12 3	10 9	9 7
10th April 1926 ...	134,246	64,561	30,602	11 9	8 10	8 9

COMPARATIVE STATEMENT for each of the four previous Weeks.

Week ended.	Quantities Sold.			Average Price per Cwt.		
	Wheat.	Barley.	Oats.	Wheat.	Barley.	Oats.
	Cwt.	Cwt.	Cwt.	s. d.	s. d.	s. d.
12th March 1927 ...	214,744	146,019	68,567	11 8	11 0	8 1
19th March 1927 ...	216,412	120,408	56,486	11 7	10 11	8 0
26th March 1927 ...	215,752	107,409	68,150	11 8	11 0	8 2
2nd April 1927 ...	186,011	71,692	64,982	11 7	10 10	8 2

\* Section 8 of the Corn Returns Act, 1882, as amended by Section (2) of the Corn Sales Act, 1921, provides that, in the weekly summary of quantities and prices, each sort of British corn shall be computed with reference to the hundredweight of one hundred and twelve imperial standard pounds.

NOTE.—The above prices are based on returns received from Inspectors during the week named. They represent on the whole the average prices ruling in the preceding week.

Ministry of Agriculture and Fisheries,  
Whitehall Place, London, S.W.1,  
9th April 1927.

R. J. THOMPSON,  
Assistant Secretary.

# DISEASES OF ANIMALS ACTS, 1894 to 1925.

RETURN of OUTBREAKS of SCHEDULED DISEASES in SCOTLAND which have been confirmed by, or notified to, the Ministry during the week ended 9th April 1927:—

## ANTHRAX.

COUNTY	Outbreaks Confirmed.	Animals Attacked.			
		Cattle.	Sheep.	Swine.	Horses.
	No.	No.	No.	No.	No.
Ayr ... ..	2	2	—	—	—
Banff ... ..	1	1	—	—	—
Fife ... ..	3	3	—	—	—
Kirkcudbright ...	1	1	—	—	—
Lanark ... ..	1	1	—	—	—
Perth ... ..	1	1	—	—	—
<b>TOTAL</b> ... ..	<b>9</b>	<b>9</b>	<b>—</b>	<b>—</b>	<b>—</b>

## SHEEP SCAB.

COUNTY.					Outbreaks Reported
Inverness ... ..	...	...	...	...	No. 1
Moray ... ..	...	...	...	...	2
<b>TOTAL</b> ... ..	...	...	...	...	<b>3</b>

## SHEEP SCAB MOVEMENT AREAS.

The following Areas in Scotland are now "Movement Areas" for the purposes of Part I. of the Sheep (Double Dipping) Order of 1920:—

**Inverness.**—(1) An Area comprising the Islands known as the Outer Hebrides (*except the islands of St. Kilda, Dune, Soay, and Boreray*), in the county of Inverness.

(2) An Area in the county of Inverness comprising the islands known as Skye or Inner Hebrides.

**Ross and Cromarty.**—An Area comprising the Island of Lewis, including the smaller islands adjacent thereto, in the county of Ross and Cromarty.

Ministry of Agriculture and Fisheries,  
12th April 1927.

## MIDLOTHIAN COUNTY COUNCIL. CALDER DISTRICT COMMITTEE.

NOTICE is hereby given, in terms of Section 122 (1) of the Public Health (Scotland) Act, 1897, and Section 14 (2) of the Local Government (Scotland) Act, 1908, that at a Meeting held within the County Rooms, Edinburgh, on Wednesday, 23rd March 1927, the Calder District Committee of

Midlothian County Council passed three Resolutions extending the respective boundaries of:—

KIRKNEWTON SPECIAL DRAINAGE DISTRICT,

RATHO SPECIAL DRAINAGE DISTRICT,

BELLSQUARRY SPECIAL DRAINAGE DISTRICT.

by including in the respective Special Drainage Districts the areas coloured blue on the respective official plans of the said Special Drainage Districts, which plans along with the full terms of the Resolutions may be inspected at the Office of the Subscriber during business hours. And it is further resolved that the respective debts to be incurred in connection with the said respective Special Drainage Districts shall be met by assessments imposed upon and paid by the ratepayers within the respective areas of the said Special Drainage Districts as extended, and that the said Resolutions shall take effect as from 15th May 1927.

A. G. G. ASHER, W.S., Clerk to the  
Calder District Committee.

County Rooms, Edinburgh,  
14th April 1927.

## Advertisement of Cancelling.

Name of Society, LOCHEPORTSIDE AGRICULTURAL CO-OPERATIVE SOCIETY LIMITED.

