



The Edinburgh Gazette

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FRIDAY, APRIL 30, 1920.

At the Court at Buckingham Palace, the 26th day of April 1920.

PRESENT,

The KING's Most Excellent Majesty in Council.

THIS day Lieutenant-Colonel Sir Hamar Greenwood, Bt., K.C., Charles Albert M'Curdy, Esquire, K.C., M.P., and Thomas Brash Morison, Esquire, K.C., M.P., Lord Advocate, were, by His Majesty's command, sworn of His Majesty's Most Honourable Privy Council, and took their places at the Board accordingly.

ALMERIC FITZROY.

At the Court at Buckingham Palace, the 26th day of April 1920.

PRESENT,

The KING's Most Excellent Majesty in Council.

WHEREAS there was this day read at the Board a Memorial from the Right Honourable the Lords Commissioners of the Admiralty, dated the 6th day of April 1920, in the words following, viz. :—

“Whereas by Section 3 of the Naval and Marine Pay and Pensions Act, 1865, it is enacted, *inter alia*, that all pay, pensions, or other allowances in the nature thereof, payable in respect of services in Your Majesty's Naval or Marine Force to a person being or having been an

Officer, Seaman, or Marine therein, shall be paid in such manner, and subject to such restrictions, conditions, and provisions as are from time to time directed by Order in Council :

“And whereas by Order in Council bearing date the 29th day of June 1900, we were authorised to pay a special allowance of £100 per annum to Engineer Officers of the rank of Chief Inspector, or Inspector, of Machinery (now designated Engineer Rear-Admiral and Engineer Captain) whom it might be necessary to appoint for service in Your Majesty's Ships afloat :

“And whereas the scheme of pay and allowances which your Majesty was graciously pleased, by Your Order in Council bearing date the 22nd day of January 1920, to sanction for Officers of the Royal Navy, includes no provision for the continued payment of this allowance or its equivalent, and it is necessary to ensure that Engineer Captains serving afloat shall not receive less in total emoluments than Senior Engineer Commanders :

“We beg leave humbly to recommend that Your Majesty may be graciously pleased, by Your Order in Council, to sanction the grant to Engineer Captains of less than three years' seniority who may be required to serve afloat, and who are actually accommodated afloat, and therefore are not in receipt of Lodging and Compensation Allowance, of an allowance of 4s. a day in addition to full pay, with effect, where requisite, as from the 1st July 1919 :

“The Lords Commissioners of Your Majesty's Treasury have signified their concurrence in this proposal.”

His Majesty having taken the said Memorial into consideration, was pleased, by and with the advice of His Privy Council, to approve of what is therein proposed.

And the Right Honourable the Lords Commissioners of the Admiralty are to give the necessary directions herein accordingly.

ALMERIC FITZROY.

At the Court at Buckingham Palace, the 26th day of April 1920.

PRESENT,

The KING's Most Excellent Majesty in Council.

WHEREAS there was this day read at the Board a Memorial from the Right Honourable the Lords Commissioners of the Admiralty, dated the 27th day of March 1920, in the words following, viz. :—

“Whereas by Section 3 of the Naval and Marine Pay and Pensions Act, 1865, it is enacted, *inter alia*, that all pay, pensions, or other allowances in the nature thereof, payable in respect of services in Your Majesty's Naval or Marine Force to a person being or having been an Officer, Seaman, or Marine therein, shall be paid in such manner, and subject to such restrictions, conditions, and provision, as are from time to time directed by Order in Council :

“And whereas by Your Order in Council bearing date the 11th day of February 1913, Your Majesty was pleased to make provision for the promotion of Warrant Officers, Non-commissioned Officers and Men of the Royal Marines to Commissioned rank, and to sanction certain arrangements for their rank and promotion whilst undergoing training :

“And whereas by Your Order in Council bearing date the 22nd day of January 1920, Your Majesty was further pleased to sanction, *inter alia*, that Commissioned Officers promoted from Warrant Rank or from the ranks under the foregoing provisions should receive pay on the ordinary scale :

“And whereas we consider that, on promotion to Second Lieutenant R.M., and prior to their promotion to the relative rank of Lieutenant R.N.—viz. : Lieutenant R.M. after four years' Commissioned service—these Officers should receive pay at the rate laid down for Mates R.N. :

“We beg leave humbly to recommend that Your Majesty may be graciously pleased, by Your Order in Council, to approve of Warrant Officers, Non-Commissioned Officers and Men of the Royal Marines promoted to Commissioned rank under the provisions of Order in Council of the 11th February 1913, receiving pay at the rate of 16s. a day on promotion to Second Lieutenant, and whilst serving as Lieutenant R.M. until such time as they attain four years' Commissioned Service, this arrangement to have effect as from the 1st February 1919 :

“The Lords Commissioners of Your Majesty's Treasury have signified their concurrence in this proposal.”

His Majesty, having taken the said Memorial into consideration, was pleased, by and with the

advice of His Privy Council, to approve of what is therein proposed

And the Right Honourable the Lords Commissioners of the Admiralty are to give the necessary directions herein accordingly.

ALMERIC FITZROY.

At the Court at Buckingham Palace, the 26th day of April 1920.

PRESENT,

The KING's Most Excellent Majesty in Council.

WHEREAS there was this day read at the Board a Memorial from the Right Honourable the Lords Commissioners of the Admiralty, dated the 7th day of April 1920, in the words following, viz. :—

“Whereas by Section 3 of the Naval and Marine Pay and Pensions Act, 1865, it is enacted, *inter alia*, that all pay, pensions, or other allowances in the nature thereof, payable in respect of services in Your Majesty's Naval or Marine Force to a person being or having been an Officer, Seaman, or Marine therein, shall be paid in such manner, and subject to such restrictions, conditions, and provisions as are from time to time directed by Order in Council :

“And whereas Your Majesty was graciously pleased by Your Order in Council bearing date the 22nd day of January 1920, to provide, *inter alia*, that the period of service in Warrant Rank required to Qualify Warrant Officers, Royal Navy, and Warrant Officers, Royal Marines, for promotion to Commissioned Officer from Warrant Rank should be reduced from fifteen to ten years, and, further, that Commissioned Officers from Warrant Rank who were advanced to such Commissioned Rank after more than ten years' service in Warrant Rank should count for purposes of increase of pay all time in excess of ten years served as Warrant Officer before retirement as time served as Commissioned Officer from Warrant Rank :

“And whereas we are of opinion that such time should count similarly for purposes of increase of retired pay :

“We beg leave humbly to recommend that Your Majesty may be graciously pleased, by Your Order in Council, to approve of Commissioned Officers from Warrant Rank, R.N. and R.M., who have been advanced to that rank after more than 10 years' service as Warrant Officers counting the time served by them as Warrant Officers in excess of 10 years as time in the Commissioned Rank for purposes of retired pay subject to the following provisos :—

(i) Account to be taken of any time lost by being passed over for promotion or by sentence of Court Martial and of acceleration given for special War or other distinguished service.

(ii) No Naval Officer retired before the 1st October 1918, and no Marine Officer retired before the 1st February 1919, to be allowed to count more service as Commissioned Officer from Warrant Rank than he was allowed to count on his retirement.

(iii) Naval Commissioned Officers from Warrant Rank retired on or after the 1st October 1918, and before the 1st April 1919,

and Marine Commissioned Officers from Warrant Rank retired on or after the 1st February 1919, and before the 1st April 1919, to count time in excess of 10 years in Warrant Rank as Commissioned Officer's time and their retired pay to be re-assessed as from the 1st April 1919, on the scale prescribed in Schedule V., Section IX. of Your Majesty's Order in Council of the 22nd January 1920. Those retired and in receipt of retired pay on or after the 1st April 1919, to be eligible for retired pay under the scale laid down in that Order in Council.

