

5. The persons whose Tenders are accepted will be informed of the same on Wednesday, the 9th instant, and payment in full of the amounts of the accepted Tenders must be made to the Bank of England not later than twelve o'clock, on Saturday, the 12th instant.

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

Treasury Chambers, 1st August, 1905.

CHELSEA WATERWORKS COMPANY.

In the Matter of the Metropolis Water Act, 1902, and in the Matter of the Chelsea Waterworks Company, in Liquidation.

WHEREAS the undertaking of the above-named Company was under the above Act transferred to the Metropolitan Water Board, on the 24th June, 1904, subject to all debts, obligations, and liabilities, and the Company are about to apply to the Board of Trade for a Certificate with a view to dissolution.

Notice is hereby given that any persons having any claims against the said Company, which may be payable by them, are hereby required to send the particulars, in writing, of such claims to the undersigned, the Secretary of the Company, on or before the fourteenth day of September, 1905, after which date the Directors of the Company, as Liquidators, will proceed to distribute the assets of the Company amongst the persons entitled thereto having regard only to the claims of which they shall then have had notice, and will not be liable to any person of whose debt, claim, or demand they shall not then have had notice.

Dated this twenty-eighth of July, 1905.

G. H. GILL, Secretary, 41, Commercial-road, Pimlico, S.W.

NOTICES TO MARINERS.

(Nos. 716 to 727 of the year 1905.)

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

No. 716.—ENGLAND, SOUTH COAST—SOLENT AND SPITHEAD.

Regulations in Connection with the Visit of the French Fleet to England and the Review of the Combined Fleets in August, 1905.

The Naval Commander-in-Chief at Portsmouth has, on behalf of the Admiralty, issued the following regulations to be observed by all vessels navigating the Solent and Spithead on the occasion of the visit of the French Northern Squadron to England, between the 6th day of August, 1905, and the 15th day of August, 1905, and on the occasion of the review of the French and British fleets by His Majesty the King, on the 9th day of August, 1905:—

I.

1. In order to reduce as far as possible the chances of collision, directors of steamship companies, owners of steam vessels, yachts, &c., are earnestly requested to give directions to the masters of their ships to follow closely the instructions herein laid down, and to pay implicit attention to the requests of the officers in charge of the patrol tugs and steamboats, who will be

specially charged with the duty of keeping clear the review ground.

Vessels disobeying these directions are liable to be removed from the review ground, and the masters proceeded against summarily.

2. The patrol vessels will carry a white ensign on a staff at the stern, and a red flag on a staff on the bows, to enable them to be readily distinguished from other vessels.

3. The fleets will be anchored to the southward of the Bramble Bank, and the review ground is to be considered to be the space enclosed within a distance of two cables (400 yards) from any of the ships of war at anchor.

4. In the crowded condition of the fairways between the Isle of Wight and the mainland, navigation must be conducted with the greatest caution, and sailing vessels and small craft must remember that large steam vessels will not always be able to give way to them.

5. Vessels are particularly cautioned against approaching close to squadrons of ships of war which may be underway, the fact that they are of heavy draught and manœuvring in pilotage water in close order, renders it impossible for them to give way to individual vessels. Masters of sailing vessels, yachts, and small boats must remember that the wash in the wake of the large ships of war may cause sailing vessels to miss stays and become unmanageable.

6. All steam vessels in the vicinity of the Fleets are requested to burn Welsh coal, so that the smoke may not obstruct the view of the Fleets nor cause danger of collision. Vessels neglecting this rule will be removed to a distance.

7. On the days preceding the review and on the review day, previous to the hour fixed for the review, private steam vessels, steam yachts, and sailing vessels are permitted to pass between the columns under the following regulations:—

(See plan of the position of the Fleets, published by the Admiralty, to be had of all sellers of Admiralty Charts.)

a. For the purpose of these regulations the term "steam-vessel" shall be held to include any vessel propelled by a motive power other than oars and sails.

b. The course of vessels between the different columns of ships of war is to be as follows:—
Between lines D and A, by small vessels only proceeding westward.

Between lines A and B, by all vessels proceeding eastward.

Between lines B and C, by small vessels only proceeding westward.

The channel between the Isle of Wight and the Ryde Middle will be left clear for general traffic in both directions.

Vessels must adhere to the rule of the road, *i.e.*, keeping to their own starboard side of the channel.

All vessels must pass to the southward of the ships of war at the western ends of the lines.

c. The number of ships anchored between the Ryde Middle and the Bramble Bank will render it difficult for ships to navigate this channel at night, and they should use the channel between the Ryde Middle and the Isle of Wight. It will be difficult for large mail steamers to pass to and from Southampton by the eastern route on the nights of the 5th, 6th, 7th, and 8th of August, 1905, and the Needles Channel should be used in consequence.

(d) At any time after sunset on the nights of the 7th and 8th of August, 1905, the ships of war may be illuminated, and search lights may be used, rendering it difficult for