NOTICE is hereby given that the Assistant Registrar of Friendly Societies for Scotland has, pursuant to the Industrial and Provident Societies Act, 1893, this day Cancelled the Registry of the Locheportside Agricultural Co-operative Society Limited (Reg. No. 819 R., Inverness), held at Locheport, North Uist, in the County of Inverness, on the ground that the Society has wilfully and after notice from him violated the provisions of the said Act in having failed to furnish the Annual Return of the said Society for the year 1925.

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.

Dated the thirteenth day of April 1927.

CHILTON L. ADDISON SMITH, W.S.,  
Assistant Registrar for Scotland.

19 Heriot Row, Edinburgh.

H. BROOK & CO. LIMITED (in Liquidation).

AT an Extraordinary General Meeting of the above Company, duly convened, and held within King's Arms Hotel, Stranraer, on Tuesday, 22nd March 1927, the following Resolutions were duly passed, namely:—

"1. That the Company be wound up voluntarily"; and

"2. That John Hodge, Bridgebank, Galashiels, and A. M'C. Parker, Solicitor, Stranraer, be appointed Joint Liquidators for the purpose of the winding up, with full powers to carry out Agreement with Mr. Bennett."

And at a subsequent Extraordinary General Meeting, also duly convened, and held at the same place on Wednesday, 6th April 1927, the said Resolutions were duly confirmed as Special Resolutions.

Notice is hereby given that, in pursuance of Section 188 of the Companies (Consolidation) Act, 1908, a Meeting of Creditors of above Company will be held within the Registered Office at King's Arms Garage, Stranraer, on Friday, 22nd April 1927, at two o'clock afternoon.

JOHN HODGE,  
A. M'C. PARKER,  
Joint Liquidators.

Stranraer, 13th April 1927.

NOTE.—All Creditors have been already paid, and the above Meeting is merely called in order to comply with the Statute, as the Company has been taken over by Caledonian Omnibus Company Limited.

**JOHN CRAN & SOMERVILLE LIMITED**  
(in Liquidation).

**A** PETITION has been presented to the Court of Session (First Division,—Mr. Ford, Clerk) at the instance of (First) Brown Brothers & Company Limited, Engineers and Founders, Rosebank, Ironworks, Broughton Road, Edinburgh, and Craig & Rose Limited, Paint, Colour, and Varnish Manufacturers, Caledonian Oil and Colour Works, 172 Leith Walk, Edinburgh, with consent and concurrence of Alexander William Angus, Chartered Accountant, 55 Queen Street, Edinburgh, the Voluntary Liquidator of John Cran & Somerville Limited, Shipbuilders, Engineers, and Boilermakers, incorporated under the Companies Acts, 1908 to 1917, and having their Registered Office at Tower Street, Leith; and (Second) the said John Cran & Somerville Limited, now in Voluntary Liquidation, and the said Alexander William Angus, the Liquidator thereof, praying their Lordships, *inter alia*, to appoint William Annan, Chartered Accountant, Edinburgh, to act as Liquidator jointly with the said Alexander William Angus, the Liquidator appointed by the Company, and to order that the voluntary winding up of the Company resolved on by the Extraordinary Resolution passed at an Extraordinary General Meeting of the Shareholders of the Company, held on twenty-first March nineteen hundred and twenty-seven, be continued, but subject to the supervision of the Court, in terms of the Companies (Consolidation) Act, 1908.

On which Petition an Interlocutor has been pronounced by the Lord Ordinary officiating on the Bills in these terms:—

"*Edinburgh, 14th April 1927.*—The Lord Ordinary officiating on the Bills appoints the Petition to be intimated on the Walls and in the Minute-Book in common form, and to be advertised once in the *Edinburgh Gazette* and once in each of the *Scotsman* and *Glasgow Herald* newspapers, and allows all parties having or claiming interest to lodge Answers, if so advised, within eight days after such intimation and advertisement.

"**ROBERT L. BLACKBURN.**"

Of all which Intimation is hereby given.

MORTON, SMART, MACDONALD, &  
PROSSER, W.S., 19 York Place,  
Edinburgh, Agents for Petitioners.

14th April 1927.

**HORN, GLASGOW, LIMITED** (in Liquidation).

**N**OTICE is hereby given that a General Meeting of the Members of this Company will be held within the Offices of Messrs. Mann, Judd, Gordon, & Co., 142 St. Vincent Street, Glasgow, on Monday the 16th day of May 1927, at 11 o'clock forenoon, to receive the Liquidator's report, showing how the winding up of the Company has been conducted and its property disposed of, to hear any explanation that may be given by the Liquidator, and to pass an Extraordinary Resolution as to the disposal of the books, accounts, and other documents of the Company.

JAS. A. GORDON, C.A., Liquidator.

