

The undermentioned Pilot Officers on probation are confirmed in rank:—

Adrian Charles Cudbright SELIGMAN. 17th Mar. 1931.

Arnold James Cohen STUART. 17th Mar. 1931.

John Olding HINKS. 20th Mar. 1931.

William Edwin COOPE. 21st Mar. 1931.

Edwin SHIPLEY. 21st Mar. 1931.

Norman Blennerhassett MASSY. 24th Mar. 1931.

Arthur Henry SEYMOUR-LUCAS. 26th Mar. 1931.

James Antony Hosking SARGEANT. 28th Mar. 1931.

Cecil Hollist BARNES. 28th Mar. 1931.

The undermentioned Pilot Officers are promoted to the rank of Flying Officer:—

Trevor Gwyn Emmerson PRICE. 1st Feb. 1931.

Giles Philip Eliot HOWARD. 7th Feb. 1931.

Howson Charles DEVITT. 8th Feb. 1931.

John Henry GOODDEN. 18th Feb. 1931.

Glencairn Sholto OGILVIE. 9th Mar. 1931.

Flying Officer John Vivian HOLMAN is transferred from Class C to Class A. 20th Feb. 1931.

Flying Officer William Richardson BAILEY is transferred from Class AA (i) to Class C. 5th Mar. 1931.

Civil Service Commission,

March 31, 1931.

The Civil Service Commissioners hereby give notice that an Open Competitive Examination for the situation of Non-Established Draughtsman in the Survey Section of the Tithe Branch of the Ministry of Agriculture and Fisheries will be held in London, commencing on the 27th May, 1931, under the Regulations dated the 9th March, 1928, and published in the London Gazette of the same date.

Not fewer than two vacancies will be filled on the result of this examination, if so many candidates should be found to be qualified in all respects.

No person will be admitted to Examination from whom the Secretary of the Civil Service Commission has not received, on or before the 7th May, 1931, an application, in the Candidate's own handwriting, on a prescribed form, which may be obtained from the Secretary at once.

MINISTRY OF HEALTH.

DEVONSHIRE JOINT VAGRANCY COMMITTEE.

Notice is hereby given under the Rules Publication Act, 1893, that it is proposed by the Minister of Health, after the expiration of at least 40 days from this date, in pursuance of the powers given to him by section 3 of the Poor Law Act, 1930, to make regulations entitled the Devonshire Joint Vagrancy Committee Order, 1931, for combining the County of Devon and the County Boroughs of Exeter and Plymouth, for the purpose of the better administration of the relief of casuals within the combined areas.

And that on account of urgency the Minister of Health, under section 2 of the Rules Publication Act, 1893, has for the purpose aforesaid, made regulations entitled the Devonshire Joint Vagrancy Order, 1931, to come into force immediately as provisional regulations, to continue in force until regulations have been made in accordance with the provisions of section 1 of that Act.

Copies of the provisional regulations, which constitute the draft of the regulations to be made as aforesaid, can be purchased, directly from H.M. Stationery Office, at the following addresses:—Adastral House, Kingsway, London, W.C. 2; 120, George Street, Edinburgh; York Street, Manchester; 1, St. Andrew's Crescent, Cardiff; or through any bookseller.

Dated this 31st day of March, 1931.

ROAD TRAFFIC ACT, 1930.

Notice is hereby given that in pursuance of the powers conferred upon him by Sub-section (3) of Section 19 of the Road Traffic Act, 1930 (hereinafter called "the Act"), the Minister of Transport has made an Order under the short title of "the Road Traffic Act, 1930" (Variation of Provisions of Section 19) Order, 1931, which Order is as follows:—

PART I.

Variation of Provisions of Section 19 so far as it relates to motor vehicles referred to in Section 19 (1) (a) of the Act (Public Service Vehicles).

Paragraph (i) of sub-section (1) of Section 19 of the Act shall be varied so as to provide that in the case of a stage carriage where in any period of 24 hours one period of duty only is worked not exceeding 8½ hours in length then the limit of 8½ hours may be substituted for the limit of 5½ hours imposed by the said paragraph in respect of a continuous period of driving if the driver of the vehicle is allowed intervals of time for signing on and off and for looking over the vehicle before the vehicle leaves and after the vehicle returns to the garage, and for lay over to an extent which in the aggregate is not less than 45 minutes provided that where the continuous period of duty does not exceed 8 hours the allowed intervals of time need not exceed 40 minutes.

Paragraph (iii) of sub-section (1) of Section 19 of the Act shall be varied so as to provide that if between any two periods of driving an express carriage or a contract carriage there is an interval of not less than four consecutive hours at a destination during which the driver of the vehicle is able to obtain rest and refreshment, the period of eight consecutive hours may be substituted for the period of ten consecutive hours of rest on one day in any period of seven consecutive days, or on two days in any period of seven consecutive days if the said period includes a Bank Holiday.

The proviso to sub-section (1) of Section 19 of the Act shall be varied so as to provide that in the case of a stage carriage the period of 8 consecutive hours may on one day in any period of 7 consecutive days be substituted for the period of 9 consecutive hours for rest.