

carriage of the Company is occupied by not less than the number of passengers for whom accommodation is stated in the notice attached to or painted on such carriage to be provided in such interior, no additional person (other than the conductor of the carriage or any other duly authorized officer or servant of the Company), shall enter or remain or be in such interior: Provided that during inclement weather or on Sundays or Bank or other public holidays throughout the day or on Saturdays after 12 o'clock noon, or (with the consent of the Commissioner of Police of the Metropolis) on special occasions any number of passengers in addition to the number stated as aforesaid, but not exceeding one-third of such number, may, with the express permission in each case of the conductor of the carriage first obtained, stand in such part of the interior of such carriage as the said conductor may direct.

3. Any person offending against or committing a breach of this Bye-law shall be liable to a penalty not exceeding forty shillings for each and every such offence, and shall in addition be liable to be immediately removed from the carriage, and if such person shall have paid his fare shall not be entitled to demand back the amount of his fare so paid.

4. There shall be placed and kept placed in a conspicuous position inside of each such carriage as aforesaid, a printed copy of this Bye-law and Regulation.

5. This Bye-law and Regulation shall come into force on the nineteenth day of August, 1906.

Dated this 22nd day of June, 1906.

HUGH C. GODFREY, 42, Finsbury-square,
London, E.C., Solicitor for the Metro-
politan Electric Tramways Limited.

NOTICES TO MARINERS.

(Nos. 606 to 625 of the year 1906.)

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

No. 606.—ENGLAND, EAST COAST—RIVER THAMES ESTUARY.

*Wallet Spitway—Position Altered, Depth in,
Buoys.*

Information, dated 7th June, 1906, has been received from the Trinity House, London, that a recent examination of the Gunfleet Sand shows that the Wallet Spitway, between the Gunfleet and Buxey Sands, in the Thames Estuary, has shifted to the eastward; the positions of the undermentioned buoys will in consequence be altered as follows:—

- a. Wallet Spitway will be moored N. 63° E. 6 cables from its present position.
- b. Swin Spitway will be moored N. 76° E. 7 cables from its present position.
- c. West Gunfleet will be moored N. 79° E. 8½ cables from its present position.
- d. S.W. Gunfleet will be moored N. 79° E. 3½ cables from its present position.

Approximate position, lat. 51° 43½' N., long 1° 12' E.

When the buoys have been shifted to their new positions, vessels will be able to cross the spitway in a depth of 6 feet at low water by passing close eastward of the Wallet and Swin Spitway Buoys, but they should be careful to keep close to the buoys, as the remains of a wreck are situated about 3 cables to the eastward of a line joining these two buoys.

[Variation 15° Westerly in 1906.]

Further notice will be given when the above buoys have been moved.

This Notice affects the following Admiralty Charts:—North Foreland to Orford Ness, No. 1610; the Naze to the West Swin, No. 1975. Also, North Sea Pilot, Part III, 1905, pages 303, 304.

No. 607.—SCOTLAND, WEST COAST.

Oban—Temporary Light on Pier Constructing.

The Commissioners of Northern Lighthouses have given notice, that on and after June 8th, 1906, a temporary red fixed light, elevated 18 feet above high water, would be exhibited from the extremity of a pier now under construction on the southern side of Oban Bay, situated in a position from which Pulpit Hill Δ bears S. 25° W., distant 1¼ cables, and the Hydropathic Establishment Flagstaff S. 76° E.

From this position the pier, which is shaped like the letter L, extends to the shore in a S. 38° W. direction, and also in a S. 52° E. direction for a distance of 30 yards.

Approximate position, lat. 56° 25' N., long., 5° 23½' W.

[Variation 20° Westerly in 1906.]

This Notice affects the following Admiralty Charts:—Firth of Lorn, No. 2476; Oban, No. 1790. Also, List of Lights, Part I, 1906, page 137; Sailing Directions for the West Coast of Scotland, 1902, page 177; and Supplement, 1906, page 11.

No 608.—NORTH SEA—GERMANY.

Rivers Jade and Weser—Alteration in Buoyage.

The German Government has given notice, dated 2nd June, 1906, that the buoyage of the fairways to the Rivers Jade and Weser have been altered as follows:—

JADE RIVER.—A spar-shaped light-buoy, painted red, exhibiting a white occulting light every eight seconds, thus:—light, four seconds; eclipse, four seconds, has been moored for experiment in approximately lat. 53° 50' 50" N., long. 7° 56' 45" E. Its light cannot be depended on.

WESER RIVER.—a. The eastern key buoy (red spar) has been marked A. in place of "Weser."

Approximate position, lat. 53° 51' 35" N., long. 7° 55' 10" E.

b. The red spar buoy A. has been withdrawn.

Approximate position, lat. 53° 51' 35" N., long. 7° 57' 50" E.

c. The red spar buoy B. has been moved about 6 cables to the westward, and is now situated in