



The Edinburgh Gazette

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TUESDAY, FEBRUARY 11, 1941.

At the Court at Buckingham Palace, the 29th day of January 1941.

PRESENT,

The KING's Most Excellent Majesty in Council.

WHEREAS there was this day read at the Board a Memorial from the Right Honourable the Lords Commissioners of the Admiralty, dated the 24th day of January 1941 (N.11581/40) in the words following, viz. :—

“Whereas by Section 3 of the Naval and Marine Pay and Pensions Act, 1865, it is enacted, *inter alia*, that all pay, pensions, or other allowances in the nature thereof, payable in respect of services in Your Majesty's Naval or Marine Force to a person being or having been an Officer, Seaman, or Marine therein, shall be paid in such manner, and subject to such restrictions, conditions, and provisions, as are from time to time directed by Order in Council:

“And whereas the need has arisen to provide additional remuneration for certain ratings employed on harbour defence duties, such remuneration to be at the rate of twopence a day and to be entitled ‘Harbour Defence (Boom) Allowance.’

“We beg leave humbly to recommend that Your Majesty, by your Order in Council, may be graciously pleased to sanction payment accordingly, with effect from the 1st September 1940.

“The Lords Commissioners of Your

Majesty's Treasury have signified their concurrence in the above proposal.”

His Majesty, having taken the said Memorial into consideration, was pleased, by and with the advice of His Privy Council, to approve of what is therein proposed.

And the Right Honourable the Lords Commissioners of the Admiralty are to give the necessary directions herein accordingly.

RUPERT B. HOWORTH.

At the Court at Buckingham Palace, the 29th day of January 1941.

PRESENT,

The KING's Most Excellent Majesty in Council.

WHEREAS there was this day read at the Board a Memorial from the Right Honourable the Lords Commissioners of the Admiralty, dated the 10th day of January 1941 (N.15927/40), in the words following, viz. :—

“Whereas by Section 3 of the Naval and Marine Pay and Pensions Act, 1865, it is enacted, *inter alia*, that all pay, pensions, or other allowances in the nature thereof payable in respect of services in Your Majesty's Naval or Marine Force to a person being or having been an Officer, Seaman, or Marine therein shall be paid in such manner and subject to

such restrictions, conditions, and provisions as are from time to time directed by Order in Council:

"And whereas under the Naval Forces Act, 1903, authority is given for men and boys to be entered for combined service in Your Majesty's Navy and in the Royal Fleet Reserve, known as the Special Service system:

"And whereas entries on Special Service engagements have hitherto been restricted to certain branches, and Order in Council of 1st April 1938, sanctioned the payment of Continuous Service rates of pay to those Special Service ratings of the branches in question whose pay had previously differed therefrom:

"And whereas we consider it desirable to extend the Special Service system to include ratings of other branches, and we are of the opinion that there should be no difference in pay between Special Service ratings and Continuous Service ratings:

"We beg humbly to recommend that Your Majesty may be graciously pleased, by your Order in Council, to sanction the payment of Continuous Service rates of pay to all Special Service ratings of all branches in which they may be entered.

"The Lords Commissioners of Your Majesty's Treasury have signified their concurrence in this proposal."

His Majesty, having taken the said Memorial into consideration, was pleased, by and with the advice of His Privy Council, to approve of what is therein proposed.

And the Right Honourable the Lords Commissioners of the Admiralty are to give the necessary directions herein accordingly.

RUPERT B. HOWORTH.

TENDERS FOR TREASURY BILLS.

1. The Lords Commissioners of His Majesty's Treasury hereby give notice that Tenders will be received at the Chief Cashier's Office, at the Bank of England, on Friday the 14th February 1941, at 1 p.m., for Treasury Bills to be issued under the Treasury Bills Act, 1877, the National Debt Act, 1889, and the National Loans Acts, 1939 and 1940, to the amount of £65,000,000.

2. The Bills will be in amounts of £5000, £10,000, £50,000, or £100,000. They will be dated at the option of the Tenderer on any business day from Monday the 17th February 1941 to Saturday the 22nd February 1941 inclusive, and will be payable at three months after date.

3. The Bills will be issued and paid at the Bank of England.

4. Each Tender must be for an amount not less than £50,000, and must specify the date on which the Bills required are to be dated, and the net amount per cent. (being an even multiple of one penny) which will be given for the amount applied for. Separate Tenders must be lodged for Bills of different dates.

5. Tenders must be made through a London Banker, Discount House, or Broker.

6. The persons whose Tenders are accepted will be informed of the same not later than the following day, and payment in full of the amounts of the accepted Tenders must be made to the Bank of England by means of Cash or a Banker's Draft on the Bank of England not later than 1.30 p.m. (Saturday, 12 noon) on the day on which the relative Bills are to be dated.

