

Surgeon under the Factory and Workshop Acts for the Swinton district of the county of Lancaster.

Factory Department, Home Office,
April 17, 1913.

The Chief Inspector of Factories gives notice that an appointment as Certifying Surgeon under the Factory and Workshop Acts at Clonaslee, Queen's County, is vacant.

Factory Department, Home Office,
April 17, 1913.

The Chief Inspector of Factories has appointed Dr. R. E. B. Yelf to be Certifying Surgeon under the Factory and Workshop Acts for the Moreton-in-Marsh district of the county of Gloucester.

Factory Department, Home Office,
April 18, 1913.

The Chief Inspector of Factories has appointed Dr. W. V. Shaw to be Certifying Surgeon under the Factory and Workshop Acts for the Malton district of the county of York.

Factory Department, Home Office,
April 18, 1913.

The Chief Inspector of Factories has appointed Dr. S. A. McSwiney to be Certifying Surgeon under the Factory and Workshop Acts for the Swords district of the county of Dublin.

LOCOMOTIVE, SCOTLAND.

MOTOR CARS.

USE OF MOTOR CARS ON HIGHWAYS.

The Motor Cars (Use and Construction) (Scotland) Order, 1913. Dated 19th April, 1913.

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 II of the Motor Cars (Use and Construction) (Scotland) Order, 1904, as

amended by the Motor Cars (Use and Construction) (Scotland) Order, 1911, shall have effect as if there were added to Regulation No. (4) of that Article the following paragraph, that is to say :—

“ Provided also that in the case of a motor car which is propelled by steam, and which—

(a) exceeds two tons in weight unladen and

(b) has one brake in good working order and of such efficiency that the application of that brake to the motor car shall cause two of its wheels on the same axle to be so held that the wheels shall be effectually prevented from revolving; and

(c) is not used either as a stage carriage or otherwise for the conveyance of passengers for gain or hire;

the engine of that motor car, if it be capable of being reversed, shall be deemed to be the second independent brake required by this Regulation.”

2. Where in any Order under the Motor Car Acts, 1896 and 1903, applicable to Scotland, the Motor Cars (Use and Construction) (Scotland) Order, 1904, or the said Order as amended by the Motor Cars (Use and Construction) (Scotland) Order, 1911, is referred to, such reference shall be deemed to mean and include a reference to the said Order as so amended and as amended by this Order.

3. This Order may be cited as “ The Motor Cars (Use and Construction) (Scotland) Order, 1913.”

Given under my hand and seal at Whitehall, this nineteenth day of April, 1913.

L. S.

T. MCKINNON WOOD,
His Majesty's Secretary for Scotland.

LIGHT RAILWAYS ACT, 1896.

NORTH LINDSEY LIGHT RAILWAYS (AMENDMENT) ORDER.

The Light Railway Commissioners have submitted to the Board of Trade for confirmation, under the above-mentioned Act, an Order made by them amending the North Lindsey Light Railways Orders 1900 to 1911, and for other purposes.

Any objections to the confirmation of the Order should be addressed to the Assistant Secretary (Railway Department), Board of Trade, Whitehall Gardens, London, S.W., and must be lodged with the Board on or before the 16th May, 1913.

These should be accompanied by copies of any clauses or amendments that may be desired to remove the objections, and copies of such objections and clauses or amendments