(iv) In the case of Royal Marine Warrant Officers the concession to apply only to Officers who retired from or after the 1st February 1919.

"The Lords Commissioners of Your Majesty's Treasury have signified their concurrence in this proposal."

His Majesty, having taken the said Memorial into consideration, was pleased, by and with the advice of His Privy Council, to approve of what is therein proposed.

And the Right Honourable the Lords Commissioners of the Admiralty are to give the necessary directions herein accordingly.

ALMERIC FITZROY.

At the Court at Buckingham Palace, the 26th day of April 1920.

PRESENT,

The KING's Most Excellent Majesty in Council.

WHEREAS there was this day read at the Board a Memorial from the Right Honourable the Lords Commissioners of the Admiralty, dated the 17th day of April 1920, in the words following, viz. :—

"Whereas by Section 3 of the Naval and Marine Pay and Pensions Act, 1865, it is enacted, *inter alia*, that all pay, pensions, or other allowances in the nature thereof, payable in respect of services in Your Majesty's Naval or Marine Force to a person being or having been an Officer, Seaman, or Marine therein, shall be paid in such manner, and subject to such restrictions, conditions, and provisions as are from time to time directed by Order in Council :

"And whereas Your Majesty was graciously pleased by Your Orders in Council bearing date the 26th day of April 1916, the 8th day of August 1917, and the 2nd day of January 1918, to approve of extra pay being granted to Officers when employed as, or under training as, Observers in Aircraft :

"And whereas altered conditions render it necessary to revise the emoluments of such Officers :

"We beg leave humbly to recommend that Your Majesty may be graciously pleased, by Your Order in Council, to sanction the issue to Officers of the Royal Navy who are trained and detailed as Observers or under training as such of extra remuneration at the rates and under the conditions set forth in the annexed schedule with effect from the 27th day of March 1920 :

"The Lords Commissioners of Your Majesty's

Treasury have signified their concurrence in these proposals.

"SCHEDULE.

"Allowances to Officers Qualified as Observers.

To Commissioned and Subordinate Officers qualified in Wireless Telegraphy, for periods during which they are actually detailed as Trained Observers	6s. a day.
To Warrant Officers similarly qualified, for periods during which they are actually detailed as Trained Observers	3s. a day.
To Commissioned and Subordinate Officers not qualified in Wireless Telegraphy, for periods during which they are actually detailed as Trained Observers	4s. a day.
To Warrant Officers not qualified in Wireless Telegraphy, for periods during which they are actually detailed as Trained Observers	2s a day.

"Payment of the foregoing allowances to be continued at Admiralty discretion to qualified Observers during periods of leave or sickness.

"Allowances to Officers under Training as Observers.

To Commissioned and Subordinate Officers for each actual day of ascent in the period during which they are under training as Observers	3s.
To Warrant Officers under similar conditions	1s. 6d."

His Majesty, having taken the said Memorial into consideration, was pleased, by and with the advice of His Privy Council, to approve of what is therein proposed.

And the Right Honourable the Lords Commissioners of the Admiralty are to give the necessary directions herein accordingly.

ALMERIC FITZROY.

Privy Council Office,
26th April 1920.

This day, in the presence of the Secretary of State for the Home Department, the Right Honourable James Ian Macpherson, K.C., M.P., was sworn Minister of Pensions.

ALMERIC FITZROY.

PRIVY COUNCIL OFFICE, DUBLIN
CASTLE,

24th April 1920.

At a meeting of the Privy Council held this day in the Council Chamber, Dublin Castle, The Right Honourable the Lord Chancellor, The Right Honourable Sir John Ross, Bart., and General the Right Honourable Sir Cecil Frederick Nevil Macready, G.C.M.G., K.C.B., were sworn Lords Justices for the Government

of Ireland during the absence of His Excellency the Lord Lieutenant.

C. M. MARTIN-JONES,
Deputy Clerk of the Council.

*Factory Department, Home Office,
April 20, 1920.*

The Chief Inspector of Factories gives notice that, in consequence of the resignation of Dr. W. P. A. Stewart, an appointment as Certifying Surgeon under the Factory and Workshop Acts at Tarbert, in the county of Argyll, is vacant.

*Factory Department, Home Office,
April 24, 1920.*

The Chief Inspector of Factories has appointed Dr. J. D. M'Callum to be Certifying Surgeon under the Factory and Workshop Acts for the Lochgilphead district of the county of Argyll.

*Downing Street,
23rd April 1920.*

The KING has been pleased to give directions for the appointment of Lewis Leslie Punnett, Esq., to be an Unofficial Member of the Executive Council of the Island of St. Vincent.

*Downing Street
23rd April 1920.*

The KING has been pleased to give directions for the appointment of Frederick Lewis Tomlin, Esq., to be an Unofficial Member of the Legislative Council of the Straits Settlements.

*Board of Trade,
Great George Street,
London, S.W. 1,
23rd April 1920.*

**PATENTS AND DESIGNS ACTS,
1907 AND 1919.**

Whereas Section 8 of the Patents and Designs Act, 1919 (9 and 10 Geo. 5, Ch. 80), which was passed on the 23rd day of December 1919, provides that the Section therein contained shall be substituted for Section 29 of the Patents and Designs Act, 1907 (7 Edw. 7, Ch. 29) (hereinafter referred to as the principal Act);

And whereas Section 15 of the Patents and Designs Act, 1919 (9 and 10 Geo. 5, Ch. 80) provides that the Section therein contained shall be inserted after Section 58 of the principal Act;

And whereas Section 22 of the Patents and Designs Act, 1919 (9 and 10 Geo. 5, Ch. 80) provides, *inter alia*, as follows:—

“The provisions of this Act relating to the terms on which an invention or registered design can be made, used, or exercised by or on behalf of a Government department, shall not come into operation until such time as may be fixed by order of the Board of Trade”;

And whereas the Board of Trade on the 21st day of January 1920 made an order (S.R. and O., 1920, No. 59) directing that Section 29 (3) of the Principal Act, as amended by Section 8 of the Patents and Designs Act, 1919 (9 and 10 Geo. 5, Ch. 80) should come into operation on the 21st day of January 1920;

Now, therefore, the Board of Trade do hereby order that Section 29 (1) (2) and (4) of the principal Act, as amended by Section 8 of the Patents and Designs Act, 1919 (9 and 10 Geo. 5, Ch. 80) and Section 15 of the Patents and Designs Act, 1919 (9 and 10 Geo. 5, Ch. 80), shall come into operation on twenty-third day of April 1920.

Dated this twenty-third day of April 1920.

R. S. HORNE,
President of the Board of Trade.

*Board of Trade,
Great George Street,
Westminster, S.W.1,
26th April 1920.*

The KING has been graciously pleased to confer the Decoration of the Albert Medal upon Mr. Thomas Stratford Knill, Master of the steamship “War Pike,” of London.

At Novorossisk on the 14th October 1919, when the steamship “War Pike,” laden with stores and several hundred tons of explosives, took fire, Captain Knill, although deserted by most of his crew, and in spite of the intense heat and frequent explosions, remained on board his ship, casting off hawsers from the quay and making fast others to a tug, only abandoning ship by order of the Captain of His Majesty's Ship “Grafton” as his vessel was being towed out of the entrance of the harbour. He then boarded a tug, stood by his ship after she had grounded; and later, though the bridge, boats, and starboard coal bunker were a mass of flames, boarded her and assisted in getting hoses to work, successfully preventing the fire from spreading aft, where there were still large quantities of explosives. The vessel was then towed towards shallow water, where she grounded. By his gallantry and devotion to duty Captain Knill undoubtedly averted an explosion, and thus probably saved many lives.

TRADE BOARDS ACTS, 1909 AND 1918.

