

No. 1214.—THE KATTEGAT—DANISH  
COAST.

*Græsholm—Wreck Northward of, Dispersed.*

With reference to Notice to Mariners No. 564 of 1905:—

The Danish Government has given further notice, dated 1st November, 1905, that the wreck of the steamship "Etna," which sank in a depth of 6 fathoms at a distance of about  $1\frac{1}{2}$  miles N.  $10^{\circ}$  W. from Hirsholm Light, has been dispersed.

Approximate position, lat.  $57^{\circ} 30\frac{1}{2}'$  N., long.  $10^{\circ} 37'$  E.

[Variation  $10^{\circ}$  Westerly in 1905.]

This Notice affects the following Admiralty Chart:—The Kattegat, No. 2114. Also, Baltic Pilot, Part I, 1904, page 99.

No. 1215.—THE SOUND—SWEDEN.

*Malmö Pilot Vessel—Additional Fog Signal.*

The Swedish Government has given notice, dated 1st November, 1905, that an explosive fog signal, giving one report every four minutes, will be established on board the pilot vessel in Malmö Road, Flint Channel, which, during thick or foggy weather, when a steam vessel bound for Malmö is expected, will be in operation for the space of half an hour.

Approximate position, lat.  $55^{\circ} 38\frac{3}{4}'$  N., long.  $12^{\circ} 57'$  E.

Further notice will be given when received.

This Notice affects the following Admiralty Chart:—Drogden and Flint Channels, No. 790. Also, List of Lights, Part III, 1905, No. 483; and Baltic Pilot, Part I, 1904, page 266.

No. 1216.—MANCHURIA, SOUTH COAST—  
TALIEN HWAN BAY APPROACH.

*Cambrian or Lakhutan Cove—Shoal Reported off.*

The Japanese Government has given notice, dated 15th July, 1905, that the steamship "Ishibashi Maru" is reported to have struck on a rock off Cambrian Cove, situated in a position 12 cables S.  $73^{\circ}$  W. from the rock off the south-eastern extremity of South Entry Point, in the approach to Talien Hwan Bay; it has been placed on the Charts as a rock with less than 6 feet over it and marked P.D.

Approximate position, lat.  $38^{\circ} 51'$  N., long.  $121^{\circ} 40\frac{3}{4}'$  E.

[Variation  $4^{\circ}$  Westerly in 1905.]

This Notice affects the following Admiralty Chart:—Kwang Tung Peninsula, No. 1798. Also, China Sea Directory, Vol. III, 1904, page 590.

By command of their Lordships,

*A. Mostyn Field, Hydrographer.*

Hydrographic Office, Admiralty, London,  
11th to 14th November, 1905.

Board of Trade.—Session 1906. ]

GODALMING (EXTENSION) ELECTRIC  
LIGHTING.

(The Generation, Storage and Supply of Electricity by the Urban Electric Supply Company Limited within Portions of the Parishes of Godalming Rural and Compton, both in the Rural District of Guildford.)

NOTICE is hereby given, that application is intended to be made to the Board of Trade on or before the 21st day of December next by the Urban Electric Supply Company Limited, whose registered office is at Broad Sanctuary-chambers, in the city of Westminster (hereinafter called "the Company"), for a Provisional Order (hereinafter called "the Order") under the Electric Lighting Acts of 1882 and 1888, for all or some of the following purposes (that is to say):—

1. To authorize the Company to produce, store, sell and supply electricity for all public and private purposes, and to supply electrical energy and power as defined by the said Acts or either of them, within so much of the parishes of Godalming Rural and Compton, both in the rural district of Guildford, as lies and is contained within a boundary deemed to commence at the point where the union boundary crosses the London and South Western Railway about half a mile due west of the village of Milford, and running thence in a straight line due west to the union boundary near Munsted, thence viâ the union boundary in a northerly and westerly direction to the point where such boundary meets the main road from Peasmarsh to Compton, thence along the main road through the village of Compton across the corner of Wanborough Common to the village of Shackleford, through the village of Shackleford to the point where the main road meets the union boundary, and thence viâ the union boundary in a southerly and easterly direction to the point of commencement as aforesaid.

2. To authorize the Company to break up the following streets which are not repairable by the local authority:—

In the parish of Godalming Rural—

Road from Iron-lane, Munsted, to Catteshall-lane (Ram Corner), road from Busbridge Schools to Iron-lane near Munsted Water Tower, Harrison-road, Northburn-road, Somers-road from the borough boundary to Peasmarsh, Westbrook-road from Westbrook Mill to Eashing-lane, Catteshall-lane East from Langham Factory to borough boundary at Catteshall.

In the parish of Compton—

Road from Priors Wood-lane to Priors Corner.

3. To authorize the Company to break up the following streets or roads within the area of supply authorized by the Godalming Electric Lighting Order, 1896, and which are not repairable by the local authority:—

Road over the bridge over the London and South Western Railway in Nightingale-road, Ockford-road West from stream under railway bridge to the borough boundary.

4. The names of the streets and parts of streets in which it is proposed that electric lines