



The Edinburgh Gazette

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FRIDAY, OCTOBER 11, 1918.

*Chancery of the Order of
Saint Michael and Saint George.
Downing Street,
8th October 1918.*

The KING has been graciously pleased to give directions for the following appointment to the Most Distinguished Order of Saint Michael and Saint George, in recognition of distinguished services during the War:—

*To be an Additional Member of the Third Class,
or Companions, of the said Most Distinguished
Order:—*

Lieutenant-Colonel Robert Stewart Roy, Royal Air Force.

Whitehall, October 4, 1918.

The KING has been pleased to give and grant unto Reginald Charles Whiting, Esq., Assistant Director-General of the Royal Siamese Gendarmerie Department, His Majesty's Royal licence and authority to wear the Insignia of the Third Class of the Order of the White Elephant, which Decoration has been conferred upon him by His Majesty the King of Siam in recognition of valuable services rendered by him.

Whitehall, October 5, 1918.

The KING has been pleased to give and grant unto Norman William Kater, Esq., M.B., M.Ch. (Univ. of Sydney), His Majesty's Royal licence

and authority to wear the Cross of Chevalier of the Legion of Honour, which Decoration has been conferred upon him by the President of the French Republic in recognition of valuable services rendered by him as Honorary Surgeon in a French War Hospital.

Whitehall, October 5, 1918.

The KING has been pleased to give and grant unto Evelyn Charles Donaldson Rawlins, Esq., lately British Consul at Canea, His Majesty's Royal licence and authority to wear the Insignia of Officer of the Order of the Redeemer, and unto Edward George Bonavia, Esq., British Vice-Consul at Zante, licence and authority to wear his Insignia of Chevalier of the said Order, which Decorations have been conferred on them by His Majesty the King of the Hellenes in recognition of valuable services rendered by them.

CORN PRODUCTION ACT, 1917.

ORDER, dated 27th September 1918, made by the Board of Agriculture for Scotland under the Regulations made by them, dated 23rd April 1918, with respect to the Tenure of Office and Procedure of the Central Agricultural Wages Committee.

In exercise of the powers conferred on them by the Second Schedule to the Corn Production Act, 1917, and in pursuance of paragraph 1 of the

above-mentioned Regulations, the Board of Agriculture for Scotland hereby order as follows:—

1. The period during which the Central Agricultural Wages Committee, as at present constituted, shall hold office shall be extended for a further period of six months, beginning on 1st January 1919 and ending on 30th June 1919.

In witness whereof the Board of Agriculture for Scotland have hereunto set their Official Seal this twenty-seventh day of September nineteen hundred and eighteen.

L. S.

(Signed) ROBERT P. WRIGHT,
Chairman.

(Signed) J. M. CAIE,
Assistant Secretary.

AGRICULTURE, SCOTLAND.

WAGES FOR AGRICULTURAL WORKERS.

REGULATION amending the Regulations, dated 23rd April 1918, made by the Board of Agriculture for Scotland under the Corn Production Act, 1917 (7 & 8 Geo. V., c. 46) with respect to the Tenure of Office and Procedure of District Wages Committees.

In exercise of the powers conferred on them by the Second Schedule to the Corn Production Act, 1917, the Board of Agriculture for Scotland hereby make the following Regulation:—

1. Paragraph 13 of the above-named Regulations, dated 23rd April 1918, shall be amended by the substitution of the word "nine" for the word "six" occurring in the second sentence of said paragraph.

2. This Regulation may be cited as the Agricultural Wages Committees' Procedure (Scotland) Order, 1918 (No. 2).

Given under the Official Seal of the Board of Agriculture for Scotland this twenty-seventh day of September nineteen hundred and eighteen.

L. S.

(Signed) ROBERT P. WRIGHT,
Chairman.

(Signed) J. M. CAIE,
Assistant Secretary.

*Board of Trade,
7 Whitehall Gardens,
London, S. W.*

THE TOBACCO RESTRICTION ORDER (No. 1) 1918, dated the 9th day of October 1918, made by the Board of Trade under Regulations 2F and 2JJ of the Defence of the Realm Regulations.

Whereas it appears expedient to the Board of Trade to make further exercise of the powers vested in them by Regulations 2F and 2JJ of the Defence of the Realm Regulations as respects Tobacco:—

Now therefore the Board of Trade, in exercise of their said powers and of all other powers

enabling them in this behalf, hereby order as follows:—

1. No manufacturer of tobacco shall from the date of this Order manufacture spun tobaccos, whether pressed or unpressed and whether black or brown, except in accordance with the following provisions:—

- (a) The description commonly known in the trade as "Pigtail" shall be, when spun, not less than $\frac{3}{8}$ ths of an inch in diameter, and that commonly known in the trade as "Bogie" shall be, when spun, not less than $\frac{1}{8}$ ths of an inch in diameter.
- (b) No size of Twist shall be manufactured between $\frac{1}{16}$ ths and $\frac{3}{8}$ ths of an inch when spun.