SPECIAL ORDER MADE IN PURSUANCE OF SECTION ONE AND SECTION TWO OF THE TRADE BOARDS ACT, 1918, WITH RESPECT TO

THE SHIRTMAKING TRADE.

Whereas it is provided by sub-section (5) of Section 1 of the Trade Boards Act, 1918, that any Act confirming a Provisional Order made in pursuance of Section 1 of the Trade Boards Act, 1909, may be repealed or varied by a Special Order;

And whereas it is provided by sub-section (1) of Section 2 of the Trade Boards Act, 1918, that every special order may be varied or revoked by a subsequent Special Order;

And whereas the Minister of Labour is of opinion that it is desirable to vary the Trade

Boards Provisional Orders Confirmation Act, 1913, by altering the description of the trade specified in the Appendix to paragraph II. of the Schedule to the said Act, viz. :—

“Shirt-making (that is to say) the making from textile fabrics of shirts, pyjamas, aprons, and other washable clothing worn by male persons, excluding articles the making of which is included in paragraph 1 of the Schedule to the Trade Boards Act, 1909, and excluding articles which are knitted or are made from knitted fabrics”;

And whereas the Minister of Labour is further of opinion that it is desirable to vary the Trade Boards (Laundry) Order, 1919, and the Trade Boards (Women's Clothing) Order, 1919, in so far as they may apply to any operations or processes specified in the Appendix to this Order;

Now, therefore, the Minister of Labour, in pursuance of the powers in him vested, as before recited, does hereby make a Special Order that from and after the fourth day of May 1920, the following provisions shall have effect (that is to say) :—

Article 1.—The said Trade Boards Provisional Orders Confirmation Act, 1913, is hereby varied by the substitution of the description set out in the Appendix to this Order, for that set out in the Appendix to Paragraph II. of the Schedule to the said Act as set out above.

Article 2.—The Trade Boards (Women's Clothing) Order, 1909, and the Trade Boards (Laundry) Order, 1919, are hereby varied by the exclusion therefrom of any processes or operations comprised therein which may be included in the Appendix to this Order.

Article 3.—This Order may be cited as the Trade Boards (Shirt-making) Order, 1920.

Given under the Official Seal of the Minister of Labour this twenty-third day of April, in the year one thousand nine hundred and twenty.

L. S.

J. MASTERTON SMITH,
Secretary.

APPENDIX.

TRADE.

The Shirtmaking Trade, that is to say :—

(1) The making from textile fabrics of shirts, collars, cuffs, pyjamas, aprons, chefs' caps, hospital ward caps, and other washable clothing worn by male persons;

(2) the making of women's collars and cuffs, and of nurses' washing belts where carried on in association with or in conjunction with the making of the before-mentioned articles;

(3) the making of neckties worn by male persons, and of neckties worn by female persons where made in association with or in conjunction with the making of neckties worn by male persons;

including—

Laundering, smoothing, folding, ornamenting, boxing, packing, warehousing, and all other operations incidental to or appertaining to the making of any of the above-mentioned articles; *but excluding—*

(1) the making of articles which are knitted or are made from knitted fabrics;

(2) the making of handkerchiefs, mufflers,

gloves, socks, stockings, spats, gaiters, bonnets, hats, or caps (other than chefs' caps and hospital ward caps);

(3) the making of boys' washing suits;

(4) the making of washable clothing to be worn by children without distinction of sex;

(5) the making of any articles, the making of which is included in the Trade Boards (Tailoring) Order, 1919.

MINISTRY OF TRANSPORT ACT, 1919.

REVISION OF RAILWAY RATES, TOLLS, AND CHARGES FOR THE CARRIAGE OF MERCHANDISE.

Notice is hereby given that the Minister of Transport has referred to the Rates Advisory Committee appointed under Section 21 of the Ministry of Transport Act, 1919, the question of advising him upon the revision of the above Rates, Tolls, and Charges.

The Terms of Reference to the Committee are :—

“The Minister having determined that a complete revision of the rates, fares, dues, tolls, and other charges on the railways of the United Kingdom is necessary, the Committee are desired to advise and report, at the earliest practicable date, as to—

(1) The principles which should govern the fixing of tolls, rates, and charges for the carriage of merchandise by freight and passenger train and for other services.

(2) The classification of merchandise traffic, and the particular rates, charges, and tolls to be charged thereon and for the services rendered by the railways.

(3) The rates and charges to be charged for parcels, perishable merchandise, and other traffic conveyed by passenger train, or similar service, including special services in connection with such traffic.”

The Committee has determined to enter forthwith upon the consideration of the first part of such Reference, and will hold a Public Enquiry on the 11th May 1920, at 11 o'clock in the forenoon, at a place in London to be announced on the 8th May in the London Times, The Scotsman, and the Irish Times.

The consideration of the second and third parts of the Reference is reserved to a later date.

Any Persons, Companies, or Associations desiring to be heard at the Public Enquiry should communicate in writing with the Secretary to the Rates Advisory Committee, at the address given below, not later than the 4th May 1920, stating what proposals (if any) they desire to bring before the Committee.

Prints of a letter of the Minister of Transport to certain Associations on the question of the Revision, together with their replies, are being published as a Command Paper, and will be obtainable from H.M. Stationery Office, or the usual Agents for Government Publications.

By Order of the Committee.

(Signed) S. J. PAGE,
Secretary.

Financial and Statistical Department,
Minister of Transport,
Gwydyr House,
Whitehall, London, S.W. 1.

Admiralty, S.W.,
27th April 1920.

The KING has been graciously pleased to approve of the award of the Albert Medal to

Mate Henry Buckle, R.N.,
Stoker Petty Officer Albert Victor Bailey,
O.N. K.6117 (Dev.),

for gallantry in endeavouring to save life at sea.

The following is the account of the services in respect of which the decorations have been conferred :—

While H.M.S. "Tiger" was undergoing repairs at Invergordon, on the 27th August 1919, two dockyard fitters and an able seaman were overcome by noxious gas in the hold of the ship, and Stoker Petty Officer Bailey, accompanied by a sick berth attendant, made an unsuccessful attempt at rescue. Both he and his companion had put on respirators, but found them useless. Mr. Buckle, the officer of the watch, then arrived on the scene, and in spite of the grave risk to life, which it was now evident would be incurred by further attempts at rescue, immediately went down and succeeded in passing a rope round one of the men. This man was got out, but Mr. Buckle was considerably affected by the gas, and could do nothing further.

Stoker Petty Officer Bailey, though suffering from the effects of his previous attempts, repeated the operation, and succeeded in getting the other two men out, but all efforts to restore them were futile.

NOTICE OF INTENDED DISTRIBUTION OF NAVAL SALVAGE MONEY.

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

27th April 1920.

Notice is hereby given to the Officers, Seamen and Marines, and to all Persons interested therein, that the distribution of the awards for the salvage of the undermentioned vessels by His Majesty's Ships will commence on Wednesday the 28th instant, in the Prize Branch of the Department of the Accountant-General of the Navy, Admiralty, S.W. 1 :—

Salvage of s.s. "Anselma de Larrinaga" by H.M. Tugs "Drage," "Grappler," "Enterprise" (now "Emprise"), and "Hector," on the 10th August 1918.

Salvage of s.s. "Oliver" by H.M. Tug "Gauntlet," on the 25th January 1919.

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.

Civil Service Commission,
27th April 1920.

