

2. Chacachacare (Bocas de Dragos) will be a flashing white light of the 3rd order, elevated 865 feet above the sea, and visible in clear weather from a distance of about 20 miles.

Approximate position, lat. $10^{\circ} 41' 45''$ N., long. $61^{\circ} 45' 10''$ E.

NOTE.—It is proposed to establish a small fixed red light on Chacachacare to show over the vicinity of Diamond Rock, but no date is as yet fixed.

This Notice affects the following Admiralty Charts:—North Atlantic, No. 2060*b*; West India Islands, &c., No. 762; Trinidad to Surinam, No. 1801; Tobago to Tortugas, No. 1480; Guadeloupe to Trinidad, No. 956; Trinidad Island to Paria Gulf, Nos. 483*a* and *b*; Bocas de Dragos, No. 2097. Also, List of Lights, Part VIII, page 184; West India Pilot, Vol. I, 1893, pages 121, 127.

No. 541.—UNITED STATES—VIRGINIA.
Chesapeake Bay Approach—Amended Position of Sunken Wreck Eastward of Cape Henry.

WITH reference to Notice to Mariners No. 523 of 1897:—

The United States Government has given further notice, dated 21st August, 1897, that the wreck of the schooner "A. D. Lamson" lies sunk, with two masts showing above water, in a position with Cape Henry Lighthouse bearing $W. \frac{1}{4} N.$, distant about $5\frac{1}{2}$ miles; or approximately in lat. $36^{\circ} 55' 35''$ N., long. $75^{\circ} 53' 15''$ W.

NOTE.—Mariners are warned to exercise caution when approaching the position given.

[Variation 4° Westerly in 1897.]

This Notice temporarily affects the following Admiralty Charts:—Great Egg Harbour to Albemarle Sound, No. 266; Chesapeake Bay, No. 355*a*; Sheet I, No. 2843*a*. Also, Sailing Directions for the Principal Ports on the East Coast of the United States, 1882, page 167.

No. 542.—NORTH SEA.

Amended Position of North Hinder Light-vessel.

INFORMATION has been received from the Netherlands Government, dated 30th August, 1897, that recent observations place the North Hinder Light-vessel approximately in lat. $51^{\circ} 37' 5''$ N., long. $2^{\circ} 38' 5''$ E., in which position (together with the watch buoys respectively) she is now placed on the Admiralty Charts.

The surrounding shoals are as shown on the chart.

This Notice affects the following Admiralty Charts:—North Sea, Nos. 2339 and 2182*a*; Dover and Calais to Orfordness and Scheveningen, No. 1406. Also, List of Lights, Part II, 1897, No. 31; and North Sea Pilot, Part IV, 1892, page 38.

No. 543.—NORTH SEA.

Sunken Wreck off the Coast of Jutland.

THE Danish Government has given notice, dated 25th August, 1897, that a sunken wreck showing a topmast 8 feet above water lies off the coast of Jutland, in approximately lat. $56^{\circ} 18' N.$, long. $7^{\circ} 25' E.$

Mariners are cautioned accordingly.

This Notice affects the following Admiralty Charts:—North Sea, Nos. 2339 and 2182*b*; Baltic Sea, No. 2842*a*.

No. 544.—UNITED STATES—MARYLAND.

Chesapeake Bay—Shoals Recently Discovered.

THE United States Government has given notice, dated 21st August, 1897; that the under-

mentioned shoals have recently been found in Chesapeake Bay:—

(1.) A shoal of small extent, with 6 feet over it, is situated on the east side of the bay near the upper end of Kent Island, with Thomas Point Shoal Light bearing $S. 39^{\circ} W.$, and Sandy Point Light $N. 77^{\circ} W.$, distant $2\frac{1}{10}$ miles.

Approximate position, lat. $39^{\circ} 0' 30''$ N., long. $76^{\circ} 20' 5''$ W.

(2.) A shoal of 7 feet about one cable in length in a $N. by W. \frac{1}{2} W.$ and $S. by E. \frac{1}{2} E.$ direction is situated with Seven-foot Knoll Light bearing $S. 59^{\circ} W.$, distant $3\frac{2}{10}$ miles, and Craighill Channel Rear Leading Light (south end of Hart Island) $N. 45^{\circ} W.$ A knoll of 9 feet lies a quarter of a mile $N. 67^{\circ} E.$ from the above 7-foot shoal (2). Depths of 18 feet have been found in this vicinity within half a mile from the 7-foot shoal as above (2) between $S. by E. \frac{1}{2} E.$ round by east and north, to $N.W. \frac{1}{2} N.$

Approximate position of 7-foot shoal, lat. $39^{\circ} 11' 35''$ N., long. $76^{\circ} 20' 5''$ W.

[Variation 5° Westerly in 1897.]

This Notice affects the following Admiralty Charts:—Great Egg Harbour to Albemarle Sound, No. 266; Chesapeake Bay, No. 355*b* and 2843*e* and *f*. Also, Sailing Directions for the Principal Ports on the East Coast of the United States, 1882, page 171.

No. 545.—WEST INDIES—CUBA.

Santiago de Cuba—Establishment of Lights on Buoys.

THE Spanish Government has given notice, dated 7th August, 1897, that lights have been established on the undermentioned buoys marking the channel at Santiago de Cuba:—

1. Diamante Bank Buoy exhibits a white light.
2. Gorda Bank Buoy exhibits a red light.
3. Colorado Shoal Buoy exhibits a white light.

Approximate position of Diamante Bank Buoy, lat. $19^{\circ} 57' 40''$ N., long. $75^{\circ} 52' 20''$ W.

This Notice affects the following Admiralty Chart:—Santiago de Cuba, No. 433. Also, West Indies, Vol. II, 1887, page 381; Revised Supplement relating to that work, 1894, page 50.

By command of their Lordships,

W. J. L. Wharton, Hydrographer.

Hydrographic Office, Admiralty, London,

4th to 8th September, 1897.

Borough of Dover. Tramways.

NOTICE is hereby given that the Mayor Aldermen and Burgesses of the Borough of Dover as the Local Authority and also as Promoters of the Tramways did on the 24th day of August 1897 under the powers conferred upon them by section 46 of "The Tramways Act 1870" make the following Bye-laws and Regulations:—

Borough of Dover. Tramways.

BYE-LAWS AND REGULATIONS, made by the Corporation of Dover as the Local Authority and as promoters of the tramways under section 46 of "The Tramways Act, 1870."

THE Mayor, Aldermen and Burgesses of the borough of Dover, acting by the Council as the Local Authority of the said borough, under "The Tramways Act, 1870," do hereby with respect to the tramways laid down within the said borough, and in pursuance of the power for that purpose contained in the said Act, make the Bye-laws and Regulations hereinafter contained.

As Local Authority as to the following matters:—

The rate of speed to be observed in travelling upon the tramway.