

No. 689.—GULF OF MEXICO.

Gulf of Campeche—Light on Lobos Island.

INFORMATION has been received dated 26th November, 1895, that a light is exhibited from a lighthouse recently erected on the south side of Lobos Island, western shore of Gulf of Campeche:—

Lobos Island Light is a fourth order, flashing light every thirty seconds (illuminating power 3,230 candles), elevated 56 feet above the sea, and visible from a distance of 13 miles in clear weather.

The lighthouse is an iron tower, painted white and 54 feet high.

Approximate position, lat. 21° 28' 20" N., long. 97° 13' 20" W.

This Notice affects the following Admiralty Chart:—Gulf of Mexico, No. 392. Also, List of Lights, Part VIII, 1895, page 158; and West India Pilot, Vol. I, 1893, page 496.

No. 690.—UNITED STATES—PENNSYLVANIA.

Philadelphia—Time Signal discontinued.

THE United States Government has given notice, dated 23rd November, 1895, that the time signal (ball) previously given at the Maritime Exchange, Philadelphia, has been discontinued.

Approximate position, lat. 39° 56' 45" N., long. 75° 9' 10" W.

This Notice affects the following Admiralty Chart:—Delaware River, inner sheet, 2, No. 2564. Also, Sailing Directions for the Principal Ports on the East Coast of the United States, 1882, page 143; Hydrographic Notice, No. 7 of 1888, relating to that work, page 23; and List of Time Signals, 1895, No. 139, page 56.

No. 691.—NORTH SEA—ELBE RIVER.

Fixed and Flushing Light at Sösmenhusen.

WIPPI reference to Notice to Mariners No. 364 of 1895:—

The German Government has given further notice, that on 1st December, 1895, the light at Sösmenhusen, eastward of Brünsbüttel, would be exhibited:—

Sösmenhusen Light is a fourth order white light, showing the following sectors:—a triple flashing light from N. 68° E. to N. 72° E. (marking the southern limit of the Fairway); fixed from N. 72° E. to N. 75° E. (over the Southern Fairway); single flash from N. 75° E. to N. 82° E. (over the Oste Bank); fixed from N. 82° E. to N. 81° E. (over the Northern Fairway); and a double flashing light from N. 84° E. to N. 88° E. (marking the northern limit of the Fairway).

The single flash is shown at regular intervals; the interval between each group of double or triple flashes is four seconds.

It is elevated 49 feet above high water, 38 feet above the dam, visible from a distance of 12 miles in clear weather, and shown from a quadrangular white beacon, situated E. $\frac{3}{4}$ S. (S. 82° E.), distant 9 cables, from Brünsbüttel Lighthouse.

Approximate position, lat. 53° 53' 25" N., long. 9° 7' 2" E.

Also that on the same date, Brünsbüttel Light (fixed and occulting, white), would be discontinued.

[Variation 12° Westerly in 1895].

This Notice affects the following Admiralty Charts:—Elbe, Weser, and Jade Rivers, No. 1875; North Sea and Baltic Canal, No. 2469; Also, List of Lights, Part III, 1895, page 68; No. 241; and North Sea Pilot, Part IV, 1892, page 202.

No. 692.—AFRICA—WEST COAST.

Isles Do Los—Sunken Rock West-South-West of Tumbo Island.

INFORMATION has been received of the existence of a rock, with a depth of 10 feet on it and $3\frac{1}{2}$ to $4\frac{1}{4}$ fathoms around, lying south-westward of Konakri, with the Telegraph Station flagstaff bearing N.E. by E. (N. 56° E.), distant $11\frac{1}{10}$ cables; Cleft Rock E. $\frac{3}{4}$ N. (N. 81° E.); and Northern Jetty flagstaff N.E. $\frac{1}{4}$ E. (N. 48° E.).

Approximate position, on Chart No. 601, lat. 9° 28' 35" N., long. 13° 45' 0" W.

[Variation 19° Westerly in 1895.]

This Notice affects the following Admiralty Charts:—Isles do Los to Sherbro Island, No. 601; Plans of Isles do Los and Konakri Road, No. 395. Also, Africa Pilot, Part I, 1890, page 231.

No. 693.—Sailing Directions for the Baltic.

NOTICE is given that the Sailing Directions for the Baltic, and its approaches through the Skagerrak, &c., being under revision, it has been decided that in future the Danish Pilot shall be named Baltic Pilot, Part I; and the old Baltic Pilot, Baltic Pilot, Part II.

Baltic Pilot, Part I, 1895, formerly Danish Pilot, is now ready for issue and sale.

Baltic Pilot, Part II, 1896, formerly Baltic Pilot, will be ready in the first half of 1896.

No. 694.—CHINA—SOUTH-EAST COAST.

Hongkong Approach—Intended Alteration in Fog Signal at Gap Rock.

THE Government of Hongkong has given notice that, on 1st January, 1896, the fog signal on Gap Rock will be altered from an explosive signal to a gun, which, during thick or foggy weather, will be fired every ten minutes.

Approximate position, lat. 21° 48' 50" N., long. 113° 56' 15" E.

This Notice affects the following Admiralty Charts:—Hui Ling San Harbour to Hongkong, No. 2212; Approaches to Hongkong, No. 1180. Also, List of Lights, Part VI, 1895, No. 404*; and China Sea Directory, Vol. III, 1894, page 66.

By command of their Lordships,

W. J. E. Wharton, Hydrographer.

Hydrographic Office, Admiralty, London;
10th to 12th December, 1895.

INSTRUMENT substituting the New Church of Saint Saviour, situate within the Ancient Chapelry of Ringley, in the County of Lancaster, and in the Diocese of Manchester, for the Old Church of the Holy Trinity, situate within and hitherto being the Parish Church of the same Ancient Chapelry.

To all to whom these presents shall come, the Ecclesiastical Commissioners for England send greeting:

WHEREAS a new church has been built within the ancient chapelry of Ringley, in the county of Lancaster, and in the diocese of Manchester, and has been consecrated and dedicated to Saint Saviour.

And whereas the Right Reverend James, Bishop of the said Diocese of Manchester, as such bishop, the Reverend William Thomas Jones, Clerk in Holy Orders, Honorary Canon of Manchester, and now Rector or Incumbent of the Rectory of Prestwich, the Reverend Thomas