

to Holyhead, No. 1411. Also, List of Lights, Part I, 1894, No. 634; and Sailing Directions for the West Coast of England, 1891, page 241.

No. 518.—CHINA AND PACIFIC STATIONS.

JAPAN—GULF OF TOKYO OR YEDO.

Portion of the Gulf obstructed by Torpedoes.

THE Japanese Government has given notice, dated 9th August, 1894, that the undermentioned area in the Gulf of Tokyo would be obstructed by torpedoes:—

The area is comprised, westward of an imaginary line drawn from Hasiri mizu Point (Rubicon Point) to Honmoku (Treaty Point) Buoy, and southward of a line joining Oshiba saki (Fillmore Point) with Hitomi-yama.

This area will be marked by two buoys on the line joining Honmoku Buoy and Hasiri mizu Point, and a red light on the point.

Vessels must pass eastward of the above-mentioned area, giving it a wide berth.

Approximate position of Rubicon Point, lat. $35^{\circ} 16' N.$, long. $139^{\circ} 43' E.$

This Notice temporarily affects the following Admiralty Charts:—Kii Channels to Yedo, No. 996; Gulf of Tokyo or Yedo, No. 2657; Yokoska Harbour, No. 997.

No. 519.—NORTH AMERICA AND WEST INDIES STATION.

UNITED STATES—EAST COAST.—NEW YORK.—SOUTH CHANNEL.

Experimental Submarine Cables at Scotland Light-vessel.

THE United States Government has given notice, that during the months September and October, 1894, certain experiments will be made, with the aid of submarine cables laid in the vicinity of Scotland Light-vessel, eastward of Sandy Hook, New York Lower Bay:—

The positions of the cables are marked by small buoys resembling logs of wood, and to avoid fouling them, Mariners are requested not pass or anchor within $1\frac{1}{2}$ cables of Scotland Light-vessel when it is possible to avoid doing so.

A cable is laid from the Light-vessel to the north-east point of Sandy Hook on a N.W. by W. $\frac{1}{2}$ W. bearing, and vessels must not anchor on this line.

Approximate position of Scotland Light-vessel, lat. $40^{\circ} 26' 40'' N.$, long. $73^{\circ} 55' 12'' W.$

[Variation 7° Westerly in 1894.]

This Notice temporarily affects the following Admiralty Chart:—Approaches to New York, No. 2491.

No. 520.—NORTH AMERICA AND WEST INDIES STATION.

GULF OF ST. LAWRENCE.—PRINCE EDWARD ISLAND.

Additional Leading Lights in Crapaud Road.

THE Government of the Dominion of Canada has given notice, that on 15th June, 1894, the undermentioned additional leading lights were established in Crapaud Road, Prince Edward Island:—

1. Two additional lights to mark the turning point after crossing the bar.

The front light known as Paul Bluff Light is situated on the south extreme of the Bluff, and exhibits a fixed red light from a mast 30 feet above high water, and visible in clear weather about three miles over a small arc in the direction of the leading line.

The back light which is a fixed red light elevated 50 feet above high water, and visible in

No. 26559.

clear weather three miles over a small arc in the direction of the leading line, is situated $3\frac{1}{2}$ cables N.W. $\frac{1}{2}$ N. (N. 42° W.) from Paul Bluff Light. It is shown from a square open framed tower 27 feet high, and painted white with red lantern.

The above leading lights are known as "Wright's Range."

2. An additional fixed red light is exhibited from a post on Palmer's Wharf, S.S.W. $\frac{1}{2}$ W., one cable from the outer fixed white light which leads over the bar. It is elevated 10 feet above high water, and visible in clear weather from a distance of 2 miles. This light, in line with the front (white) leading light over the bar, known as Leard's Range, bearing about N.N.E. $\frac{1}{4}$ E., leads through the dredged-channel to the wharves and road.

NOTE.—Strangers should not attempt the dredged channel at night, but should anchor near the black buoy situated near the point where the leading line of the red light crosses the line of the red and white light.

Approximate position of Paul Bluff Light, lat. $46^{\circ} 12' 30'' N.$, long. $63^{\circ} 32' 40'' W.$

[Variation 24° Westerly in 1894.]

This Notice affects the following Admiralty Chart:—Crapaud Road, No. 2000. Also, List of Lights, 1894, Part VII, page 20, and St. Lawrence Pilot, Vol. II, 1881, page 100; Hydrographic Notice, No. 2 of 1888, page 13.

No. 521.—ALL STATIONS.

ENGLAND SOUTH COAST—SOLENT.

Intended Gas Buoys at the Lepe Middle and Bramble.

THE Trinity House has given notice that on or about the 20th of October next, it is intended to make the following alterations in the buoyage of the Lepe Middle and Bramble Bank:—

East Lepe, West Bramble, and East Bramble buoys will be replaced by gas buoys, each showing a white occulting light.

East Lepe will be, as at present, a can buoy, painted in red and white vertical stripes.

West Bramble will be, as at present, a spherical buoy, painted in red and white horizontal bands, but without a topmark.

East Bramble will be, as at present, a can buoy, painted in red and white chequers.

Further notice will be given when the change has been effected.

This Notice affects the following Admiralty Charts:—English Channel, Nos. 2675b and c; Portland to Owers, No. 2450; Owers to Christchurch, No. 2045; Solent, No. 2040; and Southampton Water, No. 1905. Also, Channel Pilot, Part I, 1893, pages 227, 228, 233.

No. 522.—BALTIC STATION.

BALTIC ENTRANCE.

Kjöge Bay—Alteration in Kjöge Light.

WITH reference to Notice to Mariners No. 356 of 1894:—

The Danish Government has given further notice, dated 19th September, 1894, that the following alteration has been made in the light shown from the pier at Kjöge:—

Kjöge Light is a fourth order, dioptric, fixed light; showing red from N.W. by N. (N. 34° W.) to N.W. by W. $\frac{1}{2}$ W. (N. 62° W.); white from N.W. by W. $\frac{1}{2}$ W. to W. by S. $\frac{1}{2}$ S. (S. 73° W.); and green from W. by S. $\frac{1}{2}$ S. to S.W. $\frac{1}{4}$ W. (S. 54° W.); it is elevated 28 feet above the sea, and in clear weather the white light visible 9 miles, the red light 7 miles, and the green light 6 miles.

NOTE.—Mariners will observe that the sectors