

and who also satisfy one of the following conditions:—

(a) If natural-born British subjects, they must either

(i) have at least one parent who is or was at death a British subject; or

(ii) have resided in Her Majesty's dominions and/or been employed elsewhere in the service of the Crown for at least five years out of the last eight years preceding the date of their appointment.

(b) If naturalised British subjects, they must have resided in Her Majesty's dominions and/or been employed elsewhere in the service of the Crown for at least five years out of the last eight years preceding the date of their appointment.

(c) If not qualified under (a) or (b) of this paragraph they must satisfy the Commissioners that they are so closely connected with Her Majesty's dominions either by ancestry, upbringing or residence, or by reason of national service, that an exception may properly be made in their favour.

4. Qualifications.

Candidates must possess a good Honours Degree in either Geography, Mathematics, Physics, Engineering, Geology, or a kindred subject, or a qualification considered by the Commissioners to be equivalent for the purpose of this competition. All candidates must have reached at least matriculation standard in Mathematics or the ordinary level in Mathematics at the General Certificate of Education.

A reading knowledge of one or more foreign languages and an interest in Maps and Charts and Surveying methods will be additional recommendations.

5. Health and Character.

Successful candidates must satisfy the Commissioners as to their health and character.

6. Candidates trained as Teachers.

Persons upon whose training for the occupation of teacher public money has been spent cannot be appointed until the consent of the appropriate central education authority (e.g. the Ministry of Education, the Scottish Education Department, the Ministry of Education for Northern Ireland) has been notified to the Commissioners.

7. Canvassing.

Any attempt on the part of candidates to enlist support for their applications through Members of Parliament or other influential persons, except as referees to be named by them on their application forms, will disqualify them for appointment.

8. Competition.

The Commissioners may summon to appear before a Selection Board all who are found to be *prima facie* eligible, or may, if they see fit, summon only those whose qualifications and experience as shown on their application forms are considered to be specially suitable for the posts available. The Selection Board will take into consideration the candidate's record of experience and education, any recommendation from persons named by the candidates as having direct knowledge of their work in the past, and the personal qualities of the candidates as shown at the interview; and on their estimation of all the above facts they will frame their recommendations. The decision of the Commissioners will be final.

9. Fee.

A successful candidate will be required to pay a fee of £3 before the issue of a certificate of qualification for appointment.

MINISTRY OF TRANSPORT.

LONDON TRAFFIC ACT, 1924.

LONDON PASSENGER TRANSPORT ACT, 1933.

Notice is hereby given that the Minister of Transport has made the following Regulations (S.I. 1952 No. 870) which come into operation on the 19th day of May, 1952:—

The London Traffic (Restriction of Waiting) (Walton and Weybridge) Regulations, 1952.

1. Save as provided in Regulations 3 and 4 of these Regulations no person shall, except upon the direction or with the permission of a police officer in uniform, cause or permit any vehicle to wait between the hours of 8 a.m. and 6 p.m. on any day

other than a Sunday in any length or part of a road specified in the Schedule to these Regulations.

2. Save as provided in Regulations 3 and 4 of these Regulations no person shall, except upon the direction or with the permission of a police officer in uniform, cause or permit any vehicle to wait between the hours of 8 a.m. and 6 p.m. on any day other than a Sunday in Church Street, Weybridge, between its junction with Balfour Road and a point 106 yards south-west of that junction:—

(a) on the south-east side on those days of the month which bear even numbers;

(b) on the north-west side on those days of the month which bear odd numbers;

(c) for a longer period than twenty minutes; or

(d) if a period of less than forty minutes has elapsed since the termination of the last period of waiting (if any) of the vehicle in that length of road.

3. Nothing in Regulations 1 and 2 of these Regulations shall prevent any person from causing or permitting a vehicle to wait in any length or part of a road specified in the Schedule to, or Regulation 2 of these Regulations (which lengths and parts are hereinafter referred to as "the said roads") as often and for so long as may be necessary:—

(a) to enable a person to board or alight from such vehicle;

(b) to enable such vehicle, if it cannot conveniently be used for such purposes in any other street, to be used in connection with any building operation or demolition, the removal of any obstruction to traffic, the maintenance, improvement or reconstruction of any of the said roads or the laying, erection, alteration or repair in or near to any of the said roads of any sewer or of any main, pipe or apparatus for the supply of gas, water or electricity or of any telegraph or telephone wires, cables, posts or supports; or

(c) to enable goods to be loaded on to or unloaded from such vehicle, provided that no vehicle being loaded or unloaded shall wait for a longer period than twenty minutes outside the same premises.

4. Nothing in Regulations 1 and 2 of these Regulations contained shall apply:—

(a) to fire engines, ambulances, or any vehicle in the service of a local authority or police force while such vehicle is being used as a matter of urgent necessity in any of the said streets; or

(b) to any vehicle which is being loaded or unloaded in any of the said streets with furniture.

SCHEDULE.

In the Urban District of Walton and Weybridge Baker Street, Weybridge, between its junction with Church Street and a point 67 yards east of its junction with Springfield Meadows.

High Street, Weybridge, on north-west side between its junction with Church Street and a point 53 yards north-eastward of that junction.

Queens Road, Weybridge, on south-west side between its junction with York Road and its junction with Princes Road.

Hersham Road, Walton-on-Thames, on south-west side between its junction with Station Avenue and a point 310 yards south-eastward of that junction.

Bridge Street, Walton-on-Thames, between the south-east side of its junction with Mayo Road and its junction with High Street.

High Street, Walton-on-Thames, between its junction with Bridge Street and a point 50 yards south-east of its junction with Church Street.

Copies may be obtained from Her Majesty's Stationery Office, York House, Kingsway, London, W.C.2; 13a, Castle Street, Edinburgh 2; 39, King Street, Manchester 2; 2, Edmund Street, Birmingham 3; 1, St. Andrew's Crescent, Cardiff; Tower Lane, Bristol 1; or through any bookseller, price 2d.

MINISTRY OF TRANSPORT.

LONDON TRAFFIC ACT, 1924.

LONDON PASSENGER TRANSPORT ACT, 1933.

Notice is hereby given that the Minister of Transport has made "The London Traffic (Prescribed Routes) (No. 8) Regulations, 1952" (S.I. 1952 No. 871), coming into operation on the 19th of May 1952, which provide for one-way traffic working