

C. *Broad Sound.*

5. A shoal with a depth of $4\frac{1}{2}$ fathoms, low-water springs, with Minmanaeth bearing S. 21° E., distant $7\frac{3}{10}$ cables, and Little Minalto N. 66° E.

6. A shoal with a depth of 6 fathoms, low-water springs, with Minmanaeth bearing S. 39° E., distant $7\frac{3}{10}$ cables, and Little Minalto N. 66° E.

Approximate position, lat. $49^{\circ} 54' 15''$ N., long. $6^{\circ} 23' 45''$ W.

7. A shoal with a depth of $2\frac{1}{2}$ fathoms on it at low-water springs, with Minmanaeth bearing N. 36° E., distant $7\frac{1}{2}$ cables, and North Muncoy S. 25° E.

8. A shoal with a depth of 2 fathoms on it, low-water springs with Minmanaeth bearing N. 22° E., distant $9\frac{2}{10}$ cables, and North Muncoy S. 40° E.

9. A shoal with a depth of $4\frac{1}{2}$ fathoms on it, low-water springs, with Jacky bearing N. 88° W., distant $6\frac{7}{10}$ cables, and Minmanaeth N. 34° E.

Approximate position, lat. $49^{\circ} 52' 35''$ N., long. $6^{\circ} 23' 15''$ W.

D. *Smith's Sound.*

10. A shoal with a depth of $1\frac{1}{2}$ fathoms, low-water springs, with St. Agnes Lighthouse bearing S. 49° E., distant $6\frac{1}{10}$ cables, and Minmow S. 53° W.

There is also a rock with a depth of $4\frac{3}{4}$ fathoms on it S. by W. $\frac{6}{10}$ of a cable from the above.

11. A shoal with a depth of $3\frac{1}{2}$ fathoms, low-water springs, with St. Agnes Lighthouse bearing N. 37° E., distant $6\frac{7}{10}$ cables, and Colt Rock S. 70° E.

12. A shoal with a depth of $3\frac{3}{4}$ fathoms, low-water springs, with St. Agnes Lighthouse bearing N. 36° E., distant $6\frac{9}{10}$ cables, and Colt Rock S. 76° E.

Approximate position, lat. $49^{\circ} 52' 50''$ N., long. $6^{\circ} 21' 0''$ W.

13. A shoal with a depth of 5 fathoms on it at low-water springs, with St. Agnes Lighthouse bearing N. 33° E., distant $7\frac{1}{10}$ cables, and Colt Rock S. 82° E.

14. A shoal with a depth of half a fathom on it, low-water springs, with St. Agnes Lighthouse bearing N. 26° E., distant $6\frac{3}{10}$ cables, and Colt Rock S. 81° E.

Approximate position, lat. $49^{\circ} 52' 50''$ N., long. $6^{\circ} 20' 50''$ W.

[Variation 19° Westerly in 1899.]

This Notice affects the following Admiralty Chart:—The Scilly Isles, No. 34. Also, Channel Pilot, Part I, 1893, page 43, and Supplement, 1895, relating to that work, pages 5 and 6; Sailing Directions for the West Coast of England, 1891, pages 27 and 28, and Hydrographic Notice No. 3 of 1895, relating to that work, page 4.

No. 546.—NORTH SEA.

River Maas Approach—Wreck.

THE Netherlands Government has given notice, dated 28th August, 1899, that a wreck with the mastheads on a level with the water lies sunk in the Northern Approach to the River Maas: it is situated with Scheveningen Lighthouse bearing S. 67° E., distant 8 miles, and Monster Tower S. 23° E.

Approximate position, lat. $52^{\circ} 7' 10''$ N., long. $4^{\circ} 3' 10''$ E.

[Variation 14° Westerly in 1899.]

This Notice affects the following Admiralty Charts:—North Sea, No. 2182a; Dover and

Calais, &c., No. 1406. Also, North Sea Pilot, Part IV, 1892, page 139.

By command of their Lordships,
W. J. L. Wharton, Hydrographer.
Hydrographic Office, Admiralty, London.
4th to 6th September, 1899.

County of Salop.

The Locomotive Act, 1898.

Bye-laws.

NOTICE is hereby given that the County Council of the Administrative County of Salop at the quarterly meeting of the said Council held on the 22nd day of July, 1899, made bye-laws under the provisions of the above Act for the following purposes, namely:—

For prohibiting or restricting the use of locomotives on any specified highway in the county on account of the highway being crowded or unfitted for locomotive traffic, or of the inconvenience caused to inhabitants, or of any other reasonable cause; and

For regulating the use of locomotives and of waggons drawn by locomotives on any highway; and

For prohibiting or restricting the use of a locomotive on any specified bridge in the county, if the Council are satisfied that such bridge is unsuited for locomotive traffic, or that such use would be attended with damage to the bridge or danger to the public.

And notice is hereby further given that at the expiration of one calendar month from the publication of this notice application will be made to the Local Government Board for confirmation of the said bye-laws.

Copies of the bye-laws above referred to are deposited at the office of the undersigned at the Shirehall, Shrewsbury, where they may be inspected free of charge by any ratepayers of the said county of Salop, on Thursdays between the hours of 10 A.M. and 1 P.M., and on all other days (except Sundays) between the hours of 10 A.M. and 4 P.M.

A copy of the said bye-laws or any part thereof will be supplied to any such ratepayer on application on payment of 6d. for every hundred words contained therein.

Dated this 1st day of September, 1899.

E. C. PEELE, Clerk of the County Council of Salop, Solicitor, Shrewsbury.

NOTICE is hereby given, that a separate building named Primitive Methodist Chapel, situated at Newhey, in the civil township of Milnrow, in the county of Lancaster, in the registration district of Rochdale, being a building certified according to law as a place of meeting for religious worship, was on the nineteenth day of August, 1899, duly registered for solemnizing marriages therein, pursuant to the Act of 6th and 7th Wm. 4, c. 85.—Witness my hand this 21st day of August, 1899.

P. A. LEACH, Superintendent Registrar.

NOTICE is hereby given, that a separate building named Catholic Apostolic Church, situated at Westoe-lane, South Shields, in the civil parish of South Shields, in the county borough of South Shields, in the registration district of South Shields, being a building certified according to law as a place of meeting for religious worship, was on the 28th day of August, 1899, duly registered for solemnizing marriages therein, pur-