

PROCEEDINGS BEFORE BRITISH PRIZE
COURTS OVERSEA.

In continuation of the notification on page 3029 of the London Gazette of May 21st, 1940, information has been received that proceedings have been instituted in the Prize Court named below in respect of the ship specified.

Appearances by persons claiming an interest in the ship or goods laden therein should be entered as soon as possible.

SCHEDULE.

<i>Prize Court.</i>	<i>Name of Ship.</i>
Supreme Court of the Island of Ceylon.	Eleonora Maersk.
Colonial Office. 23rd May, 1940.	

Board of Trade,
Great George Street,
London, S.W.1.
23rd May, 1940.

The Board of Trade hereby give notice that they have made an Order entitled Import of Goods (Prohibition) (No. 19) Order, 1940. This Order has been published as Statutory Rules and Orders, 1940, No. 752, and copies can be purchased (Price 1d. net), directly from His Majesty's Stationery Office at the following addresses:—York House, Kingsway, London, W.C.2; 120, George Street, Edinburgh 2; 26, York Street, Manchester 1; 1 St. Andrew's Crescent, Cardiff; 80, Chichester Street, Belfast; or through any bookseller.

Board of Trade,
Great George Street,
London, S.W.1.
23rd May, 1940.

The Board of Trade hereby give notice that they have made an Order entitled Import of Goods (Prohibition) (No. 20) Order, 1940. This Order has been published as Statutory Rules and Orders, 1940, No. 753, and copies can be purchased (Price 1d. net), directly from His Majesty's Stationery Office at the following addresses:—York House, Kingsway, London, W.C.2; 120, George Street, Edinburgh 2; 26, York Street, Manchester 1; 1 St. Andrew's Crescent, Cardiff; 80, Chichester Street, Belfast; or through any bookseller.

MINISTRY OF LABOUR AND NATIONAL
SERVICE.UNEMPLOYMENT INSURANCE ACTS, 1935
TO 1939.*Statutory Rules and Orders.*

The Minister of Labour and National Service hereby gives notice that he has made the following Regulations under the Unemployment Insurance (Emergency Powers) Act, 1939:—

Statutory Rules and Orders.

1940, No. 744.

Unemployment Insurance Emergency Powers (Amendment) Regulations, 1940.
Copies of the Regulations may be purchased directly from H.M. Stationery Office at the

following addresses:—York House, Kingsway, London, W.C.2; 120, George Street, Edinburgh 2; 26, York Street, Manchester 1; 1 St. Andrew's Crescent, Cardiff; 80, Chichester Street, Belfast; or through any bookseller.

War Office,
Whitehall, S.W.1.
24th May, 1940.

The KING has been graciously pleased to approve of the appointment of—

The Reverend Joseph Henry McKew, M.C., M.A., Chaplain to the Forces, 1st Class, Royal Army Chaplains' Department, to be an Honorary Chaplain to His Majesty.

Air Ministry,
24th May, 1940.

ROYAL AIR FORCE.

The KING has been graciously pleased to approve the undermentioned awards in recognition of gallantry displayed in flying operations against the enemy:—

Awarded the Distinguished Flying Cross.

Acting Flight-Lieutenant Hugh Lomas SMEDDLE (37695).

In May, 1940, this officer was leading a formation of three aircraft on a bombing operation against Ypenburg aerodrome. When about two miles from the objective, a large number of Messerschmitt 110's attacked the formation and two of the three aircraft were forced to retire. Flight-Lieutenant Smeddle continued towards his target alone until a cannon shell burst in his cockpit, wounding him and his observer; a second shell exploding at the rear of the aircraft, wounded his air gunner and wrecked the wireless apparatus. In spite of severe wounds and the loss of his compass and wireless, Flight-Lieutenant Smeddle succeeded in throwing off the enemy attack and bringing his aircraft safely home to its base. By his great courage and determination he saved his aircraft and the lives of his crew.

Flying Officer Thomas Norman HAYES (90095).

This officer was pilot of one of six aircraft which attacked Rotterdam aerodrome in May, 1940. In company with his commanding officer he destroyed a Junkers 52 on the aerodrome by machine-gun fire. Whilst climbing, after the dive, the formation was attacked by twelve Messerschmitt 110's. Flying Officer Hayes was unable to see the enemy aircraft himself, but he skilfully manoeuvred his aircraft on instructions from the air gunner. After a short while he sighted a Junkers 52 and although hard pressed by superior numbers of other enemy aircraft and with his own aircraft damaged, Flying Officer Hayes attacked the Junkers 52 with tenacity and determination until it was seen to go down with its port engine on fire. Breaking off the engagement and skilfully evading his opponents he made for home but shortly encountered three Heinkel 111's. He