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DANGEROUS DRUGS ACT 1965

Withdrawal of Authorities

PATRICK ALEXANDER HALFORD

WHEREAS PATRICK ALEXANDER HALFORD, M.R.C.S., L.R.C.P., whose registered address is 320 Humberstone Road, Leicester is, under Regulations 4 and 10 of the Dangerous Drugs (No. 2) Regulations 1964, authorised, by virtue of being a duly qualified medical practitioner, to possess and supply drugs and other substances to which the said Regulations respectively apply so far as may be necessary for the practice or exercise of his said profession:

And Whereas the said Patrick Alexander Halford has been convicted of offences against the Dangerous Drugs Act 1965 and cannot in the opinion of the Secretary of State properly be allowed to remain a person authorised as aforesaid:

Now Therefore, in pursuance of the power conferred on him by Regulation 22 of the said Regulations, the Secretary of State hereby withdraws from the said Patrick Alexander Halford the authorities aforesaid under the said Regulations 4 and 10:

And, in pursuance of Regulation 11 of the said Regulations, the Secretary of State hereby directs that it shall not be lawful for the said Patrick Alexander Halford to give prescriptions prescribing any substance for the time being falling within Part I of the Schedule to the Dangerous Drugs Act 1965.

P. BEEDLE, Assistant Secretary.

Home Office, London S.W.1.

20th May 1969.

SPECIAL ROADS ACT, 1949

SOUTH APPROACH TO CONNEL BRIDGE DIVERSION SIDE ROADS

THE Secretary of State gives notice that he has made an order under section 14 of the Special Roads Act, 1949, to provide for the improvement of a length of the Connel-Barran Road and the stopping up of a length of the existing trunk road when the South Approach to Connel Bridge Diversion is opened to through traffic.

Copies of the Order, the title of which is the Connel-Glencoe Trunk Road (south approach to Connel Bridge Diversion Side Roads) Order, 1969, and of the plan referred to therein have been deposited at the office of the Scottish Development Department, 43 Jeffrey Street, Edinburgh 1 from whom copies of the Order may be obtained.

Any Person aggrieved by the Order and desiring to ques-

tion the validity thereof or any provision contained therein on the grounds that it is not within the statutory powers of the Special Roads Act, 1949, or that any requirement of the said Act of 1949 or of any regulation made thereunder, have not been complied with in relation to the Order, may, within six weeks of 30th May 1969 apply to the Court of Session for the suspension or quashing of the Order or of any provision contained therein.

F. DAWSON, Assistant Secretary.

Scottish Development Department.

2nd May 1969.

TRUNK ROADS ACT 1946

SOUTH APPROACH TO CONNEL BRIDGE DIVERSION

THE Secretary of State gives notice that he has made an Order under section 1 of the Trunk Roads Act 1946, as read with the Transfer of Functions (Roads, Bridges and Ferries) Order, 1955, the effect of which will be that a diversion which he proposes to construct at Connel in the County of Argyll will become a trunk road on 30th May 1969 and the length of trunk road to be superseded thereby will cease to be a trunk road on 16th May next, after the date on which notice is given by the Secretary of State to Argyll County Council that the said diversion is opened to through traffic.

Copies of the Order the title of which is the Connel-Glencoe Trunk Road (South Approach to Connel Bridge Diversion) Order 1969 can be purchased price 6d. through any bookseller or direct from Her Majesty's Stationery Office, 13A Castle Street, Edinburgh 2.

Copies of the Order and of the plan referred to therein have been deposited at the offices of Argyll County Council, County Offices, Lochgilphead, and of the Scottish Development Department, St. Andrew's House, Edinburgh 1, and may be inspected at the latter office at all reasonable hours.

Any person aggrieved by the Order and desiring to question the validity thereof or of any provision contained therein on the grounds that it is not within the statutory powers or on the grounds that any requirement of the said Act of 1946 has not been complied with in relation to the Order may within six weeks of 30th May 1969, apply to the Court of Session for the suspension or quashing of the Order or of any provision contained therein.

F. DAWSON, Assistant Secretary.

Scottish Development Department.

2nd May 1969.

TRUNK ROADS ACTS 1936 and 1946
REVOCATION OF CONON BRIDGE AND
MARYBURGH BY-PASS ORDER

THE Secretary of State hereby gives notice that he proposes to make an order under Section 11 of the Trunk Roads Act 1946 and Section 13 of the Trunk Roads Act 1936 to revoke the London-Edinburgh-Thurso Trunk Road (Conon Bridge and Maryburgh By-Pass) Order, 1961 which provided for the construction of a diversion of the trunk road to by-pass Conon Bridge and Maryburgh in the County of Ross and Cromarty.

Copies of the draft Order and statement explaining the proposals may be inspected free of charge at all reasonable hours from 27th May 1969 to 31st August 1969 at the office of the Scottish Development Department, 43 Jeffrey Street, Edinburgh 1, and of Ross and Cromarty County Council, County Buildings, Dingwall.

Any Person may within three months from 31st May 1969, object to the making of the order by notice in writing to the Secretary, Scottish Development Department, 43 Jeffrey Street, Edinburgh EH1 1DL, quoting reference R/TO/1/RC/35 and stating the grounds of objection.

F. DAWSON, Assistant Secretary.

Scottish Development Department,
St. Andrew's House, Edinburgh 1.
5th May 1969.

