

Firth of Lorn, No. 2476 (3-5); Oban Bay, No. 1790 (4, 5); Scotland, west coast, sheet IV, No. 2475 (7); Loch Linnhe, northern part, and Lochs Leven, Aber and Eil, No. 1426 (6, 7); Hebrides or Western Islands, with plan of Castle Bay, No. 2474 (9, 10); Sound of Barra, No. 2770 (10). Also Sailing Directions for the West Coast of Scotland, Part II, 1886, pages 275, 253, 211, 214, 198, 178; and Sailing Directions for the West Coast of Scotland, Part I, 1885, pages 115, 98.

NOTICE TO MARINERS.

(No. 240 of the year 1887.)

AUSTRALIA—SOUTH COAST.—BASS STRAIT— FURNEAUX GROUP.

(1.) *Rock reported eastward of Flinders Island.*

INFORMATION has been received from Mr. Creer, commanding the New South Wales Pilot steamer "Captain Cook," also from Mr. Barneson, commanding the barque "Woollahra," of the existence of a rock eastward of Flinders Island, on which the barque "Lawrence" was wrecked in 1869:—

The position of this rock is reported to be with Cape Barren bearing S. $\frac{1}{4}$ E., distant 16 to 18 miles.

Position (approximate), latitude $40^{\circ} 9' S.$, longitude $148^{\circ} 32' E.$

NOTE.—Seeing the doubtful nature of the above, as also that several vessels are reported to have been wrecked on detached dangers off the east coast of Flinders Island, when seeking shelter from westerly gales, Mariners are cautioned accordingly.

AUSTRALIA—NORTH-WEST COAST.

(2.) *Shoal reported westward of Direction Island.*

Information has been received from Staff-Commander J. E. Coghlan, R.N., recently in charge of West Coast of Australia Survey, that the masters of the local mail steamers report the existence of a shoal, having a depth of 12 feet, lying with Direction Island bearing E. by S., distant about $3\frac{1}{2}$ miles.

Position, lat. $21^{\circ} 31\frac{1}{2}' S.$, long. $115^{\circ} 4' E.$

[The bearings are magnetic. Variation (1) 9° Easterly (2) 1° Westerly in 1887.

By command of their Lordships,

W. J. L. Wharton, Hydrographer.

Hydrographic Office, Admiralty, London,
16th September, 1887.

This Notice affects the following Admiralty Charts:—South Pacific Ocean, Western Sheet, No. 788 (1); Australia, southern portion, No. 2759b (1); Bass Strait, Sheet 1, No. 1695a (1); North-West Coast of Australia, No. 475 (2); Bedont Island to Cape Cuvier, No. 1055 (2); Also, Australia Directory, Vol. I, 1884, page 415; Supplement, 1886, to Australia Directory, Vol. I, page 11; Australia Directory, Vol. III, 1881, page 200; and Supplement, 1885, to Australia Directory, Vol. III, page 23.

NOTICE TO MARINERS.

(No. 241 of the year 1887.)

CANADA.—BAY OF FUNDY.

(1.) *Alteration in Character of Fog Signal at Quaco Head.*

THE Government of the Dominion of Canada has given notice, that on 1st September, 1887, the following alteration would be made in the character of the fog signal at West Quaco Head Light Station:—

The signal will be a horn, worked by compressed air, which, during thick and foggy weather,
No. 25741. B

will give blasts of nine seconds' duration, with intervals of thirty seconds.

The signal station, a wooden building, painted white, with brown roof, is situated on the extreme of the high land of the head, 70 feet south-west from the lighthouse. The mouth of the horn is about 72 feet above high water, and is directed south-eastward.

UNITED STATES.—DELAWARE BAY.

(2.) *Fourteen Feet Bank—Alteration in Character of Fog Signal.*

The United States Government has given notice, that on 10th September, 1887, the following alteration would be made in the character of the fog signal at Fourteen-Foot Bank Lighthouse, Delaware River:—

The signal is a Daboll trumpet, which, during thick or foggy weather, will give blasts of five seconds' duration, at intervals of twenty-five seconds, instead of the bell heretofore in use.

By command of their Lordships,

W. J. L. Wharton, Hydrographer.

Hydrographic Office, Admiralty, London,
16th September, 1887.

This Notice affects the following Admiralty Charts:—Halifax to Delaware, No. 2670 (1); Bay of Fundy, Sheet 2, No. 353 (1); Delaware River Entrance, Sheet 1, No. 2563 (2); Great Egg Harbour to Albemarle Sound, No. 266 (2). Also, Admiralty List of Lights on the Eastern Shores of North America, 1887, Nos. 488, 730; Sailing Directions for S.E. Coast of Nova Scotia and Bay of Fundy, 1885, page 231; and Sailing Directions for the Principal Ports of the United States, 1882, page 153.

NOTICE TO MARINERS.

(No. 242 of the year 1887.)

CHINA SEA.

PHILIPPINE ISLANDS.—BABUYAN ISLANDS.

Amended Position of Didicas Rocks.

INFORMATION has been received that Didicas Rocks on the Admiralty Charts are placed about six miles too far westward.

Position, lat. $19^{\circ} 3' N.$, long. $122^{\circ} 9' E.$

By command of their Lordships,

W. J. L. Wharton, Hydrographer.

Hydrographic Office, Admiralty, London,
17th September, 1887.

This Notice affects the following Admiralty Chart:—Pacific, north-west sheet, No. 781; Luzon Island, northern portion, No. 2454. Also, China Sea Directory, Vol. III, 1894, page 255.

Borough of Reading.

The Reading Corporation Act, 1887.

New Wards Scheme.

Election of Councillors and Aldermen, 1887.

WHEREAS by the Reading Corporation Act, 1887, it was provided that the extended borough of Reading should be divided into wards, and the number, names or distinguishing numbers, and boundaries of such wards should be fixed and determined by a scheme to be made by a Commissioner to be for that purpose appointed by Her Majesty's Principal Secretary of State for the Home Department. And whereas on the 12th day of August last, the Right Honourable Henry Matthews, one of Her Majesty's Counsel learned in the Law, and Secretary of State for the Home Department, did duly appoint me, Alfred Chichele Plowden, Barrister-at-Law, to act as such Commissioner aforesaid, and did, on the 30th day of August last, fix the 14th day of September, 1887, as the day for the completion of the said scheme.