

objection with respect to the draft Regulations by or on behalf of any person affected thereby must be sent to the Secretary of State within 30 days from this date. Every such objection must be in writing, and must state (a) the specific grounds of objection; (b) the omissions, additions or modifications asked for.

Whitehall, 9th May, 1913.

COAL MINES ACT, 1911.

The Secretary of State for the Home Department hereby gives notice that on 3rd May, 1913, he made an Order in pursuance of section 33 of the Coal Mines Act, 1911, approving the Ceag Miners' Safety Lamp for use in all mines to which the Act applies, subject to the conditions specified in the Schedule to the Order.

Copies of the Order can be purchased, either directly or through any bookseller, from Messrs. Wyman and Sons, Ltd., Fetter Lane, London, E.C., and 54, St. Mary Street, Cardiff; H.M. Stationery Office (Scottish Branch), 23, Forth Street, Edinburgh; and Messrs. E. Ponsonby Ltd., 116, Grafton Street, Dublin.

Whitehall, 7th May, 1913.

The Right Honourable Reginald McKenna, one of His Majesty's Principal Secretaries of State, has appointed Thomas Meek to be a Sub-Inspector of Mines.

Whitehall, 8th May, 1913.

*Downing Street,
8th May, 1913.*

The KING has been pleased by Letters Patent passed under the Great Seal of the United Kingdom, dated the 3rd April, 1913, to reconstitute the office of Governor and Commander-in-Chief of the Colony of Sierra Leone, and to make further provision for the government thereof.

In the matter of the Railway and Canal Traffic Act, 1888, and of an application by the London and North-Western Railway Company for a warrant authorizing the abandonment of certain portions of the Shropshire Canal.

WARRANT OF ABANDONMENT.

Whereas by section 45, sub-section (1) of the Railway and Canal Traffic Act, 1888, it is enacted that where, on the application of a

Canal Company, it appears to the Board of Trade that any canal or part of a canal belonging to the applicants (hereinafter referred to as an "unnecessary canal") is at the time of making the application unnecessary for the purposes of public navigation, the Board of Trade may by warrant signed by their secretary authorize the abandonment by the existing proprietors of such unnecessary canal. And by sub-section 2 of the same section it is enacted that in the case of an unnecessary canal no warrant of abandonment shall be granted unless the Board of Trade are satisfied:—

(a) That it is unnecessary for the purposes of public navigation;

(b) That the application has been expressly authorized by a resolution of a majority of the shareholders of the Canal Company owning the canal present and voting at an extraordinary or special general meeting of that Company;

(c) That such public and other notices of the application have been given as the Board of Trade may require;

(d) That compensation has been made to all persons entitled to compensation by reason of the proposed abandonment of the canal;

And whereas by virtue of section 46 of the above-mentioned Act the expression "Canal Company" in the hereinbefore recited section includes a "railway and canal company," so far as relating to any canal of any such last-mentioned company:

And whereas by a public Act of Parliament, 28 Geo. 3, c. 73, a company was incorporated by the name of "the Company of Proprietors of the Shropshire Canal Navigation," and was empowered to make and maintain "a navigable canal," herein called the Shropshire Canal, "from the canal at Donnington Wood, in the county of Salop, to or near a place called Southall Bank, and from thence by two several branches to communicate with the River Severn, one near Coalbrook Dale and the other near Madeley Wood, in the said county, and also certain collateral cuts to join such canal";

And whereas the Shropshire Canal was made accordingly and was vested in the London and North-Western Railway Company by virtue of the London and North-Western Railway (Additional Powers) Act, 1861, and an agreement, dated the 25th March, 1857, scheduled to that Act:

And whereas the London and North-Western Railway Company, on the 17th day of October, 1912, made application to the Board of Trade, pursuant to the hereinbefore recited section 45, sub-section (1) of the Railway and Canal Traffic Act, 1888, for a warrant authorizing the abandonment of the undermentioned portions of the Shropshire Canal on the ground that the same were unnecessary for the purposes of public navigation within the meaning of the said section, namely, the portions of the upper canal between the Madeley Wood Company's Bridge (south of the Blast Furnaces) and the Inclined Plane, and between the Company's Wharf at Tweedale, and the Tweedale end of the canal, in the county of Salop:

And whereas the Board of Trade have satisfied themselves on the matters referred to in the hereinbefore recited sub-section 2 of the