

6. The Lords Commissioners of Her Majesty's Treasury reserve the right of rejecting any Tenders.

Treasury Chambers, September 22, 1885.

#### EXPLOSIVES ACT, 1875 (38 Vic., c. 17).

WHEREAS by Section 68 of the above-named Act, it is provided as follows:—

"The Council of any Borough which is assessed to the county rate of any county by the Justices of such county, and the Commissioners of any Improvement District, may, by order of a Secretary of State made upon the application of such Council or Commissioners, and published in the London Gazette, be declared to be a Local Authority for the purposes of this Act, and thereupon shall become a Local Authority accordingly for such part of their borough or district as is not included in any harbour, to the exclusion of the Justices in Petty Sessions:—"

And whereas an application has been made to me by the Town Council of the borough of Ramsgate, in the county of Kent, to be declared a Local Authority for the purposes of the said Act, in accordance with the provision aforesaid.

Now I, the Right Honourable Sir Richard Assheton Cross, one of Her Majesty's Principal Secretaries of State, do hereby, in virtue of the powers contained in the said section, declare the said Town Council of the borough of Ramsgate to be a Local Authority for the purposes of the said Act.

*Richard Assheton Cross.*

Whitehall, September 21, 1885.

#### NOTICE TO MARINERS.

(No. 159.)—ENGLAND—EAST COAST.

*Yarmouth Road Approaches—Decreased Depths on certain Sands.*

THE following information has been received from Staff Commander Tizard, H.M. Surveying vessel "Triton," relative to extension of North Scroby Sand, also to decreased depths on Winterton Overfalls, and North Cross Sand, Yarmouth Road Approaches:—

**NORTH SCROBY SAND.**—This sand now extends within the 3 fathoms line, in a N.N.W. direction  $2\frac{1}{2}$  cables farther than was formerly shown on the charts; and within the 5 fathoms line, about  $1\frac{1}{2}$  cables farther. A depth of 29 feet exists with N.W. Scroby buoy bearing S.W.  $\frac{1}{2}$  S., distant  $1\frac{1}{4}$  cables.

**WINTERTON OVERFALLS.**—The depths on the north-eastern edge of this sand have decreased considerably, and a patch of 26 to 30 feet lies with the following bearings and distances:—

N. Scroby Buoy, S.W. by W., distant  $1\frac{4}{10}$ ths miles.

Winterton Lighthouse, W. by N.  $\frac{5}{8}$  N., distant  $3\frac{7}{10}$ ths miles.

N. Cackle Buoy, N.W. by W.  $\frac{3}{8}$  W., distant  $1\frac{1}{10}$ ths miles.

**NORTH CROSS SAND.**—A depth of 22 feet exists on this sand, with the following bearings and distances:—

N. Cross Sand Buoy, N.E.  $\frac{3}{4}$  E., distant 2 miles.  
N.E. Cross Sand Buoy, S.E., distant  $1\frac{4}{10}$ ths miles.

Winterton Lighthouse, W. by N.  $\frac{3}{4}$  N., distant 6 miles.

All depths given are at low water spring tides. [The bearings are magnetic. Variation  $17^\circ$  Westerly in 1885.]

By command of their Lordships,  
*W. J. L. Wharton*, Hydrographer.  
Hydrographic Office, Admiralty, London,  
10th September, 1885.

This Notice affects the following Admiralty Charts:—Orfordness to Cromer, No. 1630; Yarmouth and Lowestoft Roads, No. 1543. Also, North Sea Pilot, Part III, 1882, pages 169, 167, 172.

#### NOTICE TO MARINERS.

(No. 161.)—BALTIC ENTRANCE—THE KATTEGAT. JUTLAND—EAST COAST.

(1.) *Frederickshavn—Temporary Leading Lights.*

THE Danish Government has given notice, that from the end of the month of August, 1885, and pending the extension of the harbour at Frederickshavn, two leading lights would be exhibited near the entrance of that port:—

The lights are fixed green lights, which kept in line bearing W. by N. lead into the harbour, passing about 30 yards southward of the cross-mole, now in course of construction.

The Western light, elevated 20 feet above the sea, is shown from the old northern mole. Position lat.  $57^\circ 26' 10''$  N., long.  $10^\circ 32' 45''$  E.

The Eastern light, elevated 14 feet above the sea, is shown from the old northern mole, 100 feet eastward of the inner leading light.

As the mole is extended southward the direction of the leading lights will be altered, and on the completion of the cross-mole the line of direction will be W.N.W.

During the progress of the works a beacon with green staff and two cones (points together) is placed in the outer fairway of the cross-mole.

NOTE.—Strangers should not enter this harbour without a pilot.

BALTIC.—SWEDEN—SOUTH COAST.

(2.) *Time Signal at Carlskrona.*

Information has been received that a time signal is established on a tower at the Royal Wharf at Carlskrona:—

The signal, connected by electricity with the observatory at Stockholm, is a red and white flag, which is hoisted and dropped as follows:—

	h.	m.	s.		
Half way up at	...	0	54	0	} Swedish Mean Time.
Close up	...	0	55	0	
Dropped	...	1	0	0	
Close up	...	1	1	0	
Dropped	...	1	2	0	
Close up	...	1	3	0	
Dropped	...	1	4	0	

Approximate position of time signal, lat.  $56^\circ 9' 10''$  N., long.  $15^\circ 34' 40''$  E.

NOTE.—The difference between Swedish mean time and Greenwich mean time is 1h. 0m. 14.7s.

[The bearings are magnetic. Variation  $12\frac{1}{4}^\circ$  Westerly in 1885.]

By command of their Lordships,  
*W. J. L. Wharton*, Hydrographer.  
Hydrographic Office, Admiralty, London,  
10th September, 1885.

This Notice affects the following Admiralty Charts:—The Kattegat, No. 2114 (1); Carlskrona Harbour, No. 2223 (2). Also, Admiralty List of Lights in the North Sea, &c., 1885, No. 253; Danish Pilot, 1853, page 37; Sailing Directions for the Baltic Sea and Gulf of Finland, 1854, page 19, and List of Time Signals, 1881, page 22.

#### NOTICE TO MARINERS.

(No. 162.)—GULF OF ST. LAWRENCE.

CHALEUR BAY.

(1.) *Fixed Red Light on Grindstone Point.*

THE Government of the Dominion of Canada has given notice, that on the 10th August, 1885, a light was exhibited from a lighthouse (named