

(b) All lead purchased or sold by them for future delivery and not yet delivered on such last day together with the names of the sellers to or purchasers from them.

(c) All lead delivered to them during the preceding month.

(d) All contracts or orders existing on the last day of or entered into during the preceding month requiring for their execution the use of lead for any purpose specifying the amounts of lead required weekly for the purposes of such contracts or orders and distinguishing between the amounts required for Classes "A" and "B" respectively of Circular L.33, and the amounts required for other purposes.

Notwithstanding the above no return is required from any person whose total stock of lead in hand and on order for future delivery to him has not at any time during the preceding month exceeded 1 cwt.

(5) For the purpose of this Order the expression lead shall mean pig lead, whether virgin or remelted, sheet lead, lead pipe, and old and scrap lead or any of them.

(6) All applications for licences to purchase or use lead shall be made to:—

The Director of Materials (A.M.2.(E)),
Hotel Victoria,
Northumberland Avenue,
London, S.W.,

and marked "Lead Licence."

NOTE.—Licences to purchase and take delivery of lead situated in the United Kingdom will usually be granted by the Minister of Munitions under the above Order for necessary repairs and renewals in the ordinary course of trade, and will also be granted for any other purposes which may be approved by the Minister of Munitions, including manufacture for the purposes of Export Trade.

Every applicant for a licence must state the amount of metal required by him per month and the use to which it will be put.

Any person acting in contravention of or failing to comply with the above Order will be guilty of an offence under the Defence of the Realm Regulations and be liable to penalties of fine and imprisonment.

Ministry of Munitions of War,
2nd February 1917.

ORDER.]

LOCOMOTIVE ENGINES.

The Minister of Munitions, in exercise of the powers conferred upon him by the Defence of the Realm (Consolidation) Act, 1914, the Defence of the Realm (Amendment) No. 2 Act, 1915, the Defence of the Realm (Consolidation) Regulations, 1914, the Munitions of War Acts, 1915 and 1916, and all other powers thereunto enabling him, hereby orders that all persons (other than Railway Companies) owning or having in their possession or under their control any Steam or Petrol Locomotive Engine or Engines in Great Britain shall within ten days from the date hereof send in to the Deputy Director-General of Railway Material Licences, Ministry of Munitions, Whitehall Place, London,

S.W., Returns containing the following particulars with regard to such engine or engines:—

(a) Type of Locomotive.

(b) Steam or Petrol driven.

(c) Name or number of Locomotive.

(d) Owner's name and address.

(e) Maker of Locomotive.

(f) Date on which Locomotive was built.

(g) Gauge of Railway.

(h) Maximum height ft. ins.
and width ft. ins. of Locomotive.

(i) Work (if any) on which Locomotive employed.

(j) Weight and general description.

And to make such further Returns concerning any such engine or engines as may hereafter be required by the Deputy Director-General of Railway Material Licences.

Admiralty, 31st January 1917.

The KING has been graciously pleased to approve of the posthumous grant of the Victoria Cross to the undermentioned officers in recognition of their conspicuous gallantry in an attempt to re-provision the force besieged in Kut-el-Amara:—

Lieutenant Humphry Osbaldeston Brooke Firman, R.N.

Lieutenant-Commander Charles Henry Cowley, R.N.V.R.

The General Officer Commanding, Indian Expeditionary Force "D," reported on this attempt in the following words:—

"At 8 p.m. on April 24th, 1916, with a crew from the Royal Navy under Lieutenant Firman, R.N., assisted by Lieutenant-Commander Cowley, R.N.V.R., the 'Julnar,' carrying 270 tons of supplies, left Falahiyah in an attempt to reach Kut.

"Her departure was covered by all Artillery and machine gun fire that could be brought to bear, in the hope of distracting the enemy's attention. She was, however, discovered and shelled on her passage up the river. At 1 a.m. on the 25th General Townshend reported that she had not arrived, and that at midnight a burst of heavy firing had been heard at Magasis, some 8½ miles from Kut by river, which had suddenly ceased. There could be but little doubt that the enterprise had failed, and the next day the Air Service reported the 'Julnar' in the hands of the Turks at Magasis.

"The leaders of this brave attempt, Lieutenant H. O. B. Firman, R.N., and his assistant—Lieutenant-Commander C. H. Cowley, R.N.V.R.—the latter of whom throughout the campaign in Mesopotamia performed magnificent service in command of the 'Mejdieh'—have been reported by the Turks to have been killed; the remainder of the gallant crew, including five wounded, are prisoners of war.

"Knowing well the chances against them, all the gallant officers and men who manned the 'Julnar' for the occasion were volunteers. I trust that the services in this connection of Lieutenant H. O. B. Firman, R.N., and Lieutenant-Commander C. H. Cowley, R.N.V.R., his assistant, both of whom were unfortunately killed, may be recognised by the posthumous grant of some suitable honour."