2. All manufacturers who during the year 1916 manufactured spun tobaccos of any description of a diameter of $\frac{3}{8}$ ths of an inch and over shall continue to manufacture such descriptions of the size aforesaid unless excused in writing by the Tobacco and Matches Control Board.

3. Articles 5 and 6 of Tobacco Restriction Order (No. 3) 1918 shall be modified to such extent as may be necessary to give effect to the provisions of this Order.

4. This Order does not apply to any proprietary brands of spun tobacco sold in packets.

5. Infringements of this Order are Summary Offences under the Defence of the Realm Regulations.

6. This Order may be cited as the Tobacco Restriction Order (No. 1) 1918.

H. LLEWELLYN SMITH,
A Secretary to the Board of Trade.

War Office,

7th October 1918.

ARMY COUNCIL ORDER.

DEFENCE OF THE REALM REGULATIONS.

REGULATION OF THE SALE OF HAY AND STRAW AND OF CHOPPED HAY AND STRAW IN GREAT BRITAIN.

Whereas by Order of the 20th August 1918, the Army Council, in pursuance of the powers conferred on them by the Defence of the Realm Regulations, did regulate the price of hay and straw in England and Wales.

And whereas by Order of the 27th August 1918, the said Order was amended.

And whereas it is desired to further amend the said Order. Now, therefore, in pursuance of the powers conferred on them by the Defence of the Realm Regulations, and all other powers thereunto enabling them, the Army Council do hereby cancel paragraph 5 of the said Order of the 20th August 1918, and substitute the following paragraph in lieu thereof:—

5. Distributors may charge for quantities not exceeding 10 cwt. an additional sum of £1 6s. 8d. per ton, provided that where a would-be purchaser gives an order for a quantity exceeding 10 cwt. (such quantity being reasonable according to his normal requirements), and owing to a shortage of supplies, or other reason, the seller does not fulfil such order in

one delivery, then the price shall not exceed that laid down in Schedule 3 hereof, excepting that the seller may charge, in addition to the price laid down in Schedule 3 aforesaid, the actual cost of delivery for each delivery after the first until the full amount of the purchaser's order has been fulfilled: in all such

cases an invoice or bill in respect thereof must be delivered to the purchaser indicating the charges made for delivery as separate items from the price of goods delivered.

By Order of the Army Council,

R. H. BRADE.

STATEMENT showing the Quantities Sold and Average Price of BRITISH CORN, per Quarter of 8 Bushels, Imperial Measure,* as received from the Inspectors of Corn Returns in the Week ended 5th October 1918, pursuant to the Corn Returns Act, 1882.

BRITISH CORN.				QUANTITIES SOLD.		AVERAGE PRICE.	
				Qrs.	Bus.	s.	d.
Wheat	...	...	...	73,618	4	72	8
Barley	...	...	...	53,164	5	60	3
Oats	...	...	...	10,353	7	50	9

COMPARATIVE STATEMENT for the Corresponding Week in each of the Years from 1911 to 1917.

Corresponding Week in	QUANTITIES SOLD.						AVERAGE PRICE.					
	WHEAT.		BARLEY.		OATS.		WHEAT.		BARLEY.		OATS.	
	Qrs.	Bus.	Qrs.	Bus.	Qrs.	Bus.	s.	d.	s.	d.	s.	d.
1911 ...	81,413	4	209,872	4	21,277	0	32	9	31	0	19	10
1912 ...	67,254	1	124,565	1	21,249	6	31	10	30	4	19	5
1913 ...	68,593	3	135,636	1	22,707	3	31	0	29	1	17	10
1914 ...	81,005	5	167,422	4	38,998	1	36	8	28	10	22	5
1915 ...	89,186	5	111,635	1	42,312	2	44	1	41	0	26	5
1916 ...	101,103	1	91,715	4	28,480	4	59	2	54	5	30	9
1917 ...	54,316	6	68,433	4	17,044	1	70	8	57	9	44	9

*Section 8 of the Corn Returns Act, 1882, provides that where returns of purchases of British Corn are made to the Local Inspector of Corn Returns in any other measure than the imperial bushel or by weight or by a weighed measure, that Officer shall convert such returns into the imperial bushel, and in the case of weight or weighed measure the conversion is to be made at the rate of sixty imperial pounds for every bushel of wheat, fifty imperial pounds for every bushel of barley, and thirty-nine imperial pounds for every bushel of oats.