142 St. Vincent Street, Glasgow,  
11th April 1927.

To the Creditors and other Persons interested in the Succession of the Deceased **JOHN WILSON CARRICK.**

**WILLIAM MARSHALL HUTCHISON, C.A.,** Glasgow, Judicial Factor on the Estate of the deceased John Wilson Carrick, 126 West Princes Street, Glasgow, has presented a Petition to the Sheriff of the County of Lanark, at Glasgow, for his discharge as Judicial Factor, of which notice is hereby given, and that the Petition will again be moved in Court on 4th May 1927.

THOS. ARMSTRONG, Writer, 24 St.  
Vincent Place, Glasgow, Agent  
for Judicial Factor.

14th April 1927.

To the Creditors and other Persons interested in the Succession of the Deceased **JOHN M'GREGOR**, Typefounder, 13 Cumberland Street, Calton, Glasgow, and who resided at 18 Harvey Street, Ibrox, Glasgow.

**MAURICE CRICHTON**, Chartered Accountant, Glasgow, the Judicial Factor upon the Estate of the said deceased John M'Gregor, hereby intimates that he has prepared and lodged in the Sheriff Court of Lanarkshire, at Glasgow, a State of Funds and Scheme of Division of the said Estate to be considered and approved of by the Court, of which all concerned are hereby required to take notice.

93 West George Street, Glasgow,  
12th April 1927.

To the Creditors and other Persons interested in the Succession of the Deceased **WILLIAM HOPE**, who resided at Bellevue, Haddington.

**A** PETITION has been presented to the Court of Session (Second Division, Junior Lord Ordinary,—Mr. Paterson, Clerk) by John Deans Hope and Miss Margaret Lois Hope, both residing at Bellevue, Haddington, and both having an interest in the succession of the said deceased William Hope,—the said deceased having left no settlement appointing Trustees or other parties having power to manage his Estate,—praying, under the Act 3 & 4 George V. C. 20, Section 165, for the appointment of a Judicial Factor upon said Estate; and which Petition will be again moved in Court on or after the 30th day of April 1927, of all which notice is hereby given.

MITCHELL & BAXTER, W.S., 11 South  
Charlotte Street, Edinburgh, Petitioners' Agents.

12th April 1927.

**A** PETITION having been presented to the Sheriff of Lanarkshire, at Hamilton, at the instance of W. A. Parker & Company, Seed and Grain Merchants, &c., 45 Waterloo Street, Glasgow, Andrew Fleming & Son, Cattle Dealers, Smithycroft, Hamilton, and L. S. Smellie & Sons Limited, Auctioneers and Valuers, Hamilton, for Sequestration of the Estates of the deceased Mrs. JESSIE WEIR or LEGGAT, who resided at Stewartfield Farm, East Kilbride, Widow of the late Robert Leggat, senior, Farmer, Stewartfield Farm, East Kilbride, his Lordship of this date granted Warrant for citing Alexander Weir Leggat, 520 M'Kay Avenue, Windsor, Toronto, Canada, Robert Leggat, junior, Stewartfield Farm, East Kilbride, and John Leggat, Stewartfield Farm aforesaid, sons of the said deceased Mrs. Jessie Weir or Leggat; John Leggat, Garthamlock Cottages, Stepps, near Glasgow, son of the now deceased James Leggat, who died in Canada, and who was also a son of the said deceased Mrs. Jessie Weir or Leggat; and Jessie Weir Douglas (aged 15 years), and Isobel Burns Douglas (aged 13 years), Stewartfield Farm aforesaid, daughters of the now deceased Mrs. Jeanie Lindsay Leggat or Douglas, who died in Southampton in 1917, and who was a daughter of the said deceased Mrs. Jessie Weir or Leggat,—the husband of the said Mrs. Jeanie Lindsay Leggat or Douglas being also deceased,—successors of the said deceased Mrs. Jessie Weir or Leggat, and the Curators of such of them as are in minority, if they any have, to appear in Court on an *inducia* of ten days from the date of such citation if made personally or at a dwellinghouse or place of business, and of fourteen days if made edictally, to show cause why Sequestration of the said deceased's Estates should not be awarded. All of which Intimation is hereby given.

STRANG & WEIR, Writers, 24 George  
Square, Glasgow, Agents.

13th April 1927.

**T**HE Estates of J. & J. DAVIES, Drysalters and Painters, 737 Shettleston Road, Glasgow, and John Davies, the only Partner thereof, as such Partner, and as an Individual, were Sequestered on



the 13th day of April nineteen hundred and twenty-seven, by the Sheriff of Lanarkshire, at Glasgow.

The first Deliverance is dated the 13th day of April nineteen hundred and twenty-seven.

The Meeting to elect the Trustee and Commissioners is to be held at twelve o'clock noon, on Monday the 25th day of April nineteen hundred and twenty-seven, within the Faculty Hall, St. George's Place, Glasgow. 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 oaths and grounds of debt to entitle them to the first Dividend will be advertised in the Edinburgh Gazette Notice calling the second Meeting of Creditors.

