



# The Edinburgh Gazette

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FRIDAY, DECEMBER 30, 1921.

At the Court at Buckingham Palace, the 13th day of December 1921.

PRESENT,

The KING's Most Excellent Majesty in Council.

**WHEREAS** by the Representation of the People Acts, 1918 to 1921, power is conferred on His Majesty to make provision for various matters by Order in Council:

And whereas by Section 36 of the Representation of the People Act, 1918 (herein referred to as "the Act"), power is conferred on His Majesty by Order in Council to make such regulations as appear necessary or desirable for the effective and proper conduct of elections for University Constituencies:

And whereas by Section 36 (3) of the Act it is provided in relation to University Constituencies and University Elections as follows:—

- (b) It shall not be necessary to prepare an absent voters' list, but the right to vote by proxy may be exercised by any person who would be entitled to exercise such right if his name were entered on the absent voters' list, so long as all other conditions enabling him to vote by proxy are fulfilled:

And whereas by the Proxy Paper (Universities) Order, 1918, His Majesty has been pleased by Order in Council to make provision with respect to voting by proxy at University elections:

And whereas by Section 40 (2) of the Act, any Order in Council made thereunder may be revoked or varied as occasion requires by any subsequent Order in Council:

And whereas the Representation of the People (No. 2) Act, 1920, made further provision with respect to voting by proxy, and accordingly it is expedient that the Proxy Paper (Universities) Order, 1918, should be revoked and other provisions substituted therefor:

Now, therefore, His Majesty, in pursuance of the powers conferred upon Him by the said Acts and of all other powers enabling Him in that behalf, is pleased by and with the advice of His Privy Council, to order and it is hereby ordered as follows:—

*Form of Application for Appointment of Proxy.*

1. An application by a University elector for the issue of a Proxy Paper must be in the following form or in a form to the like effect:—

REPRESENTATION OF THE PEOPLE ACTS, 1918 TO 1921.

*Proxy Application Forms.*

To the Registration Officer for.....University.  
 The Elector must insert here his )  
 surname and other names in )  
 full ) being or believing myself to be qualified for registration as a  
 ) Parliamentary Elector at the said University hereby

state that there is a probability that I shall, at the time of a Parliamentary election, be at sea or out of the United Kingdom, and that I desire to appoint as proxy to vote for me at any such election the person nominated below as First Choice or (if he or she is not qualified or is unwilling to act) the person nominated below as Second Choice.

**Person to be appointed Proxy** (see footnote).

- 1. The Elector must fill this up
  - { Names of First Choice.....
  - { Postal Address of First Choice.....
  - { Relationship, if any, of First Choice to Elector.....
- 2. The Elector should fill this up as the First Choice may be unwilling or not qualified to act.
  - { Names of Second Choice.....
  - { Postal Address of Second Choice.....
  - { Relationship, if any, of Second Choice to Elector.....
- 3. The Elector should fill this up to the best of his ability.
  - { Reason for and expected length of absence from United Kingdom.....

I apply for the issue of a proxy paper appointing as my proxy the person, or one of the persons, nominated above; and in the event of any further information being required by the Registration Officer I hereby authorise

- 4. The Elector should enter here the names and address of some person in the United Kingdom who can supply any further information required, in case the Elector is at sea or abroad. The person so authorised may be one of the persons nominated above as proxy.
  - { Names.....
  - { Postal Address.....

to make an application giving such further information as may be necessary to enable a proxy paper to be issued to the person or one of the persons nominated.

The form must be properly signed, witnessed and dated.

Signature of Elector.....

Elector's residence in United Kingdom or other postal address in United Kingdom to which letters for him may be sent.
 

- {.....
- {.....

The Witness must be a person to whom the Elector is known.
 

- { Witnessed by.....
- { Address and Occupation of Witness.....
- { Date.....

*Appointment of proxy.*

2. (1) The registration officer on receiving an application for the issue of a proxy paper shall, if satisfied that a proxy may be appointed, intimate to the person nominated as first choice, unless he knows that that person is not qualified to be appointed as proxy or has expressed his unwillingness to act, that it is proposed to appoint him as proxy for the elector, and that if no notice is received within seven days intimating that he is unwilling or unable to act as proxy for the elector a proxy paper will be issued to him and he will be entered on the list of proxies:

Provided that where the registration officer requires further information to enable him to issue a proxy paper and the name of any person is given in the form of application as authorised to make an application giving such further information as may be necessary to enable a proxy paper to be issued to the person or one of the persons nominated, the registration officer shall apply to the person so named for such further information.

If at the expiration of the said seven days no notice is received intimating that the person nominated as first choice is unable or unwilling to act as proxy, the registration officer shall, unless otherwise directed by the elector, send or deliver a proxy paper to that person, and shall enter his name on the list of proxies:

Provided that the registration officer may send or deliver the proxy paper and enter the name of the proxy as aforesaid before the expiration of the said seven days if he is satisfied that the person nominated as first choice is willing and able to act as proxy.

(2) If within seven days from the date of sending the intimation notice is received by the registration officer informing him that the person nominated as first choice is unable or unwilling so to act, the registration officer shall, if another person is nominated as second choice in the form of application, deal in like manner with the person so nominated.

(3) If the person nominated as first choice, or if another person is nominated as second choice, each of such persons is unable or un-

A person to be proxy must be the wife, or husband, or parent of the elector, or a brother or sister over 21 years of age, or must be some person registered as a parliamentary voter in the same constituency as the elector; but a person not so related to the elector cannot vote as proxy for more than two electors in a constituency.

willing to act as proxy or is not qualified to act, or if for any other reason the registration officer does not comply with the application and issue a proxy paper, the registration officer shall send a notice to the elector informing him that no proxy paper has been issued and explaining the reason.

(4) As soon as may be after issuing a proxy paper the registration officer shall send notice of the fact to the elector, stating the name and address of the person to whom the paper has been issued and the period for which the proxy paper remains in force.

(5) The proxy paper, unless previously cancelled, shall remain in force until the expiration of six months, or such longer period (not exceeding in all three years) as the registration officer at the time of the issue of the proxy paper having regard to all the circumstances of the case and the reason for and length of absence specified in the proxy application form may fix.

*Form of Proxy Paper.*

3. The proxy paper to be issued by the registration officer shall be in the following form or a form to the like effect :—

REPRESENTATION OF THE PEOPLE ACTS, 1918 TO 1921.

*Proxy Paper.*

Constituency.....  
 (Name) .....  
 (Address) .....  
 is hereby appointed as Proxy for  
 (Name of Elector) .....  
 who is registered as a Parliamentary Elector at the University of .....  
 to vote for such elector at all Parliamentary Elections for the above constituency whilst  
 this Proxy Paper remains in force.  
 Date until which proxy paper remains in force.....  
 Signature of Registration Officer.....  
 Date .....

*Form of Cancellation.*

4. A notice to the registration officer cancelling a proxy paper must be in the following form or in a form to the like effect :—

REPRESENTATION OF THE PEOPLE ACTS, 1918 TO 1921.

To the Registration Officer for..... University.

I, .....  
 being registered as a Parliamentary Elector at the University of .....  
 hereby cancel any proxy paper issued in respect of the above qualification.

\* The Witness should be some person to whom the Elector is known.

{ Signed .....  
 \* Witnessed by.....  
 Date .....

*Notice of Cancellation.*

5. Where a proxy paper is cancelled the registration officer shall send notice of the cancellation to the person who has been appointed proxy under the cancelled paper, and shall delete his name from the list of proxies.

3. The following paragraph shall be substituted for paragraph 11 :—

“ A person claiming to vote as proxy shall when so required produce the proxy paper to the returning officer and if he fails to do so his vote shall be invalid, and the returning officer shall endorse on the voting paper the reason for its rejection.

“ The returning officer may require from the person claiming to vote by proxy such declarations in addition to those set out in the form of voting paper as appear to him to correspond to the questions which may be asked of persons claiming to vote as proxies in constituencies other than University constituencies ” ;

(4) Paragraph 15 shall not apply.

*Power to use Corresponding Forms under Sch. V. to Representation of the People Order.*

7. Any of the forms prescribed in Schedule V. to the Representation of the People Order shall be deemed to be forms to the like effect as the

*Application of Third Schedule to Representation of People Act, 1918.*

6. The third Schedule to the Act (as amended by the Representation of the People (No. 2) Act, 1920) shall in its application to University constituencies and University elections have effect subject to the following adaptations :—

- (1) Paragraph 4 shall not apply ;
- (2) In lieu of the list provided for in paragraph 8 the registration officer shall keep a list of persons on the register who have appointed proxies and of the persons so appointed and of the dates on which the proxy papers expire and the provisions of the said paragraph with reference to the list of absent voters shall apply to the list so kept.

corresponding forms prescribed by this Order and may be used in substitution for these forms if in the opinion of the registration officer they give the necessary information, including information as to the reason for and expected length of absence from the United Kingdom.

#### *Late Applications.*

8. When the registration officer receives an application for the issue of a proxy paper appointing a proxy less than two clear days before the date of nomination, the application may for the purpose of that election be disregarded.

#### *Person whom Voting Paper is to be sent.*

9. Where under Part II. of the Fifth Schedule to the Act a voting paper is required to be sent to an elector, and the elector is a person who is entitled to vote by proxy, the voting paper shall, instead of being sent to the elector, be sent to the proxy.

#### *Registration Officer.*

10. In this Order the expression "registration officer" means as respects any University such person or officer as may be designated as registration officer by the governing body of the University for the purpose of preparing the register.

#### *Alteration of Headings to Forms.*

11. In the event of any other Act or Acts being included as Acts which may be cited with the Representation of the People Acts, 1918 to 1921, by any other collective title that title may be substituted in the headings to the forms prescribed by this Order.

#### *Revocation.*

12. The Proxy Paper (Universities) Order, 1918, is hereby revoked:

Provided that such revocation shall not affect the validity or duration of any proxy paper current at the date of the revocation.

#### *Short Title.*

13. This Order may be cited as the Proxy Paper (Universities) Order, 1921.

ALMERIC FITZROY.

#### NOTICE.

NATIONAL DEBT AND LOCAL LOANS ACT, 1887.  
(50 and 51 Vict., c. 16.)

The Lords Commissioners of His Majesty's Treasury give notice that, pursuant to Section 13 (5) of the National Debt and Local Loans Act, 1887, They have directed the creation of £5,950,000 Local Loans Three per cent. Stock, which Stock has been issued to the National Debt Commissioners.

*Factory Department, Home Office,  
December 22, 1921.*

The Chief Inspector of Factories gives notice that in consequence of the death of Dr. T.

M'Geoch, an appointment as Certifying Surgeon under the Factory and Workshop Acts at Girvan, in the county of Ayr, is vacant.

*Admiralty, 21st December 1921.*

In pursuance of His Majesty's pleasure, Capt. Bertram S. Thesiger, C.B., C.M.G., has been appointed a Naval Aide-de-Camp to The King, in place of Capt. Henry T. Buller, C.B., C.V.O., A.D.C., promoted to Flag rank. 21st Nov. 1921.

#### ORDER OF THE MINISTER OF AGRICULTURE AND FISHERIES.

(DATED 21ST DECEMBER 1921.)

#### EXPORTATION AND TRANSIT OF HORSES, ASSES AND MULES ORDER OF 1921.

The Minister of Agriculture and Fisheries, by virtue and in exercise of the powers vested in him under the Diseases of Animals Acts, 1894 to 1914, and of every other power enabling him in this behalf, hereby orders as follows:—

#### CHAPTER I.—EXPORTATION AND TRANSIT BY SEA OF HORSES, ASSES AND MULES.

##### *Examination before Shipment. Shipment Limited to Certain Ports.*

1.—(1) By the Diseases of Animals Act, 1910, as amended by the Exportation of Horses Act, 1914, it is not lawful for any shipping company or person to ship or attempt to ship any horse, ass or mule from any port in Great Britain to any port or place in Europe outside the United Kingdom, the Channel Islands or the Isle of Man unless immediately before shipment the animal has been examined by a Veterinary Inspector appointed by the Ministry to conduct such examinations, and certified by him in writing to be capable of being conveyed by sea and disembarked without cruelty, and also to be capable of being worked without suffering.

(2) Provision for such examination by a Veterinary Inspector of the Ministry, unless and until it is otherwise ordered by the Minister, is made only at the ports of Folkestone, Goole, Harwich, Hull, Leith, London (including Tilbury) and Southampton, hereinafter referred to as authorised ports of shipment. The examination shall in every case be carried out during daylight.

