under and in accordance with the Sheep-Dipping (Scotland and North of England) Order of 1915, *or* that the sheep have been dipped in the current year under and in accordance with the Sheep-Dipping (England and South Wales) Order of 1915.

In witness whereof the Board of Agriculture and Fisheries have hereunto set their Official Seal this twenty-fifth day of September, nineteen hundred and fifteen.

L. S.

F. L. C. Floud,
Assistant Secretary.

Copies of the above Orders can be obtained on application to the Secretary, Board of Agriculture and Fisheries, 4, Whitehall Place, London, S.W.

DISEASES OF ANIMALS ACTS, 1894 TO 1914.

BOARD OF AGRICULTURE AND FISHERIES.

Notice is hereby given, in pursuance of section 49 (3) of the Diseases of Animals Act, 1894, that the Board of Agriculture and Fisheries have made the following Orders:—

Date.	Subject.
1915.	
22nd September	An imported dog belonging to Messrs. Lowery and Company.
24th September	An imported dog belonging to Major P. Molloy.

Copies of these Orders may be obtained at 4, Whitehall Place, London, S.W.

PATENTS AND DESIGNS ACT, 1907.

Restoration of Lapsed Patent Under Section 20.

Notice is hereby given, that an Order was made on the 24th day of September, 1915, restoring the Letters Patent granted to Walter Thomas Ramsden for an invention entitled "Improvements in steam loop for returning water of condensation to boilers," numbered 26971 of 1908, and bearing date the 12th day of December, 1908.

W. TEMPLE FRANKS,
Comptroller-General.

ADMIRALTY NOTICE TO MARINERS.

No. 862 of the year 1915.

ENGLAND, EAST COAST.

River Humber—Pilotage.

Former Notice.—No. 431 of 1915; hereby cancelled.

Mariners are hereby warned that, under the Defence of the Realm (Consolidation) Regulations, 1914, the following regulations with regard to Pilotage of the River Humber are now in force:—

1. All pilotage certificates granted to masters and mates for the whole or any part of the Humber Pilotage district are suspended and further all vessels (irrespective of draught, size, or nationality, but with the exception of those provided for in paragraph 2) bound to or from any place on the Humber must be conducted by licensed pilots over the whole or any part of the waters between Hull and the Outer Pilotage station of the Humber Pilotage district, which, until further notice, will be situated in the neighbourhood of the Bull light-vessel.

2. In the case of lighter inter-dock traffic and of small British vessels engaged in local trade above Immingham, pilotage by licensed pilots is not compulsory.

3. During the hours of official night, and during fog with visibility of less than half-a-mile; no traffic is permitted to move on the Humber below Paull point; also when these conditions prevail no vessel should enter or remain within a radius of five miles from Spurn light-vessel.

4. A vessel should not approach the Humber unless there is sufficient time available to enable such vessel to obtain a pilot and to arrive at her destination, or at a position in which she is permitted to anchor, before the commencement of official night.

5. No vessel should anchor whilst awaiting a pilot.

6. Vessels when leaving the Humber must proceed direct to sea. Should it be necessary to wait for the weather to moderate or clear, they must remain inside the river at an authorised anchorage.

The pilot lobbies will be notified when the existence of fog outside the river is known.

7. A pilot should not board a vessel unless there is sufficient time available to enable such vessel to arrive at her destination, or at a position in which she is permitted to anchor, before the commencement of official night. The latest time at which the Pilot cutter stationed at the Bull light-vessel should board inward-bound vessels is one hour before the commencement of official night.

Vessels bound outward should not pass Hawkins point later than 45 minutes before the commencement of official night.

8. All vessels proceeding into or out of the Humber must be navigated by way of Hawke and Sunk roads passing to the Northward of the Bull light-vessel, except those outward-bound from Grimsby, which may cross the Middle shoal leaving the Middle light-vessel on the starboard hand, but they must pass at once into the channel north of the Middle after rounding the light-vessel.

NOTE.—The five-fathom channel through the Sunk and Hawke roads is very narrow at the western entrance and also at a point north of the Middle light-vessel; deep-draught vessels steaming against the tide when approaching the buoys marking these portions of the channel should endeavour to avoid pass-