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

ROBERT M'DOWALL, 582 Gallowgate, Glasgow, Agent.

**THE** Estates of CHARLES D. BRAID & SON, Oil Merchants and Ship Chandlers, 34 Commercial Street, Dundee, and James Kilgour Braid, the sole Partner of said Firm, as such Partner, and as an Individual, were Sequestered on the 13th day of April 1927, by the Court of Session.

The first Deliverance is dated the 1st April 1927.

The Meeting to elect the Trustee and Commissioners is to be held at 12 o'clock noon, on Monday the 25th day of April 1927, within the Royal British Hotel, 1 High Street, Dundee. 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 13th August 1927.

The Sequestration has been remitted to the Sheriff of the County of Forfarshire at Dundee.

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

J. K. & W. P. LINDSAY, W.S., 16 Queen Street, Edinburgh, Agents.

**THE** Estates of MACKENZIE BROTHERS, Motor Engineers, The Garage, Maryburgh, by Conon Bridge, and Kenneth Mackenzie, Roderick Mackenzie and Angus Mackenzie (the only known Partners of the said Firm of Mackenzie Brothers), all Motor Engineers at Maryburgh aforesaid, as such Partners, and as Individuals, were Sequestered on the fourteenth day of April nineteen hundred and twenty-seven, by the Sheriff of the Sheriffdom of Ross and Cromarty and Sutherland, at Dingwall.

The first Deliverance is dated the thirtieth day of March nineteen hundred and twenty-seven.

The Meeting to elect the Trustee and Commissioners is to be held at eleven o'clock forenoon, on Saturday the thirtieth day of April nineteen hundred and twenty-seven, within the Procurators' Room, County Buildings, in Dingwall. 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 fourteenth day of August nineteen hundred and twenty-seven.

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

T. S. H. BURNS & SON, Solicitors, Park Street, Dingwall, Agents.

Dingwall. 14th April 1927.

**SUMMARY SEQUESTRATION of SIMPSON & GRIEVE, 182 Trongate, Glasgow.**

**I** WILLIAM JACKSON, Corporate Accountant, 53 Waterloo Street, Glasgow, intimate that I have been elected Trustee on the Sequestration of Simpson & Grieve, 182 Trongate, Glasgow; that the Sheriff of the County of Lanark has fixed the tenth day of May 1927, at 3 o'clock afternoon, for the Examination of Ronald S. Mitchell, 33 Tassie Street, Shawlands, Glasgow, relative to the affairs of the

Bankrupts, within the Chambers of Sheriff Fyfe, County Buildings, Glasgow; that the second Meeting of the Creditors will be held on Wednesday, 18th May 1927, at 3 o'clock p.m., within the Office of the Trustee at 53 Waterloo Street, Glasgow, when three Commissioners will fall to be elected; and that to entitle Creditors to participate in the first Dividend their claims must be lodged with me on or before Wednesday, 27th April 1927.

WM. JACKSON, Trustee.

53 Waterloo Street, Glasgow.

**SEQUESTRATION of DOUGLAS M'DONALD, Dairyman, "Thorndale," Finlayson Street, Fraserburgh.**

**J**AMES RENNIE MILLER, Director of Messrs. Benzie & Miller Ltd., Merchants, Mid Street, Fraserburgh, has been elected Trustee on the Estate; and James Gibb, Contractor, Fraserburgh, Magnus Peter John Robertson, a Partner of the Firm of Alexander Hall & Son, Wood Merchants, College Bounds, Fraserburgh, and Alexander Simpson, Grain Merchant and Farmer, Chapelhill, Fraserburgh, have been elected Commissioners. The Examination of the Bankrupt will take place in the Sheriff Court House, Peterhead, on Friday the 22nd day of April 1927, at ten o'clock forenoon. The Creditors will meet in the Office of John Carmichael Richards, Solicitor, number fifteen Frithside Street, Fraserburgh, on Monday, 2nd May 1927, at twelve o'clock noon.

JAMES R. MILLER, Trustee.

Fraserburgh, 12th April 1927.

**SUMMARY SEQUESTRATION of DAVID AMBROSE M'ERLANE, Inventor, 51 Bedlay Street, Springburn, Glasgow.**

**W**ILLIAM M'LAY, Chartered Accountant, 53 Bothwell Street, Glasgow, has been elected Trustee on the Estate; and John Cole Hamilton, C.A., 145 St. Vincent Street, Glasgow, John Archibald Learmonth, 148 Bedlay Street, Springburn, and Edward Ami Bost, 116 Hope Street, Glasgow, have been elected Commissioners. The Examination of the Bankrupt will take place in the Summary Court, County Buildings, 117 Brunswick Street, Glasgow, on Thursday the twenty-eighth day of April 1927, at 2 o'clock afternoon. The Creditors will meet in the Chambers of Messrs. M'Lay, M'Alister, & M'Gibbon, C.A., 53 Bothwell Street, Glasgow, on Friday, 27th May 1927, at 3 o'clock afternoon.