The Civil Service Commissioners hereby give notice in pursuance of Clause 9 of the Order in

Council of 10th January 1910, that, with the consent of the Lords Commissioners of His Majesty's Treasury, they have prescribed :—

(a) That the following fees shall be payable by the undermentioned classes of persons attending Examinations, viz. :—

Candidates attending an Examination for admission to the Police Service of Ceylon, Hong Kong, the Straits Settlements, and the Federated Malay States :—

If examined in London £4
If examined elsewhere than in London £5

(b) That when any two of the following Examinations are held concurrently, viz. :—

Examinations for :
The Indian Police Service ;
The Police Service of Ceylon, Hong Kong, the Straits Settlements, and the Federated Malay States ;

The fee payable by Candidates admitted to compete simultaneously at any two of such Examinations shall be as follows, viz. :—

If examined in London £4
If examined elsewhere than in London £5

* * This notice supersedes the corresponding notice published in the London Gazette of 31st July 1908.

DISEASES OF ANIMALS ACTS, 1894 to 1914.

RETURN of OUTBREAKS of the under-mentioned DISEASES in SCOTLAND for the Week ended 24th April 1920, distinguishing Counties (including Burghs) :—

ANTHRAX.

COUNTY.	Outbreaks Confirmed.	Animals Attacked.			
		Cattle.	Sheep.	Swine.	Horses.
	No.	No.	No.	No.	No.
Ayr	2	2	—	—	—
Dumfries	1	1	—	—	—
Forfar	1	1	—	—	—
Lanark	1	1	—	—	—
TOTAL	5	5	—	—	—

PARASITIC MANGE.

COUNTY.	Outbreaks Reported.	Animals Attacked.
	No.	No.
Lanark	3	3
Linlithgow	2	2
City of Edinburgh	1	2
Renfrew	1	1
TOTAL	7	8

DISEASES OF ANIMALS ACTS—continued.

SHEEP SCAB.

COUNTY.	Outbreaks Reported.
	No.
Argyll	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 SWINE FEVER in SCOTLAND for the Week ended 24th April 1920, distinguishing Counties (including Burghs):—

COUNTY.	Outbreaks Confirmed.	Swine Slaughtered as Diseased or as having been Exposed to Infection.
	No.	No.
Midlothian (Ex. City of Edinburgh)	1	—
TOTAL	1	—

Ministry of Agriculture and Fisheries,
27th April 1920.

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 24th April 1920, pursuant to the Corn Returns Act, 1882.

BRITISH CORN.	QUANTITIES SOLD.		AVERAGE PRICE.	
	Qrs.	Bus.	s.	d.
Wheat	41,900	6	72	8
Barley	9,762	6	85	0
Oats	7,892	0	56	5

COMPARATIVE STATEMENT for the Corresponding Week in each of the Years from 1913 to 1919.

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.
1913	54,884	3	3,406	7	5,831	1	32	2	25	11	19	6
1914	50,252	3	8,568	6	8,445	6	31	9	26	0	18	5
1915	64,767	1	9,889	0	14,295	0	58	3	32	7	31	5
1916	39,878	5	2,903	3	15,525	2	56	3	53	5	32	4
1917	27,879	0	8,595	1	7,568	5	81	1	69	5	58	6
1918	49,914	3	11,326	4	6,876	3	73	3	56	10	46	8
1919	44,459	1	8,894	5	9,737	2	73	1	62	9	48	1

* 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.

NOTE.—The above prices are based on returns received from Inspectors during the week named. They represent on the whole the average prices ruling in the preceding week.

Ministry of Agriculture and Fisheries,
3 St. James's Square, London, S.W. 1,
24th April 1920.

R. J. THOMPSON,
Assistant Secretary.

ADMIRALTY NOTICE TO MARINERS.

No. 687 of the year 1920.

BRITISH ISLES AND NORTH SEA.

CAUTION WITH REGARD TO VESSELS ANCHORING OR TRAWLING AND SUBMARINES DIVING WITHIN CERTAIN AREAS; GENERAL INFORMATION RESPECTING MINES.

Former Notice.—No. 585 of 1920; hereby cancelled.

I.—Caution with regard to vessels anchoring or trawling and submarines diving within certain areas.

Notice is given that the following restrictions are in force within the undermentioned area:—

- (a) Anchoring is prohibited, except in cases of emergency.
- (b) Trawling is totally prohibited.
- (c) Submarines are prohibited from diving.

The area is bounded by lines joining the positions given:—

1. OFF YORKSHIRE COAST.

- (a) Lat. 55° 28' 00" N., long. 0° 48' 30" W.
- (b) „ 54° 18' 00" N., „ 0° 55' 00" E.
- (c) „ 54° 02' 30" N., „ 0° 34' 00" E.
- (d) „ 53° 59' 30" N., „ 0° 14' 00" E.
- (e) „ 54° 12' 00" N., „ 0° 05' 00" E.
- (f) „ 54° 31' 00" N., „ 0° 28' 00" W.
- (g) „ 55° 05' 00" N., „ 0° 34' 30" W.
- (h) „ 55° 22' 30" N., „ 1° 00' 00" W.

The foregoing restrictions have been rendered necessary owing to danger of sunken mines on the bottom. Attention is drawn to the cautionary note on the charts on this subject.

The area defined above is shown in *red* on the accompanying chartlet which is intended to provide a ready means of reference.

II.—Caution with regard to vessels anchoring or trawling within certain areas.

Notice is given that within the undermentioned areas large numbers of unexploded mines are known to have been sunk, and it is recommended that within these areas:—

- (i) Vessels should not anchor except in an emergency and
- (ii) Vessels should not trawl without using some safety device to prevent mines entering the trawl.

The areas are bounded by lines joining the positions given:—

1. MOUNTS BAY.

- (a) Lat. 50° 01' 20" N., long. 5° 33' 35" W.
- (b) „ 50° 01' 20" N., „ 5° 25' 40" W.
- (c) „ 50° 00' 00" N., „ 5° 25' 40" W.
- (d) „ 50° 00' 00" N., „ 5° 33' 35" W.

2. LIZARD.

- (a) Lat. 49° 55' 25" N., long. 5° 14' 30" W.
- (b) „ 49° 55' 15" N., „ 5° 06' 25" W.
- (c) „ 49° 50' 15" N., „ 5° 07' 35" W.

3. PLYMOUTH.

- (i) (a) Lat. 50° 15' 50" N., long. 4° 21' 50" W.
- (b) „ 50° 17' 05" N., „ 4° 14' 40" W.
- (c) „ 50° 15' 00" N., „ 4° 14' 55" W.
- (d) „ 50° 13' 15" N., „ 4° 20' 35" W.
- (ii) (a) „ 50° 16' 15" N., „ 4° 08' 15" W.
- (b) „ 50° 14' 30" N., „ 4° 01' 20" W.
- (c) „ 50° 12' 30" N., „ 4° 02' 30" W.
- (d) „ 50° 12' 45" N., „ 4° 09' 00" W.

4. START POINT.

- (a) Lat. 50° 09' 30" N., long. 3° 47' 50" W.
- (b) „ 50° 11' 05" N., „ 3° 36' 40" W.
- (c) „ 50° 08' 45" N., „ 3° 35' 30" W.
- (d) „ 50° 07' 45" N., „ 3° 40' 35" W.
- (e) „ 50° 08' 20" N., „ 3° 48' 10" W.

5. PORTLAND.

- (a) Lat. 50° 32' 30" N., long. 2° 23' 00" W.
- (b) „ 50° 32' 30" N., „ 2° 13' 00" W.
- (c) „ 50° 28' 30" N., „ 2° 13' 00" W.
- (d) „ 50° 28' 30" N., „ 2° 23' 00" W.

6. PORTSMOUTH.

- (a) Lat. 50° 37' 30" N., long. 1° 03' 15" W.
- (b) „ 50° 40' 40" N., „ 0° 53' 45" W.
- (c) „ 50° 37' 45" N., „ 0° 43' 35" W.
- (d) „ 50° 36' 45" N., „ 0° 44' 20" W.
- (e) „ 50° 35' 55" N., „ 1° 03' 55" W.

