

Denny's burns were very severe, and he knowingly risked his life in endeavouring to save Reynolds.

Also to George Hoyle.

On the 27th November 1918, at about 4.0 p.m., a fire broke out on the third floor of the cotton factory of Nahums' Union Mills Company, Halifax, and at once spread with very great rapidity. Hoyle, who is only 14 years of age, was working in the basement. As soon as he heard of the fire he took a chemical extinguisher and ran up to the third floor. He then warned the women employed on the upper floors. By this time both staircases were burning, so that retreat by this means was impossible. He at once opened the crane door, and after seeing that the chain was run out to its full length, drew it in and assisted about 25 women to descend by it. He remained until the last, and then descended himself without injury. Fifteen minutes after the fire broke out, the roof of the factory fell in.

By his coolness and courage Hoyle undoubtedly saved upwards of 20 lives at the risk of his own life.

#### NOTICE OF INTENDED DISTRIBUTION OF NAVAL SALVAGE MONEY.

*Department of the Accountant-General of the Navy,  
Admiralty, S.W. 1,*

13th June 1919.

Notice is hereby given to the Officers, Seamen, and Marines, and to all persons interested therein, that the distribution of the awards for salvage services to the undermentioned vessels by His Majesty's Ships will commence on Saturday, the 14th instant, in the Prize Branch of the Department of the Accountant-General of the Navy, Admiralty, S.W. 1:—

Salvage of—

S.S. "Hellenes" by certain officers and men of H.M.S. "Rifleman," on the 21st and 22nd February 1917.

Paddle Tug "Powerful" by H.M. Trawler "Gowan," on the 13th and 14th September 1918.

All applications from persons entitled to share, who are not now serving, should be addressed "On Prize Business:—to the Accountant-General of the Navy, Admiralty, London, S.W. 1." Such applications (except in the case of Commissioned Officers) should be accompanied by Certificates of Service.

*India Office,*

5th June 1919.

The KING has been pleased to approve the appointment of Sir Norman Cranstoun Macleod, Kt., Barr.-at-Law, Puisne Judge of the High Court of Judicature, Bombay, to be Chief Justice of the Court, vice Sir Basil Scott, Kt., Barr.-at-Law, who has retired.

*India Office,*

6th June 1919.

The KING has been pleased to approve the appointment of Sir Edward Grimwood Mears, Kt., Barr.-at-Law, to be Chief Justice of the High Court of Judicature, Allahabad, vice Sir Henry George Richards, Kt., K.C., who has retired.

*Civil Service Commission,*

June 13, 1919.

Notice is hereby given, that upon a special recommendation from the Minister of Pensions, and with the assent of the Treasury, Mr. Samuel Gibson, having served as a Clerk of the Second Division, has been promoted to a First Class Clerkship in the Ministry of Pensions, with a special certificate granted by the Civil Service Commissioners.

*Civil Service Commission,*

June 13, 1919.

Notice is hereby given, that upon a special recommendation from the Lords Commissioners of H.M. Treasury, Mr. Thomas Chadwick, having served as a Clerk of the Second Division, has been promoted to the post of Junior Assistant Accountant in the Treasury, with a special Certificate granted by the Civil Service Commissioners.

#### ADMIRALTY NOTICE TO MARINERS.

No. 1115 of the year 1919.

ENGLISH CHANNEL, NORTH SEA SOUTHERN PORTION, WITH RIVERS THAMES AND MEDWAY AND APPROACHES.

*Pilotage and Traffic Regulations.*

*Former Notice.—No. 451 of 1919; cancelled as from 15th June 1919.*

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 will come into force on 15th June 1919.

#### I. ENGLISH CHANNEL AND NORTH SEA SOUTHERN PORTION—PILOTAGE REGULATIONS.

1. All ships (other than British ships when trading coastwise or to or from the Channel Islands, or to or from the Port of Brest, or any French Channel Port north and east of Brest, or any Netherlands Continental Port, and not carrying passengers) whilst bound from, and whilst navigating in the waters from, the Downs Pilot Station to Gravesend, or *vice versa*, must be conducted by Pilots licensed by the London Trinity House.