

Provided that the income derived from the said property shall be applied so far as possible in paving and improving the paths and footways in the District of the Local Board, or otherwise for the improvement of the said District.

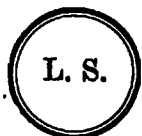
Provided also, that the Local Board shall not, without Our consent, sell or exchange any property vested in them under this Scheme.

**ARTICLE IV.**—All liabilities which immediately before the commencement of this Scheme attached to and were enforceable against the Corporation or the property thereof, shall attach to and be enforceable against the Local Board so far only as the property vested in the Local Board by this Scheme may extend to satisfy such liabilities, and no further.

**ARTICLE V.**—Any investigation, legal proceedings, or remedy in respect of any debt, liability, penalty, or forfeiture due to or incurred by or on behalf of the Corporation before the commencement of this Scheme may be continued, prosecuted, or enforced by or against the Local Board so far only as the property vested in the Local Board by this Scheme may extend, and no further.

**ARTICLE VI.**—The term "property" in this Scheme means and includes all property, real and personal, and all things in action, and all rights of common or commonable rights, and rights to toll, and all franchises, privileges, and rights which have any pecuniary value, and all charters, records, deeds, books, and documents, and includes any estate or interest, legal or equitable, in any property so defined.

Given under the Seal of Office of the Local Government Board, this fifteenth day of April, in the year one thousand eight hundred eighty-six.



*James Stansfeld,*  
President.

*S. B. Provis,* Assistant Secretary.

Mersey Conservancy.  
8, Richmond-terrace, Whitehall,  
14th April, 1886.

THE Commissioners for the Conservancy of the River Mersey hereby give notice, pursuant to the 9th section of the Act 5 and 6 Victoria, cap. 110, intituled "An Act for the better preserving the Navigation of the River Mersey," that they have received from Mr. William Owen, of Warrington, Architect, a notice, given pursuant to the provisions of the above-mentioned Act, of his intention to erect a river wall at Atherton's Quay, Warrington, Lancashire, on the foreshore of the River Mersey, a copy of which notice is subjoined:—

T. SPRATT,  
Vice-Admiral and Acting Conservator.

"I, William Owen, of Cairo-street-chambers, Warrington, Associate of the Royal Institute of British Architects, practising as an Architect, Surveyor, and Valuer, do hereby give you notice that I intend, after and subsequent to the 15th day of June next, proceeding with the erection of a river wall at Atherton's Quay, Warrington, Lancashire, in accordance with plans deposited in the Office of the Commissioners for the Conservancy of the River Mersey, Whitehall, London, for and on behalf of Messrs. Monks, Hall, and Company Limited, Iron Manufacturers, Warrington, the owners of the land; such wall to commence

a little to the north-east of the sewer outlet belonging to the Corporation of Warrington, at Bank Quay, Warrington, and to run in a south-westerly direction for a distance of about 850 lineal feet, and to commence again at the Corporation sewer outlet at Atherton's Quay, Warrington, and to extend in a south-westerly direction about 450 lineal feet.

"The walls to be built according to section and plan deposited with you, and to be composed of Runcorn or other approved red sandstone and slag from the iron works.

"*William Owen.*"

#### NOTICE TO MARINERS.

(No. 80.)—ENGLAND.—WEST COAST.  
LIVERPOOL BAY.

*Intended Alteration in North Wall Light, Discontinuance of Hoylake Upper Light, and Exhibition of Lights from Dove Beacons.*

THE Mersey Docks and Harbour Board has given notice, that on 15th May, 1886, the intensity of the fixed white light at North Wall, eastern side of River Mersey Entrance, will be in clear weather reduced so as to greatly diminish its brilliancy when bearing northward of E. by N. In foggy weather when Rock Light is not visible from North Wall Lighthouse, North Wall Light will not be thus dimmed, but will be displayed to the full range of its visibility.

Also, that on the same date the light hitherto exhibited from Hoylake Upper Lighthouse, eastward of Helbre Point, will be discontinued, and a red light of the fifth order will be shown from each of the two Dove Beacons in the new positions as undermentioned.

Also, that the two Dove Beacons have been removed from Dove Point, and will be placed in new positions about half-a-mile eastward of those they previously occupied, and will be about 420 yards apart in a S.E.  $\frac{3}{4}$  S. and N.W.  $\frac{3}{4}$  N. direction.

**NOTE.**—On the completion of the above mentioned changes vessels entering Rock Channel from seaward at night should skirt, as at present, the edge of East Hoyle Bank, with Bidston Light open eastward of Leasowe Light, and alter course to S.  $\frac{1}{4}$  E. as soon as Hoylake Lower Light comes in sight on that bearing; after proceeding three-quarters of a mile, they will close the two red lights on Dove Beacons, which as soon as they are in line bearing S.E.  $\frac{3}{4}$  S. should be steered for; after proceeding seven-eighths of a mile on this course Rock and North Wall Lights will appear in line bearing E.  $\frac{1}{4}$  S.; the channel course will now be E.  $\frac{1}{4}$  S. for a distance of one and a-half miles when Leasowe Light will disappear on a S.S.E. bearing; the course should then be altered, tide permitting, to E.  $\frac{1}{4}$  N. for R 8 Black Can Buoy at the northern side of entrance to Rock Gut.

[The bearings and courses are magnetic. Variation  $19\frac{1}{2}^{\circ}$  Westerly in 1886.]

By command of their Lordships,

*W. J. L. Wharton,* Hydrographer.

Hydrographic Office, Admiralty, London,  
6th April, 1886.

This Notice affects the following Admiralty Charts:—Ireland, No. 1824a; Irish Channel, No. 1825b; Holyhead to Liverpool, No. 1170b; Liverpool Bay, No. 1951. Also, Admiralty List of Lights in the British Islands, 1886, Nos. 427, 431, page 46; and Sailing Directions for the West Coast of England, 1884, pages 133–135, 153.