

ANTILLES—ST. MARTIN ISLAND.

(3.) *Harbour Light in Grande Bay.*

Also, that a *fixed* white light is exhibited from a lantern in the old fort Amsterdam, on the west side of Grande Bay, St. Martin Island. It is elevated 150 feet above the level of the sea, and in clear weather should be seen from a distance of about 8 miles.

[All bearings are magnetic. Variation $1\frac{1}{2}^{\circ}$ Easterly in 1875.]

By command of their Lordships,
Fredk. J. Evans, Hydrographer.

Hydrographic Office, Admiralty, London,
14th December, 1875.

This Notice affects the following Admiralty Charts:—(1.) Trinidad to Surinam, No. 1801; Demerara River, No. 527; and Georgetown and mouth of Demerara River, No. 533; Also, Admiralty List of Lights in the West India Islands, &c., 1875, No. 90.; and West India Pilot, Vol. I, page 50.

(2.) West Indies, No. 392 *a*; and Los Roque to Cape La Vela, No. 395; Also, Admiralty List of Lights in the West Indies, &c., No. 98; and West India Pilot, Vol. I, page 144.

(3.) West Indies, No. 392 *a*; St. Domingo Island to Dominica Island, No. 2600; Ports in the Antilles, No. 2079; Anguilla, St. Martin Islands, &c., No. 2038; and Anguilla to Porto Rico, No. 130; Also, Admiralty List of Lights in the West Indies, &c., 1875, page 6; and West India Pilot, Vol. II, 2d Edition, page 117.

NOTICE TO MARINERS.

(No. 182.)—AFRICA—SOUTH-EAST COAST.

Sand Bank between Tugela River and Cape St. Lucia.

INFORMATION has been received of the existence of a shoal lying $1\frac{1}{2}$ miles from the shore, nearly midway between Tugela River and Cape St. Lucia, and on which the Union Steamship "Zulu" recently touched.

Immediately after the "Zulu" touched the ground the lead was hove, but no bottom found with 10 fathoms; the sea at the same time was observed breaking to seaward in a north-east and south-west direction for a distance of 300 yards.

This danger (*Zulu Shoal*) lies in the track of steam communication between Natal and Delagoa Bay. The approximate position assigned to *Zulu Shoal* by the commander of the "Zulu" is lat. $28^{\circ} 51' 30''$ S., long. $32^{\circ} 4'$ E.

By command of their Lordships,
Fredk. J. Evans, Hydrographer.
Hydrographic Office, Admiralty, London.
14th December, 1875.

This Notice affects the following Admiralty Charts:—Hollams Island to Cape Corientes, No. 595; and Tugela River to Sordwana Point, No. 2089. Also, the African Pilot for the South and East Coasts of Africa, 2d Edition, page 88.

Official Notice.

Proposal to Change a Ship's Name.

I JAMES TULLOCH, of Wick, hereby give notice, that in consequence of the unsuitableness of the French name of my vessel, it is my intention to apply to the Board of Trade, under Section 6 of the Merchant Shipping Act, 1871, in respect of my ship, "Victor et Louis," of

Wick, official number 70,518, of gross tonnage 120 tons, of register tonnage 73 tons, heretofore owned by Victor Mascot, of Dunkerque, for permission to change her name to "Kate," to be registered under the said new name at the Port of Wick, as owned by the said James Tulloch.

Any objections to the proposed change of name must be sent to the Assistant-Secretary, Marine Department, Board of Trade, within fifteen days from the appearance of this advertisement.

Dated at Wick, this 13th day of December, 1875.

James Tulloch.

In the Matter of the Abandonment of Railways Act, 1850, and the Railway Companies Act, 1867, and of the Severn Junction Railway Company, 1865.

NOTICE is hereby given, that the Board of Trade, by a warrant bearing date the 2nd day of December, 1875, and made in pursuance of the Abandonment of Railways Act, 1850, and the Railway Companies Act, 1867, have ordered and declared that the railway by the Severn Junction Railway Act, 1865, authorized to be made, shall be abandoned by the said Company, namely:—

Firstly. A Railway (No. 1), commencing in the parish of Stonehouse, in the county of Gloucester, by a junction with the Midland Railway near to the Stonehouse Station on that railway, and terminating in the parish of Newnham, in the same county, by a junction with the Forest of Dean Railway of the Great Western Company.

Secondly. A Railway (No. 2), commencing in the parish of Eastington, in the said county of Gloucester, by a junction with Railway No. 1, and terminating in the parish of Stonehouse, in the same county, by a junction with the Great Western Railway, near the Stonehouse Station on the last-mentioned railway.

Thirdly. A Railway (No. 3), commencing in the parish of Newnham, in the said county, by a junction with Railway No. 1, and terminating in the township or place of West Dean, in the Forest of Dean, in the same county, by a junction with the Forest of Dean Central Railway.

Fourthly. A Railway (No. 4), commencing in the township or place of East Dean, in the Forest of Dean, in the said county, by a junction with Railway No. 3, and terminating in the township or place of West Dean aforesaid, by a junction with Railway (No. 2), authorized by the Worcester, Dean Forest, and Monmouth Railway Act, 1863.

Fifthly. A Railway (No. 5), wholly in the township or place of West Dean, in the Forest of Dean aforesaid, commencing by a junction with Railway (No. 4), and terminating by a junction with Railway (No. 2), authorized by the said Worcester, Dean Forest, and Monmouth Railway Act, 1863.

And notice is further given, that all persons having any claims or demands upon the Severn Junction Railway Company by reason of the abandonment of the hereinbefore mentioned railways, are hereby required to transmit the statement of such claims or demands to the Registrar of Joint-Stock Companies, 13, Serjeant's-inn, Fleet-street, London, E.C., within four calendar months from the date of the said warrant.

Dated the 17th day of December, 1875.

Raymond D. Trotter, 76, Lombard-street,
London, E.C.