

Sanitary Act, 1866," are in force within the district of the Clevedon Local Board of Health, in the county of Somerset.

Given under my hand, at Whitehall, this 10th day of December, 1866.

(Signed) *S. H. Walpole.*

LOCAL GOVERNMENT ACT, 1858.

STANSFIELD, HEPTONSTALL, AND ERRINGDEN
(EXCLUDED PARTS—HIGHWAY PURPOSES).

NOTICE is hereby given, that under the provisions of the Local Government Act, 1858, and of the Local Government Act (1858), Amendment Act, 1861 (sec. 9, subdivision 2), meetings have been duly convened (24th November, 1866), of rate-payers of those portions of Stansfield, in the West Riding of the county of York, not comprised within the boundaries of the districts of the Todmorden and Hebden Bridge Local Boards respectively; also (on 22nd November, 1866), of that portion of Heptonstall not comprised within the said district of Hebden Bridge; and also of that portion of Erringden township not comprised within the same last-mentioned district (within which districts the first hereinbefore recited Act has been adopted, and which districts are not corporate boroughs or towns under the jurisdiction of Improvement Commissioners); and that at such meetings it was resolved, that such portions of Stansfield, Heptonstall, and Erringden should be respectively formed into separate highway districts. In accordance with the provisions of the above-recited Acts, all the said portions of Stansfield, Heptonstall, and Erringden, are respectively formed into separate highway districts accordingly, and from and after the date of the aforesaid meetings and resolutions, the said portions shall, for all purposes connected with highways, surveyors of highways, and highway rates, be considered and treated as townships maintaining their own highways.

Local Government Act Office, Whitehall,
7th December, 1866.

NOTICE TO MARINERS.

(No. 73.)—ENGLAND—SOUTH COAST.

Knolls on the Outer Bar of Portsmouth Harbour, and Alteration of Leading Marks.

NOTICE is hereby given, that a knoll has been recently found on the outer bar of Portsmouth harbour, composed of loose shingle or ballast with 18 feet on it, at low water springs.

A can buoy has been placed on the western edge of this knoll; *chequered black and white*, and lies 19 feet water, with Southsea Castle lighthouse bearing N. by E. $\frac{1}{4}$ E. rather more than half a mile, and the Split beacon buoy N.W. by W. $\frac{2}{3}$ W. one sixth of a mile.

A similar knoll of 22 feet has also been found S.W. $\frac{3}{4}$ S. $1\frac{1}{2}$ cable lengths from the above in the line of the present leading mark into Portsmouth Harbour; viz.:—the outer Swashway beacon in a line with Fitzclarence Monument: To avoid this knoll keep the Fitzclarence Monument just open to the eastward of the Coastguard flagstaff on Southsea beach.

An additional *black* buoy (No. 2) has been placed on the eastern side of the Elbow spit, N. by W. $\frac{1}{4}$ W. $1\frac{1}{2}$ cable lengths from No. 1 black buoy, and with the Swashway beacons in a line;

the other black buoys in the Channel have been consecutively numbered 3, 4, and 5.

Since the late dredging operations, the deepest water over the bar has been found 50 feet to the westward of the former fairway course, and the bar marks have been altered accordingly; viz.: a *red* beacon has been erected in the western angle of Blockhouse Fort, and the red beacon in Gosport Fort has been moved 50 feet to the westward, and painted *black*.

Sailing Directions.—A vessel entering Portsmouth Harbour from the southward,—keep the Fitzclarence Monument just open to the eastward of the Coastguard flagstaff until the red beacon in Blockhouse Fort (appearing over a black patch with a white border on the wall below) comes in one with the black beacon in Gosport Fort; with this mark on, proceed over the bar between the black and white buoys until the high-water mark of Blockhouse point is on with the bakery chimney of the Royal Clarence Victualling Yard; steer on this mark, and when the Spur redoubt comes in line with the King's bastion flagstaff the course will be up the centre of the harbour.

[All bearings are magnetic. Variation $20^{\circ} 45'$ West in 1866.]

By command of their Lordships,
Geo. Henry Richards, Hydrographer.
Hydrographic Office, Admiralty, London;
21st November, 1866.

This Notice affects the following Admiralty Chart:—England, South Coast, Owers to Christchurch, &c., No. 2045.

NOTICE TO MARINERS.

(No. 74.)—BALTIC ENTRANCE—WEST COAST OF SWEDEN.

Light Vessel on the Svinbadarne Shoal, &c.

THE Royal Administration of Maritime Affairs at Stockholm has given notice, that a light vessel has been placed to mark the shoals of Svinbadarne, Jungnasbaden, &c., in the northern part of the Sound, on the west coast of Sweden.

The vessel will exhibit two *fixed red* lights, at an elevation of 26 feet above the level of the sea, and in clear weather should be seen from a distance of 6 miles.

The vessel is painted red, with the word *Svinbadan* in white letters on her sides; has two masts, with a red ball at each masthead; and lies with Kullen lighthouse bearing north, and Nackle Head west light W. by S. $\frac{1}{2}$ S., in lat. $56^{\circ} 10\frac{1}{2}'$ N., long. $12^{\circ} 30\frac{1}{2}'$ East of Greenwich. A bell is sounded in foggy weather at short intervals, three strokes in quick succession each time.

BALTIC—EAST COAST OF SWEDEN.

Fixed Light on Ispe Point, Öland Island.

The same authorities have also given notice, that a light has been placed on Ispe Point, in Kalmar Sund, on the west coast of Öland Island.

The light is a fixed white light, elevated about 25 feet above the level of the sea, and in clear weather should be seen from a distance of 9 miles, and is visible between the bearings N.E. by N. by North and West to about S.W. by W.

The illuminating apparatus is dioptric, or by lenses, of the fifth order.

The light is exhibited from the western gable of the light keeper's dwelling, which is painted red, with a white ball on the apex, and is in lat. $56^{\circ} 44\frac{1}{2}'$ N., and long. $16^{\circ} 30\frac{1}{2}'$ East of Greenwich.