BUILDING SOCIETIES ACT 1962

Notice under Section 20 of the said Act

NOTICE is hereby given that the EDINBURGH BUILDING SOCIETY No. 10 B (S) whose Registered Chief Office is at 37 Melville Street, Edinburgh desires to accept a transfer of the engagements of the DUNEDIN BUILDING SOCIETY No. 11 B (S), and that the first-named Society has applied to the Assistant Registrar of Friendly Societies for Scotland to confirm the transfer notwithstanding that the written concurrence of the holders of two-thirds of the whole number of shares of the said Society has not been obtained in the manner required by the Building Societies Act 1962.

The application will be heard on the Twenty-seventh day of June 1969.

Any person wishing to be heard on such application should apply by letter to the Assistant Registrar of Friendly Societies for Scotland, 19 Heriot Row, Edinburgh EH3 6HT, at least seven days before the date of the hearing.

BUILDING SOCIETIES ACT 1962

Notice under Section 20 of the said Act

NOTICE is hereby given that the DUNEDIN BUILDING SOCIETY, No. 11 B (S) whose Registered Chief Office is at 32 Castle Street, Edinburgh desires to transfer its engagements to the EDINBURGH BUILDING SOCIETY No. 10 B (S), and that the first-named Society has applied to the Assistant Registrar of Friendly Societies for Scotland to confirm the transfer notwithstanding that the written concurrence of the holders of two-thirds of the whole number of shares of the said Society has not been obtained in the manner required by the Building Societies Act 1962.

The application will be heard on the Twenty-seventh day of June 1969.

Any person wishing to be heard on such application should apply by letter to the Assistant Registrar of Friendly Societies for Scotland, 19 Heriot Row, Edinburgh EH3 6HT, at least seven days before the date of the hearing.

COMPANIES ACT, 1948

NOTICE is hereby given in terms of Section 353(3) of the Companies Act, 1948 (11 & 12 Geo. 6, Cap. 38) that, at the expiration of three months from the date hereof, the names of the under-mentioned Companies will unless cause is shown to the contrary, be struck off the Register and the Companies will be dissolved:

A & C Joint Undertakings (Scotland) Limited
Appin Properties (Edinburgh) Limited
Arran Associates (Scotland) Limited
Artistic, Commercial & Industrial Printers Limited
Cannon (Aberdeen) Limited
Conner Sanderson Limited
Drummond Radio Limited
Dundee Coach Trimming and Upholstery Company Limited
Edincombe Investments Limited
Electrical and Radio Services (Ayr) Limited

Giselle (Beauticians) Limited
Highland Sports Limited
Industrial Management & Investment Consultants & Financiers (Dundee) Limited
The Islanders Folk Group Limited
Jack & Renwick Limited
J. & H. Thompson Limited
J. Waugh & Co. (Edinburgh) Limited
Kilmarnock Express Delivery Services Limited
Lakewood (Clydebank) Investments Limited
Lanarkshire Broadcasting Company Limited
McDowall's Super Luxury Coaches Limited
Mergebrite Limited
Navidale Properties Limited
North Eastern Automatics Limited
Quick Car Wash Limited
Reginald Shaw Limited
R. McAthie (Dunfermline) Limited
Ropada Limited
R. Porter & Co. Limited
Seton Mains Racing Limited
Strathcrest Limited
Tartan Trading Stamps Limited
Toll Trading Company Limited
Wareful Limited
Western Bingo & Social Club Limited
William Forsyth & Company (Insurance Consultants) Limited

A. J. WARE for Registrar of Companies.

Exchequer Chambers, Edinburgh 2.
27th May 1969.

STATEMENT showing the QUANTITIES SOLD and AVERAGE PRICES of BRITISH CORN per cwt, of 112 Imperial lb, computed from the returns received by the Department of Agriculture and Fisheries for Scotland in the week ended 24th May 1969 pursuant to the Corn Returns Act 1882, the Corn Sales Act, 1921, the Agriculture (Miscellaneous Provisions) Act, 1943 and the Agriculture (Miscellaneous Provisions) Act, 1954.

BRITISH CORN	Quantity Sold	Average Price per cwt.	
		s.	d.
WHEAT	3,374	24	1
BARLEY	20,368	22	7
OATS	3,056	21	5

NOTE.—The above statement is based on returns received from 23 prescribed towns in Scotland in the week ended 24th May 1969. The prices represent the average for all sales returned at these towns and include transactions between growers and merchants and transactions between merchants during the week ended 17th May 1969.

T. THOMSON.

Department of Agriculture and Fisheries for Scotland,
Chesser House, Gorgie Road, Edinburgh 11.

COUNTY COUNCIL OF THE COUNTY OF STIRLING

Civic Amenities Act, 1967

Proposed Conservation Area—Blairlogie

NOTICE Is Hereby Given in terms of section 1(4) of the Civic Amenities Act, 1967, of the intention of the County Council of the County of Stirling as Local Planning Authority for the said County of Stirling to designate as a Conservation Area the Village of Blairlogie and its environs covering an area of approximately forty one acres.

The effect of such designation is to require the Local Planning Authority to advertise any application received for planning permission for any development which would, in their opinion, affect the character or appearance of the Conservation Area. The Planning Committee will not determine such applications until twenty-one days after the publication of the advertisement in the local press and will take account of any representations made as a result of the advertisement.

A plan showing the proposed Conservation Area is available for inspection by the public during normal office hours at County Offices, Viewforth, Stirling and at the office of the County Planning Department, Old High School, Spittal Street, Stirling.

JAMES D. KENNEDY, County Clerk.

County Offices, Viewforth, Stirling.
May 1969.

