

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 Order:—

Date.	Subject.
1917.	
29th August ...	An imported dog, belonging to Captain Fex.

Copies of this Order may be obtained at 4, Whitehall Place, London, S.W. 1.

*Ministry of Food,*

28th August, 1917.

THE TEA (RETURNS) ORDER, 20TH AUGUST,  
1917.

Statutory Rule and Order, 1917, No. 863,  
price 1d. net, post free 1½d.

Notice is hereby given, that the above named Order has been made by the Food Controller, and that copies of the Order and of all other Orders made by the Food Controller, printed as Statutory Rules and Orders, and receivable in evidence under the Documentary Evidence Acts, can be purchased at the prices stated, through any bookseller or directly from H.M. Stationery Office, at the following addresses: Imperial House, Kingsway, London, W.C. 2; 37, Peter Street, Manchester; 1, St. Andrew's Crescent, Cardiff; 23, Forth Street, Edinburgh; or, E. Ponsonby, Ltd., 116, Grafton Street, Dublin.

SPECIAL ACTS (EXTENSION OF TIME)  
ACT, 1915.

TYNE IMPROVEMENT ACTS, 1850 TO 1907.

BY virtue and in exercise of the powers conferred on them by the Special Acts (Extension of Time) Act, 1915, the Board of Trade hereby Order that the time limited by Sections 10 and 15 of the Tyne Improvement Act, 1907, for the completion of the works authorised by the above mentioned Acts shall be extended by one year from the 4th July, 1918.

Dated this 11th day of August, 1917.

*Garnham Roper,*

An Assistant Secretary to the  
Board of Trade.

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## ADMIRALTY

## NOTICE TO MARINERS.

No. 870 of the year 1917.

ENGLISH CHANNEL, NORTH SEA  
SOUTHERN PORTION, WITH RIVERS  
THAMES AND MEDWAY AND  
APPROACHES.

*Pilotage and Traffic Regulations.*

*Former Notice.*—No. 729 of 1917; hereby cancelled.

Mariners are hereby warned that, under the Defence of the Realm (Consolidation) Regulations, 1914, the following Regulations have been made by the Lords Commissioners of the Admiralty and are now in force:—

I. ENGLISH CHANNEL AND NORTH  
SEA SOUTHERN PORTION—PILOT-  
AGE REGULATIONS.

1. All ships (other than British ships when trading coastwise or to or from the Channel islands, or to or from the Port of Brest, or any French Channel Port north and east of Brest, or any Netherlands Continental Port, and not carrying passengers) whilst bound from, and whilst navigating in the waters from, the Downs Pilot Station to Gravesend or *vice versa*, must be conducted by Pilots licensed by the London Trinity House.

2. All ships (other than British ships when trading coastwise or to or from the Channel islands, or to or from the Port of Brest, or any French Channel Port north and east of Brest, or any Netherlands Continental Port, and not carrying passengers) whilst bound from, and whilst navigating in the waters from, Gravesend to Great Yarmouth or *vice versa*, must be conducted by Pilots licensed by the London Trinity House.

3. Clauses 1 and 2 above do not apply to British ships whilst navigating in the waters between the Downs Pilot Station and Gravesend, or between Gravesend and Great Yarmouth or between Great Yarmouth and the Downs Pilot Station, provided that they do not make use of any port in the London Pilotage District within these limits.

4. All ships (other than British ships of less than 3,500 tons gross tonnage, when trading coastwise or to or from the Channel islands, or to or from the Port of Brest or any French Channel Port north and east of Brest, or any Netherlands Continental Port, and not carrying passengers) whilst navigating in the waters from Gravesend to London Bridge or *vice versa*, must be conducted by Pilots licensed by the London Trinity House.

5. All ships (other than British ships) whilst navigating in the waters between the Downs Pilot Station and Great Yarmouth and *vice versa*, and between those places and the Sunk light vessel, or any intermediate pilot station that may hereafter be established, and *vice versa*, must be conducted by Pilots licensed by the London Trinity House.

6. The Trinity House Pilot Station at Dungeness having been discontinued, pilotage is therefore not compulsory between the Downs Pilot Station and Dungeness, except for ships bound into or out of the Harbours of Dover and Folkestone.

7. Trinity House Pilot Stations have been established at the undermentioned places, and merchant vessels not under compulsion of