

Persons holding situations in the Civil Service must obtain the permission of the authorities of their Department to apply for appointment.

Persons upon whose training for the occupation of teacher public money has been spent cannot be appointed until the consent of the appropriate education authority has been notified to the Civil Service Commissioners.

4. The Department of Overseas Trade will take such steps as they think most appropriate to make known the existence of the vacancy which they desire to fill, and the Civil Service Commissioners will satisfy themselves that the steps taken have been such as to secure all desirable publicity.

5. Applications to compete shall be made in the first instance to the Comptroller-General, Department of Overseas Trade, on a form to be obtained from the Department of Overseas Trade.

6. The candidates who appear to the Department and to the Civil Service Commissioners to be best qualified will be required to appear before a Selection Board who will recommend for appointment the candidate whom they consider most suitable, provided such candidate is found by them to be qualified. The decision of the Selection Board will be final.

7. The successful candidate will be required to satisfy the Civil Service Commissioners of his or her eligibility in respect of health, age and character.

Female candidates must be unmarried or widows, and will be required to resign their appointments on marriage.

8. No travelling or other expenses can be allowed to candidates invited to appear before the Selection Board, nor can such expenses be allowed for attendance at the medical examination.

9. Any attempt on the part of candidates to enlist support for their applications through Members of Parliament or other influential persons will disqualify them for appointment. The Selection Board will disregard spontaneous recommendations from persons who are not personally acquainted with the candidate's previous work.

10. Every candidate will be required to pay a fee of five shillings at the time of the application, which will not be returned in any circumstances, even in the case of candidates who are not chosen for interview by the Selection Board, and the candidate recommended for appointment will be required to pay a further fee of £7 15s. Od., being the balance of the fee appropriate to the post of Intelligence Officer, before the issue of the Certificate of Qualification.

Notice is hereby given that on the 22nd July, 1931, the Minister of Transport made an Order under Section 7 (4) of the Roads Act, 1920, revoking the County of East Suffolk Roads (Restriction) Order, 1929, which prohibited the driving of mechanically-propelled vehicles in certain directions on two highways in the Borough of Lowestoft.

Copies of the Original Order, and of the Revocation Order, each price 1d. net, may be obtained from H.M. Stationery Office, Adastral House, Kingsway, London, W.C. 2.

## LIGHT RAILWAYS ACTS, 1896 AND 1912. RAILWAYS ACT, 1921.

The Minister of Transport has recently made the under-mentioned Order:—

The Sunderland Corporation Light Railways (Extension) Order, 1931, authorising the construction of a light railway in the County Borough of Sunderland.

Copies of the Order will shortly be obtainable at His Majesty's Stationery Office.

Ministry of Transport,  
6, Whitehall Gardens,  
London, S.W. 1.

28th July, 1931.

## LONDON TRAFFIC ACT, 1924.

### SECTION 7.

Notice is hereby given that the Minister of Transport by virtue and in exercise of the powers given to him by Section 7 of the London Traffic Act, 1924, and the Regulations from time to time made by him thereunder, after consulting the London and Home Counties Traffic Advisory Committee, has relaxed the restrictions and limitations imposed by the said Regulations upon the occasion of the August Bank Holiday period, 1931, so that nothing in the said Regulations shall:—

(a) prevent the London General Omnibus Company, Limited, the Tramways (M.E.T.) Omnibus Company, Limited or Thomas Tilling, Limited, from making on Saturday, the 1st day of August, 1931, for the purpose of plying for hire upon any route shewn in Column 1 of the Schedule hereto in any of the streets or parts thereof declared to be "restricted streets" by any Order made by the Minister of Transport under the aforesaid Section of the London Traffic Act, 1924, and forming part of those routes, such number of journeys as is shown opposite to each such route respectively in Column 2 of the said Schedule in excess of the number of journeys which they may make in those streets or parts thereof under the said Regulations;

(b) prevent any person other than the London General Omnibus Company, Limited, the Tramways (M.E.T.) Omnibus Company, Limited or Thomas Tilling, Limited, who is maintaining at the date hereof a regular service in accordance with Section 6 of the London Traffic Act, 1924, on weekdays, upon any approved route, from using, for the purpose of plying for hire along a restricted street or part thereof in the maintenance of a regular service on the approved route, on Saturday and Tuesday, the 1st and 4th days of August, 1931, in addition to the number of omnibuses which he may operate in that street or part thereof under the said Regulations a number equal to 10 per cent. of the total number of omnibuses (excluding spare vehicles) scheduled by him at the date hereof for operation upon approved routes, pro-