H. E. DALE.

Board of Agriculture and Fisheries,
3 St. James's Square, London, S. W. 1,
5th October 1918.

STATEMENT showing the Average Price of BRITISH CORN, per Quarter (Imperial Measure), for the Quarter ending Michaelmas, 1918, pursuant to the Corn Returns Act, 1882.

WHEAT.		BARLEY.		OATS.	
s.	d.	s.	d.	s.	d.
73	8	59	8	50	4

H. E. DALE.

Board of Agriculture and Fisheries,
October 7, 1918.

ADMIRALTY NOTICE TO MARINERS.

No. 1166 of the year 1918.

SCOTLAND, EAST COAST.

FIRTH OF FORTH—TRAFFIC REGULATIONS.

Former Notice.—No. 1101 of 1918; 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:—

No vessels other than those of British Nationality, or those of the Allied Nations may enter Granton harbour, or the Port and Harbour of Burntisland, within the statutory limits administered by the Harbour Commissioners, until further Notice.

Vessels trading with neutral ports or having aliens on board, whether as members of the crew or as passengers, are prohibited from using the following ports in the Firth of Forth:—

Burntisland, Kirkcaldy, Dysart, and West Wemyss.

Section I.

(1) Until further notice, the following Regulations are to be observed by all merchant vessels, except when under escort, approaching or moving in the Firth of Forth (*i.e.*, westward of a line joining Barns Ness and North Carr Rock).

(2) All orders and instructions given by the King's Harbour Master or Chief Examination Officer, Methil, or by any Patrol vessel are to be implicitly obeyed, otherwise vessels will be liable to be fired upon.

Section II.

INSTRUCTIONS TO SHIP MASTERS, &C.

(3) Masters of ships and other persons concerned are advised that in their own interests and the interests of those whom they represent, they should assist in every possible way to conform to these Regulations.

(4) Ships outward bound without escort must time their departure so as to be clear of the Firth of Forth before the commencement of Official Night.

(5) Fishing Boats' numbers to be kept distinctly painted.

(6) No unescorted merchant vessel is permitted to be under way in the Firth of Forth during the hours of Official Night, or when the Firth of Forth has been closed, except with the official permission of the Commander-in-Chief, Coast of Scotland, which can be obtained through the King's Harbour Master or Chief Examination Officer, Methil.


(7) Merchant vessels may enter or leave the docks at Leith and Granton with the permission of the Senior Naval Officer, Leith, or the Senior Naval Officer, Granton, respectively. Special arrangements, which are notified from time to time, are made for merchant vessels entering and leaving Docks at Ports East of Inchkeith.

(8) (a) During Official Night no lights are to be visible from outboard, scuttles and skylights are to be effectively screened. When under way, navigation lights should be shown. (Electric navigation lights are prohibited.)

(b) The side ladder and a boat should be kept

ready for use. All boats are to be kept hoisted close up to the davits during the hours of Official Night.

(c) The Wireless Room is to be locked, and no Wireless Messages are to be taken or despatched whilst the ship is in the Firth of Forth.

(d) When at anchor riding lights are to be exhibited so long as the Examination Steamer or other Naval vessel shows the three vertical red lights . When the three red lights are hauled down, all vessels are to extinguish their riding lights.

(e) Merchant vessels berthed in Leith and Granton Docks and Harbours are prohibited from having any lights visible from outboard during the hours of Official Night, unless such vessel is actually engaged in working cargo. All such lights are to be screened from overhead and from seaward when possible.

(9) When inward bound, the National Colours and number (or distinguishing signal) are to be hoisted on passing May Island, and kept flying until the vessel docks.

(10) Care is to be taken that all flags displayed are showing clearly. If the weather is calm, any flag signal which the vessel is ordered by an Examination Steamer to hoist should be shaken out so as to render it readily distinguishable.

(11) As little smoke as possible is to be allowed to escape from the funnels, and care is to be taken that neither lights nor flags are obscured by it.

Section III.

DISTINGUISHING SIGNALS OF EXAMINATION STEAMERS.

(12) Armed Examination steamers will be found at the Examining Station (*see* Section VII.) and near the green buoy (*see* Section IV., par. (16)), and will be distinguished by the following means:—

By Day.—At the foremast head the special pilot flag (white and red horizontal, surrounded by a blue border). When the Firth of Forth is "Closed" three Red balls vertical will be hoisted in addition.