CITY AND ROYAL BURGH OF DUNFERMLINE

Proposed One-Way Traffic, Unilateral Waiting and Prohibition of Waiting Order, 1969

THE Town Council of the City and Royal Burgh of Dunfermline propose to make an Order under Sections 1 and 2 of the Road Traffic Regulation Act, 1967, as amended by Part IX of the Transport Act, 1968, the effect of which is as set out in the Schedule hereto. A copy of the proposed Order and relative plan can be inspected during normal office hours at the City Chambers, Dunfermline.

Objections to the proposals must be sent in writing to the undersigned not later than 17th June 1969.

J. DOUGLAS, Town Clerk.

City Chambers, Dunfermline.

23rd May 1969.

SCHEDULE

1. Except upon the direction or with the permission of a Police Constable in uniform, no person shall drive, or cause or permit to be driven, any vehicle on any of the lengths of road specified in the First Column of Appendix I to this Schedule otherwise than in the direction specified opposite to such length of road in the Second Column of said Appendix I.

2. Save as provided in Article Three of this Schedule, no person shall, except upon the direction or with the permission of a Police Constable in uniform, cause or permit any vehicle to wait

(a) between the hours of 8.30 a.m. and 6 p.m. on Mondays to Saturdays inclusive, in any of the lengths of road specified in the First Columns of

(i) Appendix II to this Schedule

(A) on the side of the road specified opposite that length of road in the Second Column of Appendix II to this Schedule,

(B) on the side of the road specified opposite that length of road in the Third Column of said Appendix II, for a longer period than twenty minutes or if a period of less than 40 minutes has elapsed since the termination during the said hours of the last period of waiting (if any) of the vehicle.

(ii) Appendices III, IV and V to this Schedule.

(b) between the hours of 8.30 a.m. and 10 p.m. on Mondays to Saturdays inclusive, in any of the lengths of road specified in the First Column of Appendix VI to this Schedule, and

(c) at any time on the lengths of road specified in Appendix VII to this Schedule,

3. (a) Nothing in Article Two of this Schedule shall prevent any person from causing or permitting a vehicle to wait in any of the lengths of road specified in

(i) the First Columns of the said Appendices II, III and VI to this Schedule on the side of the road specified opposite that length of road in the Third Column thereof, and

(ii) the First Column of the said Appendix IV to this Schedule on the side of the road specified opposite that length of road in the Third Column thereof, other than between the hours of 4 p.m. and 6 p.m.,

(iii) the First Column of said Appendix V to this Schedule on the side of the road specified opposite that length of road in the Third Column thereof, other than between the hours of 10 a.m. and 6 p.m.

for so long as may be necessary:

(I) to enable a person to board or alight from the vehicle;

(II) to enable goods to be loaded on to or unloaded from the vehicle;

(III) to enable the vehicle, if it cannot conveniently be used for such purpose in any other road, to be used in connection with any building operation or demolition, removal of any obstruction to traffic, the maintenance, improvement or reconstruction of any of the lengths of road so specified, or the laying, erection, alteration or repair in or near to any of the said lengths of road of any sewer or of any main, pipe or apparatus for the supply of gas, water or electricity, or any telegraphic line as defined in the Telegraph Act, 1878;

(IV) to enable a Medical Practitioner to visit patients on professional calls, or

(V) to enable a Funeral Director or other owner of vehicles to use said vehicles as part of a Funeral Cortage or otherwise in connection with a Funeral.

(b) Nothing in Article Two of this Schedule shall prevent any person from causing or permitting a vehicle to wait in any of the lengths of road specified in

(i) the First Columns of said Appendices II, III, IV and V to this Schedule on the side of the road specified opposite that length of road in the Second Column thereof;

(ii) the First Column of the said Appendix IV to this Schedule on the side of the road specified opposite that length of road in the Third Column thereof between the hours of 4 p.m. and 6 p.m., and

(iii) the First Column of the said Appendix V to the Schedule on the side of the road specified opposite that length of road in the Third Column thereof between the hours of 10 a.m. and 6 p.m.

(iv) the First Column of the said Appendix VI to this Schedule on the side of the road specified opposite that length of road in the Second Column thereof between the hours of 8.30 a.m. and 10 p.m.

for so long as may be necessary:

(I) to enable a person to board or alight from the vehicle;

(II) to enable the vehicle, if it cannot conveniently be used for such purpose in any other road, to be used in connection with any building operation or demolition, removal of any obstruction to traffic, the maintenance, improvement or reconstruction of any of the lengths of road so specified, or the laying, erection, alteration or repair in or near to any of the said lengths of road of any sewer or of any main, pipe or apparatus for the supply of gas, water or electricity, or any telegraphic line as defined in the Telegraph Act, 1878;

(III) to enable a Medical Practitioner to visit patients on professional calls, or

(IV) to enable a Funeral Director or other owner of vehicles to use said vehicles as part of a Funeral Cortage or otherwise in connection with a Funeral.

4. The restrictions to be imposed by the proposed Order shall be in addition to and not in derogation of any restriction or requirement imposed by any Regulations made under the Road Traffic Acts, 1930 to 1962, and the Road Traffic Regulation Act, 1967, or by or under any other Enactment.

