

ing South and South-east along the road leading to the Pontypridd Road, thence along the Pontypridd Road, thence along Park Crescent, thence along St. Nicholas Road, thence along Harbour Road and thence along Station Road to the junction of that road with Friars Road at Barry Island,

in prolongation of the following route operated within the City, that is to say:—

Westgate Street, St. Mary Street, Castle Street and Cowbridge Road to the City boundary.

And notice is hereby further given that objection to the giving of such sanction may be sent in writing to the Assistant Secretary, Roads Department, Ministry of Transport, 7, Whitehall Gardens, London, S.W. 1, on or before the 10th day of September, 1928.

A copy of any objection should, at the same time, be sent by the Objector to the Town Clerk, City Hall, Cardiff.

Dated this 24th day of August, 1928.

CECIL G. BROWN,

(017)

Town Clerk.

PORT OF LONDON AUTHORITY.

NOTICE is hereby given that the Port of London Authority propose to make the following Bye-laws:—

BYE-LAWS AMENDING THE PORT OF LONDON RIVER BYE-LAWS 1914 AND 1924.

The Port of London Authority, in exercise of the power and authority vested in them by the Port of London (Consolidation) Act 1920 and of every other power them hereunto enabling, do make the following Bye-laws:—

Repeal.

1. Bye-laws 15, 16 and 30 (a) (i) of the Port of London River Bye-laws 1914 and Bye-law 5 of the Port of London River Bye-laws 1924, shall after these present Bye-laws come into operation be and the same are hereby repealed.

Short title and commencement.

2. These Bye-laws may be cited as "The Port of London River (Amendment) Bye-laws 1928" and shall come into operation on the expiration of fourteen days after the date of the confirmation thereof by the Minister of Transport.

Interpretation.

3. In these Bye-laws words and expressions to which a special meaning is assigned by the Port of London River Bye-laws 1914 have the same meaning as they have in the Port of London River Bye-laws 1914.

Day signal for motor vessels under way with sails set and motors working.

4. A vessel when under way with sails set and being propelled by mechanical means other than that of steam, shall exhibit by day, in addition to any other signals prescribed by these Bye-laws or the Port of London River Bye-laws 1914, a black ball not less than two feet in diameter which shall be placed at the highest point of the masthead of such vessel as to be visible all round the horizon.

Day signal for vessel at anchor in the river below Bow Creek.

5. A vessel of one hundred and fifty feet or upwards in length shall, by day, when at anchor in the river below Bow Creek, exhibit a black ball or shape of not less than two feet in diameter, such ball or shape to be fixed in the forward part of the vessel at a height of not less than twenty and not more than forty feet above the hull, and in any event below the masthead. This Bye-law shall not apply to vessels used as hulks and moored fore and aft.

Lights and signals for vessels requiring the Bascules of Tower Bridge to be raised.

6. The Master of every vessel intending to pass up the river through the Tower Bridge and requiring the bascules to be raised shall in addition to the ordinary lights and signals to be exhibited by such vessel when under way, exhibit before arriving at Cherry Garden Pier, and shall continue to exhibit until such vessel shall have passed through the said bridge, the following signals:—

By day, one black ball not less than two feet in diameter placed in such a position on such vessel where it can best be seen at a height above the hull of not less than twenty feet and a flag of the commercial code immediately below the said black ball.

Lights and signals for vessels aground in or near the fairway.

7. A vessel of one hundred feet or upwards in length other than a lighter, aground in or near the fairway, shall, by night, exhibit in the forward part of such vessel three lights placed vertically, of which the centre one shall be red and the other two white (such lights to be visible all round the horizon at a distance of at least one mile) and by day shall exhibit three black balls or shapes not less than two feet in diameter which shall be placed vertically in the forward part of the vessel not less than three feet apart.

A vessel of one hundred and fifty feet or upwards in length shall by night in addition to the above-mentioned lights exhibit at or near the stern the light required to be carried by a vessel at anchor.

The lights or shapes mentioned in this Bye-law shall be so placed that the lowermost in the forward part of the vessel shall be at a height of not less than twenty feet and not more than forty feet above the hull, and the light at or near the stern not less than fifteen feet lower than the lowermost forward light. This Bye-law shall not apply to vessels above London Bridge or to vessels lying at tiers, wharves, piers or jetties.

Signals for steam ferries.

8. Steam vessels plying as ferries, when crossing directly from one side of the river towards the other side, shall by day exhibit three black shapes, the upper and lower to be spherical, not less than two feet in diameter, and the centre shape to be cylindrical, not less than two feet in length and nine inches in diameter which shall be placed vertically in the forward part of the vessel not less than