

Mull of Galloway, lat. (approximate) $54^{\circ} 38' 10''$ N., long. (approximate) $4^{\circ} 51' 20''$ W.

Point of Ayre (Isle of Man), lat. (approximate) $54^{\circ} 24' 55''$ N., long. (approximate) $4^{\circ} 22' 0''$ W.

Point Lynus, lat. (approximate) $53^{\circ} 25' 0''$ N., long. (approximate) $4^{\circ} 17' 15''$ W.

South Stack, lat. (approximate) $53^{\circ} 18' 30''$ N., long. (approximate) $4^{\circ} 42' 0''$ W.

Nash, lat. (approximate) $51^{\circ} 24' 0''$ N., long. (approximate) $3^{\circ} 33' 0''$ W.

Bull Point, lat. (approximate) $51^{\circ} 11' 45''$ N., long. (approximate) $4^{\circ} 12' 10''$ W.

Hartland Point, lat. (approximate) $51^{\circ} 1' 25''$ N., long. (approximate) $4^{\circ} 31' 50''$ W.

Galley Head, lat. (approximate) $51^{\circ} 21' 50''$ N., long. (approximate) $8^{\circ} 57' 10''$ W.

Mine Head (Dungarvan), lat. (approximate) $51^{\circ} 59' 3''$ N., long. (approximate) $7^{\circ} 33' 8''$ W.

Tuskar, lat. (approximate) $52^{\circ} 12' 10''$ N., long. (approximate) $6^{\circ} 12' 35''$ W.

Tory Island, lat. (approximate) $52^{\circ} 10' 25''$ N., long. (approximate) $8^{\circ} 15' 0''$ W.

Loop Head, lat. (approximate) $52^{\circ} 33' 40''$ N., long. (approximate) $9^{\circ} 55' 55''$ W.

The signals will be exhibited from notices sent by the Meteorological Office in London, and will be in all respects the same as those now exhibited in various ports and harbours, which are more particularly intended for vessels leaving those places.

The fact that a storm warning has been received at any place is made known by hoisting a canvas Cone, which has the appearance of a black triangle. At night three lanterns may be hoisted in place of the Cone, as shown in the diagrams.

Meaning of Signal.

The hoisting of such a signal is a sign that an atmospherical disturbance is in existence which will probably cause a gale, from the quarter indicated by the character of the signal displayed, either at, or within a distance of (say) 50 miles of the place where the signal is hoisted.

The signal is frequently kept shown after a gale is over; this is the case because one gale is often followed by another within a very brief interval, before there would be time to issue a fresh warning. But whenever there is reason to believe that the danger is over, notice is sent from the Meteorological Office to lower the signal.

Southerly Gale.

The Cone or lights point downwards indicates that gales, or strong winds, are probable from the Southward; that is, from S.E. round by South to N.W.

Northerly Gale.

The Cone or lights point upwards indicates that gales, or strong winds, are probable from the northward; that is, from N.W. round by North to S.E.

Westerly Gale.

Should it appear likely that a gale will begin from between West and N.W., and also that it is likely to veer towards North or N.E., the North Cone will be hoisted in preference to the South Cone.

Easterly Gale.

Should it appear likely that a gale will begin from between East and S.E.; and also that it is likely to veer towards South or S.W., the South Cone will be hoisted in preference to the North Cone.

