

in the county of London in which the making of wearing apparel is carried on.

It is proposed that the Order shall come into force on 1st May, 1911, and shall cease to be in force on and after 1st July, 1911.

Home Office, Whitehall,
17th March, 1911.

Downing Street,
15th March, 1911.

The KING has been pleased by Letters Patent, dated the 17th February, 1911, passed under the Great Seal of the United Kingdom, to reconstitute the office of Governor and Commander-in-Chief of the Straits Settlements and their Dependencies, and to make further provision for the government thereof.

Board of Trade (Harbour Department),
London, March 16, 1911.

H. 3585.

The Board of Trade have received a copy of the following Quarantine Notice, dated 9th March, issued by the Government of Malta:—

GOVERNMENT NOTICE.

Information having been received that an infectious or contagious disease, dangerous to mankind, to wit, epidemic cerebro-spinal meningitis, exists in Athens, it is hereby declared that Athens and the Piræus are infected places, within the meaning of Article 1 of the Regulations made under the Fourth Sanitary Ordinance, 1908, published on the 28th August, 1908, as amended by Government Notices Nos. 199, 214, 243, 290 and 324 of 1910.

By command,

E. P. S. ROUPELL,

Acting Lieutenant-Governor
and Chief Secretary to Government.

Lieut.-Governor's Office,
The Palace, Valletta,
March 9, 1911.

Board of Trade (Harbour Department),
London, March 16, 1911.

H. 3618.

The Board of Trade have received, through the Secretary of State for Foreign Affairs, a copy of the following Telegram, dated 15th March, from His Majesty's Minister at Athens:—

Disinfection, rat destruction and medical inspection imposed on arrivals from Odessa.

RAILWAY AND CANAL TRAFFIC ACT, 1888.

Whereas application has been made to the Board of Trade on behalf of all the Railway Companies in the United Kingdom to amend the classification of merchandise traffic and Schedules of Maximum Rates and Charges fixed in pursuance of the above-mentioned Act, by adding to the said classification the following articles, matters, or things, viz.:—

Chemical Balances.

And whereas the Board of Trade have heard the Railway Companies in support of the application, there being no opposition to the said application:

Now, therefore, the Board of Trade, in pursuance of the powers in them vested by the provisions of section 24, sub-section (11), of the above-mentioned Act, do hereby determine and order that the classification of merchandise traffic and Schedules of Maximum Rates and Charges confirmed by the Acts of Parliament set out in the Schedule to this Order be amended in manner following, that is to say, by adding to

Class 5.—Chemical Balances.

Dated this 15th day of March, 1911.

H. Llewellyn Smith,

Secretary, Board of Trade.

SCHEDULE.

The Great Eastern Railway Company (Rates and Charges) Order Confirmation Act, 1891 (54 & 55 Vict. c. 214).

The Great Northern Railway Company (Rates and Charges) Order Confirmation Act, 1891 (54 & 55 Vict. c. 215).

The London and South Western Railway Company (Rates and Charges) Order Confirmation Act, 1891 (54 & 55 Vict. c. 216).

The London, Brighton and South Coast Railway Company (Rates and Charges) Order Confirmation Act, 1891 (54 & 55 Vict. c. 217).

The London, Chatham and Dover Railway Company (Rates and Charges) Order Confirmation Act, 1891 (54 & 55 Vict. c. 218).

The Midland Railway Company (Rates and Charges) Order Confirmation Act, 1891 (54 & 55 Vict. c. 219).

The South Eastern Railway Company (Rates and Charges) Order Confirmation Act, 1891 (54 & 55 Vict. c. 220).

The London and North Western Railway Company (Rates and Charges) Order Confirmation Act, 1891 (54 & 55 Vict. c. 221).

The Great Western Railway Company (Rates and Charges) Order Confirmation Act, 1891 (54 & 55 Vict. c. 222).

The Railway Rates and Charges No. 1 (Abbotsbury Railway, &c.) Order Confirmation Act, 1892 (55 & 56 Vict. c. 39).

The Railway Rates and Charges No. 2 (Brecon and Merthyr Tydfil Junction Railway, &c.) Order Confirmation Act, 1892 (55 & 56 Vict. c. 40).