(3) This Article and the next following Article shall not apply to any thoroughbred horse which is being shipped with a certificate of a steward or the Secretary of the Jockey Club in accordance with Section 7 of the Diseases of Animals Act, 1910.

##### *Notice of Intended Exportation.*

2.—(1) Horses, asses, or mules will not be examined by the Ministry's Inspectors unless a shipping company or railway company intending to ship a horse, ass or mule for conveyance from a port in Great Britain to any port or

place on the Continent of Europe outside the United Kingdom, the Channel Islands or the Isle of Man gives notice in writing of the intended shipment to the Veterinary Inspector appointed by the Ministry to examine horses, asses or mules shipped from such port so as to reach the Veterinary Inspector not later than 2 p.m. on the day preceding that on which the animals are to be shipped. The addresses of the Veterinary Inspectors appointed to examine horses before export at the authorised ports of shipment may be obtained on application to the Secretary, Ministry of Agriculture and Fisheries, Whitehall Place, London, S.W. 1. The notice shall state—

(a) the name and address of the owner, and the number of horses, asses or mules intended to be shipped;

(b) the name of the vessel on which the animals are intended to be shipped;

(c) the name of the wharf, quay or dock at an authorised port of shipment at which the animals are intended to be shipped;

(d) the date and approximate time at which the animals will arrive at the place of proposed shipment; and

(e) the date and the approximate time of sailing of the vessel on which the animals are intended to be shipped.

#### *Detention of Horses, Asses and Mules at Place of Examination.*

3. The Veterinary Inspector of the Ministry may refuse to examine any horse, ass or mule until it has undergone such period of rest and observation as the Inspector may consider necessary.

#### *Fees for Examination.*

4. The fee payable for the examination of a horse, ass or mule by a Veterinary Inspector under the above-mentioned Acts shall be the sum of five shillings for each animal, and such fee shall be paid before the examination takes place to the Veterinary Inspector, unless he is satisfied that payment has been made to the Ministry.

#### *Provisions as to vessels carrying Horses, Asses and Mules.*

5. The provisions of this Article shall, except as provided in paragraph (14) thereof, apply to all vessels on which horses, asses or mules are carried from any port in Great Britain, or to any such port from a port in the Channel Islands, or the Isle of Man.

#### *Method of carrying Horses, Asses and Mules, and Fittings of Vessels.*

(1) Each horse, ass or mule shall be carried athwartships either in a separate stall or in a portable box. Each stall and the moveable fittings thereof shall be numbered for purposes of identification: Provided that small ponies, asses, small mules, mares with foal at foot, and young unbroken horses may be carried together in pens of suitable size formed by removing the division boards between a number of stalls and by fastening a sufficient number of boards to the front of the stanchions under the breast rail to keep the animals in the pen.

(2) Horses, asses and mules shall not be

carried during the months of October to March inclusive, except under a permanent deck cover, and in fittings constructed in accordance with this Article. This paragraph shall come into operation forthwith.

(3) Boxes shall be secured to the vessel separately and in such a manner as to prevent their displacement by the motion of the vessel.

(4) The flooring of each box, stall or pen shall, in order to prevent slipping, be fitted with suitable wooden battens and be strewn with a proper quantity of sand or other suitable substance.

(5) Horses, asses and mules while on a vessel shall be protected against injury or suffering from exposure to the weather.

(6) The fittings on any vessel used for the carriage of horses, asses or mules shall be so constructed as to be of a substantial character and of sufficient strength to withstand the action of the weather and resist the weight of any animals that may be thrown against them.

(7) Fittings shall be constructed in accordance with the specifications prescribed in the Schedule to this Order. This paragraph shall come into operation on the first day of April, nineteen hundred and twenty-two.

(8) The fittings or other parts of a vessel, box, stall or pen likely to cause injury or suffering to horses, asses or mules shall be properly and securely fenced off or padded as the case may require. Alternatively, the heads of all the animals shall be protected, before the animals are embarked and during the voyage, by the use of poll pads of a pattern approved by an Inspector of the Ministry.

(9) Suitable provision shall be made for slinging the animals carried on board the vessel when necessary.

#### *Method of Securing Animals on Board.*

(10) Every stall and every box shall be provided with a strong head-stall with ropes attached on either side. In stalls the head-stalls shall be secured to the rings provided on the front of the stanchions so as to prevent the animals irritating and biting each other, and also to prevent their heads striking the deck above. In the case of animals carried in boxes, the head-stalls shall be placed on the animals before they enter the box, and each box shall have strong rings securely fastened to the sides of the corner uprights (well below the level of the top of the doors) to which the head ropes shall be fastened in such a manner as to prevent an animal getting its front legs over the top of the door.

#### *Passage-Ways.*

(11) Every part of the vessel where horses, asses or mules are carried shall be provided with passage-ways giving free frontal access at all times to every stall or box, of a minimum width of three feet from the inside of the breast rail (in the case of any single row of stalls), or from the front of boxes, as the case may be, and a minimum width of six feet from the inside of the breast rails between two rows of stalls in which the animals face each other. All such passage-ways shall be kept

free of obstruction. The top of a hatch-way shall not be deemed to be a passage-way, unless in the case of 'tween decks (a) the coamings do not exceed one foot in height, and (b) the hatches are on and covered with tarpaulins, and (c) the stalls are sufficiently far back to prevent the heads of the animals extending beyond the coaming into the hatchway.

#### *Light.*

(12) All parts of the vessel over which horses, asses or mules pass, or in which they are carried, shall be properly lighted by lights placed at a distance of not more than fifteen feet from each other, and arrangements shall be made for the provision at all times of adequate light for the proper tending of the animals.

#### *Ventilation.*

(13) All parts of the vessel in or on which horses, asses or mules are carried shall be sufficiently and suitably ventilated to the satisfaction of an Inspector of the Ministry: Provided that no part below deck shall be used for the carriage of horses, asses or mules unless in addition to any ventilation obtained by means of the hatchways such part of the vessel is provided with centrifugal rotary fans or other approved means of ventilation sufficient to ensure the removal of foul air and an adequate supply of fresh air at all times for every animal carried in that part of the vessel. Cowls shall be marked in such manner as to indicate whether they are for the purposes of supply or exhaust, and the compartment ventilated thereby shall be indicated on each cowl.

#### *Power for Minister to Exempt Vessels.*

(14) The Minister may, by an exemption granted subject to such conditions as may be specified therein, exempt any vessel or part of a vessel from any of the foregoing provisions of this Article.

#### *Power to require Stalls to be kept in Reserve.*

(15) An Inspector of the Ministry may at his discretion require a certain proportion of stalls on a vessel to remain empty in such positions as may seem to him desirable.

#### *Drainage.*

(16) Suitable provision shall be made for the drainage of urine from the parts of the vessel used for the carriage of horses, asses, or mules.

#### *Feeding and Watering.*

(17) Horses, asses or mules carried on a vessel for a voyage which on an average takes more than six hours shall, while on board, be provided by the shipping company or their agent with a sufficient amount of suitable food and water. The quantity of hay to be provided shall be based on a daily ration of 15-20 lbs. for horses of the larger type, and of 10-15 lbs. for smaller animals, except in the case of small ponies and asses, for which a daily ration of 5-10 lbs. shall be allowed. A suitable surplus above these quantities shall in addition be provided for emergencies.

Suitable receptacles shall at all times be provided for feeding the animals with hay. Galvanised iron tins or mangers shall also be supplied for use when required by circumstances such as an extended voyage, or where the animals are to be fed with corn, etc. Proper accommodation shall be provided on board for the storage of the food, so that the same shall not be unduly exposed to the weather at sea.

#### *Attendance.*

(18) The Shipping Company shall cause every vessel on which horses, asses or mules are carried to be provided with a sufficient number of qualified attendants to tend the animals properly.

#### *Carriage of Clipped Horses, Asses or Mules.*

(19) A horse, ass or mule which the Veterinary Inspector of the Ministry considers to be insufficiently protected against the weather by its natural coat shall not be shipped unless the animal is provided by the owner or his authorised agent with a suitable rug.

#### *Saving for Ferry Boats.*

(20) The foregoing provisions of this Article shall not extend to the carriage of horses, asses or mules on a vessel across an arm of the sea or over any ferry or on a river, canal, or other inland water, but the fittings of the vessel shall be such as to protect the animals so carried from injury and suffering and provision shall be made in order to prevent the animals slipping by strewing the deck with sand or other suitable substance.

#### *Approaches, Gangways and other Apparatus.*

(21) Approaches, gangways, passage-ways, cages and other apparatus used for the loading or unloading or movement of horses, asses or mules on or from a vessel, shall be so constructed that injury or suffering shall not be caused to the animals.

#### *Overcrowding.*

(22) A vessel shall not be overcrowded in any part or pen so as to cause injury or suffering to the horses, asses or mules carried thereon or therein.

#### *Injured Horses, etc.*

(23) If any horse, ass or mule on a vessel has a limb broken or is otherwise seriously injured so as to be incapable of being disembarked without cruelty, the Master of the vessel may, and shall where so required by the Diseases of Animals Act, 1910, forthwith cause that animal to be slaughtered. The person in charge of the animal shall forthwith report the injury to the Master of the vessel.

#### *Approved Killing Instruments.*

(24) Every vessel on which a horse, ass or mule is carried shall carry a proper humane killing instrument discharging a bullet and approved by the Ministry, and it shall be the duty of the owner or Master of every such vessel to see that the vessel is provided with such an instrument, and the Master, if so required by an Inspector of the Ministry or

of the Local Authority, shall produce the instrument for his inspection.

#### *Bargeing.*

(25) Horses, asses or mules shall not be embarked on an open barge at a port in Great Britain for the purpose of transhipment to a vessel lying at the port: Provided that this Article shall not apply to an animal carried under special circumstances in a properly constructed box in a barge from a quay to the vessel if the box is properly lashed to the bottom and side of the barge and is transferred with the animal direct to the vessel in which it is to be shipped.

#### *Unloading of Horses on the Continent on Sundays.*

(26) Horses, asses or mules shall not be embarked in a vessel at a port in Great Britain if they cannot be discharged within a reasonable time after their arrival at the Continental port.

#### *Power for Inspector to serve Notice prohibiting Shipment on Vessels not in compliance with Order.*

6. Where an Inspector of the Ministry has reason to believe that a vessel, or part of a vessel, does not comply with the provisions of the foregoing Article, he may serve a Notice to that effect on the master of the vessel, and thereupon it shall not be lawful for the master to permit to be shipped any horse, ass or mule in the vessel, or part of the vessel, specified in the Notice unless and until the Notice has been withdrawn.

#### *Water at Shipping and Unshipping Places.*

7. At every place where horses, asses or mules are put on board of or landed from vessels in Great Britain, provision shall be made to the satisfaction of the Ministry for a supply of water to the animals, and water shall be supplied there gratuitously to any animal on request of an Inspector of the Ministry or of the Local Authority or of any person having charge of the animal.

#### *Provision to be made at Unshipping Places.*

8. At every place where horses, asses or mules are landed from vessels in Great Britain provision shall be made to the satisfaction of the Ministry for the speedy and convenient landing of the animals and for a supply of food for them, and food shall be supplied there by the occupier of the place where the animals are landed to any horse, ass or mule on request of an Inspector of the Ministry or of the Local Authority or of any person having charge of the animal, at such price as the Ministry approves.

#### *Carriage of Unfit Horses Coastwise or to Ireland, the Channel Islands or the Isle of Man.*

9.—(1) No horse, ass or mule shall be permitted by the owner thereof, or his agent, or any person in charge thereof, to be embarked in a vessel for carriage thereon from any port in Great Britain to a port in Great Britain, Ireland, the Channel Islands or the Isle of Man if, owing to infirmity, illness, injury,

fatigue or any other cause, it cannot be carried without avoidable suffering during the intended passage.

(2) If any animal is embarked in a vessel contrary to the provisions of this Article, the owner of the animal or his agent or any person in charge thereof shall be deemed guilty of an offence against the Act of 1894.