By Night.—Three Red lights vertically 6 feet apart, conspicuously displayed at the end of a yard so as to show an unbroken light round the horizon.

Masters of merchant vessels must approach these vessels with care, and see that when stopped they are in a favourable position for the Boarding Officer coming alongside, and that a boat-rope and side-ladder are in position.

Section IV.

NAVIGATION IN THE FIRTH OF FORTH.

(13) Unescorted merchant vessels may enter the Firth of Forth at any time, but should make every endeavour to do so during official daylight and, when possible, should have sufficient daylight to allow them to be examined before dark.

(14) Vessels desirous of entering the Forth during Official Night or in thick or foggy weather must report themselves to St. Abbs Head or Fifeness Signal Stations, whence they should proceed as directed in paragraph (16). They will be met by a Patrol Vessel and taken to an anchorage.

(15) Sailing ships and other small vessels which are forced to seek shelter owing to weather conditions, and arrive during the hours of Official Night, will be anchored in the most convenient

position by orders of a Patrol Vessel until the weather moderates.

(16) Unescorted vessels must pass between Isle of May and Anstruther Wester, thence they must steer a course so as to pass 2 miles south of Elieness, and within half a mile to the southward of a green buoy in lat. 56° 09' N., long. 2° 51' W.

Thence (if not met by a Pilot Boat or Examination Steamer) steer 297° (*N. 45° W. Mag.*) for a mile and a half to pass to the southward of a second buoy; thence to the Examining Station.

(17) Merchant vessels in convoy bound for ports in the Firth of Forth other than Methil, and arriving during Official Night, are to hoist two Red lights horizontally on approaching the Examination Anchorage. These lights are to be displayed until ordered to be lowered by the Boarding Officer.

All merchant vessels entering the Firth of Forth, with or without a pilot on board, are to proceed to the Examining Station to be passed by the Examining Officer and given the "Special Signal" before proceeding to any port in the Firth of Forth.

Section V.

VESSELS LEAVING THE FIRTH OF FORTH.

(18) Merchant vessels must on no account leave the Firth of Forth without first obtaining a "Port Clearance" from the Collector of Customs at the port of departure.

(19) No unescorted merchant vessels are permitted to leave the Firth of Forth—

- (a) During the hours of Official Night;
- (b) If sufficient daylight is not left to enable them to clear the Isle of May before dark; or
- (c) When the Firth of Forth is "Closed,"

except with the permission of the Commander-in-Chief, Rosyth, which must be obtained through the Chief Examination Officer, Methil.

(20) When the Firth of Forth is "Open" to the traffic of merchant shipping the following signal will be displayed at the various ports east of Oxcars:—

One Red ball, indicating that merchant vessels anchored in the roads off any port are at liberty to proceed.

No merchant vessel is to proceed until one Red ball is hoisted as follows:—

Leith.—From H.M.S. *Tyne*.

Granton.—From Flagstaff at Central Pier.

Inchkeith.—From the Flagstaff at the Signal Station.

Burntisland.—From the Middle Lighthouse.

Kirkcaldy.—From the Flagstaff at the Harbour Master's Office.

Methil.—From a Flagstaff at the Dock Gate.

Wemyss.—At the entrance to Wemyss Harbour.

Dysart.—From the East Pier at the entrance to Dysart Harbour.

The Licensed Trinity Pilot in charge of a merchant vessel will be held personally responsible that such vessel does not leave her anchorage until the above-mentioned signal is hoisted.

The Red ball will be hoisted at the commencement of Official Day if the Firth of Forth is not "Closed" for any reason, and will be hauled down at the commencement of Official Night.

Note.—It will be hauled down on all occasions

when the Firth of Forth is "Closed" to merchant shipping traffic by order of the King's Harbour Master, Rosyth, and will be rehoisted by order of the King's Harbour Master, Rosyth, when the Firth of Forth is "Opened" again to mercantile traffic.

Section VI.

SIGNALS INDICATING FIRTH OF FORTH "CLOSED."

(21) Whenever the Firth of Forth is "Closed" during the day the following signals will be displayed:—

Three Red balls vertical will be hoisted by each Examination Steamer and also at Inchkeith and at the principal ports in the Firth of Forth.

The single Red ball which is hoisted at the principal ports in the Firth of Forth east of Oxcars, to indicate that the Firth of Forth is "Open," will at the same time be hauled down.

Note.—By night the Firth of Forth is closed to all unescorted mercantile shipping, except as provided for in paragraph (14).

