

3. The departure of the tug from the port will be indicated by three blasts of the whistle, the first prolonged, the two others short. When this signal is heard, the approaching vessel must show a white lantern light or a flare-up light at short intervals.

4. To avoid accidents, the tug will only take a vessel or fishing-boat outside the port in tow if such vessel is at anchor, or hove to, and showing the proper lights, viz.: a white light if at anchor, or green and red side lights if hove to.

Masters of vessels are strongly advised to send the tow line on board the tug by a boat, and are enjoined to use every precaution while being towed.

This Notice affects:—North Sea Pilot, Part IV, 1892, pages 83–87.

No. 163.—CAPE, EAST INDIES, CHINA, AND AUSTRALIA STATIONS.

INDIAN OCEAN.

Positions of Benodet and Solitary Islands and Salamanca Rocks.

WITH reference to Notices to Mariners, Nos. 20 of 1881 and 121 of 1891:—

Further information has been received from Mr. Greenstreet, commanding the steamer "Rimutaka" that, on 13th December, 1893, when passing south of Kerguelen Island, he sighted Mingan or Round Island, which he estimated to be 300 feet high.

The Benodet (Tremarec) Islands were observed to be south (true) of Round Island, or in lat. 50° 0' S., long. 68° 55' E.; or very nearly in the position assigned to them by Mr. Robson, commanding the "Talavera," in 1891, who placed them in lat. 50° 1' S., long. 68° 49' E.

In consequence of these reports Benodet Islands are now placed on the Admiralty Charts in lat. 50° 0' S., long. 68° 52' E.

Mr. Greenstreet also sighted the Salamanca Rocks, originally reported by Mr. Robson of the "Salamanca" in 1880, who placed them in lat. 50° 0' S., long. 69° 30' E., but Mr. Greenstreet places them in lat. 49° 55½' S., long. 69° 32' E.

The probable position of these rocks is lat. 49° 58' S., long. 69° 31' E., and they are now so shown on the Admiralty Charts.

Solitary Island was also stated by the commander of the "Talavera" to be 10 miles south of its charted position in 1891, or in lat. 50° 0' S., long. 68° 35' E., which has been accepted for the Admiralty Charts.

This Notice affects the following Admiralty Charts:—Indian Ocean, southern portion, No. 748a; Kerguelen Island, No. 2398. Also, Sailing Directions for Islands in the Southern Indian Ocean, 1891, page 421.

No. 164.—ALL STATIONS.

NORTH SEA.

Wreck Westward of Goeree Gat.

THE Netherlands Government has given notice, that on 26th March, 1894, a fixed wreck, painted white and lying bottom upwards, was situated in lat. 51° 57' N., long. 3° 36' E. on the Bollen van Goeree.

This Notice temporarily affects the following Admiralty Charts:—Dover and Calais, &c., No. 1406; Mouths of the Maas, No. 122. Also, North Sea Pilot, Part IV, 1892, page 129.

No. 165.

ARCTIC OCEAN.

Beacons on Novaya Zemlya and Waigatch Island.

THE Russian Government has given notice, dated 28th February, 1894, that a beacon has

been erected on Cape Stolbovoi, northern side of the western entrance to Matotchkin Strait; Novaya Zemlya:—

Cape Stolbovoi Beacon is a flat-topped triangular pyramid, surmounted by a staff and square; it is constructed of masonry; 40 feet in height, and stands at an elevation of 322 feet above the sea, 900 yards from the northern extreme of Cape Stolbovoi.

Approximate position on Chart No. 2282, lat. 73° 19' N., long. 53° 55' E.

Also, that a beacon has been erected on Cape Greben, northern side of western entrance to Yugorski (Pett) Strait:—

Cape Greben Beacon is a flat-topped triangular pyramid, surmounted by a staff and truncated cone; it is constructed of masonry, 34 feet in height, and stands at an elevation of 57 feet above the sea.

Approximate position on Chart No. 2282, lat. 69° 41' N., long. 59° 50' E.

Reefs extend two-thirds of a mile southward from Cape Greben.

This Notice affects the following Admiralty Chart:—Arctic Ocean and Greenland Sea, No. 2282.

By command of their Lordships,

W. J. L. Wharton, Hydrographer.

Hydrographic Office, Admiralty, London,
31st March to 7th April, 1894.

In Parliament.—Session 1894.

Huddersfield Waterworks.

(Tramroad.)

(Construction by Corporation of Huddersfield of Tramroad to be worked by Steam, Animal, Electrical, or Mechanical Power; Purchase of Lands and Easements by Agreement; Crossing Roads, Footways, and Bridleways; Application of Corporate Funds; Penalties; Bye-laws and Regulations; Amendment of Acts).

NOTICE is hereby given, that the Mayor, Aldermen, and Burgesses of the borough of Huddersfield, in the West Riding of the county of York (hereinafter called "the Corporation"), being also the Urban Sanitary Authority for the said borough, intend to apply to the House of Commons by petition, for leave to introduce a Bill in the present session for the following or some of the following among other purposes, that is to say:—

1. To enable the Corporation to make, lay down, form, and maintain wholly within the West Riding of the county of York, the tramroad hereinafter described with all necessary and proper rails, plates, sleepers, junctions, turntables, turn-outs, crossings, and passing-places, stables, engine-houses, sheds, buildings, arches, piers, abutments, embankments, works, and conveniences connected therewith respectively; that is to say—

A tramroad commencing in the township of Marsden-in-Huddersfield; in the parish of Huddersfield, at a point 240 yards due east of the north-eastern face of the Stand Edge Tunnel of the Huddersfield and Manchester Railway of the London and North-Western Railway Company, and terminating in the township of Marsden-in-Almondbury, in the parish of Almondbury, at the western end of the puddle trench of the intended embankment (now in course of construction) of the Butterley Reservoir authorized by the Huddersfield Corporation Waterworks Act, 1890. The said tramroad will be wholly within the said townships and parishes.

It is intended to run on the said tramroad