

(2) Vessels reaching the entrance to the defended area within one hour of sunset will not be allowed to pass through till daylight.

7. All vessels, other than those of British Nationality or those of the Allied Nations, are prohibited from entering the Medway and Swale rivers.

All Neutral Aliens are prohibited from entering the Medway and Swale rivers in British vessels, and this applies to Aliens carried in British ships or barges as passengers or part of crew; the limits of the prohibited area are defined as from the Outer Bar buoy in the River Medway to Rochester bridge, and the whole of the River Swale from the light on Queenborough spit to Columbine spit buoy. Attention is drawn to the necessity of ship-owners and charterers satisfying themselves that no Neutral Aliens are on board vessels sent to the Rivers Medway and Swale.

Variation.—14° W.

III. HARWICH APPROACHES— TRAFFIC REGULATION.

With a view to safeguarding the interests of shipping in the vicinity of Harwich, no vessel, either, British, Allied, or Neutral, is to be within the area west of a line joining the following positions:—

- (a) Lat. 52° 08' N., long. 1° 41' E.
- (b) Lat. 52° 02' N., long. 1° 42' E.
- (c) Sunk Light-Vessel.
- (d) Sunk Head Buoy.

Except in the case of a vessel trading with Netherlands ports which may enter the area to the Westward of the Sunk Light-Vessel, in order to communicate with the Sunk Pilot-Vessel, to embark or disembark her pilot, should the Pilot Vessel be on her Pilot Station within the area at the time.

Any vessel contravening the foregoing regulation will run the gravest risk of being sunk.

Charts temporarily affected.

No. 1975, Kentish Knock and the Naze to the West Swin (III.).

No. 2052, Harwich approaches (III.).

No. 1610, North Foreland to Orfordness (III.).

No. 1094, Outer Gabbard to Outer Dowsing (III.).

No. 1406, Dover and Calais to Orfordness and Scheveningen (III.).

No. 1408, Orfordness and Scheveningen to Terschelling zeevat (III.).

No. 1598, English channel (III.).

No. 2182a, North sea, southern sheet (III.).

Note.—This Notice is a revision of the former Notice quoted above.

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 these 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,
18th April, 1917.

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 order that the period limited by Section 14 of the Hutton Magna Light Railway Order, 1915, for the compulsory purchase of lands shall be extended for one year from the 17th day of May, 1917.

Dated this 14th day of April, 1917.

Garnham Roper,
An Assistant Secretary;
Board of Trade.

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The Light Railway Commissioners.—April, 1917.

LIGHT RAILWAYS ACTS, 1896 AND
1912.

NEWPORT LIGHT RAILWAY.

NOTICE is hereby given, that application is intended to be made in the present month of April to the Light Railway Commissioners, by the Mayor, Aldermen and Burgesses of the County Borough of Newport, for an Order to authorize them to maintain and work the Light Railway hereinafter described, to be wholly situate in the County Borough of Newport, in the County of Monmouth, that is to say:—

A railway commencing in Commercial-road, Newport, by a junction with the existing tramway therein at its termination at or near the southern end of Commercial-road, passing thence in a southerly and south-westerly direction, and crossing on the level the railways or sidings of the Great Western Railway Company and of Lord Tredegar and the Trustees of his Settled Estates into Mill-parade, thence in a south-westerly direction to the junction of Mill-parade with Alexandra-road, thence along Alexandra-road into and terminating in Watch House-parade at a point opposite the Alexandra Dock (main entrance) Gates.

The Order will authorize the said Mayor, Aldermen and Burgesses to continue and use as part of the intended railway any railway, tramway or works constructed by them prior to the confirmation of the Order along the proposed route of the intended railway under the Munitions of War Acts, 1915 and 1916, or otherwise, and to acquire lands compulsorily or by agreement, and will confer upon them all usual or convenient financial and other powers.

Dated this 18th day of April, 1917.

A. A. NEWMAN, Town Clerk, Newport
(Mon.).

REES AND FRERES, 5, Victoria-street,
London, S.W. 1, Parliamentary
Agents.

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