7. Members of the House of Commons are not precluded from tendering for these Bills.

8. Tenders must be made on the printed forms, which may be obtained from the Chief Cashier's Office, Bank of England.

9. The Lords Commissioners of His Majesty's Treasury reserve the right of rejecting any Tenders.

Treasury Chambers,
7th February 1941.

DEFENCE (FINANCE) REGULATIONS, 1939.

ACQUISITION OF SECURITIES. TREASURY DIRECTIONS.

The Treasury, in pursuance of paragraph (2) of Regulation 1 of the Defence (Finance) Regulations, 1939, have, by the Acquisition of Securities (No. 2) Order, 1941, transferred to themselves holdings of the sterling securities of the Government of India as specified in that Order.

In pursuance of paragraph (3) of the said Regulation, the Treasury hereby give the following directions:—

1. Owners who are affected by the Order and whose Stocks are either registered at the Bank of England or in the form of Stock Certificates to Bearer shall deliver without delay to the Bank of England, London, or to one of the Receiving Banks mentioned in paragraph 5 hereof, the following documents:—

(a) in the case of Stock transferable by Deed; the relative Register Certificate together with a transfer in blank executed by the registered holder(s) on a special form for this purpose with the declaration on the reverse thereof duly completed.

(b) in the case of Stock transferable in the Books; a transfer in blank executed pursuant to the Government and other Stocks (Emergency Provisions) Act, 1939, by the person(s) in whose name(s) the Stock is inscribed using a special form for this purpose which must be duly certified by the Bank of England and completed as to the declaration on the reverse thereof.

(c) in the case of Stock Certificates to Bearer; the Stock Certificates to Bearer accompanied by all coupons maturing on and after the 8th February 1941 together with a form "B" completed as to Section 1 only.

2. Owners who are affected by the Order and whose Stock is registered at the Bank of Ireland, Belfast, shall without delay

(a) in the case of Stock transferable by Deed; lodge with the Bank of Ireland, Belfast, the relative Register Certificate accompanied by a transfer executed by the regis-

tered holder(s) of the Stock into the joint names of

Sir Kenneth Oswald Peppiatt, K.B.E.,
and

Harold Batten Coulthard Yeomans,
Gentleman,
both of the Bank of England, London,
E.C.2.

“ T ” Account
and a Form “ D ” completed as to
Section 1 only.

(b) in the case of Stock transferable in the Books; cause the Stock to be transferred into the joint names specified in sub-paragraph (a) of this paragraph.

3. Owners who are affected by the Order and whose Stock is registered at the Bank of Ireland, Dublin, shall without delay cause the Stock to be transferred to the Bank of England register and shall thereafter comply with the directions in paragraph 1 of these Directions.

4. Payment shall be made on the 24th March 1941 to the bank, stockbroker, or other person through whom the securities are delivered provided that delivery of the requisite documents, complete and in order, has been made to the Bank of England on or before the 10th March 1941. Payments for securities delivered thereafter will be made two weeks after delivery of the requisite documents complete and in order.

5. The Bank of Ireland, Belfast, and any branch in the Isle of Man of Barclays Bank Limited, Lloyds Bank Limited, Martins Bank Limited, or the Westminster Bank Limited, shall be Receiving Banks for the purposes of this Direction.

R. V. NIND HOPKINS.

Dated the 7th day of February 1941.

ADMIRALTY NOTICE TO MARINERS.

No. 1 of the year 1941.

CAUTION WHEN APPROACHING AND NAVIGATING WITHIN BRITISH PORTS.

Former Notices.—Nos. 1 and 1437 of 1940; hereby cancelled.

PART I.

CONTROL OF ENTRY.

(1) My Lords Commissioners of the Admiralty hereby give notice that measures are in operation to control the entry of shipping into the majority of ports of the United Kingdom and the British Empire.

(2) Subject to the provisions of the Defence (Approach of Merchant Vessels) Order, 1940, issued in pursuance of Regulation No. 43 of the Defence Regulations, 1939, which restricts the approach of merchant vessels within 3 miles of the coasts or ports of the United Kingdom at night or in fog or low visibility, vessels may approach thereto by day or night, but, before entry, they will be subject to the orders of the Examination Service (see Part II.). Particular caution should be used when approaching in a fog.

(3) If it is necessary to prohibit entry to a port which is usually open, the following signals will normally be displayed by the

Examination Vessel and/or in a conspicuous position ashore:—

By Day—Three red balls disposed vertically.

By Night.—Three red lights disposed vertically.

If these signals are displayed, vessels must approach the port with the greatest caution and keep a good lookout for signalled instructions which may be given by the Examination Vessel or Signal Station.

Should lighting restrictions necessitate, it may not be possible to display these signals at night, and Examination Vessels may be withdrawn in bad weather or for other reasons. Vessels not finding the Examination Vessel in her usual station should, unless instructed to the contrary, assume that the port is closed and either anchor in the Examination anchorage or proceed to sea.