7. ROYAL SOVEREIGN SHOALS.

- (a) Lat. 50° 40' 30" N., long. 0° 17' 50" E.
- (b) „ 50° 43' 25" N., „ 0° 34' 10" E.
- (c) „ 50° 41' 15" N., „ 0° 37' 50" E.
- (d) „ 50° 33' 20" N., „ 0° 23' 40" E.
- (e) „ 50° 34' 20" N., „ 0° 20' 10" E.

8. DOVER STRAIT.

- (a) Lat. 51° 04' 00" N., long. 1° 12' 30" E.
- (b) „ 51° 03' 00" N., „ 1° 16' 00" E.
- (c) „ 51° 03' 30" N., „ 1° 19' 00" E.
- (d) „ 50° 55' 30" N., „ 1° 37' 00" E.
- (e) „ 50° 49' 30" N., „ 1° 32' 00" E.
- (f) „ 50° 54' 00" N., „ 1° 21' 30" E.
- (g) „ 51° 00' 30" N., „ 1° 09' 30" E.
- (h) „ 51° 02' 30" N., „ 1° 10' 00" E.

9. VERGOYER SHOAL.

- (a) Lat. 50° 38' 00" N., long. 1° 20' 00" E.
- (b) „ 50° 38' 00" N., „ 1° 24' 00" E.
- (c) „ 50° 35' 00" N., „ 1° 24' 00" E.
- (d) „ 50° 35' 00" N., „ 1° 20' 00" E.

10. NORTHERN APPROACHES TO DOVER STRAIT.

- (a) Lat. 51° 02' 30" N., long. 1° 58' 30" E.
- (b) „ 51° 06' 30" N., „ 1° 40' 30" E.
- (c) „ 51° 04' 30" N., „ 1° 39' 30" E.
- (d) „ 51° 06' 00" N., „ 1° 30' 30" E.
- (e) „ 51° 10' 00" N., „ 1° 30' 30" E.
- (f) „ 51° 39' 00" N., „ 1° 40' 30" E.
- (g) „ 51° 54' 00" N., „ 1° 35' 00" E.
- (h) „ 51° 59' 30" N., „ 2° 04' 00" E.
- (i) „ 51° 42' 00" N., „ 2° 47' 00" E.
- (l) „ 51° 42' 00" N., „ 3° 18' 00" E.
- (m) „ 51° 37' 30" N., „ 3° 22' 00" E.
- (n) „ 51° 24' 10" N., „ 3° 15' 40" E.

(o) Thence by a line drawn parallel to the coast and 3 miles from it to position (a).

11. OFF LOWESTOFT.

- (a) Lat. 52° 41' 30" N., long. 2° 12' 00" E.
 (b) " 52° 31' 00" N., " 2° 12' 00" E.
 (c) " 52° 24' 00" N., " 2° 07' 00" E.
 (d) " 52° 24' 00" N., " 2° 01' 30" E.
 (e) " 52° 34' 30" N., " 2° 01' 30" E.

12. BASS ROCK.

- (a) Lat. 56° 08' 40" N., long. 2° 35' 55" W.
 (b) " 56° 09' 10" N., " 2° 32' 35" W.
 (c) " 56° 05' 43" N., " 2° 30' 45" W.
 (d) " 56° 02' 10" N., " 2° 34' 20" W.
 (e) " 56° 04' 10" N., " 2° 37' 48" W.
 (f) " 56° 06' 30" N., " 2° 34' 50" W.

13. ST. ANDREW'S BAY.

- (a) Lat. 56° 25' 05" N., long. 2° 36' 45" W.
 (b) " 56° 25' 15" N., " 2° 33' 15" W.
 (c) " 56° 18' 10" N., " 2° 32' 30" W.
 (d) " 56° 18' 05" N., " 2° 36' 00" W.

14. TOD HEAD.

- (a) Lat. 56° 53' 30" N., long. 2° 08' 50" W.
 (b) " 56° 52' 25" N., " 1° 58' 40" W.
 (c) " 56° 50' 25" N., " 1° 59' 20" W.
 (d) " 56° 51' 30" N., " 2° 09' 30" W.

15. LOSSIEMOUTH.

- (a) Lat. 57° 49' 00" N., long. 3° 13' 53" W.
 (b) " 57° 46' 45" N., " 3° 07' 45" W.
 (c) " 57° 42' 40" N., " 3° 13' 00" W.
 (d) " 57° 44' 45" N., " 3° 19' 30" W.

16. TARBET NESS.

- (a) Lat. 57° 53' 30" N., long. 3° 44' 30" W.
 (b) " 57° 51' 10" N., " 3° 35' 10" W.
 (c) " 57° 47' 12" N., " 3° 37' 15" W.
 (d) " 57° 49' 45" N., " 3° 47' 30" W.

17. CLYTH NESS.

- (a) Lat. 58° 20' 40" N., long. 3° 08' 30" W.
 (b) " 58° 22' 00" N., " 2° 59' 20" W.
 (c) " 58° 17' 50" N., " 2° 58' 10" W.
 (d) " 58° 16' 20" N., " 3° 11' 00" W.
 (e) " 58° 18' 00" N., " 3° 12' 30" W.

18. ORKNEY ISLES TO NORWAY.

- (a) Lat. 59° 09' 00" N., long. 5° 12' 00" E.
 (b) " 59° 32' 00" N., " 2° 32' 00" E.
 (c) " 58° 50' 00" N., " 0° 50' 00" W.
 (d) " 58° 50' 00" N., " 2° 15' 00" W.
 (e) " 59° 20' 00" N., " 2° 09' 00" W.
 (f) " 60° 10' 00" N., " 3° 10' 00" E.
 (g) " 59° 50' 00" N., " 4° 57' 00" E.

19. NORTH CHANNEL.

- (a) Lat. 55° 26' 10" N., long. 6° 56' 30" W.
 (b) " 55° 35' 20" N., " 6° 43' 15" W.
 (c) " 55° 32' 40" N., " 6° 37' 45" W.
 (d) " 55° 27' 30" N., " 6° 45' 00" W.
 (e) " 55° 24' 50" N., " 6° 53' 45" W.

The foregoing restrictions have been rendered necessary owing to danger of sunken mines on the bottom. Attention is drawn to the cautionary note on the charts on this subject.

The areas defined above, with the exception of a portion of No. 18, are shown in red on the accompanying chartlet, which is intended to provide a ready means of reference.

II. GENERAL INFORMATION REGARDING MINES.

1. Mariners are warned that a certain number of mines have sunk without exploding. It is possible that some of these mines lying on the bottom may still be dangerous. Surface vessels navigating these areas should therefore, whenever possible, have a clear depth of at least six feet between their keels and the bottom when in the vicinity of shoal water or in the approaches to ports and harbours which were subjected to mining operations during the war.

2. In removing prohibitions upon vessels trawling, except as in Section I., it is pointed out that a risk, although of a diminishing character, still exists.

The attention of all vessels trawling is drawn to the immunity which may be secured by the use of a suitable protective device to prevent mines entering the trawl.

As can be readily understood, it is not possible to predict for how long a period sunken unexploded mines remain dangerous, and consequently no unnecessary risk should be taken.

3. Mariners are notified that a small percentage of drifting mines are known to exist in a water-logged condition, a fraction of which may be dangerous. This type of mine is hard to see, and special precautions are therefore necessary to ensure that a good lookout is kept. The striking of low floating flotsam should be avoided.

4. A serious accident has occurred to a vessel at anchor from the explosion of a drifting mine which came into contact with an obstruction on the hull.

When vessels have to anchor in areas where drifting mines may be found it is necessary that all obstructions should, as far as possible, be removed, and gangways triced up before dark in order to minimise risk.

(Notice No. 687 of 1920.)

Publications.—Channel Pilot, Part I., 1908, pages 52, 64, 95, 120, 145, 211, 263, 292.

