

No. 169.—ENGLAND.—WEST COAST.

(1.) *Morecambe Bay—Alterations in Buoyage of Lune Deep.*

WITH reference to Notice to Mariners, No. 723 of 1895:—

The Trinity House, London, has given further notice, dated 19th March, 1896, that the alterations in the buoyage of Lune Deep have been carried out:—

a. Danger Patch Light Buoy (black and white vertical stripes, &c.); now re-named Lune Buoy, has been moved to a position in a depth of about 26 feet at low water springs, with Wyre Lighthouse bearing E. by S. $\frac{1}{4}$ S., distant $3\frac{1}{10}$ miles; and Walney High Lighthouse N. $\frac{1}{4}$ E.

Approximate position, lat. $53^{\circ} 56' 55''$ N., long. $3^{\circ} 8' 35''$ W.

b. A new can buoy, named Danger Patch, and painted black and white in chequers, has been moored in a depth of 22 feet at low water springs, with Wyre Lighthouse bearing E. by S. $\frac{1}{4}$ S., distant $2\frac{3}{10}$ miles; and Walney High Lighthouse N. $\frac{3}{8}$ W.

(2.) *Aberdovey—New Buoy.*

Also, that a conical buoy, painted red and named Aberdovey South Spit, has been moored in a depth of 11 feet on the south side of the channel to Aberdovey within the bar; in a position with Aberdovey Lighthouse bearing N.N.E. $\frac{3}{8}$ E., distant $8\frac{1}{2}$ cables; and north extreme Twyni Bach S.E. by E. $\frac{3}{8}$ E.

Approximate position, lat. $52^{\circ} 31' 55''$ N., long. $4^{\circ} 4' 5''$ W.

(3.) *Intended Alteration in Cardigan Bay Light-vessel Fog Signal*

Also, that about 15th June, 1896, the fog signal on board Cardigan Bay Light-vessel will be altered from a gong to a hand fog horn, which, during thick or foggy weather, will give two blasts of the same pitch, each of about four seconds duration, in quick succession, at intervals not exceeding two minutes.

The intervals will be shortened as vessels approach, and should a vessel come dangerously close, the sound will be continuous until she has passed.

Approximate position, lat. $52^{\circ} 24' 30''$ N., long. $5^{\circ} 0' 30''$ W.

Further notice will be given when the alteration has been carried out.

(4.) *Alteration in Position of Breaksea Light-vessel.*

Also, that, in order to be clear of the wreck of the sunken light-vessel, Breaksea Light-vessel has been moved about N. W. by N. (N. 34° W.) distant 3 cables from her previous position, and now lies in a depth of 18 fathoms at low water springs, with Barry Church bearing N.E. by E. $\frac{1}{4}$ E. (N. 58° E.), distant $3\frac{2}{10}$ miles; and Gileston Church N.N.W. $\frac{1}{2}$ W. (N. 28° W.).

Approximate position, lat. $51^{\circ} 21' 10''$ N., long. $3^{\circ} 20' 25''$ W.

[Variation 19° Westerly in 1896.]

This Notice affects the following Admiralty Charts:—Formby Point to Kircudbright, No. 1826 (1); Morecambe Bay, No. 2010 (1); Plan of Aberdovey on Sheet No. 1484 (2); Bristol Channel, No. 1179 (4); Nash Pt. to New Passage, No. 2682, (4). Also, List of Lights, Part I, 1896, Nos. 634, 664; Sailing Directions for the West Coast of England, 1891, pages 374, 251, 241, 173; and Hydrographic Notice, No. 3 of 1895, relating to that work, pages 15, 11.

By command of their Lordships,

W. J. L. Wharton, Hydrographer,
Hydrographic Office, Admiralty, London,
26th to 30th March, 1896.

In Parliament.—House of Lords—Session 1896.

Great Western Railway (South Wales and Bristol Direct Railway).

(Petition for Additional Provision for Authorizing the Great Western Railway Company to Construct New Railways in the County of Gloucester and for other Purposes).

NOTICE is hereby given, that the Great Western Railway Company (hereinafter called "the Company") intend to apply to Parliament by Petition for Additional Provision for leave to introduce into the Bill, now before the Right Honourable the House of Lords under the above name or short title (hereinafter referred to as "the said Bill"), clauses to authorize them to make and maintain the railways hereinafter mentioned, or some part or parts thereof, together with all necessary stations, sidings, approaches, roads, works, and conveniences connected therewith, viz.:—

Railways in the county of Gloucester.

1. A railway to be called the Midland Junction Railway (No. 1a), commencing in the parish of Wapley and Codrington, by a junction with the Railway No. 3, described in and proposed to be authorized by the said Bill in the field numbered 10 on the 25-inch Ordnance map of that parish at a point about 15 chains south-westward of the farm house of Serjeants Farm and terminating in the parish of Westerleigh, by a junction with the Bristol and Gloucester Railway of the Midland Railway Company (hereinafter referred to as the said Bristol and Gloucester Railway), at a point thereon about 3 chains southward of the southern end of the platforms at the Yate Station on that railway and which intended railway will be wholly situate in the said parishes of Wapley and Codrington and Westerleigh.

2. A railway to be called the Midland Junction Railway (No. 2a), to be wholly situate in the said parish of Westerleigh, commencing by a junction with the intended Midland Junction Railway (No. 1a), at a point thereon about 5 furlongs 4 chains from the commencement thereof and terminating by a junction with the said Bristol and Gloucester Railway at a point thereon about 3 chains southward of the southern end of the platforms at the Yate Station on that railway.

3. A railway to be called the Midland Junction Railway (No. 3a), to be wholly situate in the said parish of Westerleigh, commencing by a junction with the intended Midland Junction Railway (No. 1a), at a point thereon about 3 furlongs 8 chains from the commencement thereof, and terminating by a junction with the Railway No. 3 described in and proposed to be authorized by the said Bill, at or near the southern boundary of the field numbered 789 on the 25-inch Ordnance map of that parish, and about 2 chains eastward of the western boundary of such field.

4. A railway (to be called the Berkeley Road Junction Railway), commencing in the parish of Alkington by a junction with the said Bristol and Gloucester Railway at or near to the post on that railway indicating 21 miles from Bristol, and terminating in the parish of Hamfallow by a junction with the Berkeley New Docks Branch of the Company and the Midland Railway Company, at a point thereon about 11 chains westward of the post on that railway indicating $1\frac{1}{2}$ miles from Berkeley Road Junction, and which intended railway will pass from, in, through, or into the several parishes, townships, extra-parochial and other places following or some of them (that is to say), Alkington, Stinchcombe, Cam, Breadstone and Hamfallow.

5. A railway (to be called the Stonehouse