VESSELS ARE PARTICULARLY WARNED NOT TO ENTER A DECLARED “ DANGEROUS AREA ” OR APPROACH BOOM DEFENCES WITHOUT PERMISSION, NOR TO ANCHOR OR REMAIN STOPPED IN A DANGEROUS AREA OR PROHIBITED ANCHORAGE, UNLESS SPECIALLY INSTRUCTED TO DO SO.

PART II.

EXAMINATION SERVICE.

(4) In addition to controlling entry generally it is also necessary to take measures to examine individual vessels before they are permitted to enter. This is the function of the Examination Service.

(5) Examination Vessels, carrying the distinguishing flags or lights mentioned in paragraph (7) are charged with the duty of examining ships who desire to enter a port, and may allot positions in which they are to anchor, or give such other directions as are necessary for the safety of the vessels and the security of the port, including the channel to be followed, should up-to-date information on this point not already have been issued by routing authorities.

Notes.—(a) Information regarding emergency alterations of searched channels, closing of ports or other instructions may also be passed to merchant vessels by patrols.

(b) Where pilotage is compulsory the pilots will be in possession of the latest information regarding the searched channels, as well as the regulations for the entry into the port.

(6) It is the responsibility of the approaching vessel to identify the Examination Vessel by the signals mentioned in paragraph (7) and to bring-to at once if ordered to do so. Failure to obey these orders will be met by the firing of a bring-to round by the Examination Battery, followed by effective fire if the way is not immediately taken off the ship.

(7) By Day the distinguishing flag of the Examination Vessel will be a square flag coloured White and Red Horizontal surrounded by a Blue border. Examination Vessels who are commissioned will wear the White Ensign; if not commissioned, the Blue Ensign.

By Night the Examination Vessel will carry:—

(a) Three White lights vertically disposed if the port is open.

(b) Three *Red* lights vertically disposed if the port is closed (see also paragraph (3)).

The above lights will be carried in addition to the ordinary navigation lights and will show an unbroken light around the horizon.

Note.—These lights may not invariably be displayed—(see paragraph (3)).

(8) Merchant vessels approaching a British Port at which an Examination Service is in force, must hoist their signal letters on arriving within visual signal distance of the port, and are not to wait for the signal "What is the name of your vessel?" to be made by the Examination Vessel.

(9) Vessels allowed to proceed into harbour by the Examination Vessel will be given a Special Signal to hoist consisting of a combination of flags by day and coloured lights by night to enable them to pass the defences in safety. Vessels should be ready to hoist these signals immediately, and should by night have two red and two white lanterns ready for this purpose.

By Day flags should be well shaken out.

The Examination Vessel will give instructions as to the point at which these signals can be lowered.

As a general rule Merchant Vessels will be examined in the order of their arrival, and if permitted to enter, will proceed up harbour in the same order unless instructed to the contrary.

(10) If ordered to anchor in the Examination Anchorage Masters are warned that it is forbidden, except for the purpose of avoiding accident, to do any of the following things without permission from the Examining Officer:—

To move the ship.

To work cables.

To lower any boat.

To communicate with the shore or with other ships.

To allow any person or thing to leave the ship.

To get into communication with the Examining Officer when in the Examination Anchorage Merchant Vessels are to hoist the following signals:—

By Day—Flags J.G. International Code.

By Night—2 lights, red over white, 3 feet apart at the fore masthead.

(11) The restriction on communications in the Examination Anchorage also applies to vessels when approaching the port when the use of private signals, whether by day or night, will render a vessel liable to be fired upon. The sounding of sirens or whistles by ships in British Waters which might be heard on land is to be restricted to the minimum necessary for the safety of navigation.

Attention is drawn to the regulations forbidding the use of W/T in tidal waters of Great Britain and Northern Ireland, and to such orders as may be issued similarly in British Dominions and Colonies. W/T offices will normally be sealed on arrival in harbour and the seals may not be broken without the permission of the customs or other authority responsible.

PART III.

LIGHTS TO BE DISPLAYED.

(12) Subject to any other general or local orders the following regulations regarding display of lights at night are to be observed:—

(a) Outside the harbour, including the Examination Anchorage if so situated, steaming and bow lights are only to be exhibited when necessary for safe navigation and to avoid danger of collision. Similarly anchor lights of vessels in the Examination Anchorage are to be displayed only when other vessels are navigating in their immediate vicinity. They are always to be ready, however, for use as described above.

(b) Inside the harbour, vessels permitted to navigate are to employ bow and steaming lights, and vessels at anchor, anchor lights.

(c) All these lights are to be screened from above and dimmed as laid down in "Navigation and Anchor Lights Order, 1939," issued in pursuance of Regulation No. 43 of the Defence Regulations, 1939.