5. The City of Dunfermline One-Way Traffic, Unilateral Waiting and Prohibition of Waiting Order (1966) will be revoked.

APPENDIX I

<i>First Column</i> <i>Lengths of Road</i>	<i>Second Column</i> <i>Direction</i>
Chalmers Street between its junction with Glen Bridge and Pittencrieff Street and its junction with Bridge Street.	Southwards towards the Glen Gates and Bridge Street.
Bridge Street: Whole length of the street: i.e. from junction with Chalmers Street to junction with Kirkgate and Bruce Street.	Eastwards towards the High Street.
High Street: Whole length of the street: i.e. from junction with Kirkgate and Bruce Street to junction with New Row and Bonnar Street.	Eastwards towards East Port.
Queen Anne Street between its junction with Inglis Street and Bonnar Street with its junction with Chapel Street.	Westwards towards Bruce Street.
Bruce Street between its junction with Bridge Street and High Street and its junction with Glen Bridge and Carnegie Street.	Northwards from Bridge Street towards Glen Bridge.

<i>First Column</i> <i>Lengths of Road</i>	<i>Second Column</i> <i>Direction</i>
Cross Wynd: Whole length of the street: i.e. from junction with High Street to junction with Queen Anne Street.	Northwards from High Street towards Queen Anne Street.
Bonnar Street: Whole length of the street: i.e. from junction with High Street and East Port to junction with James Street and Queen Anne Street.	Northwards from East Port and High Street towards James Street.
Randolph Street: Whole length of the street: i.e. from junction with High Street to junction with Queen Anne Street.	Southwards from Queen Anne Street towards High Street.
Douglas Street: Whole length of the street: i.e. from junction with High Street to junction with Queen Anne Street.	Southwards from Pilmuir Street towards High Street.
Guildhall Street: Whole length of the street: i.e. from junction with High Street to junction with Abbot Street and Canmore Street.	Southwards towards Abbot Street.
Abbot Street: Whole length of the street: i.e. from junction with Guildhall Street and St. Margaret Street to junction with Maygate.	Westwards towards Maygate.
Maygate: Whole length of the street: i.e. from junction with Abbot Street to junction with Kirkgate.	Westwards towards Kirkgate.
Kirkgate between its junction with Maygate and its junction with Bridge Street and High Street.	Northwards towards High Street.

APPENDIX II

<i>First Column</i> <i>Lengths of Road</i>	<i>Second Column</i> <i>Side of Road on which waiting and loading and unloading are prohibited</i>	<i>Third Column</i> <i>Side of Road on which waiting is permitted for a period not longer than 20 minutes in any one hour</i>
Chalmers Street between its junction with Glen Bridge and Pittencrieff Street and its junction with Bridge Street.	West side	East side
Bridge Street: whole length of the street: i.e. from junction with Chalmers Street to junction with Kirkgate and Bruce Street.	South side	North side
High Street between its junction with Kirkgate and Bruce Street and its junction with Douglas Street.	South side	North side
Queen Anne Street between its junction with Pilmuir Street and its junction with Randolph Street.	South side	North side
East Port: whole length of the street: i.e. from junction with New Row to junction with James Street and Holyrood Place.	South side	North side
Bruce Street between its junction with Queen Anne Street and its junction with Glen Bridge and Carnegie Street.	West side	East side
Guildhall Street: whole length of the street: i.e. from junction with High Street to junction with Abbot Street and Canmore Street.	East side	West side
Abbot Street: whole length of the street: i.e. from junction with Guildhall Street and St. Margaret Street to junction with Maygate.	North side	South side
Maygate: whole length of the street: i.e. from junction with Abbot Street to junction with Kirkgate.	North side	South side
Kirkgate between its junction with Maygate and its junction with Bridge Street and High Street.	West side	East side
Canmore Street between its junction with Guildhall Street and the Free School Close.	South side	North side
Canmore Street from the entrance to the Regal Car Park to the junction with New Row.	North side	South side
Carnegie Street from a point opposite the west side of the Fire Station to a point 40' east of its junction with Chapel Street.	North side	South side

APPENDIX III

<i>First Column</i> <i>Lengths of Road</i>	<i>Second Column</i> <i>Side of Road on which waiting and loading and unloading are prohibited</i>	<i>Third Column</i> <i>Side of Road on which waiting is prohibited but where loading and unloading are permitted</i>
Pittencrieff Street between its junction with Glen Bridge and Chalmers Street and its junction with Maitland Street.	North side	South side
Glen Bridge: whole length of the street: i.e. from junction with Pittencrieff Street to junction with Carnegie Street.	Both sides	—
Carnegie Street from its junction with Pilmuir Street to the point opposite the east side of the Fire Station.	—	Both sides
Carnegie Street along the whole frontage of the Central Fire Station.	North side	South side
Reform Street: whole length of the street: i.e. from junction with Pilmuir Street to junction with Inglis Street.	—	Both sides
Chalmers Street between its junction with Glen Bridge and Pittencrieff Street and its junction with Dewar Street.	West side	East side
Holyrood Place between its junction with East Port and its junction with Appin Crescent.	—	Both sides