#### *Notification by Inspectors of Unfitness of Horses, etc., for Conveyance.*

10. Where an Inspector of the Ministry or of a Local Authority is of opinion that a horse, ass or mule intended to be carried on a vessel from any port in Great Britain cannot, owing to infirmity, illness, injury, fatigue or any other cause, be so carried without avoidable suffering, he shall serve a Notice to that effect on the person in charge of the animal and also, when practicable, on the master of the vessel, and until such Notice is withdrawn by an Inspector it shall be unlawful to carry the animal on a vessel, and if the animal is carried in contravention of this Article, the person in charge thereof, and the master of the vessel, shall be deemed guilty of an offence against the Act of 1894.

#### *Facilities to be given to Inspectors to make Voyages on Vessels.*

11. The Shipping Company and the master of the vessel shall give all reasonable facilities to an Inspector of the Ministry or of the Local Authority to enter any vessel on which horses, asses or mules are being shipped, and to make voyages thereon, for the purpose of ascertaining whether the provisions of the Diseases of Animals Acts, 1894 to 1914, and of any Order thereunder are complied with.

#### *Returns as to Casualties.*

12. The owner or charterer of a vessel on which horses, asses or mules are carried from or to any port in Great Britain shall keep a record of all such animals which have died or have been killed or seriously injured while on such vessels, and shall at the end of every month forthwith make a return to the Ministry showing whether any such cases of death, slaughter or injury, as the case may be, have occurred, and, if so, the number of animals carried on any voyage in which the casualties occurred and the number of animals which have died or been killed or injured on the vessel.

#### CHAPTER II.—CARRIAGE BY RAILWAY.

##### *Carriage by Railway of Unfit Horses, etc.*

13.—(1) No horse, ass or mule shall be permitted by the owner thereof, or his agent, or any person in charge thereof, to be carried by railway if, owing to infirmity, illness, injury, fatigue, or any other cause, it cannot be carried without avoidable suffering during the intended transit by railway.

(2) If any animal is carried by railway contrary to the provisions of this Article the owner of the animal, or his agent, or any person in charge thereof shall be deemed guilty of an offence against the Act of 1894.

*Notification by Inspectors of Unfitness of Horses, etc., for Conveyance.*

14. Where an Inspector of the Ministry or of a Local Authority is of opinion that a horse, ass or mule intended to be carried by railway cannot, owing to infirmity, illness, injury, fatigue, or any another cause, be so carried without avoidable suffering, he shall serve a Notice to that effect on the person in charge of the animal and also, when practicable, on an officer of the railway company, and until such Notice is withdrawn by an Inspector it shall be unlawful to carry the animal by railway, and if the animal is carried in contravention of this Article, the person in charge thereof, and the railway company, where the Notice has been served on an officer of the company, shall be deemed guilty of an offence against the Act of 1894.

*Construction of Trucks, etc., used for Carriage of Horses, etc.*

15.—(1) No horse, ass or mule shall be carried by railway in a truck or other vehicle which is not in accordance with the provisions of this Article.

(2) Every truck or other vehicle shall be provided at each end with spring buffers, and the floor thereof, in order to prevent slipping, shall be fitted with battens or other proper footholds, or be strewn with a proper quantity of litter or sand or other proper substance.

(3) The battens in a truck or other vehicle (other than a horse-box) shall be placed across the vehicle, except between the doorways where they shall be placed lengthways.

(4) Every truck or other vehicle (other than a horse-box) shall be so constructed as to admit of ventilation and inspection at the floor level.

(5) Every truck or other vehicle shall be so constructed that the interior thereof shall be free from any boltheads, angles or other projections likely to cause suffering to animals carried therein.

(6) Every falling loading door and every gangway, passage-way, loading or unloading board shall be fitted with longitudinal battens or other proper footholds.

(7) Every truck for carrying horses, asses or mules, built after the first day of March nineteen hundred and four, shall be fitted with a roof, and with falling loading doors of a pattern approved by the Minister, and all internal projections shall be rounded.

(8) Horses, asses, or mules, while being carried by rail shall be protected against injury or suffering from exposure to the weather. During the months of October to March inclusive the animals when carried in trucks open at the sides shall be protected by the use of tarpaulin sheets, and in addition any clipped horse, ass or mule shall be provided by the owner or his authorised agent with a suitable rug.

(9) Every truck or other vehicle shall be so constructed as to permit of its being cleansed and disinfected in manner prescribed by this Order.

*Overcrowding.*

16. A railway company shall not allow any railway truck or other railway vehicle used for carrying horses, asses or mules on the railway, or any compartment thereof, to be overcrowded

so as to cause injury or suffering to the animals therein.

*Water Supply at Railway Stations.*

17. At every railway station at which horses, asses, or mules are loaded, unloaded, or detained during transit, the railway company or companies concerned shall make a provision of water, to the satisfaction of the Ministry, for any such animals which may be carried, or are about to be carried, or have been carried on the railway.

*Feeding and Watering during Transit.*

18. Any horse, ass or mule carried by railway on a journey the duration of which exceeds twenty-four hours shall, at least once during each period of twenty-four hours, be supplied with a sufficient amount of suitable food and water by the railway company concerned.

*Facilities for Loading and Unloading Horses, etc.*

19.—(1) Every railway company shall provide proper and sufficient accommodation for the loading or unloading of horses, asses or mules about to be carried or having been carried from or to any station on their system.

(2) Every railway company shall afford all reasonable facilities to an Inspector of the Ministry or of the Local Authority to examine the animals at the place of destination on the railway when it is not intended that immediate unloading shall take place.

CHAPTER III.—CLEANSING AND DISINFECTION.

*Vessels.*

20.—(1) A vessel used for carrying horses, asses or mules by sea, or on a canal, river or inland navigation, shall, after the landing of such animals therefrom at any port, and before the taking on board at any port in Great Britain of any other such animal or other cargo, be cleansed and disinfected as follows:—

(i) All parts of the vessels with which any such animal or its droppings have come in contact shall be disinfected in the manner hereinafter prescribed. The said parts shall then be scraped and swept, and then be thoroughly washed or scrubbed or scoured with water.

(ii) All fittings, pens, hurdles or utensils used for or about the animals shall be disinfected in the manner hereinafter prescribed; they shall then be scraped, and then thoroughly washed or scrubbed or scoured with water.

(2) The scrapings and sweepings of the vessel shall not be landed unless and until they have been well mixed with quicklime.

(3) In the case of a ferry-boat or other vessel which makes short and frequent passages across a river or an arm of the sea or other water it shall be sufficient if the ferry-boat or vessel be cleansed and disinfected in the manner herein prescribed once in every period of twenty-four hours within which it is so used.

*Fodder and Litter.*

21. All partly consumed or broken fodder that has been supplied to, and all litter that has been used for or about, horses, asses or mules carried by sea, or on a canal, river or



inland navigation, shall, if and when landed from the vessel, be forthwith well mixed with quicklime and be effectually removed from contact with horses, asses or mules, or be effectually destroyed by fire.

*Moveable Gangways and other Apparatus.*

22. (1) A moveable gangway, passageway, oage, or other apparatus used for the loading or unloading of horses, asses or mules on or from a vessel, or otherwise used in connection with the transit of such animals by sea, or on a canal, river or inland navigation, or used for the loading or unloading of such animals on or from a railway truck or other railway vehicle, or otherwise used in connection with the transit of such animals on a railway, shall as soon as practicable after being so used be cleansed as follows :—

The apparatus shall be scraped and swept, so as effectually to remove therefrom all dung, litter, and other matter, and then be thoroughly washed or scrubbed or scoured with water.

(2) The scrapings and sweepings of the apparatus, and all dung, litter, and other matter removed therefrom shall forthwith be well mixed with quicklime, and be effectually removed from contact with horses, asses or mules, or be effectually destroyed by fire.

*Trucks, etc.*

23. (1) A railway truck, if used for horses, asses or mules on a railway, shall, on every occasion after a horse, ass or mule is taken out of it, and before any other horse, ass or mule, or any fodder or litter, or anything intended to be used for or about horses, asses or mules is placed in it, be cleansed and disinfected as follows :—

(i) The floor of the truck, and all other parts thereof with which any such animal or its droppings have come in contact shall be disinfected in the manner hereinafter prescribed; and thereafter scraped and swept. The scrapings and sweepings, and all dung, sawdust, litter, and other matter shall be effectually removed therefrom; then

(ii) The same parts of the truck shall be thoroughly washed or scrubbed or scoured with water.

(2) The scrapings and sweepings of the truck, and all dung, sawdust, litter and other matter removed therefrom shall forthwith be well mixed with quicklime, and be effectually removed from contact with horses, asses or mules, or be effectually destroyed by fire.

*Horse-Boxes, etc.*

24. (1) A horse-box or other railway vehicle (not being a railway truck) if used for horses, asses or mules on a railway shall, on every occasion after the animal is taken out of it, and before any other horse, ass or mule is placed in it, be cleansed and disinfected as follows :—

(i) The floor of the vehicle, and all other parts thereof with which the droppings of the animal have come in contact, shall be disinfected in the manner hereinafter prescribed. The floor and other parts shall thereafter be scraped and swept, and the

scrapings and sweepings, and all dung, sawdust, fodder, litter, and other matter shall be effectually removed therefrom; and

(ii) The sides of the vehicle, and all other parts thereof with which the head or any discharge from the mouth or nostrils of the animal has come in contact, and any halter or headstall used for the animal, shall be thoroughly washed with water by means of a sponge, brush or other suitable instrument; and

(iii) The floor and every other part of the horse-box shall then, as far as practicable, be sprayed with one of the disinfectants hereinafter prescribed.

(2) The scrapings and sweepings of the vehicle, and all dung, sawdust, fodder, litter, and other matter removed therefrom shall forthwith be well mixed with quicklime, and be effectually removed from contact with horses, asses or mules or be effectually destroyed by fire.

*Disinfection Prescribed in Specified Cases.*

25. The prescribed manner of disinfection to be adopted in the case of any place or thing, or part of a place or thing required to be disinfected under this Order is as follows :—

The place or thing, or the part thereof, required to be disinfected shall be thoroughly coated or washed with—

(a) a one per cent. (minimum) solution of chloride of lime containing not less than thirty per cent. of available chlorine; or

(b) a four per cent. (minimum) solution of carbolic acid (containing not less than ninety-five per cent. of actual carbolic acid); or

(c) a disinfectant equal in disinfective efficiency to the above-mentioned solution of carbolic acid.

CHAPTER IV.—GENERAL.

*Digging up of Carcases.*

26. It shall not be lawful for any person, except with the licence of the Minister or permission in writing of an Inspector of the Ministry, to dig up, or cause to be dug up, the carcase of any horse, ass or mule that has been buried.

*Expenses of Burial of Carcases of Horses, etc., washed ashore.*

27. Section 46 of the Act of 1894, which relates to expenses of burial of certain carcases washed ashore shall apply to any carcase of a horse, ass or mule washed ashore.

*Local Authority to enforce Order.*

28. The provisions of this Order, except where it is otherwise provided, shall be executed and enforced by the Local Authority.

*Extension of Certain Sections of Diseases of Animals Act, 1894.*

29. Horses, asses and mules shall be animals for the purposes of the following sections of the Act of 1894 (namely) :—

Section forty-three (*Police*);

Section forty-four (*General Administrative Provisions*);

Section fifty-six (*Proceedings under Customs Acts for unlawful landing or shipping*); and also for the purposes of all other sections of the said Act containing provisions relative to or consequent on the provisions of those sections and this Order, including such sections as relate to offences and legal proceedings.

*Crown not bound by this Order.*

30. This Order does not bind the Crown.

*Offences.*

31. (1) If any horse, ass or mule is carried on a vessel which does not conform to the provisions of this Order as to vessels carrying horses, asses or mules, or if any such provision, or any provision as to cleansing and disinfection of vessels or any apparatus used in connection with the transit of such animals by sea, or any provision as to feeding and watering, is not complied with on a vessel on which horses, asses or mules are carried, the owner and the charterer and the master of the vessel shall each according to and in respect of his own acts and defaults, be deemed guilty of an offence against the Act of 1894.

(2) If any horse, ass or mule is carried by railway in a vehicle which is not constructed in accordance with the provisions of this Order, or if any provision as to cleansing and disinfection of railway vehicles used for horses, asses or mules, or any apparatus used in connection with the transit of such animals on a railway, or any provision as to feeding or watering, is not complied with, the railway company carrying the animal or owning or using the vehicle or apparatus shall be deemed guilty of an offence against the Act of 1894.