Section VII.

POSITION OF THE EXAMINING STATION.

(22) The Examining Station is 240° (*S. 78° W. Mag.*), 1½ miles from Ruddons point.

(23) Vessels are not under any circumstances to attempt to pass in from the Examining Station without obtaining permission from the Examination Steamer, or to leave the Examination Anchorage, or to communicate with the shore or any other vessel, without first obtaining permission from the Examination Vessel.

(See Appendix "A," "Warnings to Masters.")

(24) During stormy weather, when boarding operations cannot be safely carried on off Ruddons point, vessels will receive special instructions as to where they are to proceed to an anchorage for examination.

Section VIII.

PILOTS AND PILOTAGE.

(25) It will be compulsory for all vessels to have a licensed pilot on board when navigating the Firth of Forth, unless under escort. Vessels entering the Firth for the purposes of joining a Convoy are not exempt from compulsory pilotage.

Incoming vessels will pick up the pilot from the Pilot Vessel which will be found in the vicinity of the green buoy (see Section IV., par. (16)) during the hours of Official Day.

Outward-bound vessels from ports west of Inchkeith are to proceed to the Advanced Convoy Anchorage and discharge their pilot there, or at the Cutter if sailing without Convoy.

A uniform landing fee of eight shillings is to be paid by every pilot landed from the motor boat or other vessel which is provided by the Admiralty for the purpose of conveying pilots to and from the pilotage station. The pilot is hereby authorised to recover this fee from the master, owner, or agent of each vessel piloted.

Section IX.

CAUTION AS TO ANCHORING.

(26) No merchant vessel will be permitted to anchor within the limits of the Firth of Forth, except as hereinafter stated, unless—

- (a) To avoid, or after, an accident;

- (b) Her further progress is prevented by unforeseen circumstances ;
 (c) During thick or foggy weather.

When anchoring, care must be taken to be well clear of the fairway.

(27) If a vessel has to anchor for any of the reasons shown (a, b, or c, above) she is to hoist "Not under control" signals, and keep them displayed so long as she remains at anchor.

(28) Unescorted merchant vessels, after being given "Special Signal" by an Examining Officer and with pilot on board, may proceed during the hours of Official Day to anchor off the port of destination.

The pilot in charge of the vessel is responsible that no contravention of the Traffic Regulations of the Firth of Forth occur during this period.

If, whilst a merchant vessel is lying at anchor off any port east of Oxcars in the Firth of Forth, the weather conditions become so unfavourable as to jeopardise the safety of the vessel in the position in which she is then lying, the pilot may use his discretion and get under way to proceed under the lee of Inchkeith in the case of easterly gales, and to Kirkcaldy in the case of westerly gales.

In doing this, he is responsible that the vessel carries navigation lights, proceeds at slow speed, and keeps out of the fairway.

Section X.

PATROL OF INTERNAL WATERWAYS AND APPROACHES TO THE FIRTH OF FORTH.

(29) The Firth of Forth, as well as the approaches thereto, will be patrolled by Naval Patrol boats or other Government vessels.

Masters of merchant vessels and persons in charge of small craft are hereby warned to observe any orders which may be given by the Naval Patrols.

Merchant vessels and small craft will be subject to inspection and search, and will be liable to be fired upon in the event of disobedience to the orders given them by the patrols.

They also render themselves liable to be prosecuted under the Defence of the Realm (Consolidation) Regulations, 1914.

Section XI.

MERCHANT VESSELS TO FLY THEIR COLOURS, &c.

(30) All merchant vessels which are within the limits of the Firth of Forth must—

- (a) Keep their colours flying day and night.
 (b) Keep their commercial code number flying from sunrise to sunset.
 (c) Show the regulation navigation lights by night unless ordered to the contrary. (See Section II., paragraph (8).)

Section XII.

ORDINARY NAVIGATION RULES TO BE ADHERED TO.

(31) The ordinary rules for the navigation and safe conduct of ships are to be adhered to in the Firth of Forth, except as far as they are affected by these Regulations.

Nothing in these Regulations will exonerate the owner, master, or agent of any ship from any neglect of the ordinary rules for the navigation and safe conduct of ships.

APPENDIX A.

WARNINGS TO MASTERS OF VESSELS IN THE FIRTH OF FORTH.

1. You are to strictly obey all orders given you by the officer who boards you, or by the King's Harbour Master or his representative, or the Chief Examination Officer, Methil.

