9.—In this Order :—

(1) the expressions "Harbour Authority," "Harbour," "Petroleum Spirit," and "Ship" shall have the meanings respectively assigned to them in the Petroleum (Consolidation) Act (Northern Ireland), 1929 (a).

(2) "Harbour Master" shall mean the Harbour Master or other Officer having authority to act in such capacity.

(3) "Owner" shall mean the Owner or Master of a petroleum ship or the owner of the petroleum spirit as the case may be.

(4) "Petroleum Ship" shall mean any ship having on board or about to take on board a cargo the whole or any part of which consists of petroleum spirit or having discharged petroleum spirit if the holds and tanks have not been rendered free from inflammable vapour.

10.—This Order may be cited as the Petroleum Spirit in Harbours Order (Northern Ireland), 1941.

Sealed with the Official Seal of the Ministry of Commerce for Northern Ireland this 17th day of February, Nineteen hundred and forty-one, in the presence of

(L.S.) (Signed) *W. Crone*,
Assistant Secretary.

Port of Belfast.

ORDER DATED 10TH MAY, 1941, MADE BY THE MINISTRY OF COMMERCE UNDER REGULATIONS 74 (1) AND 75 (1) OF THE DEFENCE (GENERAL) REGULATIONS, 1939.

1941. No. 110.

WHEREAS it appears to the Ministry of Commerce for Northern Ireland to be necessary, in the interests of the defence of the realm and for maintaining supplies and services essential to the life of the community, to make provision by order for the purpose of regulating, facilitating and expediting the traffic at the Port of Belfast;

AND WHEREAS the said Ministry has appointed a committee (called "the Port Emergency Committee," and hereinafter referred to as "the Committee") for the Port of Belfast :

NOW THEREFORE the said Ministry, by virtue of the Defence (General) Regulations, 1939, and of all other powers enabling it in that behalf, hereby orders as follows :—

(a) 20 Geo. 5, c. 13.

1.—In this Order the following expressions have the meanings hereby assigned to them, that is to say :—

" Managers " means the authority having the management of the Port ;

" Port " means the Port of Belfast and includes any dock, harbour, pier, quay, wharf, or similar place (whether privately owned or otherwise) within the limits of the Port ;

" Public warehouse " means any premises (or part of such premises) ordinarily used for the storage of goods belonging to persons other than the persons having the ownership or control of such premises.

2.—The Committee is hereby authorised to act as the representative of the Ministry of Commerce for Northern Ireland for the purpose of preventing or avoiding any undue congestion of traffic at the Port.

3.—The Committee may, subject to instructions, general or particular, of the said Ministry, issue on its behalf directions for regulating, facilitating, and expediting the traffic at the Port, including—

(*a*) the berthing and movement of ships,
(*b*) the use of tugs, lighters and barges,
(*c*) the loading and unloading of ships and the use of appliances therefor.
(*d*) the movement of vehicles,
(*e*) the prevention of entry by unauthorised persons,
(*f*) in connection with the loading and unloading of ships or the storage and warehousing of goods, the priority that should be given to particular cargoes or to particular pieces of work, and
(*g*) the suspension of leases or appropriations of berths and storage or warehouse accommodation :

Provided that the Committee shall not require a ship to leave the Port and proceed to sea without the consent of the Naval Officer responsible for the area in which the Port is situate.

4.—(1). If it appears to the Committee that in order to facilitate the flow of traffic at the Port, or to minimise the risk of damage by fire or enemy action, or in any case of emergency, it is desirable to give directions for the removal of any goods lying in the Port, the Committee may by notice require the owner or consignee of the goods to remove the goods within 48 hours after the service of the notice (hereinafter referred to as " the prescribed time ").

(2) If the goods referred to in the last preceding sub-paragraph are not removed within the prescribed time, the managers may at any time thereafter, at the risk of the owner or consignee remove such goods to any other part of the Port, or to any premises within the

control of the managers, or to any public warehouse, or to any place of storage designated by the Committee ; and reasonable charges in respect of any such removal and storage shall be payable by the owner or consignee in addition to any penalty rents incurred under sub-paragraph (3) of this paragraph up to the date of such removal ;

Provided that—

(*a*) in case of emergency the managers may exercise their powers of removal or storage under this sub-paragraph without the previous notice to the owner and consignee referred to in sub-paragraph (1) of this paragraph, but in that event such notice shall be given as soon as possible together with notice of the place of storage, if any, to which the goods have been removed ;

(*b*) goods which have been cleared out of Customs charge shall not be removed in accordance with this paragraph without the consent of the Customs and Excise Authorities, who may determine the premises, whether bonded or unbonded, in which the goods shall be placed prior to Customs clearance.

(3) If the goods referred to in sub-paragraph (1) of this paragraph are lying on or in any pier, quay or shed in the Port and are not removed within the prescribed time, the managers may, without prejudice to their powers of removing the goods in accordance with sub-paragraph (2) of this paragraph, charge the owner or consignee with penalty rents in respect of such goods (in addition to any other charges which may be leviable) not exceeding the following :—

2s. per ton for each 24 hours for the first seven days after the expiration of the prescribed time ;

4s. per ton for each 24 hours for the next seven days ;

6s. per ton for each 24 hours after 14 days.

(The ton to be measured by weight or at the rate of 40 cubic feet measurement, whichever be the less).

5.—(1) The Committee may require all owners or persons having control of public warehouses in the vicinity of the Port to furnish the Committee from time to time with information of vacant accommodation, and may require such persons to accept for storage goods removed in accordance with sub-paragraph (2) of paragraph 4 of this Order :

Provided that the Committee shall not require the acceptance of goods in excess of the accommodation available and shall have regard to the suitability of that accommodation for the storage of the goods.

(2) In the event of the Committee designating to the managers or other persons as a place of storage in accordance with sub-paragraph (2) of paragraph 4 of this Order any premises (or part of such premises)

made available to the Committee by His Majesty's Government, the Committee may authorise the managers or other persons to use and manage such premises (or part thereof).

6.—Any notice required to be served under this Order may be served by posting a prepaid letter to the owner or consignee at the place where he carries on business or his last known place of abode in the United Kingdom or, if his place of business or abode shall not be known to the Committee, by exhibiting the notice in a conspicuous place at the principal office of the Port.

7.—This Order may be cited as "The Control of Traffic at Belfast Port Order, 1941," and shall come into operation on the date hereof.

Sealed with the Official Seal of the Ministry of Commerce for Northern Ireland this tenth day of May, 1941, in the presence of

(L.S.) *D. A. E. Harkness,*
Assistant Secretary.

ELECTRICITY.

Main Transmission Lines, p. 148. | *Supply : War Damage, p.* 149.

Main Transmission Lines.

1941. No. 120.

In pursuance of the powers under Regulation 56 of the Defence (General) Regulations, 1939, (a) delegated by the Secretary of State, and of all other powers enabling it in that behalf, the Ministry of Commerce for Northern Ireland hereby orders as follows :—

1.—For the purpose of the construction of any main transmission lines which the Ministry of Commerce certifies to be necessary or expedient in the interests of the public safety, the defence of the realm or the efficient prosecution of the war, or for maintaining supplies and services essential to the life of the community, the period of 14 days mentioned in sub-section 2 of section 37 of the Electricity (Supply) Act (Northern Ireland), 1931, shall be reduced to seven days ; the said transmission line or lines may be placed above ground without the necessity of obtaining any express consent of any local authority ; and the obligations and limitations imposed upon the statutory undertaker

(a) U.K. S.R. & O., 1939, No. 927.