

SHORES OR BANKS OF THE SEA AT  
SANDOWN AND SHANKLIN.

REMOVAL OF MATERIALS PROHIBITED.

Whereas the Board of Trade, acting in pursuance of the Harbours Act, 1814, as amended by the Harbours Transfer Act, 1862, find it necessary for the protection of the Port of Cowes to prohibit the taking or removing of any shingle or ballast from the shores or banks of the sea between the Battery at the southern boundary of Old Sandown (near Christ's Church, Sandown) and Shanklin Head being within the said port:

Now the Board of Trade do hereby, by this Order, prohibit the taking or removing of any shingle or ballast from the shores or banks of the sea between the points above mentioned.

*Francis J. S. Hopwood,*

Secretary to the Board of Trade.

Dated the 9th day of March, 1905.

NOTE.—Any person removing shingle or ballast in contravention of this Notice is liable, on conviction, to a penalty not exceeding £10.

SHORES OR BANKS OF THE SEA AT  
FRESHWATER, ISLE OF WIGHT.

REMOVAL OF MATERIALS PROHIBITED.

Whereas the Board of Trade, acting in pursuance of the Harbours Act, 1814, as amended by the Harbours Transfer Act, 1862, find it necessary for the protection of the Port of Cowes, to prohibit the taking or removing of any shingle or ballast from the shores or banks of the Embayment in Freshwater Bay, Isle of Wight, at Freshwater Gate, being within the said port:

Now the Board of Trade do hereby, by this Order, prohibit the taking or removing of any shingle or ballast from the shores or banks of the embayment above mentioned.

*Francis J. S. Hopwood,*

Secretary to the Board of Trade.

Dated the 9th day of March, 1905.

NOTE.—Any person removing shingle or ballast in contravention of this Notice is liable, on conviction, to a penalty not exceeding £10.

SHORES OR BANKS OF THE RIVER  
HUMBER AT WELWICK, SKEFFLING,  
EASINGTON, AND KILNSEA.

REMOVAL OF MATERIALS PROHIBITED.

Whereas the Board of Trade, acting in pursuance of the Harbours Act, 1814, as amended by the Harbours Transfer Act, 1862, find it necessary for the protection of the Port of Hull, to prohibit the taking or removing of any shingle or ballast from the shores or banks on the north side of the River Humber between a point  $2\frac{1}{2}$  statute miles

north of the southern extremity of Spurn Head (such point being the northern boundary inside the Humber of the Order issued by the Board of Trade on the 1st day of August, 1868), and the channel known as Patrington Creek (through the centre of which channel runs the boundary between the parishes of Welwick and Sunk Island), being within the said port:

Now the Board of Trade do hereby, by this Order, prohibit the taking or removing of any shingle or ballast from the shores or banks of the River Humber between the points above mentioned.

*Francis J. S. Hopwood,*

Secretary to the Board of Trade.

Dated the 10th day of March, 1905.

NOTE.—Any person removing shingle or ballast in contravention of this Notice is liable, on conviction, to a penalty not exceeding £10.

MERSEY CONSERVANCY ACT.

Mersey Conservancy,  
66, Victoria-street, London, S.W.,  
March, 13, 1905.

I hereby give notice, pursuant to the 9th section of the Act 5 and 6 Victoria, cap. 110, intituled "An Act for better preserving the Navigation of the River Mersey," that I have received a notice from the Liverpool Lighterage Company, given pursuant to the provisions of the above-mentioned Act, of their intention to construct a Gridiron at Garston, in accordance with plans and sections deposited at this office, a copy of which notice is subjoined.

*G. S. Nares,* Vice-Admiral,

Acting Conservator of the Mersey.

26, Drury Buildings,  
Water-street, Liverpool.

To Vice-Admiral Sir G. S. Nares, K.C.B., F.R.S.,  
&c., Acting Conservator of the Mersey.

Sir,

In pursuance of an Act for better preserving the navigation of the River Mersey (5 and 6 Vict., cap. 110), we, the Liverpool Lighterage Company Limited, Flatowners, Carriers, and Shipwrights, Drury Buildings, Water-street, Liverpool, and Dock-road, Garston, give notice that the said Company propose to construct a Gridiron on the River Mersey abutting upon the River Wall of the London and North Western Railway Company's North Dock, Garston, at about 185 feet from its northern end, as shown on the plan deposited in the Office of the Mersey Conservancy. The Gridiron would be constructed of wood in the form of a parallelogram 76 feet long by 24 feet wide with cross pieces at intervals of 16 feet, bolted to and flush with the ends and sides. It would project into the River (east and west) 27 feet from the Dock Wall and would be held in position by bolts fastened in buried concrete blocks. The object of the Gridiron is to enable lighters and small craft to be berthed just so much above the level of the beach as to allow of their bottoms being cleaned or repaired. The