

The French Government has given notice, dated 12th November, 1888, that in addition to the fixed red light shown from a buoy moored at the entrance of the north channel of the port, two fixed white lights will be exhibited within the port:—One, elevated eight feet above the sea, at the extremity of the reef (partly blown up); and the other, elevated 19 feet above the ground, and visible in clear weather from a distance of three miles, on the land at the inner end of the wharf.

Approximate position of the last-named light, lat. $16^{\circ} 6' 10''$ N., long. $61^{\circ} 33' 20''$ W.

By command of their Lordships,
W. J. L. Wharton, Hydrographer.
Hydrographic Office, Admiralty, London,
5th August, 1889.

This Notice affects the following Admiralty Charts:—Block Island to Great Egg Harbour, No. 2480 (1); Long Island Sound, western part, No. 2755 (1); Guadalupe, No. 885 (2); Pointe à Pitre, approaches, with plan of Ste. Marie, No. 804 (2). Also, Admiralty List of Lights on the Eastern Coasts of North America, 1889, No. 685, page 138; Sailing Directions for the Principal Ports of the United States, 1882, page 107; and, West India Pilot, Vol. II, 1887, page 74.

NOTICE TO MARINERS.

(No. 267 of the year 1889.)

NORTH SEA—NETHERLANDS.

- (1.) *Hook of Holland Canal—Fog Signal on Northern Side of Entrance.*

THE Netherlands Government has given notice, dated 22nd July, 1889, that a fog signal has been established on the northern side of the entrance of the Hook of Holland Canal:—

The signal is a horn, worked by steam, which during thick or foggy weather will give a blast of three seconds duration every forty seconds.

Position, lat. $51^{\circ} 58' 55''$ N., long. $4^{\circ} 6' 45''$ E.

GULF OF BOTHNIA—RUSSIAN COAST.

- (2.) *Nystad Light—Temporary Discontinuance during Alterations to Lighthouse.*

The Russian Government has given notice, that on 18th July, 1889, the light exhibited from the lighthouse on Enskär, approach to Nystad, would be discontinued for about two months from that date, pending works in progress for increasing the height of the lighthouse, and the establishment of a new lighting apparatus.

Position, lat. $60^{\circ} 43' N.$, long. $21^{\circ} 0\frac{1}{2}' E.$

Further notice will be given of the re-exhibition of this light.

By command of their Lordships,
W. J. L. Wharton, Hydrographer.
Hydrographic Office, Admiralty, London,
5th August, 1889.

This Notice affects, (2) temporarily, the following Admiralty Charts:—North Sea, No. 2182a (1); Dover and Calais, &c., No. 1406 (1); Mouths of the Maas, No. 122 (1); Gulf of Bothnia, No. 2252 (2); Hangö Head to South Quarken, No. 2297 (2); Nystad Light to Stor Fiärd, No. 2298 (2). Also, Admiralty List of Lights on the Eastern Shores of the North Sea, 1889, page 32, No. 712; North Sea Pilot, Part IV, 1887, page 164; and, Baltic Pilot, 1888, page 345.

NOTICE TO MARINERS.

(No. 268 of the year 1889.)

UNITED STATES.—NEW JERSEY—EAST COAST.
Temporary Change of Light-vessel at North-east

Extreme of Five-fathom Bank, and Temporary Alteration in Fog Signal.

THE United States Government has given notice, that on or about 3rd August, 1889, the light-vessel (No. 44) at north-east extreme of Five-fathom Bank, east coast of New Jersey, would be removed and replaced, during repairs, by Relief Light-vessel No. 24:—

Relief Light-vessel No. 24 is schooner-rigged, painted red, with the word "Relief" in large white letters on each side, and No. 24 on each quarter, and on the stern, with an iron cage day mark at each mast head.

During the period Light-vessel No. 24 is moored north-east of Five-fathom Bank, the fog signal will be a bell and a horn, instead of a steam whistle as heretofore.

Light-vessel No. 44 will replace the Relief Light-vessel when the repairs are completed.

Position, lat. $38^{\circ} 58' N.$, long. $74^{\circ} 32' W.$

By command of their Lordships,
W. J. L. Wharton, Hydrographer.
Hydrographic Office, Admiralty, London,
5th August, 1889.

This Notice temporarily affects the following Admiralty Charts:—Great Egg Harbour to Albarle Sound, No. 266; Delaware River, outer Sheet I, No. 2563. Also, Admiralty List of Lights on the Eastern Coasts of North America, 1889, No. 723; and, Sailing Directions for the Principal Ports of the United States, 1882, page 143.

NOTICE TO MARINERS.

(No. 269 of the year 1889.)

RIVER ST. LAWRENCE.

- Father Point Lighthouse—Alteration in Fog Signal.*

THE Government of the Dominion of Canada has given notice, that on 20th July, 1889, the following alteration would be made in the fog signal at Father Point Lighthouse, southern side of River St. Lawrence:—

The signal is a gun (heretofore fired only in answer to signals of steam vessels for pilots), which, during thick or foggy weather, will be fired once every half hour; and will also be fired in answer to signals, if they are made between the regular fog signals.

Position, lat. $48^{\circ} 31' 30'' N.$, long. $68^{\circ} 27' 40'' W.$

By command of their Lordships,
W. J. L. Wharton, Hydrographer.
Hydrographic Office, Admiralty, London,
5th August, 1889.

This notice affects the following Admiralty Charts:—Gulf of St. Lawrence, &c., No. 2516; Bersimis and Saguenay, &c., sheet 2, No. 312; Cape Chatte to Bic Island, No. 309; Point de Monts to Bersimis River, No. 311. Also, Admiralty List of Lights on the Eastern Coasts of North America, &c., 1889, No. 238; and St. Lawrence Pilot, Vol. I, 1882, pages 28, 86.

NOTICE TO MARINERS.

(No. 270 of the year 1889.)

MEDITERRANEAN.—BALEARIC ISLANDS.

MAJORCA—PALMA HARBOUR.

- (1.) *Alteration in Positions of Lights on Mole in Course of Construction, and Buoyage.*

INFORMATION has been received from Captain J. E. Meryon, Her Majesty's ship "Polyphemus," dated 12th July, 1889, that the mole in course of construction at Palma, south-western side of Majorca, is now completed to a position W. by S. $\frac{3}{4}$ S., distant about 475 yards from Mole Fort; and that the following altera-