

a second; eclipse, two and one-tenth of a second; flash, seven-tenths of a second; eclipse, six and a half seconds. It will be elevated 85 feet above the sea, and visible in clear weather from a distance of 16 miles. The lighthouse, which is now near completion, will be a masonry tower 81 feet high, with a detached dwelling. The light-power will be 6,000 caudles.

When this light is established the fog explosive, which gives during thick or foggy weather one report every five minutes, and is experimentally placed in the old Faraman Lighthouse, will be transferred to Beauduc Point.

Approximate position, lat. 43° 22' N., long. 4° 35' E.

This light may be exhibited experimentally, but further notice will be given when it is permanently established.

This Notice affects the following Admiralty Charts:—Mediterranean Sea, Nos. 2158a, 444; Gulf of Lyons and Genoa, No. 1780; Cete to Marseilles, No. 1805. Also, List of Lights, Part V, 1903, page 10, No. 184; Mediterranean Pilot, Vol. II, 1895, pages 40, 41; and Supplement, 1898, page 6.

No. 600.—AFRICA, WEST COAST—RIVER  
JEBBA APPROACH.

*Cayo Point—Light Established, Floating Light Discontinued.*

With reference to Notices to Mariners No. 119 of 1900 and Nos. 86 and 535 of 1902:—

The Portuguese Government has given further notice, that on 20th April, 1903, a white fixed light, elevated 44 feet above high water, and visible in clear weather from a distance of 10 miles, was established in a pyramidal iron tower, painted red, erected on Cayo Point, western extremity of Jatt Island.

Approximate position, lat. 11° 51' N., long. 16° 22½' W.

Also, that on the same date the white fixed light exhibited from the vessel marking the wreck of Rio Ave Light-vessel, about 4 miles to the southward of Cayo Point, was discontinued.

This Notice affects the following Admiralty Charts:—Cacheo River to Isles do Los, No. 600; Bijonga Islands, No. 1726; Cacheo River Entrance, No. 1722. Also, List of Lights, Part IV, 1903, page 128, No. 751; and Africa Pilot, Part I, 1899, page 280.

By command of their Lordships,  
*W. J. L. Wharton*, Hydrographer.  
Hydrographic Office, Admiralty, London,  
18th to 20th July, 1903.

Board of Trade.—Session 1903.

ELECTRIC GENERATING STATION RAIL-  
WAY (WESTERN SHORE ROAD),  
SOUTHAMPTON.

CERTIFICATE of the Board of Trade for the Con-  
struction of a Railway.

Whereas the London and South Western Rail-  
way Company (hereinafter called "the Company")  
were incorporated by Act of Parliament in 1839:

And whereas the Mayor Aldermen and Bur-  
gesses of the county borough of Southampton (in  
this Certificate referred to as "the Corporation")  
are about to erect an Electric Station and Works  
on the foreshore near the Southampton West  
Station which it is necessary should be connected  
with the railways of the Company by means of  
the railway hereinafter described:

And whereas the Corporation have agreed  
subject to this Certificate being obtained to the  
said railway being constructed on the level across

the public road known as the Western Shore-  
road:

And whereas all other land required in connec-  
tion with the construction of the said railway  
belongs to the Company:

And whereas the Company have complied with  
the requirements of the Railways Construction  
Facilities Act 1864 and the Railways (Powers and  
Construction) Acts 1864 Amendment Act 1870:

Now therefore the Board of Trade do by this  
their Certificate in pursuance of the said Acts and  
by virtue and in exercise of the powers thereby  
in them vested and of every other power enabling  
them in this behalf certify as follows:—

Short Title.

1. This Certificate may be cited as "The  
Electric Generating Station (Western Shore Road)  
Southampton Certificate 1903."

Interpretation.

2. In this Certificate the expression "the Com-  
pany" means the London and South Western  
Railway Company.

Power to construct Railway and Works.

3. Subject to the provisions of this Certificate  
the Company may on the said road and on lands  
already in their possession make and maintain the  
railway hereinafter described in the lines and  
according to the levels shown on the plan and  
section deposited in respect of the application for  
this Certificate together with all proper works in  
connection therewith.

The railway authorized in this Certificate will  
be one chain in length and situate wholly in  
the parish of All Saints and will commence  
on the south-west side of Western Shore-road  
at a point one hundred and sixty-five yards  
measured along the southern side of Western  
Shore-road eastward from Blechynden-street and  
will terminate by a junction with an existing  
siding of the Company on the north-east side of  
Western Shore-road about six yards south-east  
of the ground frame on the Company's premises  
immediately north-east from the point of com-  
mencement.

Power to make level crossing.

4. Subject to the provisions in the Railways  
Clauses Consolidation Act 1845 and in Part I of  
the Railway Clauses Act 1863 (as hereinafter  
varied) contained in reference to Level Crossings  
the Company may in the construction of the  
railway carry the same across and on the level of  
the said road known as Western Shore-road.  
Provided that notwithstanding anything in  
section 6 of the Railways Clauses Act 1863 con-  
tained the Company shall not be required to erect  
a lodge at the point where the railway crosses  
the said road.

Power to temporarily stop up Western Shore-  
road.

5. For the purpose of and during the construc-  
tion of the railway across the said road known as  
Western Shore-road the Company may tempo-  
rarily alter and stop up the said road and the  
water courses water pipes and sewers in and  
under the said road belonging to the Corporation.

Requirements of and inspection by Board  
of Trade.

6. The Company shall not open or use for  
traffic the said railway where it crosses the said  
road except in accordance with such directions as  
to the provision and employment of appliances  
and the precautions to be taken for securing the  
safety of the public as the Board of Trade may  
from time to time approve or prescribe. And the  
Board of Trade shall at all times have full power  
to cause the railway to be inspected for the