Holyrood Place between its junction with Appin Crescent and its junction with Market Street.	East side	West side
Holyrood Place between its junction with Market Street and its junction with Gardeners' Street.	—	Both sides
Queen Anne Street between its junction with Randolph Street and its junction with Bruce Street.	South side	North side
James Street: whole length of the street: i.e. from junction with Queen Anne Street to junction with Holyrood Place.	South side	North side
Canmore Street from the Free School Close to the entrance to the Regal Car Park.	South side	North side
Campbell Street: whole length of the street: from junction with Hill Street to junction with Pilmuir Street.	South side	North side
Gardeners' Street: whole length of street: i.e. from junction with Hill Street to junction with Townhill Road.	—	Both sides
Bruce Street between its junction with Bridge Street and High Street and its junction with Queen Anne Street.	West side	East side
Bruce Street between its junction with Glen Bridge and its junction with Cousin's Lane.	Both sides	—
Randolph Street: whole length of the street: i.e. from junction with High Street to junction with Queen Anne Street.	West side	East side
Chapel Street: whole length of the street: i.e. from junction with Queen Anne Street to junction with Carnegie Street.	West side	East side
St. Margaret Street between its junction with Abbey Park Place and the entrance to St. Margaret Street Omnibus Station.	—	Both sides
Cross Wynd: whole length of the street: i.e. from junction with High Street to junction with Queen Anne Street.	East side	West side
Pilmuir Street between its junction with Queen Anne Street and its junction with Carnegie Street.	West side	East side
Pilmuir Street between its junction with Campbell Street and its junction with Foundry Street.	West side	East side
Douglas Street: whole length of the street: i.e. from junction with High Street to junction with Queen Anne Street.	West side	East side
New Row between its junction with High Street and East Port and its junction with Canmore Street.	West side	East side
Bonnar Street: whole length of the street: i.e. from junction with High Street and East Port to junction with James Street and Queen Anne Street.	West side	East side
Inglis Street: whole length of the street: i.e. from junction with Queen Anne Street to junction with Campbell Street.	West side	East side
Walmer Drive: whole length of the street: i.e. from junction with East Port to entrance to Car Park.	West side	East side
Kirkgate/St. Catherine's Wynd: between the junction of Kirkgate and Maygate and the northern limits of the Car Park situated in St. Catherine's Wynd.	West side	East side
Abbey Park Place: whole length of the street with the exception of that part on the south side which is designated as a "Parking Place" i.e. from junction with Canmore Street to junction with St. Margaret Street.	North/West side	South/East side

APPENDIX IV

<i>First Column</i>	<i>Second Column</i>	<i>Third Column</i>
<i>Lengths of Road</i>	<i>Side of Road on which waiting and loading and unloading are prohibited</i>	<i>Side of Road on which waiting is prohibited, and where loading and unloading are prohibited, between 4 p.m. and 6 p.m.</i>
High Street between its junction with Douglas Street and its junction with New Row and Bonnar Street.	South side	North side
Queen Anne Street between its junction with Inglis Street and Bonnar Street and its junction with Pilmuir Street.	South side	North side

APPENDIX V

<i>First Column</i>	<i>Second Column</i>	<i>Third Column</i>
<i>Lengths of Road</i>	<i>Side of Road on which waiting and loading and unloading are prohibited</i>	<i>Side of Road on which waiting is prohibited, and where loading and unloading are prohibited, between 10 a.m. and 6 p.m.</i>
Bruce Street between its junction with Cousin's Lane and its junction with Foundry Street.	East side	West side
St. Margaret Street between its junction with Canmore Street and its junction with Abbey Park Place.	West side	East side
St. Margaret Street between the entrance to St. Margaret Street Omnibus Station and its junction with Priory Lane.	West side	East side

APPENDIX VI

<i>First Column</i>	<i>Second Column</i>	<i>Third Column</i>
<i>Lengths of Road</i>	<i>Side of Road on which waiting and loading and unloading are prohibited between 8.30 a.m. and 10 p.m.</i>	<i>Side of Road on which waiting is prohibited but where loading and unloading are permitted</i>
Pilmuir Street between its junction with Reform Street and its junction with Campbell Street.	East side	West side

