

THE MEAT (MAXIMUM PRICES) ORDER, 24TH DECEMBER, 1917.

Statutory Rule and Order, 1917, No. 1368,
Price 1d. Net, Post free 1½d.

THE BRITISH ONIONS ORDER, 24TH DECEMBER, 1917.

Statutory Rule and Order, 1917, No. 1331,
Price 1d. Net, Post free 1½d.

Notice is hereby given, that the above named Orders have been made by the Food Controller, and that copies of the Orders and of all other Orders made by the Food Controller, printed as Statutory Rules and Orders, and receivable in evidence under the Documentary Evidence Acts, can be purchased at the prices stated, through any bookseller or directly from H.M. Stationery Office, at the following addresses: Imperial House, Kingsway, W.C. 2; 37, Peter Street, Manchester; 1, St. Andrew's Crescent, Cardiff; 23, Forth Street, Edinburgh; or E. Ponsonby, Ltd., 116, Grafton Street, Dublin.

ADMIRALTY NOTICE TO MARINERS.

No. 102 of the year 1918.

ENGLAND, SOUTH-EAST COAST.

*Dover Channel.—Light-Buoys established;
Traffic Regulations.*

Former Notice.—No. 8 of 1918; hereby cancelled.

1. In addition to the two light-vessels mentioned in Admiralty Notice to Mariners No. 1310 of 1917, four light-buoys have been moored in the Dover channel off Folkestone, as follows:—

(a) N.E. Folkestone gate light-buoy:

Position.—Lat. 51° 04' 32" N., 1° 15' 35" E.

Description.—A can light-buoy painted in black and white chequers exhibiting an *occulding red light every ten seconds.*

(b) S.E. Folkestone gate light-buoy:

Position.—Lat. 51° 03' 25" N., long. 1° 17' 00" E.

Description.—A red conical light-buoy, exhibiting an *occulding green light every ten seconds.*

(c) S.W. Folkestone gate light-buoy:

Position.—Lat. 51° 01' 25" N., long. 1° 13' 40" E.

Description.—A black conical light-buoy, exhibiting a *flashing green light every five seconds.*

(d) N.W. Folkestone gate light-buoy:

Position.—Lat. 51° 02' 25" N., long. 1° 11' 50" E.

Description.—A can light-buoy painted in red and white chequers, exhibiting a *flashing red light every five seconds.*

2. Shipping is hereby warned that the *only* passage for traffic proceeding between the Downs and Dungeness is between the N.E. and S.E. gate light-buoys and then between North and South Folkestone gate light-vessels shown on the chart, and between N.W. and S.W. gate light-buoys and *vice versa*, and that Article 25 of the Collision Regulations must be complied with, that is to say, East-bound traffic must keep to the southern side of the passage and West-bound traffic must keep to the Northern side. Ships disregarding this warning will do so at their own peril.

3. *Caution.*—Mariners are warned to exercise great caution when approaching the ships' passage between the Folkestone gate light-vessels, as the tidal streams may at times set obliquely across the passage. Both light-vessels should be given as wide a berth as the width of the passage and compliance with Article 25 of the Collision Regulations permit.

4. The latest route information and route instructions are to be obtained from the examination vessels off Calais and Boulogne, or in the Downs or from Patrol vessels westward of Folkestone gate or in the vicinity of Cape Gris Nez. Any deviation from these instructions may entail the destruction of the vessel.

5. No vessel is to anchor or to fish in the following area:—

The area is bounded by lines joining the following points:—

(a) Admiralty pier light-house, Dover.

(b) Les Quenocs buoy No. 4.

(c) Cape Gris Nez light-house.

(d) The light-buoy at the N.E. end of the Bassure de Baas in lat. 50° 48½' N., long. 1° 33' E.

(e) The light-buoy at the S.W. end of Le Colbart in lat. 50° 49½' N., long. 1° 15½' E.

(f) Sandgate castle.

6. British Merchant Vessels approaching the Straits of Dover are to hoist their number in the International Code.

7. *Caution.*—Mariners are warned that light-buoys which are not shown on the chart, may be met with between the parallels of 51° 04' N. and 51° 20' N.

Note.—The light-buoys, described above in paragraph 1, are to be inserted on the charts.

Charts affected.

No. 1895, Dungeness to the Thames.

No. 2451, Owers to Dungeness:

No. 1406, Dover and Calais to Orfordness and Scheveningen.

No. 1431, Approaches to Dover Strait—Fécamp to North Foreland.

No. 2675c, English channel—eastern sheet.

Publication.—Channel Pilot, Part I, 1908, page 274.

Authority.—The Lords Commissioners of the Admiralty.

By Command of their Lordships,

J. F. PARRY,

Hydrographer of the Navy.

Admiralty, London.

19th January, 1918.

SPECIAL ACTS (EXTENSION OF TIME) ACT, 1915.

DOVER HARBOUR ACT, 1913.

BY virtue and in exercise of the powers conferred on them by the Special Acts (Extension of Time) Act, 1915, the Board of Trade hereby order that the time limited by Section 6 of the Dover Harbour Act, 1913, for the completion of the works authorised by Section 4 of the Act shall be extended by one year.

Dated this 19th day of January, 1918.

Garnham Roper,

An Assistant Secretary to the Board of Trade.