Channel Pilot, Part III., 1917, page 186.

North Sea Pilot, Part III., 1914, pages 256, 241, 104.

North Sea Pilot, Part II., 1914, pages 255, 231, 203, 149, 93, 82.

North Sea Pilot, Part I., 1910, page 164.

Norway Pilot, Part II., 1915, page 106.

W.C. Scotland Pilot, Part I., 1911, page 41.

Irish Coast Pilot, 1911, page 550.

Authority.—The Lords Commissioners of the Admiralty. (H. 2527/20.)

By Command of their Lordships,

F. C. LEARMONTH,
Hydrographer of the Navy.

Admiralty, London,
24th April 1920.

ADMIRALTY NOTICE TO MARINERS.

No. 703 of the year 1920.

WIRELESS METEOROLOGICAL INFORMATION TO AND FROM SHIPS AT SEA.

GENERAL REMARKS.

Former Notice.—No. 478 of 1920; hereby cancelled.

1. It is earnestly hoped that all concerned will assist in making the wireless meteorological service a success. Negotiations are now in hand to extend and unify the system of collecting weather data by wireless from ships at sea all over the world, and at the same time to organise the free transmission of weather bulletins from a sufficient number of wireless stations to admit of ships being constantly supplied with reliable weather reports and forecasts wherever they may be.

2. It should be borne in mind that the needs of ships at sea in regard to information regarding the weather will march hand in hand with the requirements of aircraft. The importance of this service will therefore be constantly increasing, and its success or failure will largely depend upon the co-operation of ships at sea in providing the data without which accurate forecasting is impossible. The matter does not depend solely upon the efforts of the ships selected to furnish the data. The essence of success lies in rapidity in passing such data by wireless from the ship to the coast station, and thence to the central meteorological office. It follows, therefore, that all ships not taking an active part in supplying data should use the greatest care not to interfere with the transmission of the wireless messages to the shore.

3. The following particulars refer to the scheme now being undertaken by the British Meteorological Office. This Notice will, however, be subject to revision from time to time, and endeavours will be made to include in each revision all information available to date of the weather bulletins issued by the wireless stations of the world. Earnest endeavours are being made to obtain international agreement as to the form of these weather bulletins and to the methods and times of transmissions. It is hoped that the messages will eventually all be made in an international code at fixed times, so arranged that a ship with only one wireless operator will be able to read them. A similar scheme for time signals is being evolved.

COLLECTION OF WEATHER DATA FROM SHIPS.

4. Certain ships are being asked to supply data regularly three times a day and in addition to the regular observations, which are taken at 0100, 0700 and 1300 Greenwich time and sent as soon as possible to Malin head (GMH) or Valentia (GCK) coast stations, these ships may, on request from either of these coast stations, send special data messages at other times.

5. Precise instructions as to the procedure for ships which intend to send a data message, together with the necessary code, will be issued at an early date.

ISSUE OF WEATHER BULLETINS TO SHIPS.

6. A wireless *weather bulletin* may contain both or either of the following:—

- (a) A *weather report*, which is an official statement of existing weather conditions; and/or
- (b) A *weather forecast*, which is an official opinion of probable future weather conditions.

7. The accompanying schedule of wireless weather bulletins is intended to provide, in a form suitable to give all information required by the wireless operator, a complete and up-to-date list of all weather bulletins transmitted at fixed times by wireless stations throughout the world. The same information will be found in detail in the Sailing Directions and in the International List of Radiotelegraph Stations (the Berne List).

8. The times given in the third column of the schedule are expressed in the 4-figure notation employed for signalling during the war. The term "G.M.T." here means the civil mean time of the meridian of Greenwich, with the day commencing at midnight and the hours reckoned from 00 to 23.

9. Operators are reminded that Article 45 of the International Service Regulations imposes the general obligation of not interfering with reception of weather bulletins by other ships.

10. Certain other stations not shown in the schedule supply weather bulletins *on demand*, generally at reduced charges. Particulars will be found in the Berne List.

SCHEDULE OF WIRELESS WEATHER BULLETINS.

Wireless Station. (1.)	Call letters (2.)	Time (G.M.T.). (3.)	Wave (Metres). (4.)
AUSTRALASIA:			
Adelaide Radio	VIA	0900, 1030	600
Brisbane Radio	VIB	1230, 1300	600
Hobart Radio	VIH	1200	600
Melbourne Radio	VIM	0930, 1100	600
Sydney Radio (Pen- nant Hills)	VIS		600
Awanni Radio	VLA	No details.	No details.
Awarna Radio	VLB		
Wellington Radio	VLW		
Chatham Is.	VLC		
Macquarie Is. Radio	VIQ		
BRAZIL:			
Ilha do Governador	SOH	0000*	1800
CHINA:			
Shanghai—Zikawei	FFZ	0300*, 0900	600
FRANCE			
Eiffel Tower	FL	0945+, 2330*	2500
FRENCH OCEANIA:			
Papeete, Ile Tahiti	FOP	1100, 2300	600
GERMANY:			
Norddeich	KAV	1200*, 2200	1650
GREAT BRITAIN:			
Poldhu	MPD	0930, 2130	2700
Cleethorpes	BYB	0500, 1700	3000
„ „ Northern”	BYB	0000	3000
„ „ Scandinavia”	BYB	1300	3000
HAWAIIAN IS.:			
Pearl Harbour	NPM	{0230, 0630} {1830, 2230}	! 600

Wireless Station. (1.)	Call letters (2.)	Time (G. M. T.). (3.)	Wave (Metres). (4.)
HOLLAND : Scheveningen . . .	PCH	1115, 2315	1800
INDIA : Calcutta Radio . . . Karachi Radio . . . Rangoon Radio . . . Bombay Radio . . . Madras Radio . . . Port Blair . . .	VWC VWK VTR VMB VWM VTP	0730*, 1910 0730, 1910 0740, 1920	2000 2000 1200 2000 2000 1200
JAPAN : Choshi . . . Dairenwan . . . Fukkukaku . . .	JCS JDA JKF	1200* 1200 1130	600 600 600
MEDITERRANEAN : Rinella . . .	BYZ	2100	2700
MEXICO : Campeche . . . Guaymas . . . Mazatlan de Sinaloa Payo Obispo . . . Vera Cruz . . .	XAB XAH XAE XAC XAA	1837*	600
PHILIPPINES : Kavite . . .	NPO	{0300}* {1400}	952 5000 (Continuous wave).
SAMOA : Tutuila . . .	NPU	{0330, 0730} {1930, 2330}	600
SOUTH AFRICA : Capetown Radio . . . Durban Radio . . .	MNC VND	1115 1115	600 600
SPAIN : Madrid . . .	EGC	1330	2000
UNITED STATES : Washington (Arlington) Annapolis . . . Key West . . . S. Francisco . . . North Head . . . S. Diego . . .	NAA NBR NAR NPH NPE NPL	0300* & 1700* 0130, 1330 0300* 0600* 0600 0600	2500 1700 1500 600 & 950 600 & 950 600 & 950

* Weather bulletin follows a time signal.

† Weather bulletin is followed by time signal.

Note.—This Notice will be subject to revision from time to time.

(Notice No. 703 of 1920.)

Authority.—The Lords Commissioners of the Admiralty. (H. 1729/20.)

By Command of their Lordships,

F. C. LEARMONTH,
Hydrographer of the Navy.

Admiralty, London,
28th April 1920.

