

4. Relanders Ground, on which there is a depth of 18 feet, situated $5\frac{1}{2}$ miles N. 67° W. from Verknæs Point, is marked by a red and white spar buoy, with two red brooms turned apart, in 8 fathoms.

Approximate position of the buoy, latitude $61^\circ 7' 0''$ N., longitude $21^\circ 7' 50''$ E.

5. Sirens Ground is a rock with 20 feet over it, situated $4\frac{3}{10}$ miles W. $\frac{1}{2}$ N. from the Tower of Niemi Santakari; it is marked by a white and red spar buoy, with a red cross and black ball above, in 8 fathoms.

Approximate position of the buoy, latitude $61^\circ 6' 35''$ N., longitude $21^\circ 8' 15''$ E.

[Variation 5° Westerly in 1900.]

NOTE.—Inside the above-mentioned dangers, numerous other shoals have been discovered, and Mariners are warned not to approach the locality without a Pilot.

Chart No. 2298 will be corrected in due course, when the Russian Surveys have been received.

This Notice affects the following Admiralty Chart:—Nystad Light to Stor Fiard, No. 2298. Also, Baltic Pilot, Part II, 1896, pages 412, 413.

By command of their Lordships,

W. J. L. Wharton, Hydrographer.
Hydrographic Office, Admiralty, London,
14th to 18th September, 1900.

City of Carlisle.

Tramways Act, 1870 (33 and 34 Victoria, cap. 78).

Tramway Bye-Laws and Regulations.

NOTICE is hereby given that the Mayor, Aldermen, and Citizens of the City of Carlisle, acting by the Council as the Local Authority under section 46 of the Tramways Act, 1870, and the Carlisle Tramways Order, 1898, confirmed by the Tramways Orders Confirmation (No. 3) Act, 1898, have resolved that the following Bye-laws and Regulations be made by them with respect to the said tramways, pursuant to and under the powers and provisions of the said Act and Orders:—

1. For the purpose of these Bye-laws and Regulations the term "car" shall mean any carriage using any tramway laid down within the city of Carlisle, and the terms "driver" and "conductor" shall respectively mean the driver and conductor or other person having charge of a car, and the term "person" shall include any body of persons, whether corporate or unincorporate.

2. The driver of every car shall cause the same to be driven at a speed of not less than four miles an hour on the average, and not exceeding eight miles an hour.

3. The driver of every car shall so drive the same that it shall not follow a preceding car at a less distance than 100 yards.

4. Subject to the requirements of Bye-laws Nos. 3 and 5, every driver or conductor of a car shall stop the same, except on a gradient steeper than 1 in 25, for the purpose of setting down or taking up passengers in the course of its journey, when required so to do by any passenger desiring to leave the car, or by any person desirous of travelling by the car, for whom there is room, and to whose admission no valid objection can be made.

5. Except at a passing place or a terminus no car shall be stopped at the intersection or junction of two or more streets or roads.

6. Every driver of a car, on coming in sight of a vehicle standing or travelling on any part of the road without there being sufficient free space for

the car to pass, shall sound his bell or whistle as a warning to the person in charge of such vehicle, and that person shall, with reasonable despatch, cause such vehicle to be removed so as not to obstruct the car.

7. No person shall in any way wilfully impede or interfere with the traffic on the tramways, nor shall any driver or conductor needlessly cause interruption to the ordinary road traffic.

8. No person shall smoke in the inside or on the conductor's platform of any tramway carriage.

9. No driver or conductor shall, by loitering or stopping, needlessly or otherwise impede the ordinary traffic of the street in which any tramway is laid. If at any time a block occurs in the ordinary traffic in any street, any tram car in such street shall either stop running or move in such direction as may be necessary to relieve such block in the traffic.

10. Every driver, conductor, or other person offending against any of these bye-laws and regulations shall be liable to a penalty not exceeding forty shillings for each offence, and not exceeding for any continuing offence ten shillings for every day during which the offence continues.

11. These Bye-laws shall come into force on the 1st day of December, 1900.

The Common Seal of the said Mayor, Aldermen, and Citizens of the City of Carlisle was affixed this 13th day of September, 1900, by order of the Council of the said city at a meeting of such Council held on the 11th day of September, 1900, in the presence of

CHRISTOPHER LING, Mayor.

A. H. COLLINGWOOD, Town Clerk.

By order,

A. H. COLLINGWOOD, Town Clerk.

Town Clerk's Office, Carlisle,
13th September, 1900.

Borough of Kidderminster.

Locomotives Act, 1898.

By-laws.

NOTICE is hereby given that the Town Council of the Borough of Kidderminster, in the county of Worcester, intend after the expiration of one month from the 24th day of September instant, to make application to the Local Government Board for their confirmation and allowance of certain By-laws under section 6 of "The Locomotives Act, 1898," duly made and ordained by the said Town Council at a Meeting of the said Town Council held on Wednesday, the 12th day of September, 1900. Notice is also given that a copy of the said By-laws will be kept at my office in the Townhall, in the said borough, and will be there open for the inspection of the ratepayers between the hours of 10 o'clock A.M. and 5 o'clock P.M. on each day during the period of one month from the said 24th day of September instant. Copies of the said By-laws, or any part thereof, will be furnished to any ratepayer applying for the same on payment of sixpence for every one hundred words contained in such copy.—Dated this 17th day of September, 1900.

JAMES MORTON, Town Clerk.

NOTICE is hereby given, that a separate building named Salem, situated at Wellington-street East, Higher Broughton, in the civil parish of Broughton, in the county borough of Salford, in the registration district of Salford, being a building certified according to law as a place of meeting for religious worship, was on the seventeenth day of September, 1900, duly