

ROYAL CORPS OF SIGNALS.

Reginald BRUCE (late Off. Cadet, Manchester Univ. Contgt., O.T.C.).

FOOT GUARDS.

S. G'ds.—Ian Mark TENNANT (late Cadet Corpl., Eton Coll. Contgt., O.T.C.).

Off. Cadet Robin Campbell WHIGHAM from Cambridge Univ. Contgt., O.T.C.

INFANTRY.

The Queen's R.—2nd Lt. R. E. Line resigns his commn. 22nd June 1938.

The undermentioned to be 2nd Lts. 22nd June 1938:—

Somerset L.I.—Henry George BRUMMELL (late Cadet Serjt., Peter Symond's Sch. Contgt., O.T.C.).

K.R.R.C.—Richard Patrick WARRE (late Cadet C.S.M., Eton Coll. Contgt., O.T.C.).

Wilts. R.—Richard Anthony Skone WARD (late Cadet Lce.-Corpl., Merchant Taylor's Sch. (Northwood) Contgt., O.T.C.).

Y. & L.R.—Paul MacLean METHVEN.

R. Ir. Fus.—Geoffrey Hugo GOUGH (late Cadet C.Q.M.S., Oratory Sch. Contgt., O.T.C.).

ROYAL TANK CORPS.

George Vincent SIMSON (late Cadet Lce.-Corpl., Glenalmond (Trinity Coll.) Contgt., O.T.C.).

ROYAL ARMY SERVICE CORPS.

George Henry Patrick STRAKOSCH (late Cadet Serjt., Malvern Coll. Contgt., O.T.C.).

MILITIA.

ROYAL ARMY MEDICAL CORPS.

Maj. G. F. P. Gibbons, O.B.E., resigns his commn. and retains the rank of Maj. 22nd June 1938.

MINISTRY OF TRANSPORT.

TRUNK ROADS ACT, 1936.

TRA. 105/58.

Notice is hereby given that the Minister of Transport has made an Order under Sub-section 3 of Section 1 of the Trunk Roads Act, 1936, whereby the route specified in Part I of the Schedule to the Order becomes a Trunk Road.

Copies of the Order, the short title of which is the "Birmingham—Great Yarmouth Trunk Road (Thorpe Diversion) Order, 1938," can be purchased from His Majesty's Stationery Offices at the following addresses:—Adastral House, Kingsway, London, W.C.2; 26, York Street, Manchester 1; 1, St. Andrew's Crescent, Cardiff; and 120, George Street, Edinburgh 2.

Dated this thirteenth day of June one thousand nine hundred and thirty-eight.

P. Wilson,

Assistant Secretary.

Metropole Buildings,
Northumberland Avenue,
London, W.C.2.

MINISTRY OF TRANSPORT.

TRUNK ROADS ACT, 1936.

TRA. 105/71.

Notice is hereby given that the Minister of Transport has made an Order under Sub-section 3 of Section 1 of the Trunk Roads Act, 1936, whereby the route specified in Part I of the Schedule to the Order becomes a Trunk Road.

Copies of the Order, the short title of which is the "London—Carlisle—Glasgow—Inverness Trunk Road (Loch na Sanais Diversion) Order, 1938," can be purchased from His Majesty's Stationery Offices at the following addresses:—Adastral House, Kingsway, London, W.C.2; 26, York Street, Manchester 1; 1, St. Andrew's Crescent, Cardiff; and 120, George Street, Edinburgh 2.

Dated this tenth day of June one thousand nine hundred and thirty-eight.

P. Wilson,

Assistant Secretary.

Metropole Buildings,
Northumberland Avenue,
London, W.C.2.

MERSEY CONSERVANCY ACT.

Mersey Conservancy,

Ministry of Transport,

Metropole Buildings,

Northumberland Avenue,

London, W.C.2,

17th June, 1938.

I hereby give Notice, pursuant to the 9th Section of the Act 5 & 6 Victoria, cap. 110, intituled "An Act for better preserving the Navigation of the River Mersey," that I have received a Notice from the Rimrose Brook Drainage and Sewerage Scheme Joint Committee given pursuant to the provisions of the above mentioned Act, of their intention to construct an outfall sewer at Seaforth in accordance with plans and sections deposited at this Office, a copy of which Notice is subjoined.

H. P. Douglas,

Vice-Admiral,

Acting Conservator of the Mersey.

To Vice-Admiral Sir H. Percy Douglas, K.C.B., C.M.G., F.R.G.S., Acting Conservator of the Mersey.

In pursuance of an Act for better preserving the Navigation of the River Mersey (5 and 6 Vict., cap. 110).

We, The Rimrose Brook Drainage and Sewerage Scheme Joint Committee, Town Hall, Bootle, Lancashire, hereby give you notice that we propose to construct at Seaforth in accordance with Plans and Sections deposited at the Ministry of Transport, an outfall sewer, rectangular in cross section, of 8 feet by 10 feet 6 inches wide internal dimensions, having an overall width of 16 feet 6 inches, the top of which will vary from 2 feet below foreshore level at the shoreward end to foreshore level at the seaward end. The line of the outfall will be sited roughly parallel to