INTIMATION is hereby given that MACIVER FORBES MORISON MACIVER CAMPBELL, of Ballochyle, in the County of Argyll, Heir of Entail in possession of the Entailed Lands and Estates of Ballochyle, Balligown, and others, lying in the united Parishes of Dunoon and Kilmun, and Shire of Argyll, has presented a Petition to the Lords of Council and Session (First Division, Junior Lord Ordinary.—Mr. Paterson, Clerk), in terms of the Entail (Scotland) Act, 1882, and the other Entail Statutes and relative Acts of Sederunt, praying the Court to grant an Order of Sale of the parts

of said Entailed Lands and Estates of Ballochyle and others, described in the Schedule annexed to the Petition, and to authorise the Sale of the same, and the investment of the price, after payment of the debts, if any, affecting the said parts of said Lands and others, in terms of the said Entail (Scotland) Act, 1882.

Date of Interlocutor ordering Intimation, 26th April 1920.

DUNDAS & WILSON, C.S., Petitioner's Agents.

16 St. Andrew Square, Edinburgh,
26th April 1920.

IN the Petition of THE SCOTTISH SICKNESS AND ACCIDENT INSURANCE COMPANY LTD. presented to the Second Division of the Court of Session (Mr. Antonio, Clerk) for Confirmation of Reduction of the Capital of the Company, the Lord Ordinary officiating on the Bills has pronounced the following Interlocutor:—

“Edinburgh, 15th April 1920.—The Lord Ordinary officiating on the Bills having considered the Petition, with the Report by Mr. Winchester, W.S., No. 15 of Process; approves of the Report; confirms the Reduction of Capital resolved on by the Special Resolution passed on 20th October 1919, and confirmed on 5th November 1919, set forth in the Petition; approves of the Minute set forth in the Petition as amended; directs the registration of this Order and of the said Minute to be made by the Registrar of Joint Stock Companies in Scotland; and on the same being registered, directs notice of the registration to be given by advertisement once in the Edinburgh Gazette and once in the Glasgow Herald newspaper; dispenses altogether with the addition of the words ‘and Reduced,’ to the Petitioning Company’s name, and decrees.

“A. M. ANDERSON.”

A Certified Copy of this Interlocutor has been filed with the Registrar of Joint Stock Companies.

The Minute filed with the Registrar is in the following terms:—

“The Share Capital of the Company is £7500, divided into 20,000 shares of 7s. 6d. per share, whereof 300 shares are fully paid up to the extent of 7s. 6d. per share, 10,524 are paid up to the extent of 5s. per share, 232 are paid up to the extent of 2s. 6d. per share, and 8944 are unissued.”

Of all which Intimation is hereby given.

J. T. WHITE, W.S. (for West, Anderson, & Rankin, Writers, Glasgow), Agents for the Petitioners.

66 George Street, Edinburgh.

In the Matter of THE SCOTTISH PUBLISHING COMPANY LIMITED.

AT an Extraordinary General Meeting of the Members of the above-named Company, duly convened, and held at 73 Dunlop Street, Glasgow, on the 8th day of April 1920, at 12 noon, the following Special Resolutions were duly passed; and at a subsequent Extraordinary General Meeting of the Members of the said Company, also duly convened, and held at the same place on the 23rd day of April 1920, the following Special Resolutions were duly confirmed:—

That the Scottish Publishing Company Ltd. be wound up voluntarily.

That Mr. James Woodburn, of 73 Dunlop Street, Glasgow, be and is duly appointed Liquidator to conduct the winding up.

M. T. S. GIBB, Chairman.

23rd April 1920.

APETITION having been presented to the Lord Ordinary officiating on the Bills at the instance of Mrs. Annetta Bishop or Robb, wife of Daniel Robb, and residing with him at 83 Easter Road, Edinburgh, with consent and concurrence of the said Daniel Robb, as her Curator and Administrator-in-Law, for Sequestration of the Estates of Mrs. RACHAEL REIFF or DORFMAN, otherwise Mrs. LEAH RACHAEL REIFF or DORFMAN, Furniture Dealer, sometime carrying on business on her own account as a Furniture Dealer at 360 Leith Walk, Edinburgh, wife of Samuel Dorfman,

and residing with him at 20 Marchmont Crescent, Edinburgh, his Lordship of this date granted Warrant for citing the said Mrs. Rachael Reiff or Dorfman, otherwise Mrs. Leah Rachael Reiff or Dorfman, and Samuel Dorfman to appear in Court on the seventh day next after citation if within Scotland, and on the fourteenth day next after citation if furth of Scotland, to show cause why Sequestration should not be awarded; of all which Intimation is hereby given.

Ross & Ross, S.S.C., Petitioners' Agents.

24 York Place, Edinburgh,
28th April 1920.

THE Estates of JOHN MARSHALL, Carriage Hirer Allandale, Colinton, Midlothian, were Sequestrated by the Sheriff of the Lothians and Peebles at Edinburgh on 27th April 1920.

The first Deliverance is dated 27th April 1920.

The Meeting to elect the Trustee and Commissioners is to be held at eleven o'clock, on Friday the 7th day of May 1920, within Dowell's Rooms, 18 George Street, Edinburgh. A Composition may be offered at this Meeting; and to entitle Creditors to the first Dividend their oaths or grounds of debt must be lodged on or before the 27th day of August 1920.

All future advertisements relating to this Sequestration will be published in the Edinburgh Gazette alone.

J. OGILVY HOOD, S.S.C., Agent.

116 Hanover Street, Edinburgh.

The Sequestration of KIRKWOOD & COMPANY, Timber Merchants, Pitwood Importers, and Coal Exporters, 68 Bath Street, Glasgow, and also at South Alloa, as a Company, and Archibald Kirkwood, the sole Partner thereof, as such Partner, and as an Individual.

THE Trustee hereby intimates that the account of his intromissions for the statutory period ended 14th April 1920 has been audited by the Commissioners, who have postponed the declaration of a Dividend until the recurrence of another statutory period.

ROBT. MACFARLAN, C.A., Trustee.

149 West George Street, Glasgow,
29th April 1920.

To the Creditors on the Sequestrated Estates of DAVID KENNAWAY, Grocer and Wine Merchant, Inverkeithing.

BY virtue of an Order of the Sheriff-Substitute of Fife and Kinross at Dunfermline, dated 26th April 1920, David Kennaway, above designed, hereby intimates that he has presented a Petition to the Sheriff of Fife and Kinross at Dunfermline, to be finally discharged of all debts contracted by him before the date of the Sequestration of his Estates, in terms of the Statutes.

A. P. MACBAIN, Solicitor, Agent
for Petitioner.

High Street, Dunfermline,
28th April 1920.

To the Creditors on the Sequestrated Estates of WILLIAM CASKEY JARDINE, sometime Wine and Spirit Merchant, carrying on business at 26 Tennant Street, Leith.

BY virtue of an Order of the Sheriff-Substitute of the Lothians and Peebles at Edinburgh, William Caskey Jardine, above designed, hereby intimates that he has presented a Petition to the Sheriff of the Lothians and Peebles 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.

CUNNINGHAM & LAWSON, Solicitors.

64 Frederick Street, Edinburgh,
30th April 1920.

To the Creditors on the Sequestrated Estates of ROBERT M. GRAHAM, Spirit Merchant, White Hart Inn, Stevenston.

BY virtue of an Order of the Sheriff-Substitute of Ayrshire at Kilmarnock, dated 29th April 1920, Robert M. Graham, above designed, hereby intimates that he has presented a Petition to the Sheriff of Ayrshire at Kilmarnock, to be finally discharged of all debts contracted by him before the date of Sequestration of his Estates, in terms of the Statutes.

JAMES M. INGLIS, Writer,
Kilmarnock, Agent for
Petitioner.

Kilmarnock, 29th April 1920.

NOTICE.

THE Business of Cabinetmaker, Upholsterer, House Agent, Storer, et cetera, carried on by Stewart Patterson, at sixteen B Stafford Street, Edinburgh, under the name WILLIAM PATTERSON & COMPANY, has been sold and transferred to David Galloway and Walter Gregor Cubie, who are to carry on the Business in Partnership under the above Firm name, and at the above address, for their own behoof. The said David Galloway and Walter Gregor Cubie will collect all debts due to, and pay all debts due in connection with the Business.

