

Southampton Coasting and Short Sea Shipping Control Committee, 32, Oxford Street, Southampton.

Cardiff Coasting and Short Sea Shipping Control Committee, Portfield House, Docks, Cardiff.

Liverpool Coasting and Short Sea Shipping Control Committee, Royal Liver Building, Liverpool 3.

Glasgow Coasting and Short Sea Shipping Control Committee, 73, Robertson Street, Glasgow C.2.

Belfast Coasting and Short Sea Shipping Control Committee, 42, Donegall Quay, Belfast.

Licence application forms may be obtained from any of the above mentioned Committees.

Applications for licences should be made in the prescribed manner and to the appropriate Committee as indicated in the application forms.

A *coasting voyage* is defined in the Order as a voyage made wholly between ports within the United Kingdom, the Channel Islands and the Isle of Man.

A *short sea voyage* is defined in the Order as any voyage, other than a coasting voyage, from a port within the limits sixty-nine degrees North and forty-three degrees North latitude and eleven degrees West and thirty-one degrees East longitude, not being a port in the Mediterranean, Adriatic or Black Seas or a port in Spain, to any other port within such limits not being a port in the Mediterranean, Adriatic or Black Seas or a port in Spain.

TRADE BOARDS ACTS, 1909 AND 1918.

BAKING TRADE BOARD (ENGLAND AND WALES).

The Baking Trade Board (England and Wales) hereby give notice that they propose to vary overtime rates.

Particulars of the proposals may be obtained on application to the Secretary of the Trade Board at the address given below.

The Trade Board will consider any objections to the above-mentioned proposals which may be lodged with them within two months from 28th November, 1939. Any such objection should be in writing, signed by the person making the same (adding his or her address) and sent to the Secretary, Baking Trade Board (England and Wales), Sunnyside Mansions Hotel, Knowsley Road, Southport, Lancs. It is desirable that persons making objections should state the precise grounds of their objections.

G. H. Tregear,
Secretary.

27th November, 1939.

The Board of Trade hereby give notice that, in pursuance of Section 2 of the Mining Industry (Welfare Fund) Act, 1939, they have made an Order entitled The Miners' Welfare Commission (Commencement) Order, 1939.

The Order has been published as Statutory Rules and Orders No. 1683 and copies may be purchased price 1d. (net) through any book-

seller or directly from H.M. Stationery Office at the following addresses:—York House, Kingsway, London, W.C.2; 120, George Street, Edinburgh 2; 26, York Street, Manchester 1; 1, St. Andrew's Crescent, Cardiff.

Board of Trade,
Mines Department,
Dean Stanley Street,
Millbank, S.W.1.
24th November, 1939.

Air Ministry,
28th November, 1939.

ROYAL AIR FORCE.

The KING has been graciously pleased to approve of the undermentioned awards in recognition of gallantry displayed in flying operations against the enemy:—

Awarded the Distinguished Flying Cross.

1. Squadron Leader Philip Reginald BARWELL (22062).

During October, 1939, this officer led a flight of six aircraft over the North Sea to intercept enemy bomber aircraft which were approaching a British convoy about 30 miles from the mainland. After shooting down the first enemy aircraft himself he renewed the attack and, in collaboration with two other pilots of the flight, succeeded in destroying a second aeroplane. The engagement ultimately resulted in at least six, and possibly seven, of the nine raiding aircraft being brought down into the sea and its success was very largely due to the high standard of gallantry and leadership displayed by Squadron Leader BARWELL.

2. Flight Lieutenant Patrick GIFFORD, Auxiliary Air Force (90188).

During October, 1939, this officer, leading a section of his squadron, sighted an enemy bomber over the mainland heading towards the sea at high speed. Flight Lieutenant GIFFORD led the attack with skill, daring and determination, and as the result of a final burst of firing from his own guns the enemy aircraft crashed into the sea. Later in October, 1939, this officer's section intercepted a bomber apparently engaged in reconnoitring a British convoy. The enemy aircraft attempted to take cover in the clouds but Flight Lieutenant GIFFORD led his section after it, firing short bursts as opportunity offered. The pursuit continued some eleven miles out to sea where the raider, showing signs of having been hit, turned and crashed into the sea.

3. Flight Lieutenant George Cannon PINKERTON, Auxiliary Air Force (90160).

During October, 1939, Flight Lieutenant PINKERTON, leading a section of his squadron, engaged an enemy bomber. The aircraft attempted to take refuge in the clouds, but with great skill and initiative Flight Lieutenant PINKERTON led his patrol in pursuit and, with total disregard of danger, brought his guns to bear from a distance of fifty yards, causing the enemy aircraft to crash into the sea.