

Merionethshire Turnpike-roads.

NOTICE is hereby given, that application will be made to Parliament in the ensuing session for leave to bring in a Bill to continue the powers of an Act, passed in the 17th year of the reign of His late Majesty George the Third, intitled "An Act for repairing and widening several roads leading to and from the towns of Bala and Dolgelley, in the county of Merioneth, and other roads therein mentioned in the counties of Montgomery, Denbigh, and Salop;" and also of another Act passed in the 36th year of the reign of his said late Majesty, intitled "An Act for continuing and enlarging the term and powers of an Act, passed in the 17th year of His present Majesty's reign, for repairing and widening several roads leading to and from the towns of Bala and Dolgelley, in the county of Merioneth, and other roads therein mentioned, in the counties of Montgomery, Denbigh, and Salop, and for repairing several other roads in the counties of Merioneth and Denbigh;" and also of another Act, passed in the 59th year of the reign of His said late Majesty, intitled "An Act for enlarging the term and powers of two Acts, passed in the 17th year and 36th year of His present Majesty's reign, for repairing and widening several roads leading to, through, and from the towns of Bala and Dolgelley, in the county of Merioneth, and other roads therein mentioned, in the counties of Montgomery, Denbigh, and Salop, and for repairing several other roads in the counties of Merioneth and Denbigh."—Dated this 3rd day of October 1849.

John Jones, Solicitor for the Bill, Dolgelley.

Public Market, Harrogate.

NOTICE is hereby given, that a Public Market will be held daily within the limits of the High and Low Harrogate Improvement Act, on and after Thursday October 25th, 1849, for the sale of butchers' meat, poultry, game, fish, fruit, vegetables, butter, &c. &c. as specified in the said Act of Parliament.

By order of the Improvement Commissioners,
John Cheyne, Law Clerk.
Harrogate, October 12.

NOTICE TO MARINERS.

The Pilot Station for the River Hooghly, in the South-West Monsoon.

Directions for approaching the Pilot Station for the River Hooghly during the S. W. Monsoon.

*East India-House,
London, the 10th October 1849.*

EXPERIENCE of the new pilot station off the South Channel having established that it can be made by vessels from False Point with the greatest facility, and that pilots can also be readily supplied, and the same causes existing which originally rendered necessary the removal of the pilot station from off Point Palmyras to a position about fifteen miles S.W. by W. of the Outer Floating Light in lat. $20^{\circ} 56'$ N. long. $88^{\circ} 03'$ E., and in from 17 to 22 fathoms water, notice is hereby given, that this latter station will in future be continued during the S.W. monsoon, viz. from the 15th March to the 15th September.

No difficulty can possibly be felt in passing from False Point to the present station, if common attention be paid to the lead and to the following directions, prepared by Captain Lloyd, late Officiating Marine Surveyor General, after a careful survey of the ground between the two points:—

"False Point Light-house is in lat. $20^{\circ} 19\frac{1}{2}'$ N. and long. $86^{\circ} 47'$ E., and the South Channel Buoy in lat. $20^{\circ} 59'$ N. and long. $88^{\circ} 4'$ E., and bears from the Light-house N. 61° E. true, or N.E. by E. $\frac{1}{4}$ E. by compass, distant 83 miles, and is laid in 12 fathoms.

"A bank of soundings extends from off Point Palmyras, in a direction towards the tail of the Western Sea Reef, and the nature of the bottom (as distinguished from that of the Hooghly deposit, which is sand and mud, with shining specks), is a gravelly substance composed of sand, shells, and small pebbles discharged from the Kunka, and other rivers near Point Palmyras, the lighter material of which, being carried farther out, is deposited, and forms what is called the Pilot's Ridge, which, in crossing to the N. W., shows a little less water than on either side. In coming from seaward, you shoal rather suddenly from 28 to 23 fathoms upon its eastern edge. It is composed of a shelly sand, or minute gravel, of a reddish or rusty brown colour.

"The best guide, therefore, to enable a vessel to direct her course from False Point to the pilot vessels at the present station, will be to run down the edge of the Pilot's Ridge, which can readily be done by making the Light-house, and bringing it to bear about W.S.W. or S.W. by W., distant, by computation, from 10 to 15 miles, then steering to the E. N. E., and having gradually increased the depth of water to 23 fathoms upon the eastern edge of the ridge, regulate the course to keep between it and 27 fathoms, when, by attention to the lead and nature of the soundings, course, and distance run from the Light-house, it is almost impossible to miss the pilot vessels (if the above limits are kept within), either by getting too far to windward or falling to leeward, for the soundings increase so rapidly to seaward from the present station, that 28 fathoms will not be more than three or four miles to the southward of it, and 23 fathoms the same distance to the westward of it.

"The soundings to seaward of the ridge are in general a greenish or olive-coloured mud, with occasionally a few bits of broken shells mixed with it."*

Vessels approaching the station during the day are required to show the usual signal for a pilot, and by night to give as early and as much warning as possible by firing guns, burning blue lights, and by exhibiting two lights in a vertical position, where best seen; but commanders are strictly enjoined to avoid as much as possible making the station during the night.

Ships have been lost from running for the station in dark, or threatening, or actually bad weather. In such weather, the pilot vessels cannot be made out, and if fallen in with, cannot board the inward-bound vessel, nor could the pilot take her in, if he was on board. No advantage, then, is gained by attempting to get a pilot in such weather, while the danger is imminent. It is strongly recommended, therefore, to commanders, under such circumstances, to put their ships under snug canvas, while well out in deep water, and keep to sea.

To mark the station, one of the pilot vessels will show, during the day, a large St. George's Jack (white with red cross) at the main top gallant mast head, and a good mast head light during the night, and will burn a blue light and a maroon alternately every half hour, and fire a gun at eight

* The only alteration made in the above admirable directions of Captain Lloyd, is that of substituting the expression "present station" for "proposed new station," which, as more than five years have elapsed since the change so indicated was adopted, might mislead.—J. S.