WM. M'LAY, Trustee.

**SUMMARY SEQUESTRATION of CHARLES C. EDMOND, Glazier, Bonnygate, Cupar.**

**I**N terms of Sections 71 and 98 (1) of the Bankruptcy (Scotland) Act, 1913, a Petition has been presented to the Sheriff of Fife and Kinross, at Cupar, at the instance of J. A. Scott, Draper, Bonnygate, Cupar, a Creditor on the Sequestered Estates of Charles C. Edmond, craving that a Meeting of Creditors of the said Charles C. Edmond be held to elect a new Trustee or Trustees in succession on his Sequestered Estates (the former Trustee having been discharged), and to declare to be vested in the Trustee to be so appointed as at the date of death of the Bankrupt's mother, Mrs. Elizabeth Robertson or Edmond, 55 Bonnygate, Cupar, who died on 24th February 1927, the Bankrupt's right and interest to a share of the Estate of his said mother. By Deliverance, dated 13th April 1927, the Sheriff-Substitute appointed a copy of said Writ and Deliverance to be served on the Defender, and an advertisement of the import of said Writ and Deliverance to be inserted in the Edinburgh Gazette 14 days at least before the Diet aftermentioned, and appointed all parties desiring to be heard in answer to the Writ to compare within the Sheriff Court Room, Cupar, on Thursday, 5th May next, at eleven o'clock a.m., under certification.

Of all which Intimation is hereby given.

IAN W. M'INNES, Writer to the Signet, Cupar, Agent for Petitioner.

**A**S Trustee on the Sequestrated Estate of **ALEXANDER LEES ROXBURGH**, Solicitor, Alloa, sole Partner of the Firm of **NORVAL & ROXBURGH**, Solicitors there, I hereby intimate that the accounts of my intromissions with the Funds of the Estate, brought down to 30th March 1927, have been audited by the Commissioners, and that a first Dividend will be paid within the Chambers of Messrs. Romanes & Munro, C.A., 50 Frederick Street, Edinburgh, on 30th May 1927.

CHARLES J. MUNRO, C.A., Trustee.

Edinburgh, 15th April 1927.

**SEQUESTRATION of ANDREW GETTY & SONS**, Preserve Manufacturers, Paisley, and Andrew Getty, Andrew Getty, junr., and Robert Getty, Partners of the said Firm, as such Partners.

**T**he Trustee hereby intimates that an account of his intromissions with the Funds of the Estate, brought down to 31st March 1927, has been audited by the Commissioners, and that a first Dividend will be paid on 1st June next, within the Chambers of Chrystal, McIntyre, & Company, Chartered Accountants, 149 West George Street, Glasgow, to those Creditors whose claims have been lodged and admitted.

JAS. YORKE M'INTYRE, Trustee.

11th April 1927.

**SEQUESTRATION of the Deceased MALCOLM MACCALLUM**, Wood Merchant, who resided at Nant Bank, Taynuilt, in the County of Argyll.

**A**S Trustee in the above Sequestration, I hereby intimate that the Commissioners have postponed the declaration of a further Dividend until the recurrence of another statutory period.

J. W. N. BLACK, Trustee.

**SEQUESTRATION of JOHN KNOX COWAN**, Wine and Spirit Merchant, High Street, Johnstone, sole Partner of and Trading as the **GEORGE HIRING COMPANY** there.

**T**he Trustee hereby intimates that an Account Charge and Discharge of his intromissions with the Funds of the Estate, brought down to 30th March 1927, has been made up by him and examined and audited by the Commissioners, who have postponed the declaration of a Dividend until the recurrence of another statutory period.

WM. SHARP, Trustee.

Glasgow, 13th April 1927.

**SEQUESTRATION of JOHN REID & SON**, Builders, Ardrossan, and John Reid, Builder, 6 South Crescent, Ardrossan, the only known Partner thereof, as such Partner, and as an Individual.

**T**he Trustee hereby intimates that an account of his intromissions with the Funds of the Estate, brought down to 3rd April 1927, has been made up by him and examined and audited by the Commissioners, who have postponed the declaration of a Dividend until the recurrence of another statutory period, and dispensed with Circulars to Creditors.

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

124 St. Vincent Street, Glasgow,

14th April 1927.

#### NOTICE OF DISSOLUTION.

**T**he Firm of **JOHN GORDON**, Electrical and Mechanical Engineer and Contractor, 473 Cathedral Street, Glasgow, of which the Subscribers John Fletcher and John Farquhar Young were the sole Partners, has been **DISSOLVED** as at 16th March 1927, by the retiral of the said John Farquhar Young.

