

*Board of Trade,  
Great George Street,  
London, S.W.1.  
16th May, 1940.*

The Board of Trade hereby give notice that they have made an Order entitled War Risks (Commodity Insurance) (No. 4) Order, 1940. This Order is being published as Statutory Rules and Orders, 1940, No. 724, and copies can be purchased (Price 1d. net), directly from His Majesty's 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; 80, Chichester Street, Belfast; or through any bookseller.

TRADE BOARDS ACTS, 1909 AND 1918,  
HOLIDAYS WITH PAY ACT, 1938, AND  
TRADE BOARDS AND ROAD HAULAGE  
WAGES (EMERGENCY PROVISIONS)  
ACT, 1940.

HOLLOW-WARE TRADE BOARD (GREAT  
BRITAIN).

*Proposal to vary minimum rates of wages  
(including holiday remuneration).*

The Hollow-ware Trade Board (Great Britain) hereby give notice that they propose to vary minimum rates of wages at present set out in the Notices H.(32) and H.(30) respectively.

Particulars of the proposed variations 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 fourteen days from 17th May, 1940. Any such objection should be in writing signed by the person making the same (adding his or her address) and sent to the Secretary, Hollow-ware Trade Board (Great Britain), Gordon Hotel, Leicester Street, Southport, Lancashire. It is desirable that persons making objections should state the precise grounds of their objections.

*G. H. Tregear,  
Secretary.*

16th May, 1940.

PETROLEUM (PRODUCTION) ACT, 1934.

The Board of Trade hereby give notice that they have renewed for a further term of twelve months from 22nd April, 1940, a Prospecting Licence granted under the Petroleum (Production) Act, 1934, and the Petroleum (Production) Regulations, 1935, to the Gulf Exploration Co. (Great Britain) Ltd., of 3, London Wall Buildings, London, E.C.2. The licensed area originally consisted of about 153 square miles in the County of York, including the Cleveland Hills, but was later extended to cover a total of about 171 square miles in the County of York, including the villages of Carlton and Lastingham.

Descriptions of the boundaries of the licensed area and extension were published in the London Gazette on 27th April, 1937, and 8th

August, 1939. A map of the area concerned may be inspected on application to the Mines Department, Dean Stanley Street, Millbank, London, S.W.1.

Board of Trade,  
Mines Department,  
Dean Stanley Street,  
Millbank, London, S.W.1.  
16th May, 1940.

*Air Ministry,  
17th May, 1940.*

ROYAL AIR FORCE.

The KING has been graciously pleased to approve the undermentioned awards:—

*Awarded the Distinguished Flying Cross.*

Squadron Leader Walter Philip SUTCLIFFE (26247).  
Squadron Leader John Nicholas Haworth WHITWORTH (26249).  
Acting Flight Lieutenant Richard BICKFORD (37462).  
Acting Flight Lieutenant Allan Smith PHILLIPS (39153).  
Acting Flight Lieutenant Brian Stirling TOMLIN (37486).  
Flying Officer George Oldfield LINGS (33344).  
Flying Officer Gordon Learmouth RAPHAEL (37508).

*Awarded the Distinguished Flying Medal.*

563041 Sergeant William George BRINN.  
562811 Sergeant William Cordil MCARTHUR.  
513626 Sergeant Robert Francis WYNESS.  
551007 Corporal Alan Glyndwr RICHARDS.  
The above awards are for gallantry and devotion to duty in the execution of air operations.

*Air Ministry,  
17th May, 1940.*

ROYAL AIR FORCE.

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

*Awarded the Distinguished Flying Cross.*

Acting Squadron Leader Duncan Charles Frederick GOOD (39459).  
Pilot Officer Walter George GARDINER (43134).  
Squadron Leader Good and Pilot Officer Gardiner were respectively pilot and navigator of an aircraft engaged on special night reconnaissance early in May. When flying low over the objective, the aircraft was subjected to heavy anti-aircraft fire, one shell bursting in the pilot's cockpit, wounding Squadron Leader Good and damaging the controls and instruments. Although severely wounded, the pilot completed his reconnaissance, manoeuvring his aircraft to avoid searchlights and anti-aircraft fire, but then collapsed from loss of blood. In the darkness and with the aircraft at a low altitude