

*Board of Trade (Marine Department),
Whitehall Gardens, S.W.,
September 2, 1911.*

The Board of Trade hereby give notice, under the General Rules for Formal Investigations into Shipping Casualties and Appeals and Rehearings, 1907, that they have received, during the month of August, 1911, the following Report of a Formal Investigation into a Shipping Casualty held by a Court in a British Possession abroad:—

Report of a Court of Inquiry held at Sydney on the 30th day of June, 1911, into the circumstances attending the collision between the Steamship "Natal Transport," of West Hartlepool, Official Number 127459, and the steamship "Archer," of Sydney, Official Number 87082, in Newcastle Harbour, New South Wales, on the 25th May, 1911.

The above rates are weekly rates based on a week of 52 hours, but they shall be subject to a proportionate deduction or increase according as the number of hours actually spent in any week by the learner in the factory or workshop is less or more than 52.

The Trade Board will consider any objections to the above rates which may be lodged with them within three months from the fourth day of September, 1911. Such objections should be in writing and signed by the person making the same (adding his full name and address), and should be sent to the Secretary of the Paper Box Trade Board, Trafalgar Buildings, Northumberland Avenue, London W.C.

DATED this first day of September, 1911.

SIGNED by the ORDER of the TRADE BOARD.

W. B. Yates,
Chairman.

TRADE BOARDS ACT, 1909.

In accordance with Regulations made under section 18 of the above Act, by the Board of Trade, and dated 27th April, 1910, the Trade Board established under the above Act for that branch of the Box Trade in Great Britain which is engaged in the making of Boxes or parts thereof made wholly or partially of Paper, Cardboard, Chip, or similar material, have given notice as required by section 4 (2) of the above Act, that they "Propose to fix"—

Minimum Time Rates for the trade of making Boxes or parts thereof made wholly or partially of Paper, Cardboard, Chip or similar material as follows:

(a) For female workers in a factory or workshop not being a domestic factory or workshop, *3d. an hour.*

(b) For female homeworkers, including workers in a domestic factory or workshop, *3d. an hour.*

The above rates are to apply to all female workers (excepting all female learners as defined by the Trade Board) who are wholly, mainly or substantially employed in the making of boxes or parts thereof as aforesaid or in any branch or process thereof, but shall not apply to any female workers who are merely employed in work incidental or ancillary thereto.

The above Trade Board have also given similar notice that they propose to fix the following minimum time-rates for female learners (as defined by them):

During the first six months of employment, *4s. per week.*

During the second six months of employment, *5s. per week.*

For the third six months of employment, *6s. per week.*

During the fourth six months of employment, *8s. per week.*

During the fifth six months of employment, *9s. per week.*

During the sixth six months of employment, *10s. 6d. per week.*

REGULATIONS for the control of the Admiralty Waters at Gibraltar, as defined by Order in Council of 22nd March, 1911.

The following shall be substituted for the Regulations dated 13th May, 1910:—

The limits of the Admiralty waters are as follows:—

All the water area lying between the Admiralty Harbour Works, the North Mole, and the shore, together with the water area extending from the outer edge of low water for a width of 200 yards outside the same from Rosia Mole to the south to the south end of the West Arm of the North Mole—including the Northern Entrance—and for a width of 50 yards outside the faced wall of the North Mole.

The term King's Harbour Master used in these regulations includes any person for the time being performing the duties of Harbour Master under the direction of the Senior Naval Officer.

1. No merchant or other private vessel shall enter, anchor, moor, or afterwards shift berth within the Admiralty waters without the permission of the King's Harbour Master, and no vessel having received such permission shall enter or move within the enclosed Harbour without obtaining the services of a qualified pilot or other authorized person.

2. To prevent chance of collisions with H.M. Ships in either entrance the following regulations will be observed:—

When any of H.M. Ships are about to enter or leave Admiralty waters the following signals will be displayed at the Dockyard Tower by direction of the Senior Naval Officer, and repeated at the lighthouses at the north end of the South Mole and at the south end of the North Mole:—

By day: A square Red flag.

By night: A Red light and a green light vertical, 6 feet apart.