

*Factory Department, Home Office,*  
May 12, 1910.

The Chief Inspector of Factories gives notice that in consequence of the death of Dr. M. Lawton, an appointment as Certifying Surgeon, under the Factory and Workshop Act, at Middleton, in the county of Cork, is vacant.

*Factory Department, Home Office,*  
May 13, 1910.

The Chief Inspector of Factories has appointed Dr. J. E. S. Passmore to be Certifying Surgeon, under the Factory and Workshop Act, for the Gainsborough District of the county of Lincoln.

*Factory Department, Home Office,*  
May 14, 1910.

The Chief Inspector of Factories gives notice that, in consequence of the death of Dr. A. Gilmour, an appointment as Certifying Surgeon, under the Factory and Workshop Act, at Linlithgow, in the county of Linlithgow, is vacant.

The Lords Commissioners of His Majesty's Treasury have been pleased to appoint L. E. Halsey, 3, Frederick's-place, Old Jewry, E.C., to act as a Public Auditor for Great Britain and Ireland for the year ending 31st December, 1910, under the provisions of the Friendly Societies Act, 1896 (59 and 60 Vict., cap. 25), and the Industrial and Provident Societies Act, 1893 (56 and 57 Vict., cap. 39).

#### TRADE BOARDS ACT, 1909.

In accordance with Regulations made, under section 18 of the Trade Boards Act, 1909, by the Board of Trade and dated 27th April, 1910, the Trade Board, established under the above Act for the Hammered and DOLLIED or TOMMIED Chain Making Trade, have given notice, as required by section 4 (2) of the above Act, that they propose to fix the following minimum (or lowest) rate of wages:—

##### *Minimum Time-Rate for Hand-Hammered Chain Making.*

The minimum time-rate for making (from iron supplied by employers) hand-hammered chain up to and including  $\frac{1}{2}$ " shall be 2½d. an hour net and clear of all deductions where the employer provides, in addition to the iron, workshop tools and fuel on the premises where the work is carried on, but in all other cases the minimum time-rate shall be 3½d. an hour net and clear of all deductions.

The Trade Board have also given similar notice that they propose to fix general minimum piece-rates for short link hand-hammered chain. On application to the Trade Board, information will (if in the opinion of the Trade Board the applicant is likely to be affected by such rate) be given as to the rate proposed to be fixed.

The Trade Board will consider any objections to the above rates which may be lodged with them within three months from 16th May, 1910. Such objections should be made in writing and signed by the person making the same, who should add his full name and address, and should be sent to the Secretary of the Chain Trade

Board, Office of Trade Boards, Caxton House, Westminster, London, S.W.

Dated this 14th day of May, 1910.

Signed by order of the Chain Trade Board.

*W. B. Yates, Chairman.*

Office of Trade Boards,  
Caxton House, Westminster,  
London, S.W.

#### REGULATIONS for the control of the Admiralty Waters at Gibraltar, as defined by the Order in Council of 7th March, 1898.

The following shall be substituted for the Regulations dated 19th December, 1898:—

The limits of the Admiralty Waters are as follows:—

All the water area lying between the Admiralty Harbour Works and the shore, together with the water area 200 yards in width on the outside of these works, and to the south thereof as far as ROSIA MOLE.

The northern limit includes the northern entrance, and from the south-east corner of the Commercial Mole runs south 25° east (true) for 150 yards, and from that point north 88° east (true) to the shore.

These boundaries are delineated on the chart annexed to the Order in Council.

The term King's Harbour Master used in these Regulations includes any person performing the duties of Harbour Master under the direction of the Senior Naval Officer.

1. No merchant or other private vessel shall enter, anchor, moor, or afterwards move within Admiralty Waters without the permission of the Senior Naval Officer; and no vessel having received such permission shall enter without a qualified pilot or other authorised person; but no such permission is required to pass through the northern entrance for the purpose of going to or coming from the Commercial Mole.

2. To prevent chance of collisions with His Majesty's ships in either entrance the following Regulations will be observed:—

When any of His Majesty's ships are about to enter or leave Admiralty Waters the following signals will be displayed at the Dockyard Tower by direction of the Senior Naval Officer and repeated at the lighthouses at the north end of the South Mole and at the south end of the North Mole:—

By day.—A square red flag.

By night.—A red light and a green light vertical, 6 feet apart.

When these signals are displayed, no merchant or other private vessel shall attempt to enter, leave or move within Admiralty Waters until such time as the signals are hauled down.

3. Moorings for His Majesty's ships, mark buoys or other aids to navigation, and such other buoys as may be required for any purpose in connection with naval or military operations, shall be placed by the King's Harbour Master, as from time to time the requirements of His Majesty's Service may demand.

4. Moorings for private vessels may be laid with the permission, in writing, of the King's Harbour Master, and in such positions as he shall deem fit, but such moorings shall be forthwith removed on the requisition of the King's Harbour Master to that effect.

5. If at any time the anchor of any merchant or other private vessel hooks any Government