(d) No other lights are to be visible from outboard, as laid down in "Darkening Ship Order, 1939," issued in pursuance of the above Defence Regulation No. 43.

PART IV.

INTERNAL MOVEMENT AND LEAVING THE PORT.

(13) Local instructions regarding internal movement can be obtained from the Examining Officer and particular attention should be paid to the action to be taken during Air Raid alarm periods. Merchant Vessels are invariably to keep clear of H.M. Ships and Government Vessels whether under way or not.

(14) Vessels are only to leave the port under instructions from the local authorities and it must be stressed that they must leave punctually at the time ordered so that they may be passed safely through the defences and avoid delaying and thus endangering other vessels. A blue flag hoisted ashore indicates that no Merchant Vessel is to leave the port while this signal is flying.

PART V.

MINE-SWEEPING OPERATIONS.

H.M. Vessels engaged in mine-sweeping operations or exercises are hampered to a considerable extent in their manœuvring powers.

VESSELS MUST KEEP CLEAR OF MINE-SWEEPERS.

With a view to indicating the nature of the work on which they are engaged, these vessels will show the signals hereinafter mentioned. For the public safety all other vessels, whether steamers or sailing craft, should endeavour to keep out of the way of vessels flying these signals and not approach them inside the distances mentioned herein, specially remembering that it is dangerous to pass between the vessels of a pair or group sweeping together.

1. Signals shown by Day.

When towing sweeps.

All vessels towing sweeps are to show:—

By Day.—A black ball at the fore mast-

head and a black ball at the yardarm on the side or sides on which it is dangerous for vessels to pass.

By Night.—All round green lights instead of the black balls, and in a similar manner.

(b) VESSELS OR FORMATIONS SHOWING THESE SIGNALS ARE NOT TO BE APPROACHED NEARER THAN 500 YARDS ON EITHER BEAM AND SHIPS ARE NOT TO CROSS ASTERN AT A LESS DISTANCE THAN 1000 YARDS.

IN NO CIRCUMSTANCES IS A SHIP TO PASS THROUGH A FORMATION OF MINE-SWEEPERS.

(c) Mine-sweepers should be prepared to warn Merchant Vessels who persist in approaching too close by means of any of the appropriate signals from the Merchant Navy Code or the International Code of Signals.

PART VI.

OTHER REGULATIONS IN FORCE.

Nothing in this Notice is to be taken as over-ruling such general or local regulations as may be issued by the Public Traffic Regulations at each port, through routing authorities, by Notices to Mariners or other means to meet new dangers or situations which may arise, or to cover local conditions.

Attention is called to Notices to Mariners at present in force as follows:—

(a) Cautions regarding extinction or alterations of coastal lighting in British, Dominion, and Allied colonial waters.

(b) Navigation lighting restrictions. (Navigation and Anchor Lights Order, 1939.)

(c) Instructions regarding darkening ship. (Darkening Ship Order, 1939.)

(d) Instructions regarding use of W/T. (W/T (Ships) Order, 1939.)

(e) Routing and safe channels.

(f) Coasts and Ports—approach prohibited in certain areas and at certain times. Defence (Approach of Merchant Vessels) Order, 1940.

(g) Regulations for Fishing Vessels.

(h) The regulations for shipping brought into force by the issue of Navigation Orders from time to time.

Note.—This Notice is a revision of Notices 1 and 1437 of 1940.

(*Notice No. 1 of 1 1/1941.*)

Authority.—The Lords Commissioners of the Admiralty. (*H. 3336/40.*)

By Command of their Lordships,

J. A. EDGELL, Vice-Admiral,
Hydrographer of the Navy.

Admiralty, London,
1st January 1941.

ADMIRALTY NOTICE TO MARINERS. No. 7.

CAUTION WITH REGARD TO SINGLE SHIPS APPROACHING SQUADRONS OR AIRCRAFT CARRIERS.

Former Notice.—No. 7 of 1940.

1. The attention of shipowners and mariners is called to the danger to all concerned which

is caused by single vessels approaching a squadron of Warships or Merchant vessels in convoy so closely as to involve risk of collision, or attempting to pass ahead of, or through such a squadron.

2. Mariners are warned that it would be in the interests of safety for single vessels to adopt early measures to avoid approaching a squadron under the above conditions which might involve risk of collision and to keep out of its way.

3. Attention is also drawn to the uncertainty of the movements of Aircraft Carriers which must usually turn into the wind when aircraft are taking off or landing.

4. In circumstances where a single vessel has not taken early measures to keep out of the way of a squadron or Aircraft Carrier, the "Regulations for preventing Collisions at Sea" must be the guide.

Note.—This Notice is a repetition of the former Notice quoted above.

