

up, examination, and re-burial of the carcase shall be defrayed by the Local Authority.

3. This Licence is revocable by the Board of Agriculture.

In witness whereof the Board of Agriculture have hereunto set their Official Seal this third day of April, one thousand eight hundred and ninety.



G. A. Leach,
Secretary.

NOTICES TO MARINERS.

(Nos. 139 to 157 of the year 1890.)

[The bearings are magnetic, and those concerning the visibility of lights are given from seaward.]

No. 139.—CAPE, AND EAST INDIES STATIONS.

AFRICA—EAST COAST.

Innambán River—Buoyage and Beacons.

THE Portuguese Government has given notice, that to facilitate the pilotage of Innambán River entrance, and to indicate the channel towards Innambán, the five undermentioned buoys have been placed as follows (other buoys heretofore shown on Admiralty Chart, No. 650, having been withdrawn), and three beacons erected:—

Four of these buoys are painted red, and should be left on the port hand entering the river; and one buoy, painted black, should be left on the starboard hand.

1. Bar buoy, painted red, is moored on the south side of the channel over the bar of the river in $3\frac{1}{2}$ fathoms water, with Burra Lighthouse bearing S. $\frac{1}{4}$ W., and Algoa Point Clump W. by N. $\frac{1}{4}$ N., distant $3\frac{1}{10}$ miles.

2. A buoy, painted red, is moored on the north-west edge of the bank on the southern side of the river entrance, in 6 fathoms water, with the Pedestal on the coast of Lingalinga Peninsula bearing W. $\frac{1}{2}$ S. distant $\frac{1}{10}$ miles.

3. A buoy, painted red, is moored on the northern end of the spit westward of Mafarun Islet, in 17 feet water, with that islet bearing S.E. $\frac{1}{2}$ E., distant 8 cables.

4. A buoy, painted black, is moored on the western side of the channel, in 17 feet water, with Mafarun Islet bearing S.E. by E. $\frac{3}{4}$ E., distant $1\frac{1}{10}$ miles.

5. A buoy, painted red, is moored on the eastern side of the channel, in 4 fathoms water, with Makukoni Point bearing S.S.E., distant $1\frac{2}{10}$ miles.

The three beacons are:—

(a.) A beacon, named the Pedestal, constructed of masonry, and situated on the coast of Lingalinga Peninsula with Algoa Point Clump bearing N.E. by N., distant $2\frac{9}{10}$ miles nearly.

(b.) A beacon, constructed of wood, four-sided, and surmounted by a disc, painted white, has been erected about 300 yards S. $\frac{1}{2}$ W. from Double Bush (Three Trees) Hill.

(c.) A beacon, of the same shape and colour as b beacon, has been erected on the western bank of the river with Obra, bearing N.N.E. and Makukoni Point E. S.

DIRECTIONS.—The leading mark over Innambán River Bar, is the Pedestal in line with Double Bush Beacon bearing W. by S. $\frac{1}{2}$ S. (leading nearly $2\frac{1}{2}$ cables northward of the bar buoy); having crossed the bar, the course should be altered to pass westward of Buoy No. 2; a course should then be steered to pass between Buoys No. 3 (red)

and 4 (black); and thence to pass westward of Buoy No. 5; the leading mark—Left tangent of Shikaki Cliff in line with Summit, bearing N. $\frac{1}{4}$ E. astern—should then be followed to the anchorage off Innambán.

At the entrance to the bar, and near the bar buoy, depths of 17 feet have been obtained at high water neap tides, but there is almost always a heavy swell, and vessels drawing more than 14 feet should not enter the river without a pilot.

At times the sea breaks right across the river entrance, when such is the case, only steam vessels of good power and light draught should attempt to cross the bar.

CAUTION.—The buoys are not to be depended upon.

[Variation 21° Westerly in 1890.]

This Notice affects the following Admiralty Plan:—Innambán River, on sheet of plans, No. 650. Also, Africa Pilot, Part III, 1889, pages 199, 200.

No. 140.—ALL FOREIGN STATIONS.

SPAIN—WEST COAST.—AROSA BAY.

Villagarzia—Provisional Light on Mole.

THE Spanish Government has given notice, that on 15th March, 1890, a provisional light would be exhibited from the Mole at Villagarzia, north-eastern shore of Arosa Bay:—

The light on the Mole at Villagarzia is a fixed red light, elevated 24 feet above high water, and should be visible in clear weather from a distance of 3 miles.

The light is shown from a wooden support, painted white, and situated on the extremity of the mole, which extends 460 yards from the shore.

Position, lat. $42^{\circ} 35' 55''$ N., long. $8^{\circ} 45' 45''$ W.

This Notice affects the following Admiralty Charts:—Cape Penas to Pontevedra Bay, No. 1053; Cape Finisterre to Vigo Bay, No. 1756; Arosa and Pontevedra Bays, No. 1758. Also, Admiralty List of Lights on the Western Coasts of Europe, 1890, page 84; and Sailing Directions for the West Coasts of France, Spain, and Portugal, 1855, page 241.

No. 141.—NORTH AMERICA AND WEST INDIES STATION.

UNITED STATES—DELAWARE.

Delaware River—Reedy Island Lighthouse—Sector of White Light.

THE United States Government has given notice, dated 26th February, 1890, that the shoal ground extending southward from the south end of Reedy Island, Delaware River, is now covered by a narrow sector of white light (dividing the former sector of red light into two sectors) shown from Reedy Island Lighthouse:—

The sector of white light, flashing every thirty seconds, is shown from Reedy Island Lighthouse between the bearings of N. $\frac{3}{4}$ E. and N. by E. $\frac{1}{4}$ E. approximate. In other respects the character of the light remains unaltered.

Position, lat. $39^{\circ} 30'$ N., long. $75^{\circ} 34'$ W.

[Variation 6° Westerly in 1890.]

This Notice affects the following Admiralty Chart:—Delaware River, No. 2564. Also, Admiralty List of Lights on the Eastern Coasts of North America, 1890, No. 739; and Sailing Directions for the Principal Ports of the United States, 1882, page 146.

No. 142.—CHINA STATION.

CHINA SEA—MALAY PENINSULA—EAST COAST.

(1.) Pahang River—Harbour Light at Entrance.

THE Government of the Straits Settlements