

The SCHEDULE above referred to.

COLUMN 1. Names distinguishing Wards.	COLUMN 2. Extent, Limits, and Boundary Lines of Wards.	COLUMN 3. Number of Vestrymen to be elected in Wards.
	Parish of Limehouse.	
South.	Comprising all that part of the parish of Limehouse bounded on the west by the parish boundary from the River Thames to Commercial-road, East; on the north by a line drawn along the centre of Commercial-road East and East India Dock-road from the parish boundary on the west to the parish boundary on the east; on the east and south by the parish boundary from East India Dock-road to the western point of the parish boundary	18
North.	Comprising all that part of the parish of Limehouse bounded on the west and north by the parish boundary from Commercial-road East to Rhodeswell-road; on the east by a line drawn along the centre of Rhodeswell-road from the parish boundary to Salmon-lane, along the centre of Salmon-lane from Rhodeswell-road to Commercial-road East; on the south by a line drawn along the centre of Commercial-road East from Salmon-lane to the parish boundary on the west.	21
East.	Comprising all that part of the parish of Limehouse bounded on the west by a line drawn along the centre of Salmon-lane from Commercial-road East to Rhodeswell-road, along the centre of Rhodeswell-road from Salmon-lane to the parish boundary on the north; on the north and east by the parish boundary from Rhodeswell-road to East India Dock-road; on the south by a line drawn along the centre of East India Dock-road and Commercial-road East from the parish boundary on the east to Salmon-lane	21
		60

Dated this 24th day of July, 1894.

Sealed by order,
H. DE LA HOOKE,
Clerk of the Council.



Thames Conservancy.

NOTICE is hereby given, that the Conservators of the River Thames propose to make the following Bye-laws:—

BYE-LAWS for the regulation of vessels navigating the River Thames through the Tower Bridge.

The Conservators of the River Thames in exercise of the powers and authority vested in them by the Thames Acts, 1857 to 1883, and of every other authority them hereunto in anywise enabling, do order and direct as follows, that is to say:—

1. The master of every vessel intending to pass up the river through the Tower Bridge shall, notwithstanding any previous Bye-law or regulation, and in addition to the ordinary lights to be carried by such vessel when under weigh, 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:—

(a.) By day, viz., between sunrise and sunset 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.

(b.) By night, viz., between sunset and sunrise, two red lights, in globular lanterns of not less than eight inches each in diameter, placed vertically six feet apart, at a height of not less than 20 feet

above the hull, and in such a position where they can best be seen, and so constructed as to show a clear uniform and unbroken light visible all round the horizon at a distance of at least one mile on a dark night with a clear atmosphere.

2. The Master of every vessel intending to pass down the river through the said bridge shall, notwithstanding any previous Bye-law or Regulation and in addition to the ordinary lights to be carried by such vessel, exhibit the signals prescribed by the preceding Bye-law.

3. The Master of every vessel shall in foggy weather before approaching the said bridge, either from the upper or lower side thereof, ascertain whether the said bridge can be opened or not.

4. These Bye-laws shall be in addition to and not in substitution for any Bye-laws now in force or which shall hereafter be made by the Conservators under their general powers and which shall apply to the navigation of the river below London Bridge, and nothing in these Bye-laws shall diminish or affect the powers of the Conservators with regard to the regulation of vessels on the river below London Bridge.

5. The word "master" in these Bye-laws shall have the same meaning and interpretation as in section 1 of the Thames Conservancy Act, 1857.

6. The master of any vessel or any person committing any breach of or in any way infringing any of these Bye-laws, shall be liable to a