

In addition, in order to avoid encroaching upon the pottery trade, the manufacture of such articles as dolls' heads from pottery is excluded when carried on in conjunction with the manufacture of other pottery, even though the workers are not interchangeably employed. If, however, an establishment were engaged exclusively on the manufacture of dolls' heads or other toys or parts thereof from pottery, such an establishment would, in the Minister's view, be a toy-making establishment, and fall within the scope of the revised Definition. The express exclusion of the making of sports requisites not only emphasises the separate character of the Trade but is also in accordance with the criterion referred to above of exempting articles which are not made wholly or mainly for sale as children's playthings.

Ministry of Labour,  
January, 1926.

Board of Trade,  
Great George Street,  
London, S.W. 1.

ORDER OF THE BOARD OF TRADE, DATED JANUARY 4, 1926, UNDER SECTION 7 OF THE GAS REGULATION ACT, 1920 (10 & 11 GEO. 5. C. 28), PRESCRIBING THE RATE OF CONTRIBUTION TO THE GAS FUND FOR THE YEAR 1926.

In pursuance of the powers conferred upon them by Section 7 of the Gas Regulation Act, 1920, the Board of Trade hereby prescribe that:—

1. The rate of contribution to the Gas Fund for the year 1926 shall be one shilling and one penny for each million cubic feet of gas sold during the year 1925.

2. Such contribution shall, on or before the 1st April, 1926, be paid to the Board of Trade at Great George Street, London, S.W. 1, by any Gas Undertakers with respect to whom an order under the said Act shall have been made, by cheque made payable to the "Assistant Secretary for Finance, Board of Trade," and crossed "Gas Fund Account."

Dated the 4th day of January, 1926.

Percy Ashley,  
An Assistant Secretary to the  
Board of Trade.

REGULATIONS FOR THE CONTROL OF THE ADMIRALTY WATERS AT GIBRALTAR, AS DEFINED BY ORDER IN COUNCIL OF 22ND MARCH, 1911.

The following shall be substituted for the Regulations dated 1st July, 1911:—

The limits of the Admiralty waters are as follows:—

All the water area lying between the Admiralty Harbour Works, the North Mole, and the shore, together with the water area extending from the outer edge of low water for a width of 200 yards outside the same from Rosia Mole on the South to the South end of the West Arm of the North Mole—including the Northern Entrance—and for a width of 50 yards outside the faced wall of the North Mole.

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

The term approved pilot used in these regulations means a pilot approved by the Senior Naval Officer or the King's Harbour Master in accordance with the provisions of clause 2 hereof.

1. No merchant or other private vessel shall enter Admiralty Waters without the permission of the King's Harbour Master.

2. The Senior Naval Officer, or King's Harbour Master, shall be the authority for approving pilots for the purpose of conducting ships within the Admiralty Waters at Gibraltar; and it shall be lawful for the said Senior Naval Officer, or King's Harbour Master, from time to time to make and, when made, to alter or revoke, such regulations, in writing, as he may deem expedient, for the examination of such pilots for their suitability for the performance of pilotage within the Admiralty Waters of Gibraltar.

3. No merchant or other private vessel shall enter, anchor, berth, moor, navigate within, or leave Admiralty waters without having on board an approved pilot. When in the opinion of the King's Harbour Master the use of tugs is necessary to carry out any movement of a vessel with safety, such tugs must have been previously approved by him as suitable for such work, and in the event of Admiralty tugs being employed an Admiralty pilot will always be placed in charge of the movement. The Admiralty shall determine the amount which shall be paid for the service of any tugs belonging to or employed by the Admiralty attending and assisting the vessel and the cost or price or hire of any Dockyard labour or materials or apparatus supplied by the Admiralty.

4. Notwithstanding any enactment or order to the contrary, no pilot acting as such on board a merchant or private vessel shall be deemed to be a servant of the Admiralty, even though in the course of his ordinary duties he may be such a servant.

5. Notwithstanding anything in any enactment or order to the contrary the owners or master of a vessel entering, anchoring, berthing, mooring, navigating within or leaving the Admiralty Waters with an approved pilot on board shall be answerable for any loss or damage caused by the vessel in the same manner as they would be if the employment of such pilot were not compulsory.

6. To prevent chance of collisions in either entrance, the following regulations will be observed:—

When any ship is about to enter or leave the Admiralty enclosed harbour 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 other vessel shall attempt to enter, leave, or move within Admiralty Waters until such time as the signals are hauled down.