2. When in the Examination Anchorage, or lying off any port in the Firth of Forth below the Forth Bridge, waiting to dock, or for Official Day after undocking during the night, or when at anchor in consequence of fog, &c., you are forbidden, except in emergency which you will be called upon to prove, to lower any boats or to communicate with the shore, or to work the cables, or to move the ship, or to allow anyone to leave the ship without permission of the Senior Naval Officer, Leith, if anchored off Leith, or the Port Authority of ports other than Leith in the Firth of Forth. You are also to keep your National Colours and the Signal Letters of your ship's name flying day and night.

3. Before leaving any port or anchorage in the Firth of Forth you must obtain permission from the proper authorities (see Section V., paragraph (18)).

4. The use of wireless telegraphy is prohibited. You are to forthwith lower all aerial wires, and disconnect them from their halliards and from the operating-room. They are not to be rehoisted whilst your ship is in British territorial waters, except by special permission from the Admiralty as laid down in "Instructions for Masters of British Merchant Ships, &c."

5. To communicate with the Port Authorities, hoist flags J. G. C. by day, or lights Red, White, Red vertically by night.

Variation.—18° W.

Note.

This Notice is a revision of the former Notice quoted above.

CAUTION.

This Admiralty Notice to Mariners is issued under the provisions of the Defence of the Realm (Consolidation) Regulations, 1914, and failure to comply strictly with the directions contained in it will constitute an offence against those Regulations.

Any person found guilty of such an offence is liable to severe penalties both of imprisonment and fine.

Any person aiding or abetting the commission of such an offence is himself guilty of an offence against the Regulations.

Attention is also drawn to the fact that any infringement of the directions contained in this Admiralty Notice to Mariners is liable to result in the detention of the ship or vessel.

(Notice No. 1166 of 1918.)

Authority.—The Lords Commissioners of the Admiralty. (H. 5571/18.)

By Command of their Lordships,

J. F. PARRY,
 Hydrographer of the Navy.

Admiralty, London,
 8th October 1918.

DISEASES OF ANIMALS ACTS,
1894 to 1914.

RETURN of OUTBREAKS of SWINE FEVER in SCOTLAND for the Week ended 5th October 1918, distinguishing Counties (including Burghs):—

COUNTY.	Outbreaks Confirmed.	Swine Slaughtered as Diseased or as having been Exposed to Infection.
	No.	No.
Wigtown	—	1
TOTAL	—	1

The following Areas are now "Scheduled Areas" for the purposes of the Swine Fever (Regulation of Movement) Order of 1908:—

Ayrshire, &c.—An Area comprising the counties of Ayr and Wigtown, and the burghs of Ayr, Irvine, and Kilmarnock (16th June 1917).

Scotland.—An Area comprising Scotland (except the counties of Ayr and Wigtown, and the burghs of Ayr, Irvine, and Kilmarnock) (16th June 1917).

See also under *Ayrshire, &c.*

RETURN of OUTBREAKS of the under-mentioned DISEASES in SCOTLAND for the Week ended 5th October 1918, distinguishing Counties (including Burghs):—

ANTHRAX.

COUNTY.	Outbreaks Confirmed.	Animals Attacked.			
		Oattle.	Sheep.	Swine.	Horses.
	No.	No.	No.	No.	No.
Fife	1	1	—	—	—
Lanark	1	1	—	—	—
Linlithgow... ..	1	1	—	—	—
TOTAL	3	3	—	—	—

PARASITIC MANGE.

COUNTY.	Outbreaks Reported.	Animals Attacked.
	No.	No.
Ayr	—	3
Fife	1	1
Lanark	1	1
TOTAL	2	5

Board of Agriculture and Fisheries,
8th October 1918.

Ministry of Food,
10th October 1918.

THE BONES (MAXIMUM PRICES) ORDER, DATED 23RD SEPTEMBER 1918.

Statutory Rules and Order, 1918, No. 1199.
Price 1d. net, post free 1½d.

THE TEA (LICENSING OF WHOLESALE DEALERS) ORDER, DATED 10TH SEPTEMBER 1918.

Statutory Rule and Order, 1918, No. 1119.
Price 1d. net, post free 1½d.

THE MILK (WINTER PRICES) ORDER, DATED 17TH SEPTEMBER 1918.

Statutory Rule and Order, 1918, No. 1165.
Price 1d. net, post free 1½d.

THE BONES (LICENSING OF PURCHASERS) ORDER, DATED 23RD SEPTEMBER 1918.

Statutory Rule and Order, 1918, No. 1198.
Price 1d. net, post free 1½d.

Notice is hereby given that the above Orders have 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, 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.

DUNDEE SEAL AND WHALE FISHING COMPANY, in Liquidation.