*Interpretation.*

32. In this Order, unless the context otherwise requires:—

“The Minister” and “the Ministry,” mean the Minister and Ministry of Agriculture and Fisheries:

“Port” includes place:

“Person” includes a body corporate;

“Fodder” means hay or other substance commonly used for food of horses, asses or mules:

“Litter” means straw or other substance commonly used for bedding or otherwise for or about horses, asses or mules:

“The Act of 1894” means the Diseases of Animals Act, 1894;

“Master” includes a person having the charge or command of a vessel:

“Animals” means horses, asses or mules.

Other terms have the same meaning as in the Act of 1894.

*Commencement.*

33. This Order shall, except as provided in paragraphs (2) and (7) of Article 5, come into operation on the first day of February, nineteen hundred and twenty-two.

*Revocation.*

34. The Horses (Importation and Transit) Order of 1913 is hereby revoked.

*Short Title.*

35. This Order may be cited as the EXPORTATION AND TRANSIT OF HORSES, ASSES, AND MULES ORDER OF 1921.

In witness whereof the Official Seal of the Minister of Agriculture and Fisheries is hereunto affixed this twenty-first day of December, nineteen hundred and twenty-one.

L. S.

F. L. C. FLOOD, Secretary.

SCHEDULE.

[Article 5 (7).]

*Specifications for certain fittings on vessels carrying horses, asses, or mules.*

*Dimensions of Stalls.*

The maximum length from breastrail to rear lining shall be 8 ft.

The minimum length from breastrail to rear lining shall be 7 ft.

The breadth between division boards in the clear shall be 2 ft. 4 in., provided that in respect of 5 per cent. of total number of stalls the breadth shall be 2 ft. 8 in.

The space from foot platform to deck above horse's head shall be at least 7 ft. to the under side of the deck beam.

The height of division boards from platform to upper edge of top board shall be 3 ft. 9 in.

The height of breastrail from platform to upper edge shall be 3 ft. 9 in.

Each stall shall be numbered.

*Front Stanchions.*—These are essential in the case of every stall, irrespective of position, and shall be spaced 2 ft. 6 ins. centre to centre in case of a 2 ft. 4 in. stall and 2 ft. 10 in. centre to centre in case of a 2 ft. 8 in. stall. They shall be made of wood 6 in. by 4 in. well planed all over with edges rounded off. For stalls erected on an exposed deck the height shall be 7 ft. 6 in., and in the case of stalls in between decks they shall be firmly secured in position by means of suitable brackets, sockets, cants, etc. Whenever the head of the stanchion comes up against a deck beam it shall be secured to it by a nut and screw bolt. The following fittings shall be attached:—(a) Wooden battens 2 in. by 2 in., or suitable iron cleats screwed on at the back to form a groove to take the division boards, with a stop fitted at the bottom of the groove to keep the lowest parting board 3 in. from the platform; (b) a wooden swinging stop to be screwed on to the front to keep the breastrails in position; (c) a strong iron ring in front immediately below bracket for breastrail; (d) a staple and chain at back to which is attached a ball-headed iron pin for fitting into a socket hole in stanchion to keep top division board in position; (e) an iron bracket  $\frac{3}{4}$  in. thick and 4 in. wide bolted to front to take the breastrail; and (f) a board 7 in. high by 2 $\frac{1}{2}$  in. wide bolted to front of the stanchion on the deck level or firmly secured thereto by the use of iron cleats, to act as a toe-batten to prevent the feet slipping through the front of the stall under the breastrail. If the horses stand on a wooden deck with no foot platform,

it will be sufficient if a toe-batten 4 in. by 4 in. is firmly secured as an alternative to the 7-in. board, unless a cant is used for securing the stanchions, in which case the cant will suffice for the purpose of a toe-batten.

Alternatively, iron stanchions may be used subject to the provision of (a) halter rings, (b) suitable means for keeping breastrails and division boards in position, (c) suitable iron cleats cast on in front to hold breastrail and at back to form a groove for holding division boards, (d) methods of securing the head and heel to the satisfaction of the Ministry.

*Rear Stanchions* may be dispensed with except in case of (1) single row of stalls erected on middle line and in special circumstances at sides of ship, also between decks, in which case the method of securing at head and heel shall be similar to that prescribed for the front stanchions; (2) stalls erected on an exposed deck; in this case the height shall be 6 ft. 8 in. They shall be secured to the bulwark rail by means of iron clamps, and prevented from rising by means of a stop placed at the back. The heel shall be securely fastened to the deck by means similar to those used for securing the front stanchions. The spacing and dimensions, except where otherwise shown, shall correspond with the front stanchions.

*Cants* shall be made of hard wood, 6 in. by 4 in., rounded at upper edge, running the whole length of the row of stalls, and securely fastened to the deck. Holes 5 in. by 2 in. shall be cut out where necessary to allow of drainage into scuppers.

*Division Boards* shall either be four in number, measuring 9 in. by 2 in., with 2 in. crooks fitted at the ends of the lower edge of the top, second and third boards, to give that amount of clearance, or three in number, measuring 11 in. by 2 in., with chocks of sufficient size to provide a space of 6 in. between the top and the middle boards, and a space of 3 in. between the middle and bottom boards. The bottom board shall rest on the 3-in. batten. The top board shall be of hard wood. The whole shall be well planed and smoothed, and the edges of the top board well rounded off. Each set of division boards shall show the number of the stall and be lettered with the letters of the alphabet, beginning with A at the bottom.

*The Breast Rail* shall be 10 in. by 2½ in., the length to be according to width of stall, but to extend from centre to centre of stanchions. The whole shall be well planed and smoothed and upper third to be sheathed with zinc. Each end of the lower part shall be scored 1½ in. The number of the stall shall be placed on each breastrail.

*Foot Platforms.*—Every stall shall be provided with foot platforms which shall be movable and whenever possible reversible, end for end, both ends being cut around front stanchions for this purpose. All platforms shall be so fitted as to rest flat on the floor level. The platforms shall be made of three 1½-in. boards set 1 in. apart, and secured by battens the width of the stall. The foot battens, four in number, shall be of hard wood, and measure 3 in. by 3 in., with upper edges rounded off. One shall be placed 9 in. from back, one 9 in. from front, and one 12 in. on either side of centre of platform, or in such other position as will afford the most

effective foothold. The four battens shall be secured by galvanised iron screws 3½ in. by ½ in., well recessed below top of batten. Two battens 4 in. by 1 in. shall also be screwed on to underneath surface of platform 9 in. from either end, and cut through at the spaces between the boards to allow of drainage. As the size of the stalls may vary, the number of the stall shall be marked on each platform. If the horses are to stand on a wooden deck, foot platforms may be dispensed with, but battens shall be fixed to the deck in accordance with paragraph (4) of Article 5 of this Order.

*Rear Lining.*—Stalls on an exposed deck shall be close lined from the deck to the roof with 1½-in. boards nailed to the front of the rear stanchions. Stalls situated between decks, in holds, and under erections at side of ship shall be lined to a height of 5 ft. from platform with 9-in. by 1½-in. boards, nailed to suitable battens bolted to the iron frames, with a clearance of 3 in. between each board, and between the bottom board and the platform. In the case of a single row of stalls on the middle line and in special circumstances at sides of ship also between decks the lining shall consist of 2-in. boards, arranged similarly to the division boards, nailed to front of, or fitted into channel bars or cleats, between the rear stanchions. In the case of two rows of stalls back to back in the middle line between decks, stanchions 4 in. by 3 in. spaced 5 ft. apart shall be driven tightly at head and heel, and lined on both sides with 1½-in. boards spaced in same manner as for stalls at side of ship. All boards shall be planed and smoothed and upper edge of top board shall be rounded off. Wooden fillets 2 in. by 2 in. or suitable iron cleats shall be screwed on to rear lining at suitable spaces according to width of stall, to form grooves for taking the division boards, with a fixed stop screwed to lining over upper edge of top division board to keep it from rising.

*Rafters and Roofing.*—The following shall be used in the case of all stalls on open decks, except that stalls in suitable well decks may, with the approval in writing of the Ministry, be roofed with deck planks 2½ in. thick running fore and aft, close fitting and covered with weather proof material.

Rafters to carry the roof shall be 4½ in. by 3 in.; be bolted to front and back stanchions; and carried 2 ft. past front stanchions and 6 in. past rear stanchions. A 4 in. by 3 in. fore and after shall be run and bolted to upper ends of rear and front stanchions.

Roof shall be 1½ in. tongued and grooved, and same length as rafters, to which it shall be nailed. The whole shall be covered with weather proof material.

The ends of a row of stalls erected on an open deck shall be closely boarded up with 1½-in. boarding. Stalls on open decks shall be provided with suitable screens made of weather proof material and fastened from the outer edge at top of roofing to the deck cants.

Stalls on open decks shall be secured by means of such iron bars, stays, clamps, etc., as may be approved by the Ministry.

Copies of the above Order can be obtained on application to the Secretary, Ministry of Agriculture and Fisheries, 4 Whitehall Place, S.W. 1.



|                                                                                                     |                                     | Rate per<br>word.<br>s. d. |
|-----------------------------------------------------------------------------------------------------|-------------------------------------|----------------------------|
| <b>MARSHALL ISLANDS (Nauru) :</b>                                                                   |                                     |                            |
| Pacific Cable :                                                                                     |                                     |                            |
| Imperial .. ..                                                                                      | }                                   | .. 4 6                     |
| Anglo-American Co. ..                                                                               |                                     |                            |
| French Co. .. ..                                                                                    |                                     |                            |
| Western Union Co. ..                                                                                |                                     |                            |
| Commercial Co. ..                                                                                   |                                     |                            |
| Eastern Co. .. ..                                                                                   |                                     |                            |
| Marconi Co. .. ..                                                                                   | .. ..                               | .. 4 4                     |
| <b>NEW HEBRIDES :</b>                                                                               |                                     |                            |
| <i>Vila :</i>                                                                                       |                                     |                            |
| Pacific Cable :                                                                                     |                                     |                            |
| Imperial .. ..                                                                                      | }                                   | .. 3 8                     |
| Anglo-American Co. ..                                                                               |                                     |                            |
| French Co. .. ..                                                                                    |                                     |                            |
| Western Union Co. ..                                                                                |                                     |                            |
| Commercial Co. ..                                                                                   |                                     |                            |
| Marconi Co. .. ..                                                                                   | .. ..                               | .. 3 6                     |
| <b>PERSIA :</b>                                                                                     |                                     |                            |
| <i>Abadan and Mohammerah :</i>                                                                      |                                     |                            |
| See under Mesopotamia.                                                                              |                                     |                            |
| <i>Bunder Abbas :</i>                                                                               |                                     |                            |
| Eastern Co. .. ..                                                                                   | .. ..                               | .. 2 9                     |
| <i>All other places :</i>                                                                           |                                     |                            |
| Eastern Co. .. ..                                                                                   | .. ..                               | .. 2 8                     |
| <b>ST. ANDREWS ISLAND :</b>                                                                         |                                     |                            |
| Anglo-American Co. ..                                                                               | } <i>Via Galveston or via Colon</i> | .. 5 6                     |
| French Co. .. ..                                                                                    |                                     |                            |
| Western Union Co. ..                                                                                |                                     |                            |
| Commercial Co. ..                                                                                   |                                     |                            |
| Marconi Co. .. ..                                                                                   | .. ..                               | .. 3 3                     |
| <b>SAMOA :</b>                                                                                      |                                     |                            |
| <i>Apia :</i>                                                                                       |                                     |                            |
| Pacific Cable :                                                                                     |                                     |                            |
| (1) Imperial .. ..                                                                                  | }                                   | .. 3 8                     |
| (2) Anglo-American Co. ..                                                                           |                                     |                            |
| (3) French Co. .. ..                                                                                |                                     |                            |
| (4) Western Union Co. ..                                                                            |                                     |                            |
| (5) Commercial Co. .. ..                                                                            |                                     |                            |
| (6) Eastern Co. .. ..                                                                               |                                     |                            |
| (7) Marconi Co. .. ..                                                                               |                                     |                            |
| <i>Tutuila :</i>                                                                                    |                                     |                            |
| Routes (2) to (5) above ..                                                                          | .. ..                               | .. 3 2                     |
| Route (7) above .. ..                                                                               | .. ..                               | .. 3 0                     |
| <b>SARAWAK :</b>                                                                                    |                                     |                            |
| <i>Baram, Bau, Buso, Dahan, Goebitt, Kuching, Miri, Muka, Oya, Sadong, Situ and Sungei Tengah :</i> |                                     |                            |
| Eastern Co. .. ..                                                                                   | .. ..                               | .. 3 9                     |
| <b>WEST INDIES :</b>                                                                                |                                     |                            |
| <i>St. Martin :</i>                                                                                 |                                     |                            |
| Anglo-American Co. ..                                                                               | }                                   | .. 3 0                     |
| French Co. .. ..                                                                                    |                                     |                            |
| Western Union Co. ..                                                                                |                                     |                            |
| Commercial Co. ..                                                                                   |                                     |                            |
| Marconi Co. .. ..                                                                                   | .. ..                               | .. 2 9                     |
| <i>Swan Islands :</i>                                                                               |                                     |                            |
| Anglo-American Co. ..                                                                               | }                                   | .. 3 7                     |
| French Co. .. ..                                                                                    |                                     |                            |
| Western Union Co. ..                                                                                |                                     |                            |
| Commercial Co. .. ..                                                                                |                                     |                            |
| Marconi Co. .. ..                                                                                   | .. ..                               | .. 3 5                     |

