

that Port, which has been communicated to me by the Brazilian Minister for Foreign Affairs, Viscount Abaeté, in a circular note, dated the 10th instant. The information contained in this extract, and which his Excellency appears to wish should be made known to foreign commerce, relates to the draught of water which should not be exceeded by vessels frequenting the port of Rio Grande in the present state of the Bar.

In the same note Viscount Abaeté acquaints me, that His Majesty the Emperor has sent Lieutenant-Colonel Jardin, of the Engineers, to Rio Grande, to study and propose the means which may be employed for satisfying the want experienced by that province, of a permanent and accessible entrance to the vessels employed in commerce with it; and that the Imperial Government awaits the report of that officer in order to take measures which may tend to facilitate that commerce.

Having communicated to Viscount Abaeté, for the consideration of the Imperial Government, the copy of a letter transmitted to me by Mr. Consul Vereker, which was addressed on the 15th ultimo, to the President of the province of Rio Grande do Sul, by the principal members of the consular body at that port, suggesting various ameliorations in the arrangements concerning the Bar, his Excellency has repeated to me in a note, dated the 11th instant, his above-mentioned statement relative to Colonel Jardin's mission, adding that he is persuaded that the latter officer will not fail to take into due consideration the measures proposed in that representation.

I have, &c.

(Signed) HENRY F. HOWARD.

*The Earl of Clarendon, K. G.,*  
*&c. &c. &c.*

(Copy.)

Extract from the Report of Lieutenant Rodrigo Antonio de Lamare, Harbour Master of the Port of Rio Grande de Sm. Pedro do Sul, respecting the Bar of that Port.

(Translation.)

"The only means of which the commercial body can avail itself, until an improvement is effected at the Bar, is that of employing vessels which do not draw more than 14 to 15 palms\* of water, because the Bar when smooth, and at the full, never exceeds 16 to 16½ palms† depth of water, and that is not always the case; whereas, when the waters diminish, the quantity on the Bar is reduced to 11 and 12 palms,‡ besides which the rapidity of the flow and ebb is most extraordinary, so that frequently the transition from very low to high water on the Bar takes place in 15 minutes."

Pontal, at the Bar of Rio Grande do Sul, 15th January, 1855.

(Signed)

RODRIGO ANTONIO DE LAMARE,  
 First Lieutenant in charge of the Pilotage of the Bar.

\* 10 ft. 6 inches to 11 ft. 3 inches.

† 12 ft. to 12 ft. 4½ inches.

‡ 8 ft. 3 inches to 9 ft.

*Board of Trade, Whitehall,*  
*June 12, 1855.*

THE Right Honourable the Lords of the Committee of Privy Council for Trade and Plantations have received a Despatch from Her Majesty's Consul at Rotterdam, enclosing a Notice to Mariners issued by the Netherland Minister of Marine, a translation of which is subjoined.

(Copy)

*Marine Department,*

#### NOTICE TO MARINERS.

THE Minister of Marine hereby gives notice, that in consequence of the depth of water on the Westplaat, situated between the beacons of the mouths of the North and West Maese, having been found to equal the depth of water in those mouths, the following buoys will be taken up on the first suitable opportunity after the 15th of June next, namely:—

The white buoys, Nos. 1 and 2, of the North Maese, and the black buoys, Nos. 1, 2, and 3, of the West Maese, by which measure this whole expanse of water will become one channel.

The outer white buoy will then be situated about one and a half cable lengths to the N.W. of the spot where that of the West Maese now lies in these courses.

The steeple of Goedereede a handspike's length to the east of the large wood, and the steeple of Brielle two ships' lengths to the eastward of Oostvoorne; in bearing—

Goedereede S.S.W.,

Brielle . . S.E. by E.,

in 50 palms' depth of water.

Somewhat to the N.W. on the so called Westplaat, a wreck buoy will be placed to indicate a sunk wreck, the masts of which remain about 15 palms below low water mark; the wreck buoy will be painted in black and white checks, in the following courses:

The steeple of Brielle in the easterly white spot of the high sand hill, and the high steeple of Delft, in a small wood to the east of Steilduin, in bearing S.W. ¾ S. (Goedereede), S.E. ¼ E. (Brielle), in 24 palms' depth of water.

And further that the white buoy, No. 4, lying dry inside the shallow, will be placed 1½ cable lengths more to the S.S.W. in this course.

The steeple of Maasland a little to the north of the stone beacon, in 29 palms' depth of water.

In consequence of this change in the buoys, the lights of the Maese will be so regulated as to illuminate the entire span of the horizon of this channel from north to west, that being the situation of the black buoys lying from the north side to the N.W. ¾ W., whereas the white buoys are situated on the south side.

The bearings mentioned above have been taken by unadjusted compass, and the soundings at ordinary low water.

The Hague, 26th May, 1855.

The Minister aforesaid.

(Signed) DE SMIT V. D. BROECKE.

*Commission signed by the Queen.*

*1st Regiment of the Royal Surrey Militia.*

Francis John Bellew, Gent., to be Paymaster,  
 Dated 26th March, 1855.

*Commission signed by the Lord Lieutenant of the County of Stirling.*

John Murray, Esq., to be Vice Lieutenant.