APPENDIX VII

1. On both sides of Pittencrieff Street from its junction with Chalmers Street/Glen Bridge for a distance of 30 feet in a westerly direction.
2. On both sides of Chalmers Street from its junction with Pittencrieff Street/Glen Bridge, for a distance of 30 feet in both a northerly and southerly direction.
3. On both sides of Glen Bridge from its junction with (a) Chalmers Street/Pittencrieff Street for a distance of 30 feet in an easterly direction, and (b) Carnegie Street for a distance of 30 feet in a westerly direction.
4. On both sides of Bridge Street from its junction with High Street/Bruce Street/Kirkgate for a distance of 30 feet in a westerly direction.
5. On both sides of Bruce Street from its junction with (a) High Street/ Bridge Street/Kirkgate for a distance of 30 feet in a northerly direction; (b) Carnegie Street/Glen Bridge for a distance of 30 feet in both a northerly and southerly direction, and (c) Queen Anne Street for a distance of 30 feet in both a northerly and southerly direction.
6. On both sides of Kirkgate from its junction with (a) High Street/Bridge Street/Bruce Street for a distance of 30 feet in a southerly direction, and (b) Maygate for a distance of 30 feet in both a northerly and southerly direction.
7. On both sides of Randolph Street from its junction with (a) High Street for a distance of 30 feet in a northerly direction, and (b) Queen Anne Street for a distance of 30 feet in a southerly direction.
8. On both sides of High Street from its junction with (a) Randolph Street; (b) Cross Wynd/Guildhall Street, and (c) East Port/New Row/Bonnar Street, for a distance of 30 feet in a westerly direction at each junction.
9. On both sides of Guildhall Street from its junction with (a) High Street/Cross Wynd for a distance of 30 feet in a southerly direction, and (b) St. Margaret Street/Abbot Street for a distance of 30 feet in a northerly direction.
10. On both sides of High Street from its junction with Douglas Street for a distance of 30 feet in both a westerly and easterly direction.
11. On both sides of Douglas Street from its junction with High Street for a distance of 30 feet in a northerly direction.
12. On both sides of New Row from its junction with (a) High Street/East Port/Bonnar Street for a distance of 30 feet in a southerly direction, and (b) Canmore Street for a distance of 30 feet in both a northerly and southerly direction.
13. On both sides of East Port from its junction with (a) High Street/New Row/Bonnar Street for a distance of 30 feet in an easterly direction; (b) Walmer Drive for a distance of 30 feet in both a westerly and easterly direction; (c) Viewfield Terrace for a distance of 30 feet in both a westerly and easterly direction, and (d) Holyrood Place/James Street for a distance of 30 feet in a westerly direction.
14. On both sides of Bonnar Street from its junction with (a) High Street/East Port/New Row for a distance of 30 feet in a northerly direction, and (b) Queen Anne Street/James Street/Inglis Street for a distance of 30 feet in a southerly direction.
15. On both sides of Walmer Drive from its junction with East Port for a distance of 30 feet in a southerly direction.
16. On both sides of Viewfield Terrace from its junction with East Port for a distance of 30 feet in a southerly direction.
17. On both sides of James Street from its junction with (a) East Port/Holyrood Place for a distance of 30 feet in a westerly direction, and (b) Queen Anne Street/Bonnar Street/Inglis Street for a distance of 30 feet in an easterly direction.
18. On both sides of Holyrood Place from its junction with (a) East Port/James Street for a distance of 30 feet in both an easterly and westerly direction, and (b) Townhill Road/Leys Park Road/Gardeners' Street for a distance of 30 feet in a southerly direction.
19. On both sides of Upper Station Road from its junction with James Street for a distance of 30 feet in a northerly direction.
20. On both sides of Queen Anne Street from its junction with (a) James Street/Inglis Street/Bonnar Street for a distance of 30 feet in a westerly direction; (b) Pilmuir Street/Douglas Street for a distance of 30 feet in both a westerly and easterly direction; (c) Cross Wynd for a distance of 30 feet in an easterly direction; (d) Chapel Street for a distance of 30 feet in an easterly direction; (e) Randolph Street for a distance of 30 feet in a westerly direction, and (f) Bruce Street for a distance of 30 feet in an easterly direction.
21. On both sides of Inglis Street from its junction with (a) Queen Anne Street/Bonnar Street/James Street for a distance of 30 feet in a northerly direction, and (b) Campbell Street for a distance of 30 feet in a southerly direction.
22. On both sides of Pilmuir Street from its junction with (a) Queen Anne Street/Douglas Street for a distance of 30 feet in a northerly direction, and (b) Campbell Street for a distance of 30 feet in both a northerly and southerly direction.
23. On both sides of Cross Wynd from its junction with Queen Anne Street for a distance of 30 feet in a southerly direction.
24. On the south side of Queen Anne Street from its junction with (a) Randolph Street for a distance of 30 feet in an easterly direction, and (b) Chapel Street for a distance of 30 feet in a westerly direction.
25. On both sides of Carnegie Street from its junction with Chapel Street for a distance of 30 feet in both a westerly and easterly direction.
26. On both sides of Chapel Street from its junction with Carnegie Street for a distance of 30 feet in a southerly direction.
27. On both sides of Campbell Street from its junction with (a) Pilmuir Street for a distance of 30 feet in an easterly direction; (b) Inglis Street for a distance of 30 feet in both an easterly and westerly direction, and (c) Hill Street/Gardeners' Street for a distance of 30 feet in a westerly direction.
28. On both sides of Hill Street from its junction with Campbell Street/Gardeners' Street for a distance of 30 feet in a northerly direction.
29. On both sides of Gardeners' Street from its junction with (a) Campbell Street/Hill Street for a distance of 30 feet in a southerly direction, and (b) Townhill Road for a distance of 30 feet in a westerly direction.
30. On both sides of Townhill Road from its junction with Gardeners' Street/Leys Park Road for a distance of 30 feet in a northerly direction.
31. On both sides of Leys Park Road from its junction with Townhill Road/Gardeners' Street for a distance of 30 feet in an easterly direction.
32. On both sides of Canmore Street from its junction with (a) New Row for a distance of 30 feet in a westerly direction; (b) Abbey Park Place for a distance of 30 feet in both a westerly and easterly direction, and (c) Abbot Street/Guildhall Street for a distance of 30 feet in an easterly direction.
33. On both sides of Abbey Park Place from its junction with (a) Canmore Street for a distance of 30 feet in a southerly direction, and (b) St. Margaret Street for a distance of 30 feet in an easterly direction.
34. On both sides of St. Margaret Street from its junction with (a) Guildhall Street/Abbot Street for a distance of 30 feet in a southerly direction; (b) Abbey Park Place for a distance of 30 feet in both a northerly and southerly direction, and (c) Monastery Street for a distance of 30 feet in both a northerly and southerly direction.
35. On both sides of Abbot Street from its junction with Guildhall Street/Canmore Street for a distance of 30 feet in a westerly direction.
36. On both sides of Maygate from its junction with Kirkgate for a distance of 30 feet in an easterly direction.
37. On both sides of Monastery Street from its junction with St. Margaret Street for a distance of 30 feet in a westerly direction.

THE JOINT COUNTY COUNCIL OF PERTH
AND KINROSS

The Joint County Council of the Combined County of Perth and Kinross—(Various Roads, Killin) (Traffic Regulation) Order 1969

The Joint County Council of the Combined County of Perth and Kinross—(Gray Street, Killin) (Street Parking) Order 1969

ON the Nineteenth day of May Nineteen Hundred and Sixty-nine the Joint County Council of the Combined County of Perth and Kinross made two Orders, one under Section 1(1), (2) and (3) of the Road Traffic Regulation Act, 1967 as amended by Part IX of the Transport Act, 1968, and the other under Sections 28(1) and 31(1) of the Road Traffic Regulation Act, 1967 amended as aforesaid, the effect of which is set out in the Schedule hereto.