The Business will continue to be carried on under the same Firm name by the said John Fletcher, who is authorised to uplift the debts due to, and discharge the debts due by, the Firm.

JOHN FLETCHER.

Witnesses to the Signature of the said

John Fletcher—

CHARLES GORDON, Electrical Engineer, 473 Cathedral Street.

DICKSON FAIR, Clerk, 473 Cathedral Street.

J. FARQUHAR YOUNG.

Witnesses to the Signature of the said

John Farquhar Young—

A. J. M'PHERSON, Engineer, 17 Lion Street, Rugby, Staffs.

D. POWELL, Shorthand Typist, Lyndhurst, Great Wyrley, near Walsall.

#### NOTICE OF DISSOLUTION OF PARTNERSHIP.

**N**OTICE is hereby given that the Copartnership hitherto carried on by the Subscribers George Robb Houston and Mrs. Margaret Jane Walker under the name of **ROBERT HOUSTON**, Drapers and Outfitters, at 73 St. Mary Street, Kirkcudbright, has been **DISSOLVED** as at the thirty-first day of March 1927, by the retiral therefrom of the said Mrs. Margaret Jane Walker.

The Business will continue to be carried on under the same name and at the same address by the said George Robb Houston, in conjunction with the Subscriber William Cunningham Houston, and the new Firm will collect all debts due to, and discharge the whole liabilities of, the Firm now dissolved.

Dated at Kirkcudbright, this 8th day of April 1927.

GEORGE R. HOUSTON.

M. J. WALKER.

W. C. HOUSTON.

JAMES WILLIAMSON, Solicitor, Kirkcudbright, Witness.

NORMAN B. CALDOW, 73 St. Mary Street, Kirkcudbright, Draper's Assistant, Witness.

**N**OTICE is hereby given that the Trustees of the late William Ralston, who resided at twenty-one Midlothian Drive, Shawlands, Glasgow, have transferred the Business carried on by the Trustees under the Firm name of **WILLIAM LINN & SON**, as Upholsterers' Furnishers, at twenty-two Jamaica Street, Glasgow, and of which the late Mr. William Ralston was sole Partner, to Mr. William Baird Ralston, son of the late Mr. William Ralston, as at thirty-first December nineteen hundred and twenty-six.

Mr. William Baird Ralston will carry on the Business under the name of **WILLIAM LINN & SON** for his own behoof, and will collect all debts due to, and pay all debts due by, the said Business at and from said date.

Glasgow, fourteenth April nineteen hundred and twenty-seven.

J. A. RALSTON.

A. N. RALSTON.

A. MITCHELL.

GEO. BAIN.

Witnesses to the Signatures of the said Trustees—

A. GEMMILL, 81 Bath Street, Glasgow, Solicitor.

HENRY M. H. LOGAN, 81 Bath Street, Glasgow, Law Clerk.

W. B. RALSTON.

Witnesses to the Signature of the said William Baird Ralston—

A. GEMMILL, 81 Bath Street, Glasgow, Solicitor.

R. F. BROWN, 81 Bath Street, Glasgow, Law Clerk.

## NOTICE OF DISSOLUTION.

**THE FIRM OF THOMAS BROWN & COMPANY**, carrying on business as Coal Merchants, at Campbeltown, has been **DISSOLVED** as at thirty-first March one thousand nine hundred and twenty-seven, by a mutual consent, by the retiral therefrom of the Subscribers, the Trustees of the late Thomas Brown, Partners thereof.

The Business will continue to be carried on by the Subscriber Donald M'Nair, who is authorised to uplift all the debts due to, and will discharge the whole debts and liabilities of the Firm.

T. L. BROWN.

Witnesses to the Signature of Thomas Lambert Brown—

JAS. DAVIDSON, Witness, 38 York Place, Edinburgh, Clerk.

O. TURNER, Witness, 38 York Place, Edinburgh, Clerk.

J. P. BROWN,

J. N. MACTAGGART,

Trustees of the late Thomas Brown.

Witnesses to the Signatures of James Pearson Brown and John Norman Mactaggart—

JANE M'DONALD, Witness, County Buildings, Campbeltown, Law Clerk.

ISA FERGUSON, Witness, County Buildings, Campbeltown, Law Clerk.

DONALD M'NAIR.

Witnesses to the Signature of Donald M'Nair—

JANE M'DONALD, Witness, County Buildings, Campbeltown, Law Clerk.

ISA FERGUSON, Witness, County Buildings, Campbeltown, Law Clerk.

## NOTICE.

**THE FIRM OF WILLIAM ATKINSON & SON**, carrying on business as Potato Merchants at Prestwick, has been **DISSOLVED** as at 31st March 1927, by mutual consent, by the retiral therefrom of the Subscriber William Atkinson, one of the Partners.