NOTICE is hereby given, in pursuance of Section 195 of the Companies (Consolidation) Act, 1908, that a General Meeting of the Members of the above-named Company will be held within the Office of Robert Ritchie & Company, Shipbrokers, 33 Albert Square, Dundee, on Wednesday the twentieth day of November 1918, at twelve o'clock noon, for the purpose of having laid before them an account showing the manner in which the winding up has been conducted and the property of the Company disposed of, and of hearing any explanation that may be given by the Liquidator; and also of determining by Extraordinary Resolution the manner in which the books, accounts, and documents of the Company and of the Liquidator thereof shall be disposed of.

ROBERT RITCHIE, Liquidator.

33 Albert Square, Dundee,
9th October 1918.

A PETITION having been presented to the Sheriff of Lanarkshire at Glasgow, at the instance of Adam Smith Limited, 65 West Regent Street, Glasgow, for Sequestration of the Estates of GILBERT CHENEVIER URIE, Ferndale, Brackenbrae Road, Bishopbriggs, Glasgow, the Sheriff-Substitute of this date granted Warrant for citing the said Gilbert Chenevier Urie to appear in Court on an *inducie* of seven days from the date of such citation, to show cause why Sequestration of his Estates should not be awarded, of all which Intimation is hereby given.

BOWES & MACMILLAN, Writers, 170
Hope Street, Glasgow, Agents.

8th October 1918.

A PETITION having been presented to the Sheriff of the County of Lanark at Glasgow, at the instance of Henry Montgomery MacNeill Hamilton, of Raploch and Broomhill, and residing at Broomhill, in the County of Lanark, Heir of Entail in possession of the Entailed Lands and Estate of Raploch and others, and The Raploch Coal Company Limited, having their Registered Office at seventeen Rutland Square, Edinburgh, for Sequestration of the Estates of **DAVID WILLIAMSON**; Commission Agent, number eleven Bothwell Street, Glasgow, and residing at Newfield, one hundred and eight Southbrae Drive, Jordanhill there, his Lordship of this date granted Warrant for citing the said David Williamson to appear in Court on an *inductus* of seven days from the date of citation, to show cause why Sequestration should not be awarded; of all which Intimation is hereby given.

CLARK & CAMERON, Agents.

National Bank Chambers,
135 Buchanan Street, Glasgow,
9th October 1918.

SEQUESTRATION of JOHN BROWN MORTON, residing at No. 15 Broomley Drive, Giffnock, near Glasgow.

GEORGE BIRRELL CARRUTHERS, Solicitor, Dumfries, has been elected Trustee on the Estate; and Knight Watson, S.S.C., Edinburgh, and William Christie Dall, Solicitor, Edinburgh, have been elected Commissioners. The Examination of the Bankrupt will take place in the Sheriff Court House, Edinburgh, on Tuesday, 22nd October 1918, at two o'clock afternoon. The Creditors will meet in the Office of Messrs. Somerville & Watson, S.S.C., 16 Young Street, Edinburgh, on Thursday, 31st October 1918, at 12 o'clock noon. At this Meeting a Commissioner will fall to be elected.

G. B. CARRUTHERS, Trustee.

8 English Street, Dumfries,
10th October 1918.

To the Creditors of **ANDREW AITKEN**, Builder, sometime of 75 Westmoreland Street, Glasgow, but who is now believed to be furth of Scotland.

I. THOMAS BAIRD, JUNIOR, F.R.I.B.A., Architect, 134 Bath Street, Glasgow, a Commissioner on the Sequestrated Estates of the said Andrew Aitken, do hereby intimate that the Sheriff-Substitute (Mr. John Boyd) of the County of Lanark at Glasgow has appointed a General Meeting of the Creditors on the said Estates, to be held on the twenty-third day of October 1918, at twelve o'clock noon, within the Faculty Hall, Saint George's Place, Glasgow, for the purpose of electing a new Trustee on the Bankrupt's Sequestrated Estates, in room of William Dow, sometime Incorporated Accountant, Glasgow, now discharged.

THOMAS BAIRD, JR.

134 Bath Street, Glasgow,
10th October 1918.

AS Trustee on the Sequestrated Estate of **DAVID SHAND**, Spirit Merchant, Victoria Inn, Carronshore, I hereby intimate that a Meeting of the Creditors in the Sequestration will be held within the Chambers of Messrs. Romanes & Munro, C.A., 50 Frederick Street, upon Monday the 28th day of October 1918, at 11 o'clock forenoon, to consider as to an application to be made for my discharge.