(*Notice No. 7 of 1/1/41.*)

Authority.—The Lords Commissioners of the Admiralty. (*H. 3343/40.*)

By Command of their Lordships,

J. A. EDGELL, Vice-Admiral,
Hydrographer of the Navy.

Admiralty, London,
1st January 1941.

ADMIRALTY NOTICE TO MARINERS. No. 8.

WARNING SIGNALS TO DENOTE THE PRESENCE OF SUBMARINES.

Former Notice.—No. 8 of 1940.

Attention is drawn to the following warning signal which is in use to denote the presence of submarines:—

British vessels, when engaged in hunting enemy submarines, display a cone, point up over a rectangular Red Flag.

Vessels are cautioned to steer so as to give a wide berth to any vessel flying such a signal.

British vessels fly a rectangular red flag to denote that friendly submarines, which may be submerged, are in the vicinity. Vessels are cautioned to steer so as to give a wide berth to any vessel flying such a flag. If from any cause it is necessary to approach her, vessels should proceed at slow speed until warning is given of the danger zone by flags, semaphore or megaphone.

(*Notice No. 8 of 1/1/1941.*)

Authority.—The Lords Commissioners of the Admiralty. (*H. 3344/40.*)

By Command of their Lordships,

J. A. EDGELL, Vice-Admiral,
Hydrographer of the Navy.

Admiralty, London,
1st January 1941.

TRADE BOARDS ACTS, 1909 AND 1918, HOLIDAYS WITH PAY ACT, 1938, AND TRADE BOARDS AND ROAD HAULAGE WAGES (EMERGENCY PROVISIONS) ACT, 1940.

COTTON WASTE RECLAMATION TRADE BOARD (GREAT BRITAIN).

PROPOSAL TO VARY MINIMUM RATES OF WAGES (INCLUDING HOLIDAY REMUNERATION).

The Cotton Waste Reclamation Trade Board (Great Britain) hereby give notice that they propose to vary minimum rates of wages at present set out in their Notices C.W.(29) and C.W.(26).

Particulars of the proposed variations may be obtained on application to the Secretary of the Trade Board at the address given below.

The Trade Board will consider any objections to the above-mentioned proposals which may be lodged with them within fourteen days from 11th February 1941. Any such objection should be in writing, signed by the person making the same (adding his or her address), and sent to the Secretary, Cotton Waste Reclamation Trade Board (Great Britain), Gordon Hotel, Leicester Street, Southport, Lancashire. It is desirable that persons making objections should state the precise grounds of their objections.

G. H. TREGGAR, Secretary.

10th February 1941.

Commission signed by the Lord Lieutenant of the Counties of Orkney and Zetland.

Patrick Neale Sutherland Graeme, Esq., C.B.E., to be a Deputy Lieutenant for the County of Orkney.—Dated 31st January 1941.

Ministry of Agriculture and Fisheries.

DISEASES OF ANIMALS ACTS,
1894 to 1937.

Notice is hereby given in pursuance of Section 49 (3) of the Diseases of Animals Act, 1894, that the Minister of Agriculture and Fisheries has made the following Order:—

Order No. 6047.

(Dated 30th January 1941.)

Subject.

Permits cattle, sheep, goats or swine shipped from Eire or Northern Ireland, except from the port of Londonderry, to be landed at the approved landing places at Birkenhead and Glasgow for the purpose of slaughter at the said landing places.

Copies of the above-mentioned Order may be obtained from The Secretary, Ministry of Agriculture and Fisheries, Animal Health Division, Fernlea, St. Annes, Lytham St. Annes, Lancs.

In the Court of the Railway Rates Tribunal
ROAD AND RAIL TRAFFIC ACT, 1933.

AGREED CHARGES.

NOTICE is hereby given that Applications for the approval of Agreed Charges under the provisions of Section 37 of the Road and Rail Traffic Act, 1933, entered into with the Traders set out in the Schedule hereto, have been lodged with the Railway Rates Tribunal.

The Procedure to be followed in regard to the inspection of the said Applications and the filing of Notices of Objections is that published in the Edinburgh Gazette of 28th July 1936, except that Applications may be inspected in LONDON at the District Goods Manager's Office, L.M. & S. Railway, Broad Street Station, E.C.2, and not at the Railway Clearing House, Eversholt Street, N.W.1.

Printed copies of the Procedure can be obtained from the Railway Rates Tribunal, Bush House, Aldwych, London, W.C.2.

Notices of Objection to any of the said Applications must be filed on or before the 4th March 1941.

A copy of each Application can be obtained from the Secretary, Railway Clearing House, Amersham, Bucks, price 1s. post free.

T. J. D. ATKINSON, Registrar.

The Railway Rates Tribunal,
Bush House,
Aldwych,
London, W.C.2.

5th February 1941.

SCHEDULE.

Alfred Adams & Co. Ltd., West Bromwich.