This Notice affects the following Admiralty Charts:—English Channel, No. 2695*b*; Portland to Owers, No. 2450; Portland to Christchurch, No. 2615; English Channel, No. 2675*c*; North Foreland to Orfordness, No. 1610; Harwich

Approaches, No. 2052; Kentish Knock to West Swin, No. 1975; North Sea, No. 2182*a*; Orfordness to Blakeney, No. 1630; Pakefield Gatway to Orfordness, No. 102; Hartlepool to St. Abbs Head, No. 1192; North Sea, No. 2182*b*; Scotland, No. 2397*a*; St. Abbs Head to Aberdeen, No. 1407; Montrose Harbour, No. 1444; Aberdeen to Banff, No. 1409; Aberdeen Harbour, No. 1446; Banff to the Ord of Caithness, No. 1823; Firth of Dornich, No. 2170; Scotland, No. 2397*b*; Orkney Islands, No. 2180*b*; Ord of Caithness to Thurso Bay, No. 2181; Firth of Pentland, No. 2162; Long Hope and Widewall Harbour, No. 2581; Fair Isle, No. 2622; Scotland, West Coast, No. 2635; The North Minch, No. 2386; Thurso to Cape Wrath, No. 1954; Irish Channel, No. 1825*a*; Ireland, East Coast, No. 1824*a*; Mull of Cantyre to Ardnamurchan, No. 2515; Firth of Clyde to Loch Fyne, No. 2159; Larne to Bloody Foreland, No. 46; Loch Ryan, No. 1403; Lough Carlingford to Lough Larne, No. 45; Isle of Man, No. 2094; Irish Channel, No. 1825*b*; Holyhead to Great Ormes Head, No. 1170*a*; New Quay to Holyhead, No. 1411; Bristol Channel, No. 1179; Nash Point to New Passage, No. 2682; Kentig River to Nash Point, No. 1183; English Channel, No. 2675*a*; Trevose Head to Bull Point, No. 1178; Ireland, West Coast, No. 1824*b*; South Coast of Ireland to Land's End, No. 1123; Mizen Head to Kinsale, No. 1996; Clonakilty Bay, No. 2080; Kinsale to Wexford, No. 2049; Wexford to Wicklow, No. 1787; Horn Head to Rathlin O'Birne, No. 1245; Horn Head to Bloody Foreland, No. 2752; Tralee Bay to Liscahor Bay, No. 2254; River Shannon, No. 1819. Also, Channel Pilot, Part I, 1893, page 192; North Sea Pilot, Part III, 1889, pages 179, 264, and 304; and Supplement, 1894, pages 3 and 32; North Sea Pilot, Part II, 1895, pages 22, 62, 95, 189, 201; North Sea Pilot, Part I, 1894 page 15; Sailing Directions for the West Coast of Scotland, 1894, pages 452, 438, 53, 32, 29, and 391; Sailing Directions for the West Coast of England, 1891, pages 49, 64, 166, 285, and 302; Hydrographic Notice, No. 3 of 1895, pages 5, 8, and 18; The Irish Coast Pilot, 1893, pages 47, 80, 115, 307, and 457; List of Lights, Part I, 1895, Nos. 54, 145, 160, 235, 345, 350, 383, 396, 403*a*, 409, 410, 444, 498, 500, 555, 617, 625, 663, 682, 695, 733, 747, 759, 826, and 845.

No. 505.—ATLANTIC OCEAN—CAPE BRETON ISLAND.

Bell Buoy at Entrance to Louisburg Harbour.

THE Government of the Dominion of Canada has given notice, dated 22nd August, 1895, that:—

A black bell-buoy with the name Louisburg in white letters has been moored in 13 fathoms, at $1\frac{1}{2}$ cables East from the centre of Harbour Shoal, Louisburg Harbour. From the buoy, Louisburg Lighthouse bears N.N.W. $\frac{1}{2}$ W., distant 6 cables. Approximate position, lat. $45^{\circ} 54' 15''$ N., long. $59^{\circ} 56' 30''$ W.

This Notice affects the following Admiralty Charts:—Cape Breton Island, No. 2727; Louisburg Harbour, No. 2692. Also, St. Lawrence Pilot, Vol. II, 1895, page 306.

No. 506.—HINDUSTAN—WEST COAST. GULF OF CAMBAY.

Fixed White Light at Gogha (Gogo).

THE Government of Bombay has given notice, dated 14th August, 1895, that a light is exhibited