**CURRENCY NOTES.**  
(4 & 5 Geo. V., cc. 14 and 72.)

**I.—ISSUE ACCOUNT.**

|                                                             | £                     | s.        | d.       |
|-------------------------------------------------------------|-----------------------|-----------|----------|
| <b>Total issued up to 21st December 1921, inclusive—</b>    |                       |           |          |
| £1 notes ... ..                                             | 1,664,535,231         | 0         | 0        |
| 10/- notes ... ..                                           | 471,276,726           | 10        | 0        |
| Currency notes certificates ... ..                          | 144,920,000           | 0         | 0        |
| <br><b>Issued during the week ended 28th December 1921—</b> |                       |           |          |
| £1 notes ... ..                                             | 4,477,208             | 0         | 0        |
| 10/- notes ... ..                                           | 1,081,249             | 0         | 0        |
| Currency notes certificates ... ..                          | 200,000               | 0         | 0        |
| <br><b>TOTAL ... ..</b>                                     | <b>£2,286,490,414</b> | <b>10</b> | <b>0</b> |

|                                                                             | £             | s. | d. | £                     | s.        | d.       |
|-----------------------------------------------------------------------------|---------------|----|----|-----------------------|-----------|----------|
| <b>Total cancelled or called in up to 21st December 1921, inclusive—</b>    |               |    |    |                       |           |          |
| £1 notes ... ..                                                             | 1,411,090,840 | 0  | 0  |                       |           |          |
| 10/- notes ... ..                                                           | 427,650,472   | 0  | 0  |                       |           |          |
| Currency notes certificates ... ..                                          | 119,310,000   | 0  | 0  |                       |           |          |
| <br><b>Cancelled or called in during the week ended 28th December 1921—</b> |               |    |    |                       |           |          |
| £1 notes ... ..                                                             | 2,619,069     | 0  | 0  |                       |           |          |
| 10/- notes ... ..                                                           | 711,024       | 10 | 0  |                       |           |          |
| Currency notes certificates ... ..                                          | 1,270,000     | 0  | 0  |                       |           |          |
| <br><b>TOTAL ... ..</b>                                                     |               |    |    | <b>1,962,651,405</b>  | <b>10</b> | <b>0</b> |
| <br><b>Outstanding—</b>                                                     |               |    |    |                       |           |          |
| £1 notes ... ..                                                             | 255,302,530   | 0  | 0  |                       |           |          |
| 10/- notes ... ..                                                           | 43,996,479    | 0  | 0  |                       |           |          |
| Currency notes certificates ... ..                                          | 24,540,000    | 0  | 0  |                       |           |          |
| <br><b>TOTAL ... ..</b>                                                     |               |    |    | <b>323,839,009</b>    | <b>0</b>  | <b>0</b> |
| <br><b>TOTAL ... ..</b>                                                     |               |    |    | <b>£2,286,490,414</b> | <b>10</b> | <b>0</b> |

**II.—BALANCE SHEET.**

|                                              | £                   | s.        | d.        |
|----------------------------------------------|---------------------|-----------|-----------|
| Notes outstanding ... ..                     | 299,299,009         | 0         | 0         |
| Certificates outstanding ... ..              | 24,540,000          | 0         | 0         |
| Notes called in but not yet cancelled ... .. | 1,745,401           | 0         | 0         |
| <br>Investments Reserve Account ... ..       | 14,657,747          | 10        | 10        |
| <br><b>TOTAL ... ..</b>                      | <b>£340,242,157</b> | <b>10</b> | <b>10</b> |

|                                          | £                   | s.        | d.        |
|------------------------------------------|---------------------|-----------|-----------|
| <b>Currency Note Redemption Account—</b> |                     |           |           |
| Bank of England Notes ... ..             | 19,450,000          | 0         | 0         |
| Gold Coin and Bullion ... ..             | 28,500,000          | 0         | 0         |
| Silver Coin ... ..                       | 3,000,000           | 0         | 0         |
| Government Securities ... ..             | 289,131,108         | 13        | 4         |
| Balance at the Bank of England ... ..    | 161,048             | 17        | 6         |
| <br><b>TOTAL ... ..</b>                  | <b>£340,242,157</b> | <b>10</b> | <b>10</b> |

Treasury Chambers, 29th December 1921.

N. F. WARREN FISHER, Secretary to the Treasury,

## ELECTRICITY COMMISSION.

## ELECTRICITY (SUPPLY) ACT, 1919.

WEST OF SCOTLAND ELECTRICITY  
DISTRICT.REORGANISATION OF ELECTRICITY SUPPLY IN  
THE COUNTY OF THE CITY OF GLASGOW, THE  
COUNTY OF RENFREW, AND PARTS OF THE  
COUNTIES OF Ayr, DUMBARTON, LANARK  
AND-STIRLING.

Notice is hereby given that The Electricity Commissioners have provisionally determined that the undermentioned area shall be constituted a separate Electricity District for the purposes of the Electricity (Supply) Act, 1919, that is to say:—

The County of the City of Glasgow :  
The County of Renfrew :

So much of the County of Ayr as is included in :  
The Royal Burghs of Ayr and Irvine :

The Burghs of Ardrossan, Darvel, Galston, Kilmarnock, Kilwinning, Largs, Newmilns and Greenholm, Prestwick, Saltcoats, Stewarton and Troon.

The Parishes of Ardrossan, Ayr, Beith, Coylton, Craigie, Dalry, Dalrymple, Dreg-horn, Dundonald, Dunlop, Fenwick, Galston, Irvine, Kilbirnie, Kilmarnock, Kilmaurs, Kilwinning, Largs, Loudoun, Mauchline, Monkton and Prestwick, Ochiltree, Riccarton, Stair, Stevenson, Stewarton, Symington, Tarbolton and West Kilbride :

So much of the County of Dumbarton as is included in:—

The Royal Burgh of Dumbarton :  
The Burghs of Clydebank, Kirkintilloch and Milngavie :

The Parishes of Bonhill, Cardross, Dumbarton, Old Kilpatrick, New Kilpatrick and Kirkintilloch :

So much of the County of Lanark as is included in:—

The Royal Burghs of Lanark, Renfrew and Rutherglen :

The Burghs of Airdrie, Coatbridge, Hamilton, and Motherwell and Wishaw :

The Parishes of Blantyre, Bothwell, Cadder, Cambuslang, Cambusnethan, Carluke, Carmunnock, Dalserf, Dalziel, East Kilbride, Glasgow, Glasford, Hamilton, Lanark, Old Monkland, New Monkland, Rutherglen, Shotts and Stonehouse :

So much of the County of Stirling as is included in:—

The Parishes of Baldernock, Campsie and Strathblane :

which area is more particularly delineated on a Map which is available for public inspection at the City Chambers, Glasgow; the Burgh Cham-

bers, Renfrew; the Burgh Chambers, Paisley; the Burgh Chambers, Greenock; the Burgh Chambers, Ayr; the Burgh Chambers, Troon; the Burgh Chambers, Irvine; the Burgh Chambers, Ardrossan; the Burgh Chambers, Stewarton; the Burgh Chambers, Kilmarnock; the County Buildings, Dumbarton; the County Offices, Hamilton; the Burgh Chambers, Lanark; the Burgh Chambers, Airdrie; the Burgh Chambers, Coatbridge; the Burgh Chambers, Hamilton; the Burgh Chambers, Motherwell; the County Buildings, Stirling.

Objections or Representations may be made on account of the inclusion of any area in, or the exclusion of any area from the District so provisionally determined, and all such objections or representations must be made in writing addressed to The Secretary, Electricity Commission, Gwydyr House, Whitehall, London, S.W.1, and must reach the said Offices of the Commissioners not later than the thirtieth day of December 1922. Any such Objection or Representation should state: (a) The area or part of the area in respect of which the Objection or Representation is made, described in terms of the Local Government Boundaries and shown on an Ordnance Map on a scale of one inch to the mile; (b) The omission or addition desired, and the specific grounds for exclusion or inclusion; and, in the case of any area proposed to be excluded from the District, should specify any alternative proposal for an improvement in the organisation of the supply of electricity in such area.

It being apparent to the Electricity Commissioners that the existing organisation for the Supply of Electricity in the District so provisionally determined should be improved, notice is hereby further given that they intend to hold a Local Inquiry into the matter, and any authorised Undertakers as defined in the Electricity (Supply) Act, 1919, any County Council, any Local Authority, any Railway Company using or proposing to use electricity for traction purposes, any large consumer of electricity, and any Association or body directly concerned with the production or use of electrical energy within the District may on or before the said thirtieth day of December 1922, submit in writing a Scheme for effecting such improvement in organisation, including the formation of a Joint Electricity Authority for the District, and any proposals for altering or adjusting the boundaries of the District so provisionally determined. Any such body or person can obtain from the Secretary, Electricity Commission, a Memorandum as to the heads under which any such Scheme should be prepared and of the particulars (administrative, technical and financial) which should be forwarded to the Commissioners in support thereof, together with information as to steps to be taken in connection with the submission of the Scheme.

Notice will be given of the date of the proposed Inquiry.

R. T. G. FRENCH,  
Secretary to the  
Electricity Commissioners.

Electricity Commission,  
Gwydyr House,  
Whitehall, S.W. 1.  
23rd December 1921.

## [TRADE BOARDS ACTS, 1909 AND 1918.]

## COTTON WASTE RECLAMATION TRADE BOARD (GREAT BRITAIN).

## PROPOSAL TO VARY GENERAL MINIMUM TIME-RATES AND OVERTIME RATES FOR MALE AND FEMALE WORKERS.

In accordance with Regulations made under Section 18 of the Trade Boards Act, 1909, by the Minister of Labour and dated 31st October 1918, the Trade Board established in Great Britain under the Trade Boards Act, 1918, for the branch of the trade specified in the Trade Boards (Waste Materials Reclamation) Order, 1920, which is covered by the Regulations made by the Minister of Labour and dated 27th August 1920, with respect to the Cotton Waste Branch of the Waste Materials Reclamation Trade hereby give notice, as required by Section 3 (5) of the Trade Boards Act, 1918, that they Propose to Vary the General Minimum Time-Rates and Overtime Rates for Male and Female Workers, as set out in the Schedule of the Notice issued by the Trade Board and dated 27th October 1921, the proposed Minimum Rates of Wages being as shown in the Schedule set out below.

The Minister of Labour has given his consent to the issue of this Notice.

