

of the accepted Tenders must be made to the Bank of England not later than three o'clock, on Monday, the 14th instant.

6. The Lords Commissioners of His Majesty's Treasury reserve the right of rejecting any Tenders.

Treasury Chambers, 1st November, 1904.

MOTOR CAR ACT, 1903.

Borough of Whitehaven.

WHEREAS by Section 8 of the Motor Car Act, 1903 (hereinafter referred to as "the Act of 1903"), it is enacted that the Local Government Board may, by regulations made under Section 6 of the Locomotives on Highways Act, 1896 (hereinafter referred to as "the Act of 1896"), prohibit or restrict the driving of any motor cars, or of any special kind of motor cars, on any specified highway or part of a highway, which does not exceed sixteen feet in width, or on which ordinary motor car traffic would, in their opinion, be especially dangerous:

Notice is hereby given, that the Council of the Borough of Whitehaven have made application to the Local Government Board for a regulation to be made under Section 6 of the Act of 1896 and Section 8 of the Act of 1903 for prohibiting the driving of motor cars upon the highways known as Wellington Row and Brackenthwaite, within the Borough of Whitehaven:

Notice is hereby further given, that objections to the making of such regulation may be sent, in writing, to the Local Government Board, at their office at Whitehall, London, on or before the twenty-first day of November, 1904:

A copy of any such objection should be sent at the same time by the objector to the Council of the said Borough, addressed to the Town Clerk, Town Clerk's Office, Whitehaven.

Dated this first day of November, 1904.

H. C. Monro, Assistant-Secretary, Local Government Board.

NOTICES TO MARINERS.

(Nos. 1003 to 1020 of the year 1904.)

[The bearings are magnetic, and those concerning the visibility of lights are given from seaward.]

No. 1003.—CHINA—YANG TSE KIANG.

Kiu Toan Light-Vessel—Light Altered.

The Chinese Government has given notice, dated 15th August, 1904, that at about the beginning of October the Kiu Toan Light-vessel, exhibiting a white flashing light, would be replaced by a light-vessel exhibiting a white group occulting dioptric light of the 4th order, showing groups of two occultations every twenty seconds, thus:—light, twelve seconds; eclipse, two seconds; light, four seconds; eclipse, two seconds; it would be elevated 30 feet above the sea, and visible in clear weather from a distance of 10 miles; the vessel is painted red, marked "Kiutoan" on the sides, and has one mast from which the light is exhibited.

During thick or foggy weather a bell will be struck twice every twenty seconds, thus:—stroke; silent interval, five seconds; stroke; silent interval, fifteen seconds.

If the light-vessel is out of position a red flag will be hoisted by day, and at night a red fixed light at each end of the vessel will be exhibited in place of the occulting light.

Approximate position, lat. $31^{\circ} 13\frac{1}{2}'$ N., long. $121^{\circ} 48'$ E.

This Notice affects the following Admiralty Charts:—Kueshan Islands to Yang Tse Kiang, No. 1199; Approaches to the Yang Tse Kiang, No. 1602. Also, List of Lights, Part VI, 1904, No. 745; and China Sea Directory, Vol. III, 1904, page 407.

No. 1004.—SCOTLAND—WEST COAST.

Kyle Rhea—Wreck in Southern Entrance.

Information, dated 20th October, 1904, has been received from Captain M. H. Smyth, His Majesty's surveying-vessel "Research," that the wreck of the steamship "Glenarm" lies sunk and partly submerged in the southern entrance to Kyle Rhea in a position from which West Ferryhouse bears N. 35° W., distant 2 cables, and the white hut at the entrance to Kyle Rhea River S. 71° W.

Approximate position, lat. $57^{\circ} 13\frac{1}{2}'$ N., long. $5^{\circ} 39\frac{1}{2}'$ W.

[Variation 20° Westerly in 1904.]

This Notice affects the following Admiralty Charts:—Loch Alsh and Loch Duich, No. 2676; Loch Alsh and Kyle Rhea, No. 3292. Also, Sailing Directions for the West Coast of Scotland, 1902, page 288.

No. 1005.—NORWAY, SOUTH COAST— FREDERIKSTAD APPROACH.

Haabutangen Light—Alteration in Sectors.

The Norwegian Government has given notice, that on 1st November, 1904, the sectors of Haabutangen Light (occulting) will be altered as follows:—It will show white from the bearing of S. 15° W. to S. 24° W., green from S. 24° W., through west, to North, white from North to N. 6° E., red from N. 6° E. to N. 18° E.; and will be obscured in other directions. In other respects the light remains as before.

Approximate position, lat. $59^{\circ} 2\frac{3}{4}'$ N., long. $10^{\circ} 58\frac{1}{2}'$ E.

[Variation 11° Westerly in 1904.]

This Notice affects the following Admiralty Chart:—Torbiörnskier to Ranö, No. 3160. Also, List of Lights, Part II, No. 633; and Norway Pilot, Part I, 1897, page 323.

No. 1006.—NORWAY, WEST COAST— JÆDEREN COAST.

Kvasseim Point—Fog Signal.

The Norwegian Government has given notice that, on 1st November, 1904, a fog explosive, giving one report every ten minutes, will be established on Kvasseim Point.

Approximate position, lat. $58^{\circ} 32\frac{1}{2}'$ N., long. $5^{\circ} 41\frac{1}{2}'$ E.

This Notice affects the following Admiralty Charts:—The Naze to Karmö, No. 2281; Haad-yret to Rauna, No. 3007. Also, List of Lights, Part II, 1904, No. 826; and Norway Pilot, Part II, 1894, page 86.