The Bear Honey Co. Ltd., Isleworth, Middlesex; Beatties Biscuits Ltd., Glasgow, C.3; J. Bibby & Sons Ltd., Liverpool, 3; British Doughnut Co. Ltd., Westmoreland Road, Queensbury, London, N.W.9; British Home Stores Ltd., Abbey House, 221, 223 Baker Street, London, N.W.1; Montague Burton Ltd., Leeds, 9; Bushell Bros. Ltd., Shanghai House, 8 Botolph Lane, Eastcheap, London, E.C.3.

Calor Gas (Scotland) Ltd., Glasgow, C.2; Carreras Ltd., Arcadia Works, Hampstead Road, London, N.W.1; R. J. Collins Ltd., Vanity House, Bartholomew Close, London, E.C.1; Cooper & Sons (Sheffield) Ltd., Sheffield, 2.

The Distributors & Transporters, Ltd. (Messrs. Lever Bros. & Unilever Ltd., Distributing Organisation), Unilever House, Blackfriars, London, E.C.4; Donaldson Brothers (Alloa 1937) Ltd., Alloa, Scotland; Samuel Driver Ltd., Leeds, 11.

Eburite Corrugated Containers Ltd., Park Royal Road, North Acton, London, N.W.10; Excel Co. Ltd., 50 and 52 John Street, West Smithfield, London, E.C.1.

Arthur Foister & Sons Ltd., Leicester; The Ford Motor Co. Ltd., 88 Regent Street, London, W.1; Fowler Bros. Ltd., Thornton House, Finsbury Square, London, E.C.2.

Gallaher Ltd., Belfast; Grattan Warehouses Ltd., Bradford, Yorks; The Great Universal Stores Ltd., 53 New Broad Street, London, E.C.2; Thomas Green & Son Ltd., Leeds, 2; Gregory's of Liverpool Ltd., Speke, Liverpool.

Saml. Hanson & Son Ltd., 14 Eastcheap, London, E.C.3; George Harker & Co. Ltd., 64 Park Street, Southwark, London, S.E.1; Wm. Harland & Son, Merton, London, S.W.19; Louis Harris (Glasgow) Ltd., Hillington, near Glasgow; L. Harwood, Luddendenfoot, Yorks; Heeley & Matthewman Ltd., Bradford, Yorks; H. J. Heinz Co. Ltd., Harlesden, London, N.W.10; Frederick Hill & Co., Birmingham, 5; Horlicks Ltd., Slough.

James C. Lake & Co., Northburgh Street, Clerkenwell, London, E.C.1; Henry Lister & Sons Ltd., Pudsey, Yorks.

Mars Confections Ltd., Slough; The Methy-lating Co. Ltd., 21 St. James's Square, London, S.W.1; Thomas Mitchelhill, Craig-millar, Edinburgh, 9.

Norfolk Canneries Ltd., Victoria House, Bloomsbury Square, London, W.C.1.

Premier Soap Co. Ltd., Hull; Premier Yeast Co. Ltd., Greenford, Middlesex.

Romac Motor Accessories Ltd., Romac Works, The Hyde, Hendon, London, N.W.9.

Scoffin & Willmott Ltd., Barking; Arthur Shaw & Co. Ltd., Willenhall, Staffs; The Shaw Foundry Co. Ltd., Willenhall, Staffs; Sichel Adhesives Ltd., Richmond, Surrey; Jas. Smith & Sons (Cleaners) Ltd., Dewsbury; J. Smith Hargreaves & Co. Ltd., Manchester; The South Wales Sack & Bag Co. Ltd., Cardiff; Springcot Ltd., Dagenham, Essex; Stonehouse Paper & Bag Mills Ltd., Stonehouse, Glos; Sutton & Sons Ltd., Reading.

Tattis Potato Crisps Ltd., Ormskirk; John Thomas, Sons & Co., Bristol, 1; T. G. Tickler Ltd., Grimsby; Turnbull & Stockdale Ltd., Ramsbottom.

The Wall Paper Manufacturers Ltd., Holmes Chapel, near Crewe; Walsh Ltd., Blackburn; Warren & Reynolds Ltd., 115-121 Tooley Street, London, S.E.1; Joseph W. Whitworth Ltd., Luddendenfoot, Yorks; Wiggins Teape & Co. (1919) Ltd., 46-58 Mansell Street, Aldgate, London, E.1; F. W. Woolworth & Co. Ltd., New Bond Street House, 1-5 New Bond Street, London, W.1.

STATEMENT showing the QUANTITIES SOLD and AVERAGE PRICE of BRITISH CORN per Hundred-weight of 112 Imperial Pounds,* as received from the INSPECTORS of CORN RETURNS in the week ended 1st February 1941, 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	187,627	14	7
BARLEY	287,624	21	3
OATS	55,292	15	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 prices in the statement above are based on returns received from Inspectors during the week ending 1st February 1941, and represent on the whole the average prices ruling in the week ending 25th January 1941.

