

*Cyclist Bn.*—2nd Lt. (temp. Capt.) A. S. Bevan is restored to the estab. 27th Jan. 1917.

**ARMY VETERINARY CORPS.**

Capt. (temp. Maj.) J. Abson, D.S.O., F.R.C.V.S., relinquishes his temp. rank on vacating the appt. of A.D.V.S. 13th Jan. 1917.

**TERRITORIAL FORCE RESERVE.**

*Yeomanry.*—Maj. D. L. Selby-Bigge, from a Yeo. Regt., to be Maj. 27th Jan. 1917.

Maj. P. H. Coke, from a Yeo. Regt. to be Maj. 27th Jan. 1917.

*General List.*—The date of appt. of Maj. T. McL. Jarvis to be 11th Aug. 1914, and not as stated in the Gazette of 21st Oct. 1914.

*India Office,*  
18th January, 1917.

The KING has been pleased to appoint M. R. Ry. Seshadri Srinivasa Ayyangar Avargal, High Court Vakil, to be Advocate-General for the Presidency of Madras in succession to the late Frederick Hugh Mackenzie Corbet, Esq., Barrister-at-Law.

**DISEASES OF ANIMALS ACTS, 1894 TO 1914.**

**BOARD OF AGRICULTURE AND FISHERIES.**

Notice is hereby given, in pursuance of section 49 (3) of the Diseases of Animals Act, 1894, that the Board of Agriculture and Fisheries have made the following Order:—

Date.	Subject.
1917. 23rd January ..	An imported dog belonging to Sergeant H. P. Olney.

Copies of this Order may be obtained at 4, Whitehall Place, London, S.W.

**ADMIRALTY  
NOTICE TO MARINERS.**

No. 94 of the year 1917.

**ENGLISH CHANNEL, NORTH SEA SOUTHERN PORTION, WITH RIVERS THAMES AND MEDWAY AND APPROACHES.**

*Pilotage and Traffic Regulations.*

*Former Notice.*—No. 7 of 1917; hereby cancelled.

Mariners are hereby warned that, under the Defence of the Realm (Consolidation) Regulations, 1914, the following Regulations have been made by the Lords Commissioners of the Admiralty and are now in force:—

**I. ENGLISH CHANNEL AND NORTH SEA SOUTHERN PORTION—PILOTAGE REGULATIONS.**

1. All ships (other than British ships of less than 3,500 tons gross tonnage, when trading coastwise or to or from the Channel islands, or

to or from the Port of Brest or any French Channel Port north and east of Brest, and not carrying passengers) whilst bound from, and whilst navigating in the waters from, the Downs Pilot Station to Gravesend or *vice versa*, must be conducted by Pilots licensed by the London Trinity House.

2. All ships (other than British ships of less than 3,500 tons gross tonnage, when trading coastwise or to or from the Channel islands, or to or from the Port of Brest or any French Channel Port north and east of Brest, and not carrying passengers) whilst bound from, and whilst navigating in the waters from, Gravesend to Great Yarmouth or *vice versa*, must be conducted by Pilots licensed by the London Trinity House.

3. All ships (other than British ships of less than 3,500 tons gross tonnage, when trading coastwise or to or from the Channel islands, or to or from the Port of Brest or any French Channel Port north and east of Brest, and not carrying passengers) whilst navigating in the waters from Gravesend to London Bridge or *vice versa*, must be conducted by Pilots licensed by the London Trinity House.

4. All ships (other than British ships) whilst navigating in the waters between the Downs Pilot Station and Great Yarmouth and *vice versa*, and between those places and the Sunk light-vessel, or any intermediate pilot station that may hereafter be established, and *vice versa*, must be conducted by Pilots licensed by the London Trinity House.

5. The Trinity House Pilot Station at Dungeness having been discontinued, pilotage is therefore not compulsory between the Downs Pilot Station and Dungeness, except for ships bound into or out of the Harbours of Dover and Folkestone.

6. Trinity House Pilot Stations have been established at the undermentioned places, and merchant vessels not under compulsion of pilotage are very strongly advised to take pilots:—

(a) THE DOWNS, where ships proceeding north can obtain Pilots capable of piloting as far as Great Yarmouth, and also pilots for the River Thames, and for Folkestone and Dover harbours. The Pilot Steamers attached to the Downs Station will cruise in the vicinity of a position two miles south-east of Deal Pier.

(b) GREAT YARMOUTH, where ships from the North Sea bound for the River Thames or the English Channel can obtain Pilots capable of piloting as far as the Downs.

The Pilot Steamer attached to the Great Yarmouth Station will cruise between the position of the wreck of the Corton Light-Vessel (Lat. 52° 31½' N., long. 1° 50' E.) and the South Scroby Buoy.

(c) THE SUNK LIGHT-VESSEL, where ships trading with Netherlands Ports, but *no others*, can obtain Pilots for the River Thames and the Downs.

The Sunk Pilot Steamer will be on her station and available for shipping and landing Pilots between the following hours, viz.:—

From the date hereof until the 31st January, 1917, between 7.30 a.m. and 5.30 p.m. only.

From the 1st February until the 14th February, 1917, between 7.30 a.m. and 6 p.m. only.