## SCHEDULE.

## PART I.

## PROPOSED VARIATION OF GENERAL MINIMUM TIME-RATES FOR MALE AND FEMALE WORKERS.

## SECTION I.—Male Workers :—

## GENERAL MINIMUM TIME-RATES.

*Great Britain.*

|                                                 | At present fixed. |                 |  | Proposed.        |    |  |
|-------------------------------------------------|-------------------|-----------------|--|------------------|----|--|
|                                                 | Per hour.         |                 |  | Per hour.        |    |  |
|                                                 | s.                | d.              |  | s.               | d. |  |
| (a) Workers of 21 years of age and over .. .. . | 1                 | 2               |  | 1                | 1  |  |
| (b) " 20 and under 21 years of age .. .. .      | 1                 | 0 $\frac{1}{2}$ |  | 11 $\frac{1}{8}$ |    |  |
| (c) " 19 " 20 " .. .. .                         | 11 $\frac{1}{4}$  |                 |  | 11               |    |  |
| (d) " 18 " 19 " .. .. .                         | 9 $\frac{3}{4}$   |                 |  | 9                |    |  |
| (e) " 17 " 18 " .. .. .                         | 8 $\frac{1}{2}$   |                 |  | 8                |    |  |
| (f) " 16 " 17 " .. .. .                         | 6 $\frac{3}{8}$   |                 |  | 6                |    |  |
| (g) " 15 " 16 " .. .. .                         | 5 $\frac{3}{8}$   |                 |  | 5                |    |  |
| (h) " 14 " 15 " .. .. .                         | 4 $\frac{1}{4}$   |                 |  | 4                |    |  |

## SECTION II.—Female Workers :—

*England and Wales.*

|                                                 | At present fixed. |  |  | Proposed.       |  |  |
|-------------------------------------------------|-------------------|--|--|-----------------|--|--|
|                                                 | Per hour.         |  |  | Per hour.       |  |  |
|                                                 | d.                |  |  | d.              |  |  |
| (a) Workers of 18 years of age and over .. .. . | 8                 |  |  | 7 $\frac{1}{2}$ |  |  |
| (b) " 17 and under 18 years of age .. .. .      | 6 $\frac{1}{2}$   |  |  | 6 $\frac{1}{8}$ |  |  |
| (c) " 16 " 17 " .. .. .                         | 5                 |  |  | 4 $\frac{3}{8}$ |  |  |
| (d) " 15 " 16 " .. .. .                         | 3 $\frac{3}{4}$   |  |  | 3 $\frac{3}{8}$ |  |  |
| (e) " 14 " 15 " .. .. .                         | 2 $\frac{3}{8}$   |  |  | 2 $\frac{1}{2}$ |  |  |

*Scotland.*

|                                                 | At present fixed. |  |  | Proposed.       |  |  |
|-------------------------------------------------|-------------------|--|--|-----------------|--|--|
|                                                 | Per hour.         |  |  | Per hour.       |  |  |
|                                                 | d.                |  |  | d.              |  |  |
| (a) Workers of 18 years of age and over .. .. . | 7 $\frac{1}{2}$   |  |  | 7 $\frac{1}{4}$ |  |  |
| (b) " 17 and under 18 years of age .. .. .      | 6 $\frac{1}{2}$   |  |  | 6 $\frac{1}{8}$ |  |  |
| (c) " 16 " 17 " .. .. .                         | 5                 |  |  | 4 $\frac{3}{8}$ |  |  |
| (d) " 15 " 16 " .. .. .                         | 3 $\frac{3}{4}$   |  |  | 3 $\frac{3}{8}$ |  |  |
| (e) " 14 " 15 " .. .. .                         | 2 $\frac{3}{8}$   |  |  | 2 $\frac{1}{2}$ |  |  |

## PART II.

## PROPOSED VARIATION OF OVERTIME RATES FOR MALE AND FEMALE WORKERS.

Overtime Rates, calculated on the Proposed General Minimum Time-Rates set out in Part I. of this Schedule, in the manner set out in the Schedule of the Notice C.W. (6) issued by the Trade Board and dated 27th October 1921, shall apply in substitution for the rates set out in Part I. of this Schedule in respect of all hours worked in excess of the number of hours which as set out in the Schedule of the Notice dated 27th October 1921, the Trade Board have declared to be the normal number of hours of work in the trade.



PART III.

The above proposed variations shall apply, subject to the provisions of the Trade Boards Acts, to all Male and Female Workers, in Great Britain, as specified above, in respect of all time during which they are employed in any section of the Cotton Waste Branch of the Waste Materials Reclamation Trade as defined in the Regulations made by the Minister of Labour, dated 27th August 1920, and set out in Part III. of the Schedule to the above-mentioned Notice C.W. (6) issued by the Trade Board and dated 27th October 1921.

The Trade Board will consider any Objections to the above proposal to vary which may be lodged with them within two months from the 4th January 1922. Such Objections should be in writing and signed by the person making the same (adding his or her full name and address), and should be sent to The Secretary of the Cotton Waste Reclamation Trade Board (Great Britain), 7-11 Old Bailey, London, E.C. 4.

It is desirable that the Objections should state precisely, and so far as possible with reasons, what is objected to.

Dated this 30th day of December 1921.

Signed by Order of the Trade Board.

F. POPPLEWELL, Secretary.

Office of Trade Boards,  
7-11 Old Bailey, London, E.C. 4.

TRADE BOARDS ACTS, 1909 AND 1918.

BOOT AND SHOE REPAIRING TRADE BOARD (GREAT BRITAIN).

PROPOSAL TO VARY MINIMUM RATES OF WAGES FOR CERTAIN CLASSES OF MALE WORKERS.

In accordance with Regulations made under Section 18 of the Trade Boards Act, 1909, by the Minister of Labour, and dated 31st October 1918, the Trade Board established under the Trade Boards Act, 1918, in Great Britain, for the branches of trade specified in the Trade Boards (Boot and Shoe Repairing) Order, 1919, hereby give notice, as required by Section 3 (5) of the Trade Boards Act, 1918, that they Propose to Vary the Minimum Rates at present applicable to certain classes of Male Apprentices as set out in the Schedule to the Notice D. (13), issued by the Trade Board and dated 21st September 1921, and the Minimum Rates for Foremen and Managers as set out in the Schedule to the Trade Boards Notice D. (6), dated 13th May 1920, by re-defining the classes of workers to whom the Minimum Rates for Foremen and Managers are applicable, as shown in the Schedule set out below.

The Minister of Labour has given his consent to the issue of this Notice.

SCHEDULE.

PART I.

*Proposed Variation of General Minimum Time-Rates, for certain classes of Male Apprentices, provided with Board and Lodging.*

The General Minimum Time-Rates for the following classes of MALE INDENTURED APPRENTICES (as defined in Part III. of the Schedule to the Trade Board's Notice D (13), dated 21st September 1921), namely:—

(a) APPRENTICES who are apprenticed for a period of five years to HAND-SEWN MAKING; and

(b) APPRENTICES who are apprenticed for a period of five years to HAND-SEWN MAKING AND REPAIRING, and not less

than one-third of whose time is spent in HAND-SEWN MAKING;

Who in both the above-mentioned cases:

(1) Are provided by their employers with sufficient meat, drink, washing, medicine, medical attendance, clothing, lodging, and all other necessaries during the period of their apprenticeship,

(2) Commence their apprenticeship on or before their sixteenth birthday, and

(3) Are registered with the Trade Board and are employed under the conditions laid down for Apprentices in Part III. of the Schedule to the Trade Board's Notice D (13), dated 21st September 1921.

shall be the following net sums (that is, clear of all deductions, including deductions under the National Insurance Act, 1911, as amended by any subsequent enactments and deductions authorised by any Act to be made from wages in respect of contributions to any superannuation or other provident fund), namely:—

|                                          | Per week of<br>48 hours. | s. d. |
|------------------------------------------|--------------------------|-------|
| During the first year of Apprenticeship  | 1                        | 6     |
| During the second year of Apprenticeship | 2                        | 6     |
| During the third year of Apprenticeship  | 3                        | 6     |
| During the fourth year of Apprenticeship | 4                        | 6     |
| During the fifth year of Apprenticeship  | 5                        | 6     |

Provided that the above rates shall also apply to Indentured Apprentices of the classes specified above, who were indentured prior to the 15th May 1920, and who are under adequate instruction in Hand-sewn Making or Hand-sewn Making and Repairing, notwithstanding that the Indenture provides also for instruction in Boot and Shoe Repairing generally.

PART II.

*Proposed Variation of Minimum Rates of Wages for Foremen and Managers, by re-defining the classes of workers to whom the*

*Minimum Rates of Wages for Foremen and Managers are applicable.*

SECTION I.—FOREMEN AND MANAGERS as defined in Section II. of this Part of this Schedule:—

General Minimum Time-Rate, 80s. per week of 48 hours.

Guaranteed Time-Rate, 80s. per week of 48 hours.

A FOREMAN OR MANAGER employed on Piece-work shall be entitled to be paid not less than the Guaranteed Time-Rate, notwithstanding that his earnings on Piece-work are less than such sum.

SECTION II.—In substitution for the definitions of a "FOREMAN" and a "MANAGER" set out in Section II. of Part II. of the Notice D (6) issued by the Trade Board and dated 13th May 1920, the following definition shall apply:—

A FOREMAN OR MANAGER shall be deemed to be a male person of 21 years of age and over who is employed in any branch of the trade specified in the Trade Boards (Boot and Shoe Repairing) Order, 1919, and

- (a) Who exercises sole supervising authority over all journeymen exceeding three in number (excluding the foreman) working in the same shop or department; or
- (b) Who continuously exercises supervising authority and is held responsible for the output and the general conduct of the workshop, even although the total number of journeymen employed does not exceed three; or
- (c) Who is the only worker (apart from apprentices and learners) employed on the employer's workplace and who is ordinarily left with sole control of, and responsibility for, the work and output thereof, and whose work is not removed to other premises for distribution to customers, and who has no workers to supervise other than outworkers, apprentices or learners or any journeymen who occasionally may be employed at the workplace

But excluding a worker employed in any branch of the trade specified in the Trade Boards (Boot and Shoe Repairing) Order, 1919, in an establishment, the principal business of which is the distribution of leather footwear.

SECTION III.—The General Minimum Time-Rates for all workers, to whom the minimum rates of wages for Foremen and Managers as defined in Section II. of Part II. of the Trade Board's Notice D (6), dated 13th May 1920, are applicable and who are not included within the classes of Foremen and Managers as defined in Section II. of this Part of this Schedule, shall be the General Minimum Time-Rates set out in Part I. of the Trade Board's Notice D (1), dated 16th November 1919.

### PART III.

#### *Proposed Variation of Overtime Rates.*

Overtime rates, calculated on the proposed minimum rates of wages specified in Parts I. and II. of this Schedule in the manner specified in Part II. of the Schedule to the Notice D

(13) issued by the Trade Board and dated 31st September 1921, shall apply in substitution for the proposed minimum rates set out in Parts I. and II. of this Schedule, in respect of all hours worked in excess of the number of hours declared by the Trade Board in the Schedule to the above-mentioned Notice D (13) to be the normal number of hours of work in the trade.

### PART IV.

SECTION I.—The proposed minimum rates of wages set out in this Schedule shall apply, subject to the provisions of the Trade Boards Acts, to all workers in Great Britain in respect of all time during which they are employed in any branch of the trade specified in the Trade Boards (Boot and Shoe Repairing) Order, 1919, that is to say, the repairing, wherever carried on, of boots, shoes, slippers, and all kinds of leather footwear, INCLUDING the making of bespoke hand-sewn, riveted, or pegged leather footwear, but EXCLUDING the manufacture of leather footwear on a large scale, the repairing of saddlery and leather goods other than leather footwear, and the retailing of leather footwear.

SECTION II.—The proposed minimum rates of wages set out in this Schedule are without prejudice to workers who are earning higher rates of wages.

The Trade Board will consider any Objections to the above Proposal to Vary which may be lodged with them within two months from the 30th day of December 1921. Such Objections should be in writing and signed by the person making the same (adding his or her full name and address), and should be sent to the Secretary, Boot and Shoe Repairing Trade Board (Great Britain), 7-11 Old Bailey, London E.C. 4.

It is desirable that Objections should state precisely, and, so far as possible, with reasons, what is objected to.

Dated this twenty-ninth day of December 1921.

Signed by Order of the Trade Board,

F. POPPLEWELL, Secretary.

Office of Trade Boards,  
7-11 Old Bailey, London, E.C. 4.

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

#### Restoration of Lapsed Patent under Section 20.

Notice is hereby given, that an Order was made on the 22nd day of December 1921, restoring Letters Patent No. 3777 of 1908, bearing date the 10th day of January 1908, and the Patent of Addition thereto, No. 5964 of 2908, bearing date the 17th day of March 1908, both granted to Albert Goubeaut, for inventions entitled "Improvements in turnstile doors."

W. TEMPLE FRANKS,  
Comptroller-General.

The Patent Office.