CHARLES S. ROMANES, C.A., Trustee.

Edinburgh, 10th October 1918.

In the **SUMMARY SEQUESTRATION of WILLIAM RENFREW & CO.**, Wrights, 165 Pitt Street, Glasgow, and John James Renfrew, Wright, 165 Pitt Street, Glasgow, the sole Partner thereof, as such Partner, and as an Individual.

I. ROBERT FLEMING, Chartered Accountant, Glasgow, hereby give notice in terms of the Bankruptcy (Scotland) Act, 1913, that I have obtained

from the Accountant of Court a Certificate that I am entitled to obtain my discharge, and that Mr. Sheriff Boyd, Sheriff-Substitute of Lanarkshire at Glasgow, has fixed Wednesday, 23rd October 1918, at 10 o'clock forenoon, within his Chambers, County Buildings, 70 Hutchison Street, Glasgow, as a diet for hearing and disposing of objections to my discharge.

ROBERT FLEMING, Trustee.

Glasgow, 8th October 1918.

SEQUESTRATION of JOHN ELLIS M'EWEN, Pattern Book and Fancy Boxmaker, 25 Wellington Street, Glasgow, sole Partner of and trading as JOHN E. M'EWEN & Co., Pattern Book and Fancy Boxmakers, at 25 Wellington Street aforesaid.

THE Trustee hereby intimates that an account of his intrusions with the funds of the Estate, brought down to 25th September 1918, has been audited by the Commissioners, who have postponed the declaration of a Dividend until the recurrence of another statutory period.

THOMAS SMITH, C.A., Trustee.

135 Buchanan Street, Glasgow,
10th October 1918.

In the **SEQUESTRATION of ROBERT MENZIES**, Station Hotel, Aberfeldy.

PPETER NISBET, Chartered Accountant, Perth, hereby intimates that the account of his intrusions with the funds of the Estate, brought down to 11th September 1918, has been audited by the Commissioners, who have postponed the declaration of a Dividend until the recurrence of another statutory period.

P. NISBET, C.A., Trustee.

5 St. John Street, Perth,
4th October 1918.

To the Creditors on the Sequestrated Estates of **JOHN CHRISTIE FORBES, M.D.**, Ardveich, Liberton.

BY virtue of an Order of the Sheriff-Substitute of the Lothians at Edinburgh, John Christie Forbes, above designed, hereby intimates that he has presented a Petition to the Sheriff of the Lothians at Edinburgh, to be finally discharged of all debts contracted by him or for which he was liable at the date of the Sequestration of his Estates, in terms of the Statute.

J. CHRISTIE FORBES.

THE business of **KEATES & COMPANY**, Tailors and Clothiers, 55 George Street, Edinburgh, of which the late Mr. George A. Keates was the sole Partner, has been transferred to the Subscribers M'Neill & Morris as from 5th October 1918, and will be carried on by them under the name of **KEATES, M'NEILL, & MORRIS**.

Keates, M'Neill, & Morris are authorised to receive payment of all debts due to Keates & Company, and the debts and liabilities of that Firm, as at 5th October 1918, will be discharged by Mr. C. J. Shiells, C.A., 141 George Street, Edinburgh, Judicial Factor on the Estate of Keates & Company.

Dated at Edinburgh, the 7th day of October 1918.

C. J. SHIELLS,

M'NEILL & MORRIS.

Signed by the said M'Neill & Morris and the said C. J. Shiells in presence of—

J. G. PATTERSON, 141 George Street,
Edinburgh, Chartered Accountant.

J. H. WEIR, 141 George Street, Edinburgh,
Chartered Accountant.

BANKRUPTS.

FROM THE LONDON GAZETTE.

RECEIVING ORDERS.

William Cumming Montgomerie, late 45 Kew Road, Richmond, Surrey, but whose present residence or

place of business the Petitioners are unable to ascertain.

William Harriet and Hannah Isabella Harriet (his Wife), both of The Holdings, East Heddou, Northumberland, farmers.

Thomas Adson, High Street, Elton, in the county of Huntingdon, plumber and painter.

Roger Gittins, 71 Abbey Foregate, Shrewsbury, in the county of Salop, corn dealer and commission agent.

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For	100 words and under	£0 10 0
Above	100 and not exceeding 150	0 15 0
"	150 "	"	200	1 0 0
"	200 "	"	250	1 5 0
"	250 "	"	300	1 10 0
"	300 "	"	350	1 15 0
"	350 "	"	400	2 0 0
"	400 "	"	450	2 5 0
"	450 "	"	500	2 10 0
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