

haul and pass ahead of another vessel proceeding in the same direction.

When crossing the line of the Boom, all vessels are to preserve a mid-channel course as far as is consistent with safe navigation. Vessels of 25 feet draught and above are to stop their engines when crossing the line of the Boom at or about the time of low water.

Incoming and outgoing vessels must not cross the line of the Boom at the same time. Vessels proceeding against the tidal stream must so regulate their speed that any vessels proceeding with the tide shall first pass the obstruction.

No vessel is to anchor in the area bounded as follows:—On the West by a line drawn from the south-west corner of Dockway Square to the east end of Salmons Quay, and on the East by a line drawn from Prior's Stone to the Volunteer Life Brigade House, provided only that a vessel proceeding to the oil jetty at South Shields may let go her anchor, if necessary, within the line of moorings off the said jetty; such vessels, however, are not to anchor to the eastward of a line drawn from Lloyd's Hailing and Signal Station to the Lifeboat House and slip on Commissioner's wharves.

With the above exceptions, the Rules and Regulations for the Navigation of the Tyne are to be adhered to.

Note.

This Notice is a re-publication of No. 1022 of 1915, together with Nos. 572, 594 and 621 of 1916.

Caution.

This Admiralty Notice to Mariners is issued under the provisions of the Defence of the Realm (Consolidation) Regulations, 1914, and failure to comply strictly with the directions contained in it will constitute an offence against those Regulations.

Any person found guilty of such an offence is liable to severe penalties both of imprisonment and fine.

Any person aiding or abetting the commission of such an offence is himself guilty of an offence against the Regulations.

Attention is also drawn to the fact that any infringement of the directions contained in this Admiralty Notice to Mariners is liable to result in the detention of the ship or vessel.

Authority.—The Lords Commissioners of the Admiralty.

By Command of their Lordships,

J. F. PARRY,
Hydrographer.

Hydrographic Department, Admiralty,
London, 27th July, 1916.

RICKMANSWORTH AND CHORLEYWOOD ELECTRIC LIGHTING ORDER, 1914.

SPECIAL ACTS (EXTENSION OF TIME) ACT, 1915.

BY virtue and in exercise of the powers conferred on them by the Special Acts (Extension of Time) Act, 1915, the Board of Trade hereby extend, for one year from the 31st July, 1916, the periods of two years and

eighteen months respectively mentioned in Section 21 of the Schedule to the Electric Lighting (Clauses) Act, 1899, as incorporated with the Rickmansworth and Chorleywood Electric Lighting Order, 1914 (Mains, etc. to be laid down in the streets specified in Special Order and in remainder of area of supply). Dated this twenty-eighth day of July, 1916.

Garnham Roper,

An Assistant Secretary to the
Board of Trade.

RAILWAY AND CANAL TRAFFIC ACT, 1888.

NOTICE OF INCREASE OF RATES.

THE Railway and Steamboat Companies trading between Dublin and England and Wales, and between Irish Stations and England and Wales hereby give notice, pursuant to the Railway and Canal Traffic Act, 1888, and the Order of the Board of Trade thereunder, dated the 25th day of January, 1889, that, in consequence of increased rates and dues levied by the Dublin Port and Docks Board, they intend to increase the undermentioned of the Rates published in the books required by Act of Parliament to be kept for public inspection to the extent and in the manner undermentioned, and that the altered rates are to come into force on the 19th day of August, 1916:—

Dated this 1st day of August, 1916.

C. F. HORNSBY,
22, Eden Quay, Dublin.

ALTERATION OF RATES.

The rates, Dublin to and from English and Welsh Stations, will be increased by the undermentioned amounts, viz.:—

	Increase.	
	s.	d.
Ale and Porter	0	5 per ton.
Returned Empties (Ale and Porter) ...	0	5 per ton.
Grain and Malt	0	2 per ton.
Iron and Steel at rates including Cartage in England only or in Dublin only	0	5 per ton.
Tea, Hops, and Matches	2	5 per ton.
Carriages and Motor Cars	3	6 each.
All other Goods traffic—		
At Station to Station Rates	0	5 per ton.
At Rates including Cartage	1	3 per ton.
Perishable Merchandise by Passenger train	0	1 per cwt.

(Fractions of a 1d. to be reckoned as a 1d.)

	Per Part		Per Truck		Per Truck	
	Head	Load	Small	Med.	Large	ium
	d.	d.	s.	d.	s.	d.
Cattle (Oxen, Cows, Bulls, Neat Cattle and Calves) 2½	10	1	6	1	9	2 1
Sheep, Lambs, Goats and Pigs ½	10	1	6	1	9	2 1
Horses, Colts, Ponies, Jennets, Mules and Asses 7½	—	4	6	5	0	5 9

And the rates, Interior Irish Stations to and from English and Welsh Stations, will be increased by the undermentioned amounts, viz.:—

	Increase.	
	d.	s.
Goods Traffic at Station to Station Rates	5	per ton.
Goods Traffic at rates including collection and or delivery	11	per ton.
Perishable Merchandise by Passenger train	1	per cwt.

(Fractions of a 1d. to be reckoned as a 1d.)