The Business will continue to be carried on by the Subscriber Edward Atkinson on his own account, under the name of **WILLIAM ATKINSON & SON**.

The said Edward Atkinson is authorised to uplift

all debts due to, and will discharge the whole debts and liabilities of, the Firm.

Dated at Prestwick, this 31st day of March 1927.

WM. ATKINSON.

EDWARD ATKINSON.

WM. ATKINSON & SON.

Witnesses to the Signatures of the said William Atkinson and Edward Atkinson—

STEPHEN COSH, Solicitor, Royal Bank, Prestwick.

MARGARET ROBERTSON, Domestic Servant, Shawburn, Prestwick.

**MRS. HELEN M'PHEE or MARSHALL**, 15 Easdale Drive, Shettleston, Widow and Executrix-dative of the late Archibald Marshall, who carried on business as Funeral Undertaker and Joiner at 1043 and 1209 Tollcross Road, Tollcross, Glasgow, under the Firm name of **ALEXANDER MARSHALL & SONS**, hereby intimates that she has transferred the said Funeral Undertaking Business to Robert Davidson, Funeral Undertaker, Tollcross, as at 28th November 1926, and the said Joinery Business to James Archer, Joiner, Tollcross, as at 1st January 1927.

Dated at Glasgow, the thirteenth day of April 1927.

HELEN MARSHALL.

DANIEL MACDONALD, Witness, 81 St. Vincent Street, Glasgow, Law Clerk,

ROBERT DEWAR STEWART, Witness, 81 St. Vincent Street, Glasgow, Law Clerk,

Witnesses to the Signature of the said Mrs. Helen M'Phee or Marshall.

R. DAVIDSON.

JOHN RUSSELL, Witness, 11 Whitevale Street, Glasgow, Undertaker,

THOS. CALLUM, Witness, 28 Bluevale Street, Glasgow, Iron Turner,

Witnesses to the Signature of the said Robert Davidson.

JAMES ARCHER.

JOHN M'INTYRE, Witness, 65 West Regent Street, Glasgow, Solicitor,

DOROTHY HAMILTON WALKER, Witness, 65 West Regent Street, Glasgow, Law Clerk,

Witnesses to the Signature of the said James Archer.

## THE BANKRUPTCY ACTS, 1914 AND 1926.

## FROM THE LONDON GAZETTE.

## RECEIVING ORDERS.

Henry Polack, 2 Lower James Street, Golden Square, London, W.1.

William Rinman, of and carrying on business at 1-5 Fitzalan Street, Kennington Road, London, S.E.

A. C. Ryder (male), 123 and 125 Oxford Street, London, W., wholesale jeweller's traveller, lately trading as Ryder & Co., at 41 Museum Street, London, W.C.1, importer and manufacturer's agent.

George Sims, 86 Belsize Road, Hampstead, and lately carrying on business at 35 Great Portland Street, London, and at 160-160A, Finchley Road, Hampstead, a director of a limited company.

Casson P. Smith (trading as the Patent Coal Mantle Company), of and carrying on business at 217 Piccadilly, London, W.1, patent coal mantle manufacturer.

Joseph Waller, of and lately carrying on business at 80 Hampstead Road, London, and residing at 143 Highbury New Park, Highbury, London, leather goods maker.

Roderick John Ward, a member of Bachelors' Club,

11 Hamilton Place, Piccadilly, London, but whose present whereabouts the petitioning creditors are unable to ascertain, gentleman, domiciled in England.

Leslie Gaius Fisher, residing and carrying on business at Towns End, Haddenham, in the county of Buckingham, draper and grocer.

Frederick Stevens and Nellie Emma Stevens, both of Blackburn Farm, Aston Sandford, in the county of Buckingham, farmers.

Hugh Walford, residing at 33 Upper Garth Road, and carrying on business at Garth Road, both in Bangor, in the county of Carnarvon, butcher and fruiterer.

Gladys Laura Seymour (married woman), residing at 45 Broomfield, Smethwick, in the county of Stafford, milliner, carrying on business at 80 Spring Hill, in the city of Birmingham, and 24 Cape Hill, and 84 Waterloo Road, Smethwick aforesaid.

John Whittaker, 78 Windsor Road, Great Harwood, in the county of Lancaster, railway stoker.

Harry Wilson and Sarah Wilson (his wife), both residing and carrying on business in partnership at 5 Highfield Road, South Shore, Blackpool, boot and shoe dealers.

George Bailey, of Wilsford, Lincolnshire, builder and contractor.

George H. Stevens (lately trading in partnership as Beasley & Coy.), 47 Paxton Road, Chiswick, in the county of Middlesex.

John Thomas Greenwood, 8 Rose Grove, Hebden Bridge, in the county of York, mill manager.

Norman Alexander Stroud, 11 Upper Strand Street, Sandwich, in the county of Kent, painter and decorator.

