

This Notice affects the following Admiralty Charts:—Nantucket Shoals to Block Island, No. 2890; Nantucket Sound, &c., No. 2489. Also, Sailing Directions for the Principal Ports on the East Coast of the United States, 1882, page 69.

No. 247.—WALES—SOUTH COAST.
Mumbles Point—Light at Extremity of Pier in Course of Construction.

INFORMATION has been received from the Board of Trade that a pier is in course of construction in a N. 79° E. direction from the north-eastern extremity of Mumbles Point, and that during the progress of the works a fixed red light will be exhibited from their seaward extremity.

Approximate position, inner end of pier, lat. 51° 34' 5" N., long. 3° 58' 30" W.

[Variation 18° Westerly in 1897.]

This Notice affects the following Admiralty Plan:—Swansea Bay, No. 1161. Also, List of Lights, Part I, 1897, page 154; and Sailing Directions for the West Coast of England, 1891, page 147.

No. 248.—ADRIATIC—GULF OF VENICE.
Port Lido—Buoys Marking Channel.

THE Italian Government has given notice, dated 23rd April, 1897, that the undermentioned buoys have been placed within the breakwaters, on the north side of the channel of Port Lido, approach to Venice:—

1. The outer buoy, conical, painted red with black top is moored with Tre Porti Fort Flagstaff bearing N. 17° E., distant 20½ cables; and S. Lazzaro Tower N. 89° W.

Approximate position, lat. 45° 25' 20" N., long. 12° 26' 0" E.

2. The inner buoy, conical, painted red with black top, is moored with Tre Porti Fort Flagstaff bearing N. 45° E., distant 18½ cables; and centre of S. Erasmo Redoubt N. 32° W.

[Variation 11° Westerly in 1897.]

This Notice affects the following Admiralty Plan:—Channels leading to Venice, &c., No. 1483. Also, Mediterranean Pilot, Vol. III, 1890, page 117; and Supplement, 1894, relating to that work, page 6.

No. 249.—AFRICA—SOUTH COAST.
Cape St. Blaize—Intended Alteration in Light.

THE Government of the Cape of Good Hope has given notice that, about September, 1897, the light at Cape St. Blaize will be altered from fixed red to a group-flashing white light, showing two flashes, each of one-third of a second in duration, every fifteen seconds.

The works for the alteration of the light will commence about June, 1897, when the permanent light will be discontinued, and a temporary fixed red light will be shown from a staging attached to the lighthouse, until the new light is exhibited.

Approximate position, lat. 34° 11' 5" S., long. 22° 9' 30" E.

Further notice will be given as necessary.

This Notice affects the following Admiralty Charts:—Hondeklip Bay to Port Natal, No. 2035; Cape Agulhas to Mossel Bay, No. 2083. Also, List of Lights, Part VI, 1897, No. 9; and Africa Pilot, Part III, 1889, page 82.

No. 250.—IRELAND—WEST COAST.
Cashla Bay—Sunken Rock Westward of Tonaerick Point.

INFORMATION has been received of the existence of a sunken rock with a depth of two

feet on it at Low Water Springs, on which the hooker "Columbkil" struck, situated on the east side of Cashla Bay, in a position with Ordnance Tower bearing N.E., distant 3¼ cables; and Coast Guard Station, S.E. ½ E.

Approximate position, lat. 53° 15' 0" N., long. 9° 33' 50" W.

[Variation 23° Westerly in 1897.]

This Notice affects the following Admiralty Charts:—Slyne Head to Liscanor Bay, No. 2173; Roundstone, Birterbuy, &c., Bays, No. 2096. Also, Irish Coast Pilot, 1893, page 352.

No. 251.—IRELAND—SOUTH COAST.
Queenstown and Port of Cork—Alterations in Buoyage.

INFORMATION has been received from the Queen's Harbour Master at Queenstown, dated 27th April, 1897, that the undermentioned alterations have been made in the buoyage of Queenstown and Port of Cork:—

1. Fairway buoys Nos. 1 and 2 (conical, black and white), previously moored S.E. ¼ S., distant 6 cables; and E. by S. ½ S., distant 6½ cables, respectively, from Spike Island flagstaff, have been withdrawn.

Approximate position, old No. 1 buoy, lat. 51° 49' 45" N., long. 8° 16' 10" W.

2. The Fairway Buoy, moored, N.W. ¼ N., distant 4½ cables, from Spit Bank Lighthouse, formerly numbered 3, is now numbered 1; and the Fairway Buoy off Passage, previously 4, is now 2.

[Variation 21° Westerly in 1897.]

This Notice affects the following Admiralty Charts:—Queenstown and Port of Cork, Nos. 1777, 1773. Also, Irish Coast Pilot, 1893, page 56.

No. 252.—BALTIC—THE SOUND.
Malmö—Occasional Fog Signal on West Pier Head.

THE Swedish Government has given notice, dated 21st April, 1897, that a fog signal, consisting of a horn has been established in a house on the West Pier Head, on the north side of the low lighthouse at Malmö, which will, during thick or foggy weather, when the steam ferry or any other vessel calling with passengers, is expected, give a blast of four to five seconds duration every minute.

Approximate position, lat. 55° 37' 0" N., long. 12° 59' 45" E.

This Notice affects the following Admiralty Charts:—The Sound, No. 2115; Approaches to Copenhagen, &c., No. 790. Also, List of Lights, Part III, 1897, No. 266; and Baltic Pilot, Part I, 1895, page 261.

By command of their Lordships,
W. J. L. Wharton, Hydrographer.
Hydrographic Office, Admiralty, London,
3rd to 5th May, 1897.

WE, the Ecclesiastical Commissioners for England, in consideration of a benefaction of two hundred pounds sterling, which has been paid to us in favour of the consolidated chapelry and benefice (hereinafter called the benefice) of Saint Augustine, Brinksway, in the county of Chester, and in the diocese of Chester, and in respect of which we have agreed to pay to the Incumbent of the same benefice, and to his successors, a yearly sum of six pounds, do hereby, in pursuance of the Act of the twenty-ninth and thirtieth years of Her Majesty, chapter one hundred and eleven, section five, grant out of our common fund to the said benefice of Saint Augustine, Brinksway, to meet such benefaction,