

county of Chester, in accordance with plans deposited in the office of the Conservancy, 5, King-street, Westminster, London, for and on behalf of Messrs. Lever Brothers Limited, the owners of the land upon which the wharf will be erected; such wharf will be about 485 lineal feet in length and about 30 feet in breadth, and behind it the land will be so filled in as to cause a tidal abstraction of about 1,065 cubic yards on a tide of 15' 6" above Old Dock Sill, at Liverpool.

"(Signed) WILLIAM OWEN, F.R.I.B.A."

NOTICES TO MARINERS.

(Nos. 284 to 293 of the year 1890.)

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

No. 284.—BALTIC STATION.

SWEDEN—WEST COAST.—ORUST ISLAND.

Intended Lights.

THE Swedish Government has given notice, that in the course of the year 1890, the under-mentioned lights will be exhibited near the south-west coast of Orust Island, to facilitate the navigation from southward of Maseskär to the anchorages outside Hell vikestrand:—

(1.) *Intended Fixed Light at Kråksunds Gap.*

A light, to be named Kråksunds Gap, will be exhibited from the Skerry northward of Grå Holm. It will be a fixed light, showing white in the fairway between Kråk Holm and Brätö, and red to the northward; situated N.E. $\frac{1}{2}$ N. distant about 7 cables from Brätö Beacon.

Approximate position, lat. $58^{\circ} 6' 40''$ N., long. $11^{\circ} 27' 35''$ E.

(2.) *Intended Flashing Light on Tenholmen.*

The light to be exhibited on Tenholmen will be a flashing light, showing white and red in different directions; situated N. by W. $\frac{1}{4}$ W. distant about $1\frac{1}{2}$ miles from Brätö Beacon.

Approximate position, lat. $58^{\circ} 7' 15''$ N., long. $11^{\circ} 25' 50''$ E.

[Variation 12° Westerly in 1890.]

This Notice affects the following Admiralty Charts:—Baltic Sea, No. 2842a; the Skagerrak or Sleeve, No. 2289; Maseskär to Hällö, No. 156. Also, Admiralty List of Lights on the Eastern Shores of the North Sea, 1890, page 88; and Norway Pilot, Part I, 1888, page 338.

No. 285.—BALTIC STATION.

BALTIC ENTRANCE—THE SOUND.—COPENHAGEN APPROACH.

Torpedo Ground between Mellem and Prøvesten Forts; Beacon Lights exhibited.

THE Danish Government has given notice, that on 17th May, 1890, the locality between, and in front of, Mellem and Prøvesten Forts would be marked out for torpedo practice; and a beacon light exhibited from each fort.

Until 1st October these lights will be exhibited from half an hour after sunset, and after that date from a quarter of an hour after sunset until sunrise.

This Notice temporarily affects the following Admiralty Plan:—Approaches to Copenhagen, No. 790. Also, Danish Pilot, 1885, page 149; and Hydrographic Notice, No. 5 of 1888, relating to Danish Pilot, page 12.

No. 286.—CHINA AND PACIFIC STATIONS.

NORTH AMERICA—WEST COAST.

VANCOUVER ISLAND—HARO STRAIT.

Discovery Island—Intended Fog Signal at Sea Bird Point Lighthouse.

THE Government of the Dominion of Canada has given notice that on 1st July, 1890, a fog signal will be established at Sea Bird Point Lighthouse, eastern extreme of Discovery Island, western side of Haro Strait:—

Sea Bird Point fog signal will be a horn, worked by steam and compressed air, which during thick or foggy weather will give blasts of eight seconds duration, with intervals of one minute between the blasts; it will be elevated 45 feet above high water.

The fog signal station, situated about 100 yards south-east of the lighthouse, is a wooden building, painted white, with brown roof.

Approximate position, lat. $48^{\circ} 25' 20''$ N., long. $123^{\circ} 13' 50''$ W.

This Notice affects the following Admiralty Charts:—Vancouver Island, No. 1917; Juan de Fuca Strait, No. 1911; Haro and Rosario Straits, No. 2689; Haro Strait and Middle Channel, No. 2840. Also, Admiralty List of Lights in South America, &c., 1890, No. 224; and British Columbia Pilot, 1888, page 46.

No. 287.—MEDITERRANEAN STATION.

MEDITERRANEAN.—ADRIATIC—EASTERN SHORE.

UNIE ISLAND.

Netak Point Lighthouse—Sector of Red Light Discontinued.

THE Austrian Government has given notice, dated 9th May, 1890, that the arc of red light previously shown from Netak Point Lighthouse, south-west extreme of Unie Island, has been discontinued, and that the light is now entirely fixed white. Approaching from the northward, the eastern limit of the light leads clear of the rock and shoals near the shore off Port Unie.

Approximate position, lat. $44^{\circ} 37'$ N., long. $14^{\circ} 14'$ E.

This notice affects the following Admiralty Chart:—Cape Promontore to Grossa Island, No. 2711. Also, Admiralty List of Lights in the Mediterranean, 1890, No. 575; and Mediterranean Pilot, Vol. III, 1890, page 174.

No. 288.—EAST INDIES, AUSTRALIA, AND PACIFIC STATIONS.

AUSTRALIA—SOUTH COAST.—PORT PHILLIP ENTRANCE.

Queenscliff—Harbour Lights on New Jetty, and Old Jetty Light Altered in Colour.

THE Government of Victoria has given notice, that on 5th May, 1890, two harbour lights would be exhibited from lamp posts erected on Queenscliff new jetty—one at the inner corner of L. end, the other about 200 feet therefrom on the northern side of the pier:—

Queenscliff new jetty lights are fixed green lights, visible in clear weather from a distance of about 3 miles. The jetty is situated about 3 cables to the north-east of the high lighthouse on Shortland Bluff.

Also, that on the same date, the colour of the light on Queenscliff old jetty would be altered from green to red.

This Notice affects the following Admiralty Charts:—Port Phillip, No. 1171a; Entrance to Port Phillip, No. 2747a. Also, Admiralty List of Lights in South Africa, &c., 1890, No. 658; and Australia Directory, Vol. I, 1884, page 312.