28th April 1920.

STEWART PATTERSON.

DAVID GALLOWAY.

WALTER GREGOR CUBIE.

Signed by Stewart Patterson in presence of—

THOMAS G. MILLS, Witness, Gentleman, Creech Barrow House, Taunton.

FRED. C. PENTLAND, Witness, Gentleman, Creech Barrow House, Taunton.

Signed by David Galloway and Walter Gregor Cubie in presence of—

AGNES GRUBB, Witness, Typist,
10A George Street, Edinburgh.

HELEN DUNLOP, Witness, Clerkess,
16B Stafford Street, Edinburgh.

THE Firm of M'Gugan & Macdonald, carrying on business as Boiler Scalers, under the name of THE HARBOUR SCALING COMPANY, at 126 Old Govan Road, Glasgow, of which the Subscribers William Macdonald and William M'Gugan were the sole Partners, has been DISSOLVED, of mutual consent, as at 24th April 1920.

All persons indebted to the Firm are requested to make payment forthwith to Mr. John Scott, C.A., 102 Bath Street, Glasgow, who has been appointed Liquidator, and all Creditors are requested to lodge their claims with him forthwith.

The Subscriber William Macdonald will carry on business on his own account as a Boiler Scaler, at 126 Old Govan Road, Glasgow, and the Subscriber William M'Gugan will carry on business as a Boiler Scaler on his own account, under the name of THE HARBOUR SCALING COMPANY, at 129 Old Govan Road, Glasgow.

Glasgow, 26th April 1920.

WM. MACDONALD.

WM. M'GUGAN.

Witnesses to the Signatures of the said William Macdonald and William M'Gugan—

FERGUSON N. WEST, Writer, 180 Hope Street, Glasgow.

J. A. HOUSTON, Writer, 187 West George Street, Glasgow.

NOTICE.

THE Firm of JOHN LAING & SON, Property and Insurance Agents, and House Factors, 20 Bridge Street, Glasgow, of which the Subscribers David Taylor Laing, Arthur Graham Manson, John Ernest Laing, and

Alexander Frederick Laing were the sole Partners, has been DISSOLVED, of mutual consent, as at 31st July 1919, by the retiral therefrom of David Taylor Laing. The Subscribers John Ernest Laing, Alexander Frederick Laing, and Arthur Graham Manson will continue to carry on business for their own behoof at the above address, under the said Firm name of JOHN LAING & SON, and will collect all sums due to, and pay all debts due by, the dissolved Firm.

Glasgow, 27th April 1920.

D. T. LAING.
A. G. MANSON.
JOHN E. LAING.
A. FREDK. LAING.

R. C. MANSON, Clerk, 20 Bridge Street,
Glasgow, Witness.

ISABEL S. CURRIE, Clerkess, 20 Bridge
Street, Glasgow, Witness.

NOTICE is hereby given that the Business of the Partnership of W. & G. MUIR, Bakers, Soho Street, Glasgow, which was DISSOLVED on twenty-seventh September nineteen hundred and nineteen, by the death of Walter Muir, one of the Partners thereof, has been acquired as from that date by the Subscriber Gavin Muir, Baker in Glasgow, the surviving Partner, who will carry on the same for his own behoof, and under the same Firm name.

All liabilities of the said Firm will be discharged by the said Gavin Muir, to whom also all debts due to the said Firm should be paid.

Dated at Glasgow, this twenty-eighth day of April one thousand nine hundred and twenty.

JAMES BARR,
W. SMITH TAIT,
JAMES AUSTIN,
G. D. MUIR,

Trustees and Executors of the deceased
Walter Muir.

Witnesses to the Signature of the said
James Barr—

JOHN HOUSTON, of 45 West George
Street, Glasgow, Writer.

MATTHEW G. JARDINE, 45 West
George Street, Glasgow, Clerk-at-
Law.

Witnesses to the Signature of the said
W. Smith Tait—

WILLIAM RATTRAY, 79 West Regent
Street, Glasgow, Clerk.

MATTHEW G. JARDINE, 45 West
George Street, Glasgow, Clerk-at-
Law.

Witnesses to the Signatures of the
said James Austin and G. D.
Muir—

MATTHEW G. JARDINE, 45 West
George Street, Glasgow, Clerk-at-
Law.

JOHN HOUSTON, of 45 West George
Street, Glasgow, Writer.

GAVIN MUIR.

Witnesses to the Signature of the said
Gavin Muir—

JAMES MUIR, 34 Craigpark Drive,
Dennistoun, Glasgow.

WILLIAM MUIR, 20 Monteith Row,
Glasgow.

NOTICE OF DISPOSAL OF BUSINESS.

THE Subscriber JAMES M'DOUGAL, Hempsford, Kelso, begs to intimate that he has disposed of the Business of Ironmonger and Hardware Merchant carried on by him at No. 7 Woodmarket, Kelso, to Mr. James Murray, Tweed Cottage, Kelso, as at 30th April 1920.

All debts due by the said James M'Dougal will be paid by him, and all debts due to him may be paid to the Subscriber James Murray, at No. 7 Woodmarket, Kelso, who is authorised to receive and discharge such debts as are paid to him.

JAMES M'DOUGAL
JAMES MURRAY.

Subscribed by the said James
M'Dougal and James Murray
before and in presence of—

JOHN ANDERSON MOFFAT, 33 Mont-
pellier Park, Edinburgh, Iron-
monger, Witness.

FRANCIS CROZIN, Rose Lane,
Kelso, Ironmonger, Witness.

BANKRUPTS.

FROM THE LONDON GAZETTE.

RECEIVING ORDERS.

Henry Carol Goodwin, 24 St. James' Street, in the county of London.

E. Jones, lately carrying on business and residing at 36 Replingham Road, Southfields, in the county of London, but whose present residence the Petitioning Creditors are unable to ascertain.

Leon Pollock, the Empire Theatre of Varieties, Leicester Square, and lately carrying on business at 22 Leicester Square, at the Empire Theatre of Varieties, Leicester Square, 29A Charing Cross Road, and Talbot House, St. Martin's Lane, and 50 Antrim Mansions, Belsize Park, all in the county of London, theatrical producer.

Zeyen & Co., 16 Mark Lane, in the city of London.

Charles Hallyburton Campbell Grace, lately residing at 1 Haldon Street, St. David's, Exeter, Devonshire, and at 182 Millbrook Road, Southampton, Hampshire, and now at 4 Flexbury Park, Bude, Cornwall, retired major in the Indian Army.

Donald Edmund Peer, Winstanley, King's Langley, in the county of Hertford, and St. George's Garage, St. George's Street, Ipswich, lately residing at Christchurch Street, Ipswich aforesaid, and now residing at 1 Stanley Mansions, Park Walk, Chelsea, London, S.W. 10, motor engineer, a partner in the firm of the St. George's Motor and Engineering Company.

Aynslie Nark Astbury, residing at 21 Denstone Road, Pendleton, Salford, Lancashire, captain in His Majesty's Army and Army Education Officer for the Manchester Area.

RECEIVING ORDER RESCINDED.

Percy Miller, late of 2 Avonmore Mansions, Kensington, London, but whose present residence or place of business the Petitioning Creditor is unable to ascertain.

ORDER ANNULLING, REVOKING, OR RESCINDING ORDER.

Edwin Morris, Hopton, Nesseliffe, in the county of Salop, farmer.

NOTICE.

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" 300 " "	350	1 15 0
" 350 " "	400	2 0 0
" 400 " "	450	2 5 0
" 450 " "	500	2 10 0

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