

FIRTH OF CLYDE.

Beacon on Paterson Rock.

Also, that a cast-iron beacon has been erected on Paterson Rock, which lies about a mile eastward of Sanda Island, at the entrance to the Firth of Clyde. The rock, about 330 yards in length, dries at very low tides, and has 9 feet water over it at high springs. The buoy which hitherto marked it is now removed.

The beacon is placed about the middle of the rock and coloured *red*. It consists of a close iron casing, 7 feet in diameter at the top, surmounted by a cylindrical cage, the summit of which is about 26 feet above high water springs.

[All bearings are magnetic. Variation $2^{\circ} 35'$ West in 1865.]

By command of their Lordships,
Geo. Henry Richards, Hydrographer.
Hydrographic Office, Admiralty, London,
10th November, 1865.

This Notice affects the following Admiralty Charts:—Scotland, West Coast, Nos. 2635, 1966; sheet 4, No. 2515; Lochs Swen, Killisport, &c., No. 2478; Anchorages on the East side of Jura, No. 2374; and Sanda Island, No. 1945. Also, British Islands Lights List, No. 236.

NOTICE TO MARINERS.

(No. 66.)—SWEDEN—WEST COAST.

Fixed Red Light on Maseskär.

THE Royal Administration of Maritime Affairs at Stockholm has given notice, that on and after the 8th day of November, 1865, a light would be exhibited from a lighthouse recently erected on Maseskär, near the pilot station of Kärningö, on the West Coast of Sweden.

The light is a *fixed red* light, at an elevation of 114 feet above the mean level of the sea, and in clear weather should be seen from a distance of about twelve miles.

The illuminating apparatus is dioptric or by lenses, of the second order.

The tower is 72 feet high from base to vane, and stands about midway between the lighthouses of Marstrand and Hallö, in lat. $58^{\circ} 5' 50''$ N., long. $11^{\circ} 20'$ East of Greenwich. It is painted red, and about 55 yards eastward of it are three dwelling-houses, two of which are also painted red, and the third white. The sea mark hitherto on Maseskär has been removed.

By command of their Lordships,
Geo. Henry Richards, Hydrographer.
Hydrographic Office, Admiralty, London,
13th November, 1865.

This Notice affects the following Admiralty Charts:—Baltic, General, No. 2262; Baltic Sea, No. 2842a; and the Skagerrak or Sleeve, No. 2289.

NOTICE TO MARINERS.

(No. 67.)—ENGLAND—SOUTH COAST.

Fixed Light in Lighthouse on St. Anthony Point.

THE Corporation of the Trinity House, London, has given notice, that, in accordance with the Notice to Mariners, No. 56, issued from this office on the 12th October, 1865, the *fixed* white light, to clear the Mannacle Rocks, will be exhibited from the lighthouse on St. Anthony Point, on and after the 15th day of November, 1865.

The light is 37 feet below the revolving light, and will be seen when bearing between N.N.E. $\frac{1}{2}$ E. and N. by E. $\frac{1}{4}$ E.

EAST COAST.

Pakefield Gatway.

Also, that the light exhibited from Kessingland for the navigation of Pakefield Gat has been altered, to correspond with the alteration in that channel, and now shows between the bearings of N.W. by W. and N.N.W. $\frac{3}{4}$ W.

Orfordness Lighthouses.

Also, that the Orfordness lighthouses are now painted in *red* and *white* bands, instead of all red as heretofore.

Ower Bank.

Also, that a black spiral buoy, with *North Ower* painted on it, has been placed on the north end of the Ower Sand, in 4 fathoms low-water springs, with the Leman and Ower light vessel bearing S. by E. $\frac{3}{4}$ E. distant $6\frac{1}{2}$ miles; and the Leman buoy S.W. by S. $4\frac{1}{2}$ miles.

[All bearings are magnetic. Variation at the Mannacles, $22^{\circ} 50'$ W.; at Pakefield Gat, $19^{\circ} 55'$ W.; and at the Ower Bank, $20^{\circ} 5'$ W. in 1865.]

By command of their Lordships,
Geo. Henry Richards, Hydrographer.
Hydrographic Office, Admiralty, London,
14th November, 1865.

This Notice affects the following Admiralty Charts:—English Channel, Nos. 1598; 2675 *b*, and Sheet 1, 2565; Falmouth Harbour, No. 32; Thames to St. Abbs Head, Sheet 1, No. 2902; North Sea General, No. 2339; and North Sea, Sheet 2, No. 2182. Also, Channel Pilot, part 1, page 55; North Sea Pilot, part 3, pp. 129, 155, 166; and British Islands Lights List, Nos. 8, 97, and 98.

Errata to Notice to Mariners, No. 63, dated 4th November, 1865:—In the first paragraph, for *Satellite* read *Satellite*.

Act No. 18 of 1865.

CAPE OF GOOD HOPE.

ANALYSIS.

Preamble.

1. Landing of horned cattle prevented. Penalty for contravention.
2. Sufficient bail to be taken before release of any person committed for trial under this Act.
3. Duty of officer boarding vessel to apprise master of the existence of this Act.
4. Indemnity to owners of cattle shipped before publication of this Act in London Gazette. Exceptions.
5. Interpretation of term "master."
6. Duration of Act.

Act to prevent the Introduction into this Colony of Malignant Diseases affecting Horned Cattle.

WHEREAS it appears, by intelligence recently received in this Colony, that a malignant disease, occasioning a great mortality amongst horned cattle, has appeared in Great Britain, and elsewhere in Europe: And whereas it is expedient to prevent, if possible, the introduction into this Colony of the said disease, and of any similar disease of a fatal character, by pro-