

husbands suffer without hope of recovery from total physical or mental incapacity) will not be eligible unless they undertake to refund on appointment the marriage gratuity paid.

Provided that this undertaking will not be required if the break between the first period of service (including any period of unestablished service immediately following the period in respect of which the gratuity was paid) and the date of re-establishment is more than seven years.

3. Nationality.

Candidates must be British subjects. They must 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 be first-class motor mechanics and have had a good comprehensive training. They must also have had a minimum of three years' practical experience beyond the apprenticeship stage with a reputable firm of motor engineers, or a public authority, or have had equivalent experience in the Armed Forces. They should have good practical experience of the construction and repair of chassis and bodies of both goods and public service vehicles, and of driving such vehicles. They should know the Highway Code in detail. They must be capable of working without immediate supervision and able to write reports in a clear and concise manner.

The possession of a Higher National Certificate in Mechanical Engineering or evidence of an equivalent standard of technical education or specialist qualification will be an advantage.

5. Health and Character.

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

6. Competition.

Candidates who appear from their application forms to have the best qualifications and experience will be called before a Selection Board consisting of representatives of the Civil Service Commissioners and of the Ministry of Transport and Civil Aviation, which will recommend to the Civil Service Commissioners for appointment the candidates who appear most suitable. The Selection Board will frame their recommendation on the candidate's record of education and experience, any recommendations that they may receive from persons named by the candidate as having direct knowledge of their work in the past, and the personal qualities of the candidate as shown at the interview. The Civil Service Commissioners may, at their discretion, require a candidate to take a practical test to satisfy them as to his technical knowledge and driving ability. The driving test will be the same test as given to applicants for a P.S.V. (all types) licence. The decision of the Civil Service Commissioners will be final.

7. 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.

8. Fee.

Candidates selected for appointment will be required to pay a fee of £2 10s. before the issue of a certificate of qualification for appointment.

9. 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 in their application forms, will disqualify them for appointment.

MINISTRY OF TRANSPORT AND CIVIL AVIATION.

TOWN AND COUNTRY PLANNING ACT, 1947.

The Minister of Transport and Civil Aviation hereby gives notice that he proposes to make an Order under s. 49 of the Town and Country Planning Act, 1947, authorising the stopping up of a length of Bottom Lane at Rishworth, Ripponden, Yorks, and requiring the provision of a new road.

Copies of the draft Order and relevant plan may be inspected in Room 259, Ministry of Transport and Civil Aviation, 21-37, Hereford Road, London, W.2, and at the Ripponden U.D.C. Offices, Council Offices, Ripponden, West Riding of Yorkshire, at all reasonable hours during three months from the date of publication of this notice.

During three months from the 17th January, 1956, any person may by notice to the Minister of Transport and Civil Aviation, 21-37, Hereford Road, London, W.2, object to the making of the Order quoting HDG 23/49/037.

N. Procter-Gregg,

An Assistant Secretary of the Ministry of Transport and Civil Aviation.

MINISTRY OF TRANSPORT AND CIVIL AVIATION.

TOWN AND COUNTRY PLANNING ACT, 1947.

The Minister of Transport and Civil Aviation hereby gives notice that he proposes to make an Order under s. 49 of the Town and Country Planning Act, 1947, authorising the stopping up of a footpath leading from Church Road to St. Martin's Road, Folkestone, Kent.

Copies of the draft Order and relevant plan may be inspected in Room 255, Ministry of Transport and Civil Aviation, 21-37, Hereford Road, London, W.2, and at the Folkestone B.C. Offices, Corporation Offices, West Terrace, Folkestone, Kent, at all reasonable hours during three months from the date of publication of this notice.

During three months from the 18th January, 1956, any person may by notice to the Minister of Transport and Civil Aviation, 21-37, Hereford Road, London, W.2, object to the making of the Order quoting HDG 23/19/080.

N. Procter-Gregg,

An Assistant Secretary of the Ministry of Transport and Civil Aviation.

MINISTRY OF TRANSPORT AND CIVIL AVIATION.

TOWN AND COUNTRY PLANNING ACT, 1947.

The Minister of Transport and Civil Aviation hereby gives notice that he has made an Order under s. 49 of the Town and Country Planning Act, 1947, entitled "The Stopping up of Highways (Bristol) (No. 7) Order, 1955", authorising the stopping up of a part of Narrow Wine Street, Bristol.

Copies of the Order may be obtained from H.M. Stationery Office, York House, Kingsway, London, W.C.2; Tower Lane, Bristol 1, or through any bookseller, price 2d. Copies may be inspected in Room 255, Ministry of Transport and Civil Aviation, 21-37, Hereford Road, London, W.2, and at the Bristol C. and C.B.C. Offices, The Council House, Bristol 1, at all reasonable hours.

Any person aggrieved by the Order and desiring to question the validity thereof, or of any provision contained therein, on the ground that it is not within the powers of the Town and Country Planning Act, 1947, or that any requirement of that Act or of any Regulation made thereunder has not been complied with in relation to the Order, may, within six weeks of the 17th January, 1956, apply to the High Court for the suspension or quashing of the Order or of any provision contained therein.

N. Procter-Gregg,

An Assistant Secretary of the Ministry of Transport and Civil Aviation.