

3rd (Renfrewshire) Volunteer Battalion, Princess Louise's (Argyll and Sutherland Highlanders), Lieutenant-Colonel Z. J. Heys is granted the honorary rank of Colonel. Dated 27th November, 1889.

Major Z. H. Heys is granted the honorary rank of Lieutenant-Colonel. Dated 27th November, 1889.

The undermentioned Second Lieutenants to be Lieutenants:—

J. Robinson. Dated 27th November, 1889.

W. J. Holding. Dated 27th November, 1889.

1st Dumbartonshire, Lieutenant J. McKechnie resigns his Commission. Dated 27th November, 1889.

The undermentioned Second Lieutenants to be Lieutenants:—

W. Lochhead. Dated 27th November, 1889.

R. G. Whitelaw. Dated 27th November, 1889.

7th Middlesex (London Scottish), The undermentioned Captains and Honorary Majors resign their Commissions, also are permitted to retain their rank, and to continue to wear the uniform of the Corps on their retirement:—

J. Campbell. Dated 27th November, 1889.

R. M. Mackilligin. Dated 27th November, 1889.

Lieutenant W. T. King resigns his Commission. Dated 27th November, 1889.

Surgeon F. Matheson, M.D., to be Surgeon-Major, ranking as Major. Dated 27th November, 1889.

24th Middlesex, Arthur Edward John Legge, Gent., to be Second Lieutenant. Dated 27th November, 1889.

1st Tower Hamlets (the Tower Hamlets Rifle Volunteer Brigade), Captain and Honorary Major J. De La Mare to be Major. Dated 27th November, 1889.

Major J. De La Mare is granted the honorary rank of Lieutenant-Colonel. Dated 27th November, 1889.

TENDERS FOR LOANS ON TREASURY BILLS.

1. THE Lords Commissioners of Her Majesty's Treasury hereby give notice that Tenders will be received at the Chief Cashier's Office at the Bank of England, on Monday, the 2nd December, at one o'clock, for Treasury Bills to be issued under the Act 40 Vic., cap. 2, to the amount of £700,000.

2. The Bills will be in amounts of £1,000, £5,000, or £10,000. They will be dated the 7th December, 1889, and will be payable at three months, or six months, or twelve months after date, at the option of the persons tendering, viz.:— on the 7th March, or the 7th June, or the 7th December, 1890, respectively.

3. The Tenders must specify the net amount per cent. which will be given for the amounts applied for; and the Tenders of private individuals must be made through a London Banker.

4. The Bills will be issued and paid at the Bank of England.

5. The persons whose Tenders are accepted will be informed of the same on Tuesday, the 3rd December, and payment in full of the amounts of the accepted Tenders must be made to the Bank of England not later than two o'clock, on Saturday, the 7th proximo.

6. The Lords Commissioners of Her Majesty's

Treasury reserve the right of rejecting any Tenders.

Treasury Chambers, November 21, 1889.

Board of Trade (Railway Department),
London, November 23, 1889.

RAILWAY AND CANAL TRAFFIC ACT, 1898.

WHEREAS by an Act made in the eleventh and twelfth years of the reign of King William the Third, intituled "An Act for making the River Larke, alias Burn, Navigable," Henry Ashley, his heirs and assigns were empowered to make the said river navigable from a place called Long Common, a little below Mildenhall Mill, on the said river, where it then ceased to be navigable to Eastgate Bridge in Eastgate-street, in Bury St. Edmunds, and likewise to improve the passage for boats, lighters, and other vessels on the said river from Worlington to Long Common aforesaid, subject to the conditions therein mentioned; and whereas the said river was made navigable accordingly; and whereas by an Act made in the fifty-seventh year of the reign of King George the Third, intituled, "An Act for amending and rendering more effectual an Act of His late Majesty King William the Third for making the River Larke, alias Burn, navigable," powers for the further improvement of the navigation of the said river at the cost of the proprietors of the navigation thereof were given to certain commissioners by the Act appointed, and the tolls therein mentioned were authorized to be levied by the proprietors upon the said navigation; and whereas the said navigation is a canal within the meaning of the Railway and Canal Traffic Act, 1888, and it appears to the Board of Trade, on the application dated the 23rd day of May, 1889, of the Most Honourable the Marquis of Bristol and four others, owners of land adjoining or near to the said canal, that the said canal had for at least three years previously to the making of the said application been disused for navigation, and that, by reason of the default of the proprietors thereof, it has become unfit for navigation, and that the lands adjoining or near thereto have suffered injury by water which has escaped from the said canal, and that the proprietors of the said canal decline or are unable to effect the repairs necessary to prevent further injury, and the said canal is a derelict canal within the meaning of the said Railway and Canal Traffic Act, and it appears expedient to the Board of Trade that the said canal should be abandoned by the existing proprietors on the condition hereinafter mentioned: Now, therefore, we, the Board of Trade, in pursuance of the Railway and Canal Traffic Act, 1888, and in exercising all powers enabling us in this behalf, do, by this Warrant, signed by our Secretary, authorize the existing proprietors of the said canal to abandon the said canal on the condition that the said canal, with all the powers relating thereto, be transferred on or before the 31st day of December, 1889, to the Eastern Counties Navigation and Transport Company Limited.— Dated this 22nd day of November, 1889.

Henry G. Calcraft.

Secretary to the Board of Trade.

By the Board of Agriculture.

THE Board of Agriculture, by virtue and in exercise of the powers in them vested under The Board of Agriculture Act, 1889, and The