

No. 459.—CAPE BRETON ISLAND
Spanish Bay—Buoy Eastward of Cunet (Aconi) Point.

THE Government of the Dominion of Canada has given notice that, on 15th July, 1896, an iron can buoy, painted black, with the words "Point Aconi" on the top in white letters, was moored in a depth of 7 fathoms, in a position with High Cape Lighthouse bearing S.W. $\frac{1}{2}$ W., distant $1\frac{7}{10}$ miles; and Flat Point Lighthouse S.S.E. $\frac{1}{4}$ E.

Approximate position, lat. $46^{\circ} 21' 0''$ N., long. $60^{\circ} 16' 10''$ W.

[Variation 26° Westerly in 1896.]

This Notice affects the following Admiralty Charts:—Cape Breton Island, No. 2727; Little Bras d'or Lake, &c., No. 2687. Also St. Lawrence Pilot, Vol. II, 1895, page 288.

No. 460.—GULF OF ST. LAWRENCE,
PRINCE EDWARD ISLAND.

North Point Whistle Buoy Moved to North-Westward of West Point.

WITH reference to Notice to Mariners, No. 12 of 1896:—

The Government of the Dominion of Canada has given further notice that the whistle buoy, previously moored off North Point, has been transferred to a position off West Point, Prince Edward Island:—

This whistle buoy (conical, red) has the words "West Point Buoy, Canada," painted on it in white letters, and is moored in a depth of 13 fathoms about three-quarters of a mile, westward of West Reef, in a position with West Point Lighthouse, bearing S.E. by S., distant $5\frac{1}{2}$ miles; and Cape Wolfe E. by N.

Approximate position, lat. $46^{\circ} 40' 30''$ N., long. $64^{\circ} 50' 5''$ W.

[Variation 24° Westerly in 1896.]

This Notice affects the following Admiralty Charts:—Gulf of St. Lawrence, No. 2516; Nova Scotia, Prince Edward Island, &c., No. 1651; Northumberland Strait, No. 2034. Also, St. Lawrence Pilot, Vol. II, 1895, page 133.

No. 461.—ENGLAND—EAST COAST.

River Medway—Buoyage of Gillingham Reach.

NOTICE is given that the newly dredged channel on the south side of Gillingham Reach is being buoyed with conical buoys on the north and can buoys on the south side, and the buoys now in that reach are being removed.

Further notice will give the exact positions of these buoys.

This Notice affects the following Admiralty Chart:—River Medway, Sheet 2, No. 1834. Also, North Sea Pilot, Part III, 1889, page 400.

By command of their Lordships,
W. J. L. Wharton, Hydrographer.
Hydrographic Office, Admiralty, London,
21st to 24th August, 1896.

Manchester Corporation Tramways.
Notice of Lease.

THE Corporation of the city of Manchester, in the county of Lancaster, hereby give notice that it is their intention to make a lease of the undermentioned tramways constructed by them under the powers contained in the Manchester Corporation Tramways Order, 1893, to the Manchester Carriage and Tramways Company, whose principal office is at 37, Piccadilly, in the city of Manchester, and that the terms and conditions of such lease are as hereinafter stated:—

Tramway No. 1, commencing in Cheetham-hill-road, opposite the end of Elizabeth-street, by a junction with the existing tramways in that road, and passing thence in a westerly direction along Elizabeth-street, and in a northerly direction along Waterloo-road, and terminating in Waterloo-road, opposite the end of Cedar-street.

Tramway No. 2, commencing in Cheetham-hill-road, opposite the end of Heywood-street, by a junction with the existing tramways in that road, and passing thence along Heywood-street, Brunswick-street and Cedar-street, into and terminating in Waterloo-road, opposite the end of Cedar-street.

Tramway No. 3, commencing in Waterloo-road, opposite the end of Cedar-street, by junctions with Tramways No. 1 and No. 2, and passing thence in a northerly direction along Waterloo-road, and terminating by a junction with the existing tramways, in Cheetham-hill-road, opposite the end of Waterloo-road.

The lease will be for the unexpired period of a term of 21 years, ending on 26th April, 1901, created by lease, dated 25th June, 1890, and made between the Corporation of the first part, William Turton, George Layton, William Knox, Henry Brown, and Henry Birkby Arundel of the second part, and the Manchester Carriage and Tramways Company of the third part, at the rent of £610 19s. 9d. per annum, and upon, under, and subject to all and singular the reservations, conditions and provisions contained in the aforesaid lease of the 25th June, 1890.

The lease, which is expressed to be made between the Mayor, Aldermen and Citizens of the city of Manchester, in the county of Lancaster, of the one part, and the Manchester Carriage and Tramways Company of the other part, is deposited at the office of the Town Clerk at the Town Hall, in the city of Manchester, and may be inspected there at any time between the hours of 10 o'clock in the forenoon and 4 o'clock in the afternoon, except that on Saturday afternoons the hour of 1 o'clock is to be substituted for 4 o'clock.

Dated this 21st day of August, 1896,

By order,

WM. HENRY TALBOT, Town Clerk.

Town of Hove—Sussex.

Bye-Laws under the Tramways Act, 1870.

NOTICE is hereby given, that on the 13th day of August, 1896, the following Bye-laws were made by the Urban District Council of the town of Hove, under the powers given by the Tramways Act, 1870, sect. 46, and that application will be made in due course to the Board of Trade to allow the same.

(Copy.)

The Urban District Council of the town of Hove, in pursuance of all powers given to or vested in them, do make the following Bye-laws under section 46 of the Tramways Act, 1870, to take effect within the town of Hove:—

1. For the purpose of these Bye-laws and Regulations the term "car" shall mean any carriage using any tramway laid down within the said town, and the terms "driver" and "conductor" shall respectively mean the driver or conductor or other person having charge of a car.

2. The driver of every car shall cause the same to be driven at a speed not exceeding eight miles an hour.

3. The driver of every car shall so drive the