Copies of the Orders and relevant maps can be inspected free of charge during normal office hours at the County Offices, York Place, Perth and at the Police Station, Killin during the period ending 30th June 1969.

Any person who desires to question the validity of the Orders or of any provisions contained therein on the grounds that they are not within the powers of the relevant section of the Road Traffic Regulation Act, 1967 as amended by Part IX of the Transport Act, 1968 or on the grounds that any requirement of that section or of Section 84A, 84B or 84C of the said Act or any regulations made under the said section 84C has not been complied with in relation to the Orders, may, within six weeks from 19th May 1969 apply to the Court of Session for that purpose.

A. L. BUSHNELL, County Clerk.

County Offices, York Place, Perth.
20th May 1969.

SCHEDULE

1. The first Order:
 - (a) Prohibits the waiting of vehicles at any time on the following lengths of road:
 - (i) on both sides of that length of the Ballinluig-Aberfeldy-Lix Toll Road (Route A.827) from the north end of the Dochart Bridge, Killin to points 110 yards or thereby west of the junction of the South Loch Tay Class III Road (Route C.51) with the said road;
 - (ii) on both sides of the South Loch Tay Class III Road (Route C.51) from its junction with the Ballinluig-Aberfeldy-Lix Toll Road (Route A.827) south-eastwards for a distance of 35 yards or thereby.
 - (b) The Order provides for exceptions to enable a vehicle to wait for so long as may be necessary for a person to board or alight, or to enable goods to be loaded or unloaded, or to enable a vehicle to be used in connection with building operations or demolitions, etc.
2. The second Order provides for the parking, without charge, of vehicles on that length of road on the north side of the Ballinluig-Lix Toll-Aberfeldy Road (A.827) from a point 110 yards or thereby west of the junction of the said road with the South Loch Tay Road (Class III) (Route C.51) to a point 165 yards or thereby west of the said junction, subject to the following conditions:
 - (i) that waiting vehicles do not exceed 2 tons weight unladen;
 - (ii) that waiting is limited to 30 minutes duration for any one standing period;
 - (iii) that waiting is limited to the period from 8 a.m. to midnight.
3. Both Orders will come into operation on 30th May 1969.

EASTFIELD MANUFACTURING CO. LIMITED
(In Liquidation)

NOTICE is hereby given that in pursuance of Section 299 of the Companies Act 1948 a Meeting of the Members of the above Company will be held within 27 Queen Street, Edinburgh, on Friday, 27th June 1969 at 2 p.m. and a Meeting of the Creditors will be held on the same date and at the same place at 2 p.m. for the purpose of receiving an account of the Liquidator's acts and dealings and of the conduct of the winding up during the preceding year of the Liquidation.

In pursuance of Section 300 of the Companies Act 1948, a Meeting of the Members will be held on the same day and at the same place at 2 p.m. and a Meeting of the Creditors will be held on the same day and at the same place at 2 p.m. for the purpose of receiving the Liquidator's final Report showing how the winding up has been conducted and the

assets of the Company disposed of and of hearing any explanations which may be given by the Liquidator.

L. M. BENNIE, Liquidator.

1 Viewforth Road, South Queensferry,
West Lothian.

20th May 1969.

JOHN HILL (BUILDERS) LIMITED
(In Members Voluntary Liquidation)

A GENERAL Meeting of the above-named company will be held at 96 West Regent Street, Glasgow C.2, on Friday, 27th June 1969 at 12 o'clock noon to receive the Liquidator's accounts of the winding up and explanation thereof.

ROBT. B. STEVENSON, Liquidator.

96 West Regent Street, Glasgow C.2.

23rd May 1969.

T. E. KILLIN LIMITED

(In Members Voluntary Liquidation)

IN terms of Section 300 of the Companies Act, 1948, a Meeting of the Members of the above-named Company will be held within the Chambers of Messrs. Peacock & Henry, C.A., 111 Union Street, Glasgow C.1, on 30th June 1969, at 11.30 a.m. for the purpose of receiving the Liquidator's Account of his acts and dealings to the 10th June 1969, being the date on which the affairs of the Company were fully wound up."

JOHN G. SPENCE, C.A., Liquidator.

111 Union Street, Glasgow C.1.

LAW, DAWSON & COMPANY, LIMITED

(In Members' Voluntary Liquidation)

NOTICE is hereby given that pursuant to Section 290 of the Companies Act, 1948, a General Meeting of the Company will be held on the 8th day of July 1969 within the offices of Messrs. Kidston Jackson & Co., 46 North Hanover Street, Glasgow C.1, at 11.30 a.m. for the purpose of having an account laid before it showing how the winding up of the Company has been conducted and the Property of the Company has been disposed of.

IAIN J. GILCHRIST, C.A., Liquidator.

STRATHMORE CARS LIMITED

27 James Watt Place, College Milton, East Kilbride

NOTICE is hereby given that a Meeting of the Shareholders of STRATHMORE CARS LIMITED has been called to consider and, if approved, to pass a resolution for the Voluntary Winding Up of the Company and that, in pursuance of Section 293 of the Companies Act, 1948, a Meeting of Creditors will be held within the Offices of Messrs. Fraser, Lawson & Laing, Chartered Accountants, 53 Bothwell Street, Glasgow C.2, on Monday, 2nd June 1969, for the purposes mentioned in Sections 293, 294 and 295 of the said Act.

For and on behalf of
Strathmore Cars Limited
JAMES B. MCKENNA, Director.