Arthur Harold Manners Weddell, 6 Richmond Terrace, Whitehall, London, clerk, lately residing at St. Nicholas-at-Wade, in the Isle of Thanet, in the county of Kent.

Robert Christopher Parkinson, 50 Clifton Street, in the city of Cardiff, greengrocer.

Thomas Davies, Tymelin, Nantylfin, Brechfa, Carmarthenshire, carpenter.

Arthur Joseph Beecroft (carrying on business as "Crofts"), residing and carrying on business at 12 The Broadway, Thorpe Bay, Essex, fishmonger and poulterer.

James Havenhand Buckley, 43 Pinfold Street, Eckington, in the county of Derby, motor driver, lately residing and carrying on business at 125 Ellesmere Road, Pittsmoor, Sheffield, having for the greater part of the past six months resided at 43 Pinfold Street, Eckington aforesaid.

Joseph Robinson, residing and carrying on business at Satley Village, near Tow Law, in the county of Durham, haulage contractor.

John Read Webber, Bradninch, Devon, butcher.

Thomas Sidney Bradshaw, 14 Victor Street, and back of 125 Albert Street, formerly of 13 Railway Street, Great Grimsby, fruiterer.

Harold Anderton Stokes Glenn, residing at 121 Newcomen Street, and carrying on business at 95 Holderness Road, both in the city and county of Kingston-upon-Hull, gramophone dealer.

John Thwaites, 31A Merrian Street, in the city of Leeds, builder's merchant.

Arthur Mellor Loverock, of Smeeton Westerby, in the county of Leicester, farmer and grazier.

Ernest Johnson, residing and carrying on business at "Seacroft," Queen's Road, Forinby, in the county of Lancaster, butcher, and formerly residing and carrying on business at 281 Dewsbury Road, in the city of Leeds.

John Dean, 39 Ansdell Street, Cheetham Hill, Manchester, draper, lately residing and carrying on business at 19 The Downs, Altrincham.

Archibald George Poyntz, of Church Street, Malpas, in the county of Chester, grocer and baker.

William Hope, 135 Victoria Road, formerly of 6 Woodbine Street, both in South Shields, county of Durham, grocer and provision dealer and licensed victualler.

Samuel Wilson Jones, Park Road, Blackhill, county of Durham, grocer.

Margaret Ellen Paders (married woman), 71 Redland Street, Newport, in the county of Monmouth, carrying on business as a builder, and lately carrying on business at St. Vincent Road Joinery Works, Newport aforesaid.

George Henry Reed, residing and carrying on business at The Star Inn, Pickhill, Thirsk, in the North Riding of the county of York, draper and innkeeper.

Amy Bertha Crabbe, residing at Little Melton, Norfolk, and carrying on business at 10A London Street, Norwich, dancing mistress (spinster).

William Henry Dixon, of Salome Farm, Hamerton, in the county of Huntingdon, farmer.

John Thomas Hart, of Priors Farm, Willow Hall, Thorney, in the county of Cambridge, farmer.

Stanley Claud Giddy, residing at 5 Regent Cottages, Stonehouse, Plymouth, in the county of Devon, and carrying on business at 17 Edgcombe Street, Stonehouse, Plymouth aforesaid, hairdresser.

David Boyd Rees, residing and carrying on business at The York and Pier Hotel, Grand Parade, Hants, publican.

Francis Husband, "The Hollies," Sandpit Lane, St. Albans, in the county of Hertford, engineer.

Herbert Bell, residing and carrying on business at 133 Hoyle Street, in the city of Sheffield, grocer.

Thomas Henry Lambert, residing and carrying on business at 197 Cemetery Road, in the city of Sheffield, haulage contractor and coal merchant.

Alfred Pettifer, trading as A. Pettifer & Son, residing and carrying on business at 29 Broadway, Shifnal, in the county of Salop, builder and contractor.

Amos Currey, High Street, Wroughton, Swindon, Wilts, market gardener.

Lillie Phyllis Fedora Hawe, High Street, Wootton Bassett, Wilts, butcher.

Evelyn Rose Turner (widow), Homewood, Atkins Road, Clapham Park, in the county of London.

Herbert Mark Lockyer, Aylesfield Farm, Alton, in the county of Hants, farmer.

John Murray Wailes, of Clarendon Villa, Clarendon Road, Ashford, in the county of Middlesex, commission agent.

Lawrence James Dobson, Market Weighton, Yorkshire, mineral water manufacturer.

*The following Amended Notice is substituted for that published in the Edinburgh Gazette of March 18, 1927:—*

Thomas Frederick Collier, 64 Union Street West, Oldham, in the county of Lancaster, and lately carrying on business at 116 Union Street West, Oldham aforesaid, as an electrician.

## NOTICE.

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