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 December 1921, pursuant to the Corn Returns Act, 1882.

| BRITISH CORN. |     |     |     | QUANTITIES SOLD. |      | AVERAGE PRICE. |    |
|---------------|-----|-----|-----|------------------|------|----------------|----|
|               |     |     |     | Qrs.             | Bus. | s.             | d. |
| Wheat         | ... | ... | ... | 89,739           | 2    | 45             | 2  |
| Barley        | ... | ... | ... | 58,446           | 4    | 44             | 5  |
| Oats          | ... | ... | ... | 21,164           | 7    | 28             | 4  |

COMPARATIVE STATEMENT for the Corresponding Week in each of the Years from 1913 to 1920.

| 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 ...              | 18,069 4         | 34,746 5  | 7,601 0   | 31 1           | 26 2    | 18 2  |
| 1914 ...              | 29,962 7         | 36,506 2  | 14,103 7  | 44 4           | 29 10   | 26 6  |
| 1915 ...              | 49,505 0         | 23,404 4  | 17,061 5  | 54 9           | 47 5    | 30 10 |
| 1916 ...              | 58,773 5         | 60,216 1  | 21,337 7  | 75 10          | 67 5    | 47 4  |
| 1917 ...              | 63,017 2         | 63,790 1  | 13,119 2  | 71 1           | 57 7    | 44 10 |
| 1918 ...              | 69,955 1         | 79,270 3  | 10,223 0  | 72 3           | 62 3    | 50 6  |
| 1919 ...              | 88,945 1         | 93,839 0  | 18,668 1  | 72 6           | 105 10  | 57 2  |
| 1920 ...              | 33,950 7         | 76,753 7  | 11,444 0  | 86 9           | 72 7    | 42 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.

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,  
Whitehall Place, London, S.W. 1.  
24th December 1921.

A. T. A. DOBSON,  
Assistant Secretary.

DISEASES OF ANIMALS ACTS,  
1894 to 1914.

RETURN of OUTBREAKS of SWINE FEVER in SCOTLAND for the Week ended 24th December 1921, distinguishing Counties (including Burghs) :—

| County.     | Outbreaks Confirmed. | Swine Slaughtered as diseased or as having been exposed to infection. |
|-------------|----------------------|-----------------------------------------------------------------------|
|             | No.                  | No.                                                                   |
| Forfarshire | 1                    | —                                                                     |
| TOTAL       | 1                    | —                                                                     |

RETURN of OUTBREAKS of the under-mentioned DISEASES in SCOTLAND for the week ending 24th December 1921, distinguishing Counties (including Burghs) :—

ANTHRAX.

| County.      | Outbreaks Confirmed. | Animals Attacked. |        |        |         |
|--------------|----------------------|-------------------|--------|--------|---------|
|              |                      | Oxide             | Sheep. | Swine. | Horses. |
|              | No.                  | No.               | No.    | No.    | No.     |
| Ayrshire     | 3                    | 3                 | —      | —      | —       |
| Berwickshire | 1                    | 1                 | —      | —      | —       |
| TOTAL        | 4                    | 4                 | —      | —      | —       |

## DISEASES OF ANIMALS ACTS—Continued.

## PARASITIC MANGE.

| COUNTRY.     | Outbreaks Reported. | Animals Attacked. |
|--------------|---------------------|-------------------|
|              | No.                 | No.               |
| Ayr ... ..   | 3                   | 3                 |
| TOTAL ... .. | 3                   | 3                 |

## SHEEP SCAB.

| COUNTRY.               | Outbreaks Reported. |
|------------------------|---------------------|
|                        | No.                 |
| Argyllshire ... ..     | 1                   |
| Kincardineshire ... .. | 1                   |
| TOTAL ... ..           | 2                   |

## SHEEP SCAB.

The following Areas are now "Movement Areas" for purposes of Part I. of the Sheep (Double Dipping) Order of 1920:—

*Inverness.*—(1) An Area comprising the islands known as the Outer Hebrides (*except the islands of St. Kilda, Dune, Soay, and Boreray*), in the county of Inverness.

(2) An Area in the county of Inverness, comprising the islands known as Skye or Inner Hebrides.

*Ross and Cromarty.*—An Area comprising the Island of Lewis, including the smaller islands adjacent thereto, in the county of Ross and Cromarty.

Ministry of Agriculture and Fisheries.  
27th December 1921.

NOTICE is hereby given that at an Extraordinary General Meeting of the Members of A. I. MILNE & COMPANY LIMITED, incorporated under the Companies Acts, 1908 to 1917, duly convened, and held within the Registered Office of the Company, sixty-six St. Nicholas Street, Aberdeen, on the 6th day of December nineteen hundred and twenty-one, the following Resolutions were duly passed; and at a subsequent Extraordinary General Meeting of the Members of the said Company, also duly convened, and held within the said Registered Office on the 24th day of December nineteen hundred and twenty-one, the same were duly confirmed so as to become Special Resolutions of the Company, *videlicet*:—

- (1) That it is desirable to reconstruct the Company, and accordingly that the Company be wound up voluntarily, and that Alexander Innes Milne, of 56 Elmbank Terrace, Aberdeen, be and he is hereby appointed Liquidator for the purpose of such winding up.
- (2) That the said Liquidator be and he is hereby authorised to consent to the registration of a new Company to be named the British Petrol and Motor Trading Company Limited, or some similar name, with a Memorandum and Articles of Association which have already been prepared with the privity and approval of the Directors of this Company.
- (3) That the draft Agreement submitted to this Meeting and expressed to be made between this

Company and its Liquidator of the one part, and the said proposed new Company of the other part, be and the same is hereby approved, and that the said Liquidator be and he is hereby authorised, pursuant to Section 192 of the Companies (Consolidation) Act, 1908, to enter into an Agreement with such new Company (when incorporated) in the terms of the said draft, and to carry the same into effect with such (if any) modifications as he thinks expedient.

A. I. MILNE, Liquidator.

66 St. Nicholas Street, Aberdeen,  
27th December 1921.

A. I. MILNE & COMPANY LIMITED  
(in Liquidation).

NOTICE is hereby given, in terms of Section 188 of the Companies (Consolidation) Act, 1908, that a Meeting of the Creditors of A. I. Milne & Company Limited (in Liquidation) will be held within the Registered Offices of the Company, 66 St. Nicholas Street, Aberdeen, on Thursday the 12th day of January 1922, at 3.30 o'clock in the afternoon.

A. I. MILNE, Liquidator.

66 St. Nicholas Street, Aberdeen,  
27th December 1921.

ACE FILM PRODUCING COMPANY LIMITED  
(in Voluntary Liquidation).

NOTICE is hereby given that at an Extraordinary General Meeting of the Members of Ace Film Producing Company Limited, incorporated under the Companies Acts, 1908 to 1917, duly convened, and held within the Chambers of Messrs. Russell & Duncan, Writers, 105 St. Vincent Street, Glasgow, on Friday the second day of December nineteen hundred and twenty-one, the following 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 Monday the nineteenth day of December nineteen hundred and twenty-one, the following Special Resolutions were duly confirmed as Special Resolutions of the Company:—

1. "That Ace Film Producing Company Limited be wound up voluntarily."
2. "That Robert Hutchison, C.A., 58 West Regent Street, Glasgow, be and is hereby appointed the Liquidator to conduct the winding up."

ARTHUR REID, Chairman.

Registered Office,  
171 Renfield Street, Glasgow,  
December 1921.

## FURCRAFT LIMITED (in Liquidation).

NOTICE is hereby given that at an Extraordinary General Meeting of the Members of the above-named Company, duly convened, and held within the Chambers of Messrs. Peacock & Henry, Chartered Accountants, No. 111 Union Street, Glasgow, on the twenty-seventh day of December 1921, the following Resolutions were passed:—

- (1) That the Company cannot, by reason of its liabilities, continue its business, and that it be wound up voluntarily.
- (2) That John Peacock, Chartered Accountant, Glasgow, be and is hereby appointed Liquidator to conduct the winding up.

C. W. SLATER, Chairman.

## FURCRAFT LIMITED (in Liquidation).

IN terms of Section 188 of the Companies Consolidation Act, 1908, I hereby give notice that a Meeting of the Creditors of the above-named Company will be held within the Chambers of Messrs. Peacock & Henry, Chartered Accountants, No. 111 Union Street, Glasgow, on Thursday the twelfth day of January 1922, at 11 o'clock forenoon.

All parties having claims against the Company which have not been intimated are requested to lodge same with me within fourteen days from this date.

JOHN PEACOCK, Liquidator, 111 Union Street, Glasgow.

28th December 1921.

## JOHN LITTLEJOHN &amp; SONS LIMITED.

AT an Extraordinary General Meeting of the Members of the above Company, duly convened, and held within the Offices of Messrs. David Strathie & Company, Chartered Accountants, 86 St. Vincent Street, Glasgow, on the seventh day of December 1921, the following Special Resolution was 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 twenty-eighth day of December 1921, the following Special Resolution was duly confirmed, viz. :-

"That the Company be wound up voluntarily, and that Arthur Callander Strathie, Chartered Accountant, Glasgow, be and is hereby appointed Liquidator."

A. C. STRATHIE, C.A., Liquidator.

JOHN LITTLEJOHN & SONS LIMITED  
(in Liquidation).

NOTICE is hereby given that a Meeting of the Creditors of the above Company will be held within the Chambers of Messrs. David Strathie & Company, Chartered Accountants, 86 St. Vincent Street, Glasgow, on Monday the sixteenth day of January 1922, at 12 o'clock noon.

Dated this thirtieth day of December 1921.

A. C. STRATHIE, C.A., Liquidator.

NOTE.—The above Meeting is called to comply with the Companies Acts, and all Creditors have been or will be paid in full.

In the Matter of CALDERS WINE SHIPPING  
COMPANY LTD.

AT an Extraordinary General Meeting of the Members of the above-named Company, duly convened, and held at 1a Dover Street, Piccadilly, London, W. 1, on the thirtieth day of November 1921, the following Resolution was 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 twenty-second day of December, such Resolution was duly confirmed as a Special Resolution, viz. :-

"That the Company go into Voluntary Liquidation, and that John Morson, C.A., 15 Quality Street, Leith, is appointed Liquidator in accordance with the Companies (Consolidation) Act, 1908."

JAS. C. CALDER, Chairman.

29th December 1921.

CALDERS WINE SHIPPING COMPANY  
LIMITED (in Voluntary Liquidation).

NOTICE is hereby given, pursuant to Section 188 of the Companies (Consolidation) Act, 1908, that a Meeting of the Creditors of the above-named Company will be held at 15 Quality Street, Leith, on Monday the 9th day of January 1922, at 11 a.m.

Dated this 28th day of December 1921.

J. MORSON, C.A., Liquidator.

15 Quality Street, Leith.

NOTE.—All Creditors will be paid in full.

The Companies Acts, 1908 to 1917. - -

## MACDUFF GAS COMPANY LIMITED.

NOTICE is hereby given, pursuant to Section 188 of the Companies (Consolidation) Act, 1908, that a Meeting of the Creditors of the above-named Company will be held at the Registered Office of the Company, Gas Works, Macduff, on Monday the ninth day of January 1922, at twelve o'clock noon.

Dated this 23rd day of December 1921.

JNO. IMLACH, Liquidator.

To the Creditors and other Persons interested in the Succession of the Deceased DAVID WHYTE, Farmer and Dairyman, Greenhead, Crieff.

A PETITION has been presented to the Court of Session (First Division, Junior Lord Ordinary, —Mr. Paterson, Clerk) by Mrs. Chrissie Sutherland Moyes or Whyte, residing at Greenhead Farm, Crieff, Widow of, and having an interest in the succession of, the said deceased David Whyte, he having left a Will, but the Executrix appointed by him not accepting office, praying, under the Act 3 and 4 Geo. V. Cap. 20, Sec. 163, for the appointment of a Judicial Factor upon said Estate; and which Petition will be again moved in Court on or after the 16th day of January 1922; of all which notice is hereby given.

MENZIES, BRUCE-LOW, & THOMSON,  
W.S., 23 York Place, Edinburgh,  
Agents for Petitioner.

28th December 1921.

## NOTICE TO CREDITORS.

JOHN STRACHAN, Farmer, Mains of Hedderwick, near Montrose, having granted a Trust Deed for behoof of his Creditors in favour of William Alexander Donald, Agent of the North of Scotland and Town and County Bank Limited, High Street, Montrose, all parties having claims against the said John Strachan are requested to lodge same with the Trustee within seven days from this date, and all parties indebted to the said John Strachan are requested to make payment to the Trustee within a like period.

23rd December 1921.

THE Estates of JOHN SYME, Grocer, 50 South Street, Bo'ness, were Sequestered on 29th December 1921, by the Court of Session.

The first Deliverance is dated the 29th December 1921.

The Sequestration has been remitted to the Sheriff of the Lothians and Peebles at Edinburgh.