23rd May 1969.

TAYLOR BROTHERS (BRIDGETON) LIMITED

AT an Extraordinary General Meeting of the above-named Company duly convened and held at 8 Gordon Street, Glasgow C.1, on Tuesday, 13th May 1969, the following Special Resolution was duly passed:

"That the Company be wound up voluntarily and that Thomas McCubbin, Chartered Accountant, 8 Gordon Street, Glasgow, be and is hereby appointed liquidator for the purpose of such winding up."

SAMUEL TAYLOR, Director.

TAYLOR BROTHERS (BRIDGETON) LIMITED

(In Members' Voluntary Liquidation)

I, THOMAS McCUBBIN, Chartered Accountant of 8 Gordon Street, Glasgow C.1, hereby give notice that I have been appointed Liquidator of the above-named Company by Special Resolution of the Company, dated 13th May 1969.

T. McCUBBIN, Liquidator.

8 Gordon Street, Glasgow C.1.

16th May 1969.

**GEORGE WALKER, SONS & CO. (ENGINEERS)
LIMITED**

In Creditors Voluntary Liquidation

NOTICE is hereby given that at an Extraordinary General Meeting of the members of the above-named company held on Friday, 16th May 1969, the following Extraordinary Resolution was duly passed:

EXTRAORDINARY RESOLUTION

"That the company cannot, by reason of its liabilities, continue its business and that it is advisable to wind up."

Dated this 16th day of May 1969.

D. M. H. WALKER, Secretary.

Companies Act 1948

Creditors Voluntary Winding Up

Notice of Appointment of Liquidator

Pursuant to Section 305

Name of the Company—George Walker, Sons & Co. (Engineers) Limited.

Nature of Business—Textile and General Jobbing Engineers.

Address of Registered Office—10 Guthrie Street, Dundee.

Liquidator's Name and Address—William Forster Simpson, C.A., 136 Nethergate, Dundee.

Date of Appointment—Friday, 16th May 1969.

By Whom Appointed—Creditors.

W. F. SIMPSON, Liquidator.

Dated this 16th day of May 1969.

A PETITION having been presented to the Sheriff Substitute of Inverness, Moray, Nairn and Ross and Cromarty at Dingwall at the instance of HOLLAND HOUSE ELECTRICAL COMPANY LIMITED, 221 St. Vincent Street, Glasgow C.2, for Sequestration of the estates of W. McKAY of 17 George Street, Dingwall His Lordship on 22nd May 1969 granted warrant to cite the said W. McKay on an induciae of seven days to appear within the Sheriff Court House, Dingwall on 5th day of June 1969 at 10.30 a.m. to show cause why sequestration of his estates should not be awarded; of all which intimation is hereby made.

DUNCAN MACNEILL, Solicitor,
9 Ardross Street, Inverness.
Petitioners' Law Agent.

Inverness, 22nd May 1969.

Sequestration of ELDER BROS., Potato Merchants, Ruthvenfield, Perth and FREDERICK WILLIAM ELDER, 5 Pitcullen Crescent, Perth and JACKSON ALEXANDER ELDER, Newton House, Glencarse, Perthshire.

NOTICE is hereby given that the continued Examination of the Bankrupts will take place within the Sheriff Court House Perth at 2 p.m. on Monday, 9th June 1969.

ANDREW A. GELLATLY, C.A., Trustee.

Sequestration of JAMES GRAY McLAREN, who carried on business as Licensed Grocer, 99/101 New Road, Ayr and resided at 25 Prestwick Road, Ayr.

THE Trustee hereby intimates that an account of his Intromissions with the Funds of the Estate brought down to 10th May 1969 has been made up by him and examined and audited by the Commissioners, who have postponed the declaration of a dividend until the recurrence of another statutory period and have dispensed with circulars to creditors.

GEO. W. PRITCHARD, C.A., Trustee.

64 Wellington Chambers, Ayr.

23rd May 1969.

Sequestration of JOHN FYFE JAMIESON SUTHERLAND, 155 Warout Road, Glenrothes, Fife, and carrying on business as Joiner in Kingskettle, Fife.

ROY WINTER, Chartered Accountant, 34 Crossgate, Cupar, Fife has been elected Trustee on the Estate, and G. H. WHYTE, Farmer, Winchester Farm, St. Andrews, has been elected Commissioner. The examination of the Bankrupt will take place in the Sheriff Court House on Thursday, 29th May next at 10 a.m. The Creditors will meet at 34 Crossgate, Cupar, Fife on Wednesday, 11th June at 2.30 p.m.

ROY WINTER, Trustee.

To the Creditors and other Persons interested in the succession of the late THOMAS GEORGE MUNRO, formerly trading at 21 Bard Avenue, Glasgow W.3.

DANIEL BRAITHWAITE, Chartered Accountant, 24 Sandyford Place, Glasgow C.3, having been appointed by the Court of Session Judicial Factor on the Estate of the said deceased THOMAS GEORGE MUNRO under the Act 3 and 4 George V Cap 20, Section 163, requires all the lawful Creditors of the said Thomas George Munro and other persons interested in his Estate, to lodge with the Judicial Factor, Daniel Braithwaite, C.A., within three months after the date of this Notice a statement of their Claims as Creditors of the deceased or as otherwise interested in his Estate; with such vouchers or other written evidence as they may have to found upon in support of their Claim, in order to the same being considered and reported upon by the Judicial Factor.

DANIEL BRAITHWAITE, C.A., Judicial Factor.

24 Sandyford Place, Glasgow C.3.

23rd May 1969.

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