

The foregoing caution has been rendered necessary owing to danger of sunken mines on the bottom. A cautionary note is shown on the charts.

NOTE.—The areas defined above, with the exception of a portion of No. 19 and the whole of No. 21, are shown in *red* on the accompanying chartlet, which is intended to provide a ready means of reference.

II.—GENERAL INFORMATION REGARDING MINES.

Mariners are informed that floating mines may occasionally be met with. They may be either dummy (British) mines, or mines originally laid prior to November 1918, either British or Foreign.

2. *Dummy mines* are filled with sand, or some similar substance instead of explosive, and have the words "Sand filled" painted in large white letters round the top mouthpiece. The same words are also stamped on the top and bottom annular rings.

3. *Mines laid prior to November 1918.*—All evidence goes to show that these mines are innocuous to any ship that may bump them after this lapse of time. They are also safe for any ordinary handling, such as hoisting inboard and landing on deck, rolling over, &c. No attempt, however, should be made to open one, or remove parts of it, except by a skilled Naval rating.

4. *Recovery of floating mines.*—In order that valuable dummy mines may be returned to the authorities, the Admiralty will pay rewards for the recovery of *floating* mines as follows:—

- (a) For the recovery of a *floating* mine found at two miles or less distance from the coast and delivery to the local authority in the United Kingdom: Two pounds.
- (b) For the recovery of a *floating* mine found at more than two miles from the coast and delivery to the local authority in the United Kingdom: Five pounds.
- (c) For the first report of a mine washed up on shore: Ten shillings.

5. Beyond the awards quoted at (a), (b) and (c) above, no payment is made for loss, material damage, loss of earnings, or other damage incurred in the salvage of a mine.

6. The Admiralty pay no award in respect of *sunken* mines brought up in fishing trawls, nor is compensation payable for damage to trawls.

(Notice No. 6 of 1932.)

Authority.—The Lords Commissioners of the Admiralty. (H. 8046/31.)

By command of their Lordships.

H. P. DOUGLAS,
Vice-Admiral and Hydrographer
of the Navy.

Admiralty, London,
1st January 1932.

CORPORATION OF THE CITY OF GLASGOW.

ROAD TRAFFIC ACT, 1930.

WHEREAS by Sub-Section (1) of Section 101 of the Road Traffic Act, 1930, it is provided that a Local Authority who under any Local Act or Order are operating a tramway, light railway, trolley vehicle or omnibus undertaking may as part of that undertaking run public service vehicles on any road within their district and also with the consent of the Traffic Commissioners for the Traffic area in which any other road is situate, on that road:

Notice is hereby given that, in pursuance of said Sub-Section, the Corporation of the City of Glasgow have made application to the Traffic Commissioners for the Southern Scotland Area for their consent to the running by them of omnibuses along the following routes, that is to say,

Route No. 1.—In the parishes of Cathcart and Rutherglen and the City of Glasgow and the County of Lanark, commencing in Castlemilk Road at the junction of that road with Kingsbridge Drive, thence turning into and passing in an easterly direction along Kingsbridge Drive; thence turning into and passing in a southerly direction along Bankhead Road; thence turning into and passing in a westerly direction along Kingsheath Avenue; thence turning into and passing in a northerly direction along Castlemilk Road and terminating in that road at Kingsbridge Drive;

Route No. 2.—In the parishes of Cathcart and Rutherglen and the City of Glasgow and the County of Lanark, and the Royal Burgh of Rutherglen, commencing in King's Park Avenue at the junction of that avenue with Castlemilk Road; thence passing in an easterly direction along King's Park Avenue, and terminating in King's Park Avenue at Mill Street.

Route No. 3.—In the parish of Old Kilpatrick and the Burgh of Clydebank, commencing at Kilbowie Road at the junction of that road with Thomson Street, thence passing in a northerly direction along Kilbowie Road to the junction of that road with Duntocher Road; thence turning into and passing in a south westerly direction along Duntocher Road and terminating in that road at Risk Street.

And notice is hereby further given that objections to the giving of such consent on the part of any other Local Authority, Council of any County, or any persons who are already providing Transport facilities on or in the neighbourhood of any part of any of the said routes, may be sent in writing to the Traffic Commissioners, Southern Area Scotland, 44 Palmerston Place, Edinburgh, on or before the 19th day of February 1932.

A copy of any objections should at the same time be sent by the objector to the Town Clerk, Glasgow.

Dated this 3rd day of February 1932.

D. STENHOUSE, Town Clerk.