The Meeting to elect the Trustee and Commissioners is to be held at twelve o'clock noon, on Friday the 6th day of January 1922, within Dowell's Rooms, number 18 George Street in Edinburgh. A Composition may be offered at this Meeting, and to entitle Creditors to the first Dividend their oaths and grounds of debt must be lodged on or before the 29th day of April 1922.

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

P. J. PURVES, S.S.C., 11 South Charlotte Street, Edinburgh, Agent.

THE Estates of J. W. CLIFTON, Clothing Manufacturer, 23 Wilson Street, Glasgow, were Sequestered on the 27th day of December 1921, by the Sheriff of Lanarkshire at Glasgow.

The first Deliverance is dated the 27th December 1921.

The Meeting to elect the Trustee and Commissioners is to be held at twelve noon, on Tuesday the tenth day of January 1922, within the Faculty Hall, St. George's Place, Glasgow. A Composition may be offered at this Meeting.

The Sheriff has ordered that the Sequestration shall proceed as a Summary Sequestration in terms of the Bankruptcy (Scotland) Act, 1913.

The date on or before which Creditors must lodge their oaths and grounds of debt to entitle them to the first Dividend will be advertised in the Edinburgh Gazette Notice calling the second Meeting of Creditors.

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

J. KEVAN M'DOWALL, Enrolled Law Agent, 180 Hope Street, Glasgow, Mandatary and Agent for Petitioner.

**SEQUESTRATION of JOHN JAMES FARQUHAR,** Potato Merchant, Dunfermline, carrying on business there under the Style or Firm of FARQUHAR & COMPANY, of which Firm he is the sole Partner, as such Partner and as an Individual.

**CHARLES JOHN MUNRO,** Chartered Accountant, 50 Frederick Street, Edinburgh, has been appointed Trustee on the Estate; and James Montgomerie Lamont, Farmer, The Bullions, near Cairneyhill, Andrew Macaulay, Lathalmond, Dunfermline, and George Torrance, North Pittinnee, near Dunfermline, have been elected Commissioners. The Examination of the Bankrupt will take place in the Sheriff Court House, Dunfermline, on Monday the 9th day of January 1922, at twelve o'clock noon. The Creditors will meet within the Chambers of Romanes & Muir, C.A., 50 Frederick Street, Edinburgh, on Wednesday the 18th day of January 1922, at 2.30 o'clock afternoon.

CHARLES J. MUNRO, C.A., Trustee.

Edinburgh, 30th December 1921.

**SEQUESTRATION of R. S. HENDERSON,** trading as R. S. HENDERSON & COMPANY, at 68 Great King Street, Edinburgh, and 172 Easter Road, Edinburgh.

**M. R. GEORGE THOMSON CLUNIE, C.A.,** has been elected Trustee on the Estate; and Messrs. William Jardine Dobie, Solicitor, Edinburgh, Arthur W. Russell, W.S., Edinburgh, and James S. MacLeod, Solicitor, Edinburgh, have been elected Commissioners. The Examination of the Bankrupt will take place in the Sheriff Court House on Thursday the 5th day of January 1922, at two o'clock. The Creditors will meet in the Trustee's Office, No. 25 St. Andrew Square, Edinburgh, on Monday the sixteenth day of January 1922, at twelve o'clock noon; and to entitle the Creditors to the first Dividend their oaths and grounds of debt must be lodged on or before the second day of April 1922.

GEO. T. CLUNIE, Trustee.

25 St. Andrew Square, Edinburgh,  
28th December 1921.

In the SUMMARY SEQUESTRATION of **JAMES GRIMMOND,** Dairyman, residing at 108 South Road, Lochee, Dundee.

**PETER JOHN M'INTYRE,** Chartered Accountant, 30 Meadowside, Dundee, hereby give notice that I have been duly elected and confirmed Trustee; and that Robert Cuthbert, 6 High Street, Dundee, George Daigie, Draff Merchant, Backhill of Balgay, Lochee, Dundee, and George Smith, Cattle Dealer, Cobden Street, Lochee, Dundee, have been elected and confirmed Commissioners; that the Sheriff has fixed Tuesday, 3rd January 1922, at half-past ten o'clock forenoon, within the Sheriff Court House, Bell Street, Dundee, as a Diet for the Public Examination of the Bankrupt; that the second Meeting of Creditors will be held within my Office at 30 Meadowside, Dundee, on Wednesday the 22nd day of February 1922, at eleven o'clock forenoon, and that to entitle Creditors to participate in the first dividend their oaths and grounds of debt must be lodged with me on or before the 1st day of February 1922.

PETER J. M'INTYRE, C.A., Trustee.

**SEQUESTRATION of ARCHIBALD FULTON CALDWELL,** Farmer, Bogside, Irvine.

The Trustee hereby calls a Meeting of the Creditors to be held within the Writing Chambers of James M. Inglis, Solicitor, 60 Bank Street, Kilmarnock, on Wednesday the 18th day of January 1922, at twelve o'clock noon, to consider as to an application to be made for the Trustee's discharge.

JAMES D. DONALD, Trustee.

Kilmarnock, 27th December 1921.

**A S Trustee on the Sequestrated Estate of JOSEPH MOYES,** Timber Merchant, Damhead Cottage, Kincorth, Bridge of Dee, Kincardineshire, I hereby call a Meeting of the Creditors in the Sequestration to be held within the Chambers of Messrs. F. J. Scott & Gilchrist, Advocates, 1 Diamond Street, Aberdeen, on Monday the 16th day of January 1922, at twelve o'clock noon, to consider as to the application to be made for my discharge as Trustee.

W. WATT, Trustee.

Aberdeen, 28th December 1921.

**SEQUESTRATION of THE H. F. KESTREL COMPANY,** 90 Wellington Street, Glasgow.

The Trustee hereby intimates that an account of his intromissions, brought down till 15th December 1921, has been made up by him and audited by the Commissioners, and that a first Dividend will be paid within the Chambers of Walter & W. B. Galbraith, C.A., 87 St. Vincent Street, Glasgow, upon Thursday the sixteenth day of February 1922, to those Creditors whose claims have been duly lodged with and admitted by the Trustee.

W. B. GALBRAITH, C.A., Trustee.

Glasgow, 29th December 1921.

#### NOTICE.

**THE Firm of HONEYMAN & M'DOUGALL,** Wholesale Milliners, 145 Argyle Street, Glasgow, of which the Subscribers Walter M'Donald Honeyman and Neil Malcolm M'Dougall are the sole Partners, was DISSOLVED as at the thirty first day of December nineteen hundred and twenty-one, by the retinal therefrom of the said Neil Malcolm M'Dougall. Mr. Honeyman will continue the Business under the same Firm name, and will collect all debts due to and discharge all debts due by the dissolved Firm.

W. M'D. HONEYMAN.

N. M. M'DOUGALL.

Witnesses to the Signatures of the said  
Walter M'Donald Honeyman and  
Neil Malcolm M'Dougall—  
Wm. A. D. M'INTYRE, Writer, 97  
West Regent Street, Glasgow,  
STUART G. GREGORSON, Law Clerk,  
97 West Regent Street, Glasgow.  
Glasgow, 29th December 1921.

#### NOTICE.

**THE Business of Motor Car Agent and Hirer** carried on by the Subscriber, JOHN FORSYTH, Titchfield Street, Galston, has been transferred to his Sons Robert Forsyth, James Forsyth, and William Forsyth, Titchfield Street, Galston, who will carry on the Business for their own behoof under the name of FORSYTH BROTHERS.

Galston, 24th December 1921.

JOHN FORSYTH.

ROBERT FORSYTH.

JAMES FORSYTH.

WILLIAM FORSYTH.

MATTHEW W. WHITE, Solicitor, Galston,  
MARTHA M. FORSYTH, 31 Titchfield  
Street, Galston.

Witnesses to the Signatures of the said  
John Forsyth, Robert Forsyth, James  
Forsyth, and William Forsyth.

THE BANKRUPTCY ACT, 1914.

FROM THE LONDON GAZETTE.

RECEIVING ORDERS.

B. Barnett (male), 104 Whitechapel Road, London, E. 1, electrical engineer.

- Neville Hollingsworth Davison, a member of the Royal Automobile Club, Pall Mall, London, but whose present residence or place of business the petitioning creditors are unable to ascertain.
- Arthur Cuthbert Harold, residing at Fenstanton Avenue, North Finchley, Middlesex, and Wilfred Weston Harold, residing at 1 King's Terrace, Edgware, Middlesex, and carrying on business at Albion Works, Lampeter Street, Shepperton Road, Islington, London, under the style or firm of Harold Brothers, piano makers.
- Reuben Alexander M'Lelland, Lancaster Gate Hotel, and carrying on business at 17 Gracechurch Street, city of London, shipowner.
- W. Stanton & Co., 178 Well Street, Hackney, London, and lately carrying on business at Market Buildings, Mining Lane, city of London, general merchants.
- Percy William Taylor, 128 High Holborn, London.
- William Edwin Tucker, 14 Arthur Street, city of London.
- Stanley Francis Ward, L'Alliance, Caterham, Surrey, carrying on business as a produce merchant (under the style of Stanley F. Ward & Co.), at Gort House, 74 Great Tower Street, city of London; and 23 Rue des Brindes, Le Havre, in the Republic of France.
- John William Edwards, Glantraeth, Newborough, in the county of Anglesey, farmer.
- John Edward Aldersley, Coates Hall, Barnoldswick, Yorkshire, cotton manufacturer.
- Robert William Chasmar, West End Bakery, Smarden, in the county of Kent, baker and confectioner.
- Jacob Stewart, 37 Harrison Street, Penrith Cumberland, general dealer.
- Evan Evans, Vale of Teify Inn, Llanybyther, Llanwenog, Cardiganshire, licensed victualler and timber merchant.
- Ethel Margot Woodward, trading as E. Margot Woodward, 3 Lansdowne Road, and 75 George Street, Croydon, lately at 11 Lebanon Road, Croydon, Surrey, ladies' costumier (spinster).
- Thomas Rutherford, carrying on business at 71 and 73 Bondgate, Bishop Auckland, in the county of Durham, and residing at 14 Gibson Street, Close House, Bishop Auckland aforesaid, auctioneer and house furnisher.
- Frank Auckland Myers, now residing at Church Fenton, in the county of York, no occupation, and previously carrying on business at Church Fenton as a blacksmith.
- Joshua James Corbishley, Eccleswall Court, Linton, in the county of Hereford, farmer.
- Ellis Robinson, Greenwood Villa, Baildon, in the county of York, stone merchant.
- William Wright, residing and carrying on business at 13 Bowman Lane, in the city of Leeds, under the style or firm of Wm. Wright & Co., haulage contractor.
- Frederick Hillcroft Davis, Rainhill, in the county of Lancaster, colliery clerk.
- John Waits, residing at 4 Edge Lane, and carrying on business at 48 Islington, both in the city of Liverpool, boot factor.
- William Graham, 16 and 18 Gosforth Street and 88a High Street, all in Felling, county of Durham, drug store proprietor and farm produce merchant.
- Joseph Lamb, residing at Scots Gap, carrying on business at Kirkley West Thörn Farm, near Ponteland, both in Northumberland, farmer.
- Albert William Henry Branson and Charles Walter Branson, Spratton, in the county of Northampton, carrying on business at Spratton aforesaid under the style or firm of Branson Brothers, carriers and haulage contractors.
- Thomas Rigby, residing and carrying on business at 103 Ribblesden Lane, Preston, in the county of Lancaster, fruiterer.
- George Henry Bamford, 15 and 17 Whitehouse Road, in the city of Sheffield, lately residing and carrying on business at 37 Harold Street, Sheffield aforesaid, fruiterer and confectioner.
- Humphrey Shimwell, 70 East Laithegate, Doncaster, in the county of York, draper.
- Ada Baillie, residing and carrying on business at 1 Lonsdale Road, Boker, Sunderland, in the county of Durham, confectioner and pastrycook (widow).
- William Shepherd, residing and carrying on business at Wade Lane, Hill, Buryard, Buryard, in the county of Stafford, farmer.
- George Thomas, 19 St. John's Hill, Battersea, in the county of London, pawnbroker and jeweller.
- James Feighery, Angel Inn, Scholes, Wigan, in the county of Lancaster, licensed victualler.

## NOTICE.

*All Notices and Advertisements are inserted in the Edinburgh Gazette at the risk of the Advertiser.*

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