

port from a distance of 5 miles from the bearing of S. 85° E., through east and north, to the line of the breakwater. It is presumed that this light replaces the two red fixed lights formerly exhibited on the head of this breakwater.

NOTE.—The limit of the sectors of the light are not sharply defined so that it is visible as a fainter light beyond the bearings given.

Approximate position, lat. 43° 21' N., long. 3° 4½' W.

[Variation 15° Westerly in 1903.]

This Notice affects the following Admiralty Chart:—Portugalete and Bilbao, No. 74. Also, List of Lights, Part IV, 1903, No. 474a; and Sailing Directions for the West Coasts of France, &c., 1900, page 297.

No. 563.—AFRICA—WEST COAST.

Sierra Leone River—Shoal Water in Approach.

Information has been received through the Board of Trade that Mr. C. J. Williams, master of the steamship "Boulama," reports that at 2.20 P.M. on 28th May, 1903, when approaching the Sierra Leone River, he obtained a sounding of 4½ fathoms at low water with Sierra Leone Lighthouse (in line with Leicester Peak) bearing S. 36° E., distant 11 miles.

Approximate position, lat. 8° 36¼' N., long. 13° 26½' W.

[Variation 19° Westerly in 1903.]

This Notice affects the following Admiralty Charts:—Cape Verde to Cape St. Ann, No. 1147; Isle do Los to Sherbro Island, No. 601. Also, Africa Pilot, Part I, page 322.

No. 564.—IRELAND—EAST COAST.

Kish Bank Light-Vessel Fog Signal—Interval Altered.

With reference to Notice to Mariners No. 323 of 1903:—

The Irish Lights Commissioners have given further notice, dated 4th July, 1903, that the fog gun on board the Kish Bank light-vessel is now, during thick or foggy weather, fired twice in quick succession every five minutes, instead of every eight minutes, as formerly.

Approximate position, lat. 53° 19½' N., long. 5° 54¾' W.

This Notice affects the following Admiralty Chart:—Dublin Bay, No. 1415. Also, List of Lights, Part I, 1903, No. 1059; and Irish Coast Pilot, 1902, page 154.

No. 565.—THE PHILIPPINE ISLANDS— BASILAN.

Port Isabela Approach—Depth on Pamelukan Bank, Beacons Erected.

The Government of the Philippine Islands has given notice, dated 7th May, 1903, that the depth over Pamelukan Bank is 6 feet, and not 13 feet, as at present shown on the Charts. This shoal has been marked by an iron tripod beacon 20 feet high, surmounted by a drum and white flag, in a position 35 yards south-westward of the shoal head and in a depth of 25 feet. From it the

north-western point of Lampinigan Island bears S. 50° W., distant 2½ miles, and the eastern extremity of Matanaye Island S. 16° E.

Approximate position, lat. 6° 43' N., long. 121° 54' E.

Also, that an iron pipe, surmounted by a flag, has been erected off the south side of Malamaui Island, situated with the south-western point of Malamaui bearing N. 51° W., distant 4 cables, and the northern end of Matanaye Island S. 44° W.

Also, that an iron tripod beacon, 35 feet high, has been erected on the summit of Lampinigan Island.

Approximate position, lat. 6° 41½' N., long. 121° 52' E.

[Variation 1° Easterly in 1903.]

This Notice affects the following Admiralty Chart:—Basilan Strait, No. 961. Also, Eastern Archipelago, Part I, 1902, page 103.

No. 566.—THE PHILIPPINE ISLANDS— SAMAR, NORTH COAST.

Katadman (Catarman)—Shoal in Approach.

The Government of the Philippine Islands has given notice, dated 7th May, 1903, that Captain J. W. Scott, U.S.A.T. "Wright," reports having passed over a shoal about one mile in diameter, in the approach to Katadman (Catarman), situated with the warehouse at Katadman bearing S. 6° W., distant 10 miles, and Bulusan Volcano N. 80° W.

Approximate position, lat. 12° 41' N., long. 124° 38½' E.

The least water obtained on this shoal was 6 fathoms, but appearances indicated less.

[Variation nil in 1903.]

This Notice affects the following Admiralty Charts:—The Philippine Islands, No. 943; St. Bernardino and Mindoro Straits, No. 2577. Also, Eastern Archipelago, Part I, 1902, page 352.

By command of their Lordships,

W. J. L. Wharton, Hydrographer.

Hydrographic Office, Admiralty, London,

8th to 10th July, 1903.

BYE-LAWS and REGULATIONS made by the WESTON - SUPER - MARE AND DISTRICT ELECTRIC SUPPLY COMPANY Limited.

Under the Powers conferred on the Company by the Tramways Act, 1870.

1. The Bye-laws and Regulations hereinafter set forth shall extend and apply to all carriages of the Company, and to all places with respect to which the Company have power to make Bye-laws or Regulations.

2. Every passenger shall enter or depart from a carriage by the hindmost or conductor's platform, and not otherwise.