

in the channel between Gros Loup and Les Peignes Reefs, in the north entrance to Ste. Marie Harbour.

The light is a fixed red light, visible in clear weather from a distance of 3 miles.

NOTE.—Vessels approaching the harbour by this channel, should leave the buoy on the port hand.

[The bearings are magnetic. Variation $11\frac{1}{2}^{\circ}$ Westerly in 1884.]

By command of their Lordships,
Fredk. J. Evans, Hydrographer.
Hydrographic Office, Admiralty, London,
24th June, 1884.

This Notice affects the following Admiralty Charts:—

(1.) Bay of Fundy to Block Island, No. 2492; Nantucket Shoals to Block Island, No. 2890; Monomoy or Old Stage Harbour, No. 2489. Also, Admiralty List of Lights in the United States, 1884, No. 73; and Sailing Directions for the principal ports of the United States, 1882, page 69.

(2.) Guadeloupe, No. 885; Pointe à Pitre, approaches, with plan of Ste. Marie, No. 804. Also, West India Pilot, Part II, 1876, page 67.

NOTICE TO MARINERS.

(No. 112.)—HINDOSTAN—WEST COAST.
KATIWAR COAST.

(1.) *Provisional Light at Jafarabad.*

INFORMATION has been received from the Government of India, that a provisional light is now exhibited, in place of the old light, from a lighthouse recently erected on the west point of Jafarabad (Jafrabad) Harbour Entrance:—

The light is a fixed white light, elevated 80 feet above high water, and should be visible in clear weather from a distance of about 7 miles.

The lighthouse, 55 feet high, is constructed of masonry and white in colour.

Position, lat. $20^{\circ} 51' 10''$ N., long. $71^{\circ} 22' 25''$ E.

NOTE.—This light will be shown until the illuminating apparatus of the permanent light is obtained.

CANARA COAST.

(2.) *Provisional Light at Cumta.*

Also, that on 1st June, 1884, and until further notice, in consequence of the dangerous condition of the lighthouse at Cumta (Kumta or Coompta), a provisional light would be exhibited from the storm signal mast adjoining the lighthouse, in lieu of the light previously shown:—

The light is a fixed white light, probably visible in clear weather from a distance of about 5 miles.

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

Hydrographic Office, Admiralty, London,
25th June, 1884.

This Notice temporarily affects the following Admiralty Charts:—Gulf of Cutch to Viziaburg, No. 2736 (1); Diu Head to Goapnath Point, No. 50 (1); Viziaburg to Cochin, No. 2737 (2); Cape Ramas to Alvagudda, No. 744 (2). Also, Admiralty List of Lights in South Africa, &c., 1884, Nos. 68, 95; and West Coast of Hindostan Pilot, 1880, page 107, 207.

NOTICE TO MARINERS.

(No. 113.)—CHANNEL ISLANDS.
JERSEY—EAST COAST.

Gorey—Position of Upper (Red) Leading Light.

WITH reference to Notice to Mariners, No. 311 of 13th October, 1883, on the exhibition of a fixed red light from the hill near Gorey Church, east coast of Jersey, to serve as a leading mark for that harbour:—

Information has been received, that the light (placed in the sea face of the wall of the road) bears N. $42\frac{1}{4}^{\circ}$ W. from Gorey Pier Head Light, distant 535 yards.

NOTE.—Vessels keeping Gorey Pier Head Light (fixed white) in line with this red light, will pass northward of Les Frouquies de Grève, southward of Ecureuil Rock, and near the northern end of Azicot (or Flat) Rock. In passing Ecureuil Rock, the red light should not be opened northward of the white light.

[The bearing is magnetic. Variation 18° Westerly in 1884.]

By command of their Lordships,
Fredk. J. Evans, Hydrographer.
Hydrographic Office, Admiralty, London,
25th June, 1884.

This Notice affects the following Admiralty Plans:—Island of Jersey, Nos. 62a, b. Also, Admiralty List of Lights in the British Islands, 1884, No. 39a; List of Lights on the north and west coasts of France, 1884, No. 56a; and Channel Pilot, Part II, 1882, pages 292, 297.

NOTICE TO MARINERS.

(No. 114.)—ENGLAND.—EAST COAST.
THAMES RIVER ENTRANCE.
Girdler Light-Vessel.

THE Trinity House, London, has given notice, dated 23rd June, 1884, that Girdler Light-Vessel, Thames River Entrance, having been run into and sunk—a vessel, exhibiting a light of the same character, has been placed 150 fathoms W. by N. of the wreck, which at present occupies her charted position:—

A wreck-buoy has been placed 15 fathoms S.S.W., and a wreck-marking vessel 30 fathoms N.N.E. from the wreck.

The buoy lies in 19 feet at low water spring tides, with the wreck's mast bearing N.N.E., distant 15 fathoms.

The wreck-marking vessel exhibits marks by day and lights at night—in accordance with the regulations—indicating that she should be passed on that side on which two balls or two lights are shown.

The globe on the wreck's mast is just clear of the water at high tide.

[The bearings are magnetic. Variation $17\frac{1}{4}^{\circ}$ Westerly, in 1884.]

By command of their Lordships,
Fredk. J. Evans, Hydrographer.
Hydrographic Office, Admiralty, London,
26th June, 1884.

This Notice temporarily affects the following Admiralty Charts:—North Foreland to Orfordness, No. 1610; North Foreland to the Nore, No. 1607. Also Admiralty List of Lights in the British Islands, 1884, No. 112; and North Sea Pilot, Part III, 1882, page 263.

WE, the Ecclesiastical Commissioners for England, acting in pursuance of the Act of the twenty-ninth and thirtieth years of Her Majesty, chapter one hundred and eleven, section five, do hereby, subject as hereinafter mentioned, grant to the Incumbent of the vicarage of Saint Woolos, Newport, in the county of Monmouth, and in the diocese of Llandaff, and to his successors, Incumbents of the same vicarage, one yearly sum or stipend of forty pounds, such yearly sum or stipend to be payable out of the common fund under our control, and to be calculated as from the first day of May, in the year one thousand eight hundred and eighty-four, and to be receivable in equal half-yearly portions, on the first day