

LOCOMOTIVE, SCOTLAND.

MOTOR CARS.

Use of Motor Cars on Highways.

THE MOTOR CARS (USE AND CONSTRUCTION)
(SCOTLAND) ORDER (NO. 2), 1912.

(DATED 7TH DECEMBER, 1912.)

In pursuance of the powers given to me by the Motor Car Acts, 1896 and 1903, and by any other statutes in that behalf, I, the undersigned, His Majesty's Secretary for Scotland, do hereby make the following Regulations applicable to Scotland, with respect to the use of motor cars on highways and the conditions under which they may be used, viz. :—

1. Article IV. of the Motor Cars (Use and Construction) (Scotland) Order, 1904, shall have effect as if there were added as Regulation No. (7) of that Article the following Regulation; that is to say,—

“(7) He shall not use any cut-out, fitting, or other apparatus or device, which will allow the exhaust gases from the engine of the motor car to escape into the atmosphere without first passing through a silencer, expansion chamber, or other contrivance, suitable and sufficient for reducing as far as may reasonably be practicable the noise which would otherwise be caused by the escape of the said gases :

“Provided that this Regulation shall apply only to a motor car propelled by an internal combustion engine.”

2. The Motor Cars (Use and Construction) (Scotland) Order, 1912, is hereby rescinded.

3. Where in any Order under the Motor Car Acts, 1896 and 1903, applicable to Scotland, the Motor Cars (Use and Construction) (Scotland) Order, 1904, is referred to, such reference shall be deemed to mean and include a reference to the said Order as amended by this Order.

4. This Order shall take effect from and after the thirty-first day of March, one thousand nine hundred and thirteen, and may be cited as “The Motor Cars (Use and Construction) (Scotland) Order (No. 2), 1912.”

Given under my hand and seal at
Whitehall, this seventh day of December, 1912.

T. McKinnon Wood,

His Majesty's Secretary for Scotland.

SHORES OR BANKS OF THE SEA AT
BORTH, CARDIGANSHIRE.

REMOVAL OF MATERIALS PROHIBITED.

Whereas the Board of Trade, acting in pursuance of the Harbours Act, 1814, as amended by the Harbours Transfer Act, 1862, find it necessary for the protection of the Port of Aberystwith to prohibit the taking or removing of any shingle or ballast from the shores or banks of the sea at Borth between Borth Point and the northern boundary of the parish of Cyfoeth y brenin (which boundary crosses the

foreshore immediately north of Jasper Villas, Borth), being within the said Port;

Now the Board of Trade do hereby by this order prohibit the taking or removing of any shingle or ballast from the shores or banks of the sea between the points above mentioned.

Dated the 3rd day of January, 1913.

H. Llewellyn Smith,

Secretary to the Board of Trade.

NOTE.—Any person removing shingle or ballast in contravention of this Notice is liable, on conviction, to a penalty not exceeding £10.

SHORES OR BANKS OF THE SEA AT
BORTH, CARDIGANSHIRE.

The Board of Trade hereby revoke the Order made by them on the 16th day of March, 1899, and published in the London Gazette on the 17th day of March, 1899, prohibiting the taking or removing of any shingle or ballast from the shores or banks of the sea at Borth, between Borth Point and a point opposite Jasper Villas, 1,800 yards north of the aforesaid Borth Point.

Dated this 3rd day of January, 1913.

H. Llewellyn Smith,

Secretary to the Board of Trade.

*Board of Trade (Harbour Department),
London, January 6, 1913.*

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The Board of Trade have received, through the Secretary of State for Foreign Affairs, a copy of a Telegram, dated the 4th January, from His Majesty's Ambassador at Constantinople, to the effect that the medical visit imposed on arrivals from Lampsaca, which was suppressed on the 2nd January, has been reimposed in consequence of a fresh case of cholera.

*Board of Trade (Marine Department),
Whitehall Gardens, S.W.,*

January 6, 1913.

The Board of Trade hereby give notice, under the General Rules for Formal Investigations into Shipping Casualties and Appeals and Rehearings, 1907, that they have received, during the month of December, 1912, the following Report of a Formal Investigation into a Shipping Casualty, held by a Court in a British Possession abroad :—

Report of a Court of Inquiry held at Malta on the 16th, 17th and 18th days of November, 1912, into the circumstances attending the collision between the s.s. “Iperia,” of Liverpool, Official Number 110,544, and the s.s. “Lodorer,” of London, Official Number