

Edam Islet Lighthouse, S. $9\frac{1}{2}^{\circ}$ E.

Depur Islet, S. $39\frac{1}{4}^{\circ}$ W.

Position, lat. $5^{\circ} 48' 45''$ S., long. $106^{\circ} 48' 45''$ E., or about 4 cables W.N.W. of that heretofore assigned it.

6. A reef (Jawiel Reef) composed of coral, and small in extent, with a least depth of 4 fathoms, lies S. $12\frac{3}{4}^{\circ}$ W. from Kroya Reef, distant $1\frac{4}{10}$ miles.

Position, lat. $5^{\circ} 50' 10''$ S., long. $106^{\circ} 48' 20''$ E.

CHINA SEA.—TONG-KING GULF.

(2.) *Sunken Rock north-west of Hon Matt Island.*

The French Government has given notice of the existence of a dangerous sunken rock lying with Hon Matt Island Summit, bearing S. 43° E., distant $2\frac{2}{10}$ miles.

This rock has 6 feet water on it, with 11 to $13\frac{1}{2}$ fathoms around.

Position, lat. $15^{\circ} 51' N.$, long. $105^{\circ} 54\frac{3}{4}' E.$

[The bearings are magnetic. Variation (1) $2\frac{1}{4}^{\circ}$, (2) 2° , Westerly in 1886.]

By command of their Lordships,

W. J. L. Wharton, Hydrographer.

Hydrographic Office, Admiralty, London,
20th November, 1886.

This Notice affects the following Admiralty Charts:—Eastern Archipelago, western portion, No. 941a (1); Sunda Strait, No. 2056 (1); Batavia Roads, No. 933 (1); China Sea, northern portion, No. 2661a (2); Tong-King Gulf, No. 2062 (2). Also, China Sea Directory, Vol. I, 1876, page 195; and China Sea Directory, Vol. II, 1879, page 368.

NOTICE TO MARINERS.

(No. 276.)—BAY OF FUNDY—NORTH COAST.

(1.) *Point Lepreau—Alteration in Lights and Fog Signal.*

THE Government of the Dominion of Canada has given notice, that on 15th November, 1886, the lower light at Point Lepreau Lighthouse would be discontinued, it having been obscured through a large arc by the fog signal station in front of it. The light, therefore, on Point Lepreau is now a single fixed white light, elevated 80 feet above high water, and visible in clear weather from a distance of 14 miles.

The illuminating apparatus is catoptric, or by reflectors.

The lighthouse, 48 feet high, is an octagonal wooden building, painted red and white in vertical stripes, with red roof. It is partly hidden on northerly bearings by the fog signal station, a low wooden building, painted drab, with brown roof, situated close in front of it.

Also, with reference to Notice to Mariners, No. 231 (3), of 1st October, 1886, on alteration in the fog signal at Point Lepreau:—

Further notice has been given, that during thick or foggy weather, the steam horn will sound one blast of five seconds' duration every half minute; the steam whistle, which is only used when the horn is disabled, will give two blasts of five seconds' duration each, with an interval of five seconds between the blasts, every minute.

UNITED STATES.

GULF OF MEXICO—MATAGORDA BAY.

(2.) *Discontinuance of Half-Moon Reef Light.*

The United States Government has given notice, that on 15th November, 1886, the light on Half-Moon Reef, Matagorda Bay, would be discontinued.

By command of their Lordships,

W. J. L. Wharton, Hydrographer.

Hydrographic Office, Admiralty, London,
22nd November, 1886.

This Notice affects the following Admiralty Charts:—Halifax to the Delaware, No. 2670 (1); Bay of Fundy, Sheet 1, No. 352 (1); Quoddy Head to Point Lepreau, No. 2013 (1); Gulf of Mexico, No. 392 (2); Coasts of Louisiana and Texas, No. 1639 (2). Also, Admiralty List of Lights on the eastern shores of North America, 1886, Nos. 482, 976; Sailing Directions for S.E. coast of Nova Scotia and Bay of Fundy, 1885, page 222; and West India Pilot, Vol. I, 1883, page 432.

NOTICE TO MARINERS.

(No. 277.)—CANADA.—RIVER ST. LAWRENCE.

Light Buoy below Quebec.

THE Government of the Dominion of Canada has given notice, dated 7th October, 1886, that the four undermentioned buoys, lighted by gas (Pintsch system), have been established in the River St. Lawrence, below Quebec, replacing former can buoys. From each buoy a fixed white light is exhibited:—

As these buoys can be visited only at intervals, there is a possibility that the lights may be temporarily extinguished by heavy weather or accidents, and allowance must be made for such contingency. They will be withdrawn every autumn and replaced in the spring of the year:—

1. A light and bell buoy, painted red, in 8 fathoms water, eastward of the Red Can Buoy, on Hare Island, North (White Island) Reef. Light 14 feet above water, the bell between it and the top of the buoy.

Position, lat. $47^{\circ} 58' 45'' N.$, long. $69^{\circ} 37' 35'' W.$

2. A light and bell buoy, chequered white and black, in $2\frac{1}{2}$ fathoms water, on the east end of Barrett Ledges. Light 14 feet above water, the bell between it and the top of the buoy.

Position lat. $47^{\circ} 53' 15'' N.$, long. $69^{\circ} 37' 00'' W.$

3. A light buoy, painted black and red in horizontal stripes, in 3 fathoms water, on the east end of Beaujeu Bank. Light 10 feet above water.

Position, lat. $47^{\circ} 5' 55'' N.$, long. $70^{\circ} 28' 40'' W.$

4. A light buoy, painted white, in $3\frac{1}{2}$ fathoms water, on the west end of Beaujeu Bank. Light 10 feet above water.

Position, lat. $47^{\circ} 4' 20'' N.$, long. $70^{\circ} 30' 50'' W.$

Additional Buoys.

Also, that the two undermentioned additional buoys have been placed below Quebec:—

1. A black can buoy, in 5 fathoms water, to indicate the edge of the shoal off Cock Point, below the stopping place of the Royal Mail steam-vessels at Rimousky.

Position, lat. $48^{\circ} 34' 30'' N.$, long. $68^{\circ} 22' 00'' W.$

2. A red can buoy, in 5 fathoms water, to indicate the south edge of Beauport Bank, Quebec Harbour.

Position, lat. $46^{\circ} 54' 10'' N.$, long. $71^{\circ} 11' 15'' W.$

By command of their Lordships,

W. J. L. Wharton, Hydrographer.

Hydrographic Office, Admiralty, London,
23rd November, 1886.

This Notice affects the following Admiralty Charts:—Seal Islands to Orleans Island, No. 316; Cape Chat to Bic Island, No. 309; Bic Island to Quebec, No. 310; Point des Mouts to Bersimis River, No. 311; Bersimis River to Saguenay River, No. 312; Green Island to Pilgrims, No. 313; Quebec to Point du Lac, No. 2830a; Quebec Harbour, No. 319. Also, St. Lawrence Pilot, Vol. I, 1882, pages 236, 237, 267, 86, 284.