

County Courts (Admiralty Jurisdiction) Order in Council, 1899, shall have effect as amended by this Order.

M. P. A. Hankey.

SCHEDULE.

The Mayor's and City of London Court.
The County Courts of Essex held at Grays, Thurrock, Romford and Ilford, and Southend.
The County Courts of Kent held at Dartford and Gravesend.
The Bow County Court of Middlesex.
The Whitechapel County Court of Middlesex.
The Westminster County Court of Middlesex.
The West London (Brompton) County Court of Middlesex.
The County Court of Middlesex holden at Brentford.
The County Court of Surrey held at Kingston-on-Thames.
The County Court of Surrey holden at Wandsworth.
The Lambert County Court of Surrey.
The Southwark County Court of Surrey.
The County Court of Kent holden at Greenwich and Woolwich.

At the Court at *Buckingham Palace*, the 21st day of *July*, 1932.

PRESENT,

The KING's Most Excellent Majesty in Council.

WHEREAS by Section 445 of the Merchant Shipping Act, 1894 (57-8 V. c. 60) it is enacted that where the Board of Trade certify that the laws and regulations for the time being in force in any foreign country and relating to overloading and improper loading are equally effective with the provisions of that Act relating thereto, His Majesty in Council may direct that on proof of a ship of that country having complied with those laws and regulations, she shall not, when in a port of the United Kingdom, be liable to detention for non-compliance with the said provisions of that Act, nor shall there arise any liability to any fine or penalty which would otherwise arise for non-compliance with those provisions:

And whereas by Section 1 of the Merchant Shipping Act, 1906 (6 E.7. c. 48), provision, as is more particularly therein mentioned, is made for applying to foreign ships when in ports in the United Kingdom certain sections of the Merchant Shipping Act, 1894, which relate to loadline, without prejudice to any direction of His Majesty in Council given under the said Section 445 of the last-mentioned Act:

And whereas the Board of Trade have certified that certain statutory regulations which have been approved by the Spanish Government relating to overloading, so far as regards the assignment of loadlines to Spanish ships are equally effective with the corresponding regulations in force in this country respecting the assignment of loadlines to British merchant ships:

Now, therefore, His Majesty in Council doth direct that on proof that Spanish ships

have complied with the aforesaid Spanish regulations, such ships shall not, when in ports of the United Kingdom, be liable to detention for non-compliance with the provisions of the Merchant Shipping Acts relating to overloading, nor shall there arise any liability to any fine or penalty which would otherwise arise for non-compliance with those provisions.

M. P. A. Hankey.

Whitehall, July 25th, 1932.

The following Address was presented to The KING on the occasion of the opening by His Majesty of the new Lambeth Bridge on the 19th July, 1932:—

LONDON COUNTY COUNCIL.

We, the Chairman, Aldermen and Councillors of the London County Council, representing the people of the capital of your Majesty's Empire, respectfully desire to convey to Your Majesty our warmest thanks for the honour conferred by Your Majesty in graciously consenting to open the new Lambeth Bridge. Fifty-three years ago, on May 24th, 1879, Your Majesty's beloved and ever-revered father and mother, then Prince and Princess of Wales, honoured our predecessors, the members of the Metropolitan Board of Works, by declaring open to the public free of toll the former Lambeth Bridge, completed by private enterprise in 1862, and acquired at a cost of £36,000 by the Board under the Metropolitan Toll Bridges Act, 1877. We therefore regard Your Majesty's presence here to-day as peculiarly appropriate, confirming as it does, the continuance of that interest which Your Majesty and the Members of Your Royal house have always shown in all that adds to the general well-being of Your loyal subjects in this great municipality.

The question of the bridging of the Thames in relation to the ever-growing needs of modern traffic is, as Your Majesty is well aware, full of difficulties, but we feel confident that by the demolition of the former effete bridge, which had been closed to vehicular traffic since 1910, and the construction of a new bridge, a valuable contribution has been made towards dealing with the problem confronting the traffic authorities in the capital to-day. The new bridge will not only ease the congestion of traffic on Westminster and Vauxhall bridges; it provides also a direct route from Victoria and the district West thereof to the Tower Bridge and the district East thereof and will, therefore, afford relief to the present heavy traffic East and West through the City. Moreover, the opportunity has been taken, in connexion with the construction of the new bridge, to divert and widen Lambeth Road and to widen the Albert Embankment and Lambeth Palace Road, to extend the Westminster Embankment wall, to widen portions of Grosvenor Road and Horseferry Road, and to construct a traffic circus at the Westminster approach. The total cost of the new bridge, including the removal of the old one and the provision (and subsequent demolition) of a temporary footbridge, together with the street works already mentioned is estimated at £936,000,