A. T. A. DOBSON,
Principal Assistant Secretary.

Ministry of Agriculture and Fisheries,
Hotel Majestic, St Annes, Lytham St. Annes, Lancs.

King's and Lord Treasurer's
Remembrancer's Office, Exchequer Chambers,
Edinburgh, 1, 5th December 1940.

NOTICE is hereby given that the Estate of
THORBURN HAIRSTENS ALLAN, 22
Kirk Street, Prestwick, who died there on 9th
October 1939, has fallen to His Majesty as *ultimus*
haeres.

JOHN A. INGLIS, K. & L.T.R.

King's and Lord Treasurer's
Remembrancer's Office, Exchequer Chambers,
Edinburgh, 1, 5th December 1940.

NOTICE is hereby given that the Estate of
Miss ISABELLA M'LEOD, a native of Skye,
resident at 15 Strangways, Larkhall, Wilts, who
died there on 8th August 1940, has fallen to His
Majesty as *ultimus haeres*.

JOHN A. INGLIS, K. & L.T.R.

I MAY RUSSELL, residing at 948 Sauchiehall
Street, Glasgow, C.3, a British subject, hereby
give notice that, after the expiration of twenty-one
days from the publication of this Notice, I intend to
assume the name of ENA MILNE in lieu of my
present name.

Dated this 8th day of February 1941.

MAY RUSSELL.

GEORGE OUTRAM & COMPANY, LIMITED.

NOTICE is hereby given that in the Petition by
the above-named Company to the Court of
Session for Confirmation of Reduction of Capital,
the Order of the Lords of Council and Session
(Lord Keith, Ordinary), dated 7th February 1941,
confirming the Reduction of Capital and the Minute
approved by the Court showing with respect to the
Share Capital of the Company as altered the several
particulars required by the Companies Act, 1929,
were registered by the Registrar of Companies on
the 7th day of February nineteen hundred and
forty-one.

WEBSTER, WILL & Co., S.S.C., 51 Castle
Street, Edinburgh, Solicitors for the
Petitioners.

To the Creditors and other Persons interested in the
Succession of the Deceased JOHN RICHMOND
HERBERTSON, 1 The Crescent, Prestwick.

A PETITION has been presented to the Court of
Session by John Hamilton, Clydebrae, Bothwell,
sole surviving Partner of the Firm of Herbertson &
Hamilton, 69 Ingram Street, Glasgow, a Creditor
to the amount required, the Executor under the
deceased's Settlement not accepting or acting, pray-
ing, under the Act 3 & 4 Geo. V., Cap. 20, Section
163, for the appointment of a Judicial Factor upon
said Estate; and which Petition will be again moved
in Court on or after the 26th day of February 1941;
of all which notice is hereby given.

WEBSTER, WILL & Co., S.S.C., 51 Castle
Street, Edinburgh, Petitioner's
Solicitors.

10th February 1941.

To the Creditors and other Persons interested in the
Succession of the Deceased FRANK HENRY
MACPHERSON, Solicitor, who resided at The
Cushats, Coylton, Ayrshire.

DAVID PATERSON, C.A., Ayr, Judicial Factor
on the Estate of the deceased Frank Henry
Macpherson, has presented a Petition to the Court
of Session for his discharge of the office of Judicial
Factor, of which notice is hereby given, and that the
Petition will be again moved in Court on or after
the twenty-sixth day of February 1941.

DAVID PATERSON.

130 High Street, Ayr.

SEQUESTRATION of ROBERT MACKAY,
Building Contractor, Muirhall Road, Larbert.

ALEXANDER STEEDMAN WHITE, Chartered
Accountant, Edinburgh, has been elected Trustee
on the Estate; and Lindsay R. Sutherland, 14 George
Street, Edinburgh, and John B. Stewart, Secretary
of D. Stewart (Bonnybridge) Ltd., Wellpark Terrace,
Bonnybridge, have been appointed Commissioners.
The Examination of the Bankrupt will take place
within the Sheriff Court House, Falkirk, on Friday
the 21st day of February 1941, at 11.30 o'clock
forenoon. The Creditors will meet within the
Chambers of Messrs. Romanes & Munro, C.A., 50
Frederick Street, Edinburgh, on Tuesday the 4th
day of March 1941, at eleven o'clock forenoon, when
one Commissioner falls to be elected.

ALEX. S. WHITE, C.A., Trustee.

Edinburgh, 11th February 1941.

To the Creditors on the Sequestered Estates of
ANDREW CLARK, Justice of the Peace, Director
of Public Companies, residing at The Cairns,
Cambuslang, near Glasgow.

