

other purposes; and of which the short title is "The Eastern Counties and the Norfolk, the Eastern Union, the East Anglian, and the Newmarket Railway Act, 1854."

An Act to alter and extend the North Metropolitan Railway, and to consolidate and amend the provisions relating thereto.

An Act to repeal an "Act for better regulating the poor within the city of Oxford," and to grant further and more effectual powers in lieu thereof, and also to provide for rating to the relief of the poor certain hereditaments within the University of Oxford.

An Act for making a railway from the London and South Western Railway, at Salisbury to Yeovil, and to form a junction with the railways at Yeovil, of the Great Western and Bristol and Exeter Railway Companies respectively, and for other purposes.

An Act to repeal and amend the Act for incorporating the British Guarantee Association, and to make further provisions as to the management and regulation thereof.

An Act to transfer the Paisley Waterworks to the Magistrates and Council of Paisley, and to enable them to construct additional works for supplying Paisley, Johnstone, and places adjacent, with water.

An Act to authorize the consolidation into one undertaking of the Great Western, the Shrewsbury and Birmingham, and the Shrewsbury and Chester Railways, and the Union into one Company of the three several Companies to whom the said railways respectively belong.

*Board of Trade, Whitehall,
August 10, 1854.*

THE Right Honourable the Lords of the Committee of Privy Council for Trade and Plantations have received, through the Commissioners of Northern Lighthouses, a copy of a notice issued by the American Lighthouse Board of a new light on Alcatraz Island, San Francisco Bay, California.

(Copy.)

NOTICE TO MARINERS.

*Alcatraz Island Light,
San Francisco, California.*

NOTICE is hereby given, that the light on Alcatraz Island, San Francisco Bay, will be exhibited at sunset on the night of June 1st, 1854, and continued every night thereafter, from sunset to sunrise.

The light is produced by a fixed Third Order Fresnel Illuminating Apparatus; is 160 feet above the level of the sea; illuminates the entire horizon, and should be seen from sea under ordinary states of the atmosphere, at a distance of 12 miles off the heads.

By Order of the Lighthouse Board.

J. G. BARNARD, Brevet-Major U. S.
Corps of Engineers.

San Francisco, Cal., May 19, 1854.

*Board of Trade, Whitehall,
August 10, 1854.*

THE Right Honourable the Lords of the Committee of Privy Council for Trade and Plantations have received, through the Secretary of State for Foreign Affairs, a copy of a Despatch from Her Majesty's Consul-General at Hamburgh, transmitting a Publication of the Bremen Chamber of

Commerce, respecting alterations in the position of Buoys at the mouth of the River Weser.

(Copy.)

(Translation.)

NOTICE TO MARINERS.

PUBLICATION respecting the alterations that have been made in the relative positions of the buoys and tuns in the channel or fairway at the mouth of the River Weser.

On the 1st October, 1853, a public notification was issued to the effect, that in the course of the present year an alteration would take place in the relative position of the buoys and tuns in the fairway or channel of the Weser; and such said alteration having been effected and arranged, the following particulars bearing reference thereto are herewith brought to public notice:—

I. Instead of the previous four red and two white buoy tuns, six red and five white tuns are now laid down in the new channel or fairway. The red tuns on coming in lie on the starboard side, are buoy tuns in the usual form. The white tuns, on the contrary, have the form of the usual Weser tuns.

a. The first Red Tun at the new mouth of the Weser, which is distinguishable by a gilt key on a pole and two white-painted keys on its sides, lies in 9 fathoms water at low water, and the bearings from it by compass are—

The two beacons on Wangeroog, in a line, and . . . S. W.
The Church Steeple on Wangeroog . . . S. W. $\frac{1}{8}$ S.
The Church at Minsen . . . S. $\frac{1}{2}$ W.
The second A Pear Tun . . . S. E. by E.
The first White Outer Tun, No. 1 . . . E. $\frac{5}{8}$ S.

b. The second Red Tun A, distinguishable by a gilt pear on a pole, and two white-painted A's on its sides, lies in $8\frac{3}{4}$ fathoms water at low water, and the bearings are—

The Steeple on Wangeroog . . . S. W. by W. $\frac{3}{8}$ W.
The Church at Minsen . . . S. by W. $\frac{1}{2}$ W.
The third Red Buoy B . . . S. E. $\frac{1}{2}$ E.
The White Buoy, No. 2 . . . E. S. E. $\frac{1}{4}$ E.

c. The third Red Tun B, distinguishable by a round basket on a pole, and two white-painted B's on its sides, lies in about 9 fathoms water at low water, and bears—

The Steeple at Wangeroog . . . W. S. W. $\frac{3}{8}$ W.
The Church at Minsen . . . S. S. W.
The fourth Red C or Cross Tun . . . S. E. $\frac{1}{4}$ E.
The White Tun, No. 2 . . . N. $\frac{3}{8}$ W.

d. The fourth Red Tun, marked with a C, and distinguishable by a gilt cross on a pole, and two white-painted C's on its sides, lies in $7\frac{3}{4}$ fathoms at low water, and bears—

The Steeple at Wangeroog . . . W. $\frac{3}{8}$ S.
The Church at Minsen . . . S. S. W. $\frac{7}{8}$ W.
The fifth Red D Tun . . . S. E. $\frac{1}{8}$ S.
The No. 3 White Flag Tun (Flügel Tonne) . . . E. $\frac{1}{4}$ S.

e. The fifth Red Tun D, distinguishable by a round basket on a pole, and two white-painted D's on its sides, lies near the Jahder Plate, in scarcely 7 fathoms water at low water, and bears—

The Steeple at Wangeroog . . . W. $\frac{1}{4}$ S.
The Church at Minsen . . . S. W. $\frac{1}{2}$ S. $\frac{5}{8}$ S.
The sixth Red E Tun . . . S. E. $\frac{1}{8}$ S.
The No. 3 White Flag Tun (Flügel Tonne) . . . N. N. E. $\frac{1}{4}$ E.