

or funds under the control or management of trustees, and all other persons under legal disability, all such powers as may be necessary for effecting the objects of the Bill.

To vary, alter, and amend the provisions of the Memorandum and Articles of Association of the Company, and all rights and privileges inconsistent with or which would interfere with the objects of the Bill, and to confer other rights and privileges.

Printed copies of the proposed Bill will be deposited in the Private Bill Office of the House of Commons on or before the 1st day of June, 1905.

Dated this 25th day of May, 1905.

WALTER WEBB AND Co., 23, Queen Victoria-street, London, E.C., Solicitors and Parliamentary Agents.

NOTICES TO MARINERS.

(Nos. 462 to 474 of the year 1905.)

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

No. 462.—JAPAN—NAIKAI (INLAND SEA).

Mekari Seto—Wreck In.

The Japanese Government has given notice, that the wreck of a junk lies sunk, in a depth of 25 feet at low water, at a distance of about one mile to the southward of Ategi Shima, in the eastern entrance to Mekari Seto.

Approximate position, lat. $34^{\circ} 18' 40''$ N., long. $133^{\circ} 15' 15''$ E.

This Notice affects the following Admiralty Chart:—Misima Nada to Bingo Nada, No. 132; Also, Sailing Directions for Japan, &c., 1904, page 465.

No. 463.—UNITED STATES—ATLANTIC COAST.

Cape Ann to Fletcher's Neck—Certain Naval Trial Course Buoys Withdrawn.

With reference to Notices to Mariners Nos. 1131 of 1904 and 102 of 1905:—

The United States Government has given further notice that, on 25th April, 1905, the undermentioned naval trial course buoys between Cape Ann and Fletcher's Neck were withdrawn:—

1. Buoy No. 1, formerly moored in approximately lat. $42^{\circ} 34' 5''$ N., long. $70^{\circ} 30' 40''$ W.
2. Buoy No. 2, formerly moored in approximately lat. $42^{\circ} 40' 30''$ N., long. $70^{\circ} 29' 30''$ W.
3. Buoy No. 3 is moored in approximately lat. $42^{\circ} 47' 5''$ N., long. $70^{\circ} 27' 55''$ W.

This Notice affects the following Admiralty Chart:—Fletcher's Neck to Cape Cod, No. 2482. Also, Sailing Directions for the East Coast of the United States, 1899, page 257.

No. 464.—FRANCE—WEST COAST, CHAUSSEE DE SEIN.

Avander-a-Véas—Beacon Re-established.

The French Government has given notice, dated 5th May, 1905, that the Avander-a-Véas Beacon, which had been destroyed by the sea, has been re-erected on the eastern side of Forhok Channel, Chaussée de Sein, at a distance of $1\frac{3}{4}$ miles N. 86° W. from Ile de Sein Lighthouse.

The beacon is iron, painted red, and surmounted by a conical topmark elevated 22 feet above high water.

Approximate position, lat. $48^{\circ} 2\frac{1}{2}'$ N., long. $4^{\circ} 54'$ W.

[Variation 17° Westerly in 1905.]

This Notice affects the following Admiralty Chart:—Anse de Benodet to Chaussée de Sein, No. 2351. Also, Sailing Directions for the West Coasts of France, &c., 1900, page 74.

No. 465.—IRELAND, WEST COAST—RIVER SHANNON.

Tarbert Island Light—Character Altered, Red Sector.

The Commissioners of Irish Lights have given notice, dated 15th May, 1905, that the character of Tarbert Island Light, River Shannon, has been altered from white fixed to an occulting light showing red from the bearing of N. 63° W. to N. 53° W., and white in other directions.

Approximate position, lat. $52^{\circ} 35\frac{1}{2}'$ N., long. $9^{\circ} 21\frac{1}{2}'$ W.

[Variation 21° Westerly in 1905.]

This Notice affects the following Admiralty Charts:—Tralee Bay to Liscanor Bay, No. 2254; Scattery to Tarbert, No. 1548; Tarbert Road, No. 1528. Also, List of Lights, Part I, 1905, No. 1219; and Irish Coast Pilot, 1902, page 338.

No. 466.—CHINA SEA—RHIO STRAIT, SOUTHERN APPROACH.

Mesana Island—Shoal Reported North-Eastward of.

The German Government has given notice, dated 13th May, 1905, that at about 9 A.M., on March 8th, the German steamship "Magdeburg," drawing 25 feet, touched the ground when about 2 miles N. 48° E. from the eastern point of Mesana Island, in the southern approach to Rhio Strait. A shoal of 4 fathoms has therefore been inserted on the Chart in this position.

Approximate position, lat. $0^{\circ} 26\frac{1}{2}'$ N., long. $104^{\circ} 35\frac{1}{2}'$ E.

[Variation 1° Easterly in 1905.]

This Notice affects the following Admiralty Charts:—Banka Strait to Singapore, No. 2757; Channels between Sumatra, &c., No. 1789; Rhio Strait, No. 2413. Also, China Sea Directory, Vol. I, 1896, page 518.

No. 467.—CHILE.

Mas a Fuera—Rock Reported North-Westward of.

The German Government has given notice, dated 1st April, 1905, that the Captain of the Chilean ship "Yosemite," reports that at 6:30 A.M. on 27th October, 1903, when about 180 miles north-westward of Mas a Fuera Island, he observed a white rock, which was at first taken to be a boat, but on approaching it to within 3 or 4 miles, it appeared to be a rock of some length having a sharp pointed head about 10 to 15 feet above water at its south-eastern end. The approximate position of the vessel at noon on that day was lat. $32^{\circ} 5'$ S., long. $83^{\circ} 16'$ W. This rock has been placed on the Chart in the above position and marked "reported 1903."

This Notice affects the following Admiralty Charts:—Pacific Ocean, Nos. 2683 and 789; Cape Horn to Cape Corrientes, No. 786. Also, South America, Part II, 1895, page 442; and Supplement, 1898, page 25.

No. 468.—CENTRAL AMERICA, WEST COAST —GUATEMALA.

San José—Light Destroyed.

The Italian Government has given notice, dated 11th May, 1905, that information has been received that the white fixed light at San José has been temporarily discontinued in consequence of the building having been destroyed by fire.