INTIMATION is hereby given that the Sheriff of
Lanark, by an Interlocutor dated 7th February
1941, has appointed a General Meeting of Creditors,
to be held within the Faculty Hall, St. George's
Place, Glasgow, on Friday the twenty-first day of
February nineteen hundred and forty-one, at twelve
o'clock noon, for the purpose of electing a new
Trustee and Commissioners to administer and divide
further assets which have been discovered.

W. RAMSAY GEMMILL, Solicitor, 172
St. Vincent Street, Glasgow,
Agent in the Sequestration.

Glasgow, 8th February 1941.

THE Copartnership of STEVENSON, GUTHRIE
& WILSON, Solicitors, 83 West Regent Street,
Glasgow, has been DISSOLVED as on 7th February
1941, by mutual consent.

The Subscriber William James Guthrie will carry
on business at 102 Bath Street, Glasgow, on his own
account and under his own name. The Subscriber
John Wilson will carry on business at the Firm's
present address on his own account and under his
own name.

Both parties are authorised to uplift debts due to
the Firm and the liabilities of the Firm will be
discharged by them.

Dated at Glasgow, this 7th day of February 1941.

W. J. GUTHRIE.

JOHN WILSON.

Witnesses to the Signatures of the said
William James Guthrie and
John Wilson—

DANIEL MACDONALD, Witness, Law
Clerk, 83 West Regent Street,
Glasgow.

WM. SMITH, Witness, Law Clerk,
83 West Regent Street, Glasgow.

THE BANKRUPTCY ACTS, 1914 AND 1926.

FROM THE LONDON GAZETTE,

RECEIVING ORDERS.

James Cairn, 1 Whitehall Place, London, S.W.1,
journalist, lately carrying on business at 3 Brick-
hill Lane, London, E.C.4, as a fur and skin mer-
chant, and 21 Berkeley Square, London, W.1, as
a retail furrier.

Harold Dearden, lately 15 Hay Hill, London, W.1,
temporarily residing at 1 and 2 Leicester Street,
London, W.C.1, author, and now of no permanent
address.

Mrs. Dorothy Sinclair M'Lean, lately of Flat 3, 20 Denman Street, Piccadilly, London, of no occupation, present address unknown.

Kenneth Malcolm & Co. (a firm), carrying on business at 3 Lime Street, London, E.C., merchants and agents.

Stanley Parkes Mummery, M.R.C.S., L.R.C.P., L.D.S., Tyes Cross, Hartley Way, Purley, Surrey, practising at 10 Cavendish Place, London, W.1, dental surgeon.

J. Graham Poore, 21 Mount View, Mount Avenue, Ealing, W.5, and carrying on business at Hastings House, 10 Norfolk Street, Strand, London, W.C.2, advertising agent.

Frederick John Roberts, carrying on business at 17 Waterloo Place, London, S.W.1, officer in H.M. Army.

Francis William Page May, 138 Winchester Road, Lower Edmonton, in the county of Middlesex, general store keeper.

John William Dixon, Minting, in the county of Lincoln, wheelwright.

Charles Nowell Goswell, residing at 306 Darley Avenue, Chorlton-cum-Hardy, Manchester, in the

county of Lancaster, and carrying on business under the name or style of Royal-ees Products, at Balmoral Works, Delamere Road, Levenshulme, Manchester aforesaid, bedding manufacturer.

Thomas William Enticknap, residing and carrying on business at 1 Central Avenue, Welling, in the county of Kent, under the name or style of "Central Supplies," builders' merchant.

Harry Klein, 117 Polefield Road, Polefield, Prestwich, in the county of Lancaster, market assistant.

T. Gutsell & Sons, 1 Albert Villas, Mayfield, in the county of Sussex, hay and straw merchants.

James Francis Lane, The George and Dragon Hotel, Hastings Road, Lamberhurst, in the county of Kent.

ORDER ANNULLING, REVOKING, OR
RESCINDING ORDER.

Frank Edward Walton, Island Hotel, Eel Pie Island, Twickenham, Middlesex, lately residing at "Leacroft," Albourne, Sussex, electrical engineer.

NOTICE.

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

SCALE OF CHARGES FOR ALL ADVERTISEMENTS IN THE EDINBURGH GAZETTE

For	100 words and under	...	...	...	...	£0	15	0
Above	100 and not exceeding	150	...	...	...	1	2	6
"	150	"	"	200	...	1	10	0
"	200	"	"	250	...	1	17	6
"	250	"	"	300	...	2	5	0
"	300	"	"	350	...	2	12	6
"	350	"	"	400	...	3	0	0
"	400	"	"	450	...	3	7	6
"	450	"	"	500	...	3	15	0

And 7s. 6d. extra for each additional 50 words or part of 50 words.

Friendly Societies' Notices, each 7s. 6d.

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The dues paid on withdrawn Advertisements cannot be returned.

All letters must be Post Paid.

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