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*The Lord Chancellor's Office,
 May 22, 1903.*

Rules of the Supreme Court.

Notice is hereby given, under the Rules Publication Act, 1893, that Draft Rules have been made on the following subjects:—

Order III. Rule 9. Writ in libel actions to identify publications.

Order XI. Rule 7. Service of writ abroad to be by request through Foreign Office.

Order XXII. Rule 17. Colonial Stocks under the Act of 1900 and India $2\frac{1}{2}$ per cent. added to Court Investments.

Order XXXVII. Rule 54. Rules as to Foreign Tribunals. Evidence.

Order LXI. Masters of the Supreme Court. (Taxing Department.)

Order LXV. Rule 26A. Taxation of bills in non-contentious matters.

Order LXVII. Rule 2. Service by post in District Registries.

Amendment of Order as to Fees (No. 135) on vacating a bond.

Copies of the Draft Rules may be obtained on application at the Lord Chancellor's Office, House of Lords.

PORT OF DOVER.

Limits of Port.

We, the undersigned Lords Commissioners of His Majesty's Treasury, of the United Kingdom of Great Britain and Ireland, do hereby, under the authority of "The Customs Consolidation Act, 1876," appoint Dover to continue and be a port in that part of the United Kingdom called England, and do hereby declare that the limits of the said port shall commence at Abbot's Cliff, in the county of Kent (being the eastern limit of the Port of Folkestone), and shall continue along the coast of the said county of Kent to the South Foreland, and thence in a supposed direct line eastward to the South Sand Head, the southern extremity of the Goodwin Sands, and thence in a supposed line north-east and north, including the said Goodwin Sands, to the North Sand Head, the northern extremity of the same

(being the south-eastern limit of the Port of Ramsgate), and thence in a supposed direct line westward to the north side of the River Stour, in the said county of Kent, at its junction with the sea, thence by the most direct line, including the north side of the said river, throughout its course over the flats to a place called North Shore, in the said county, being the south-western limit of the Port of Ramsgate; and the said port shall extend to a distance of three miles seaward from low water mark on the coast of the said county, and to a like distance from the said Goodwin Sands, and shall include the said River Stour, and all other rivers, islands, bays, channels, harbours, streams, and creeks within the said limits contained.

And we, the said Lords Commissioners of His Majesty's Treasury, do hereby annul all former limits of the Port of Dover.

Dated this fifteenth day of May, 1903.

H. W. FORSTER.

H. T. ANSTRUTHER.

Whitehall, Treasury Chambers.

PORT OF FOLKESTONE.

Limits of Port.

We, the undersigned Lords Commissioners of His Majesty's Treasury of the United Kingdom of Great Britain and Ireland, do hereby, under the authority of "The Customs Consolidation Act, 1876," appoint Folkestone to continue and be a port in that part of the United Kingdom called England, and do hereby declare that the limits of the said Port of Folkestone shall commence at Abbot's Cliff, in the county of Kent (being the western limit of the Port of Dover), and shall extend westwardly along the coast of the county of Kent and the coast of the county of Sussex to the point of the headland called Gally Hill, on the coast of Sussex (being the eastern limit of the Port of Newhaven), and shall extend seaward to a distance of three miles from low water mark along the coast within the said limits, and shall include all islands, bays, harbours, rivers, and creeks within the aforesaid limits.

And we, the said Lords Commissioners of His Majesty's Treasury, do hereby annul all former limits of the Port of Folkestone.

Dated this fifteenth day of May, 1903.

H. W. FORSTER.

H. T. ANSTRUTHER.

Whitehall, Treasury Chambers.

RAILWAY AND CANAL TRAFFIC ACT,
1888.

Whereas application has been made to the Board of Trade on behalf of all the Railway Companies in the United Kingdom to amend the classification of merchandise traffic and Schedules of Maximum Rates and Charges fixed in pursuance of the above-mentioned Act, by adding to the said classification the following articles, matters, or things, viz. :—

Whips.

And whereas the Board of Trade have heard the Railway Companies in support of the application, there being no opposition to the said application:

Now, therefore, the Board of Trade, in pursuance of the powers in them vested by the provisions of section 24, sub-section (11), of the above-mentioned Act, do hereby determine and order that the classification of merchandise traffic and Schedules of Maximum Rates and Charges confirmed by the Acts of Parliament set