

NORTH HINDER LIGHT-VESSEL.

Alteration in Light.

Also, that the *fixed white* light at present shown from North Hinder Light-vessel will shortly be replaced by a *revolving white* light.

Further notice will be given of the date of alteration.

ZUIDER ZEE.

Alteration in Urk Island Lights.

Also, that the *revolving* white light on Urk Island will be changed to a *flashing* white light.

By command of their Lordships,

Fredk. J. Evans, Hydrographer.

Hydrographic Office, Admiralty, London,
23rd September, 1875.

This Notice affects the following Admiralty Charts:—

(1) Mouths of the Maas River, No. 122: Also, North Sea Pilot, Part IV, 2nd Edition, page 138.

(2) Admiralty List of Lights in the North Sea, &c., for 1875, No. 25; and North Sea Pilot, Part 4, 2nd Edition, p. 60.

(3) Admiralty List of Lights in the North Sea, &c., for 1875, No. 127.

NOTICE TO MARINERS.

(No. 137.)—NORTH AMERICA—ST. LAWRENCE RIVER.

Leading Lights at the Entrance of Saguenay River.

THE Canadian Government has given notice, that on and after the 15th September, 1875, two leading lights would be exhibited from two lighthouses recently erected at the entrance of Saguenay River; the outer or eastern lighthouse is situated on Point Noir, and the inner lighthouse 608 yards to the westward of it.

The lights are *fixed white* lights, the outer light is elevated 82 feet above high water, the inner light 117 feet; both lights should be visible from a distance of 9 miles.

The illuminating apparatus is catoptric or by reflectors.

The lighthouses are each 22 feet high.

NOTE.—These lights are for the purpose of leading vessels clear of Prince Shoal, Bar Reef, and Vache Shoal.

By command of their Lordships,

Fredk. J. Evans, Hydrographer.

Hydrographic Office, Admiralty, London,
23rd September, 1875.

This Notice affects the following Admiralty Charts:—St. Lawrence River, Bic Island to Quebec, No. 310; Bersimis River to Saguenay River, No. 312; Saguenay River, No. 1370: Also, Admiralty List of Lights on the Coasts and Lakes of British North America for 1875, page 10; and St. Lawrence Pilot, Part I, page 305.

NOTICE TO MARINERS.

(No. 138.)—ENGLAND—SOUTH COAST.

Additional Light at Dungeness.

WITH reference to Notices to Mariners, Nos. 43 and 106 of 1875;—

The Trinity House, London, has given notice, that on and after the 1st of October, 1875, the additional light therein mentioned will be exhibited.

The light will be a *flashing white* light, showing a quick flash at intervals of *five seconds*, the flash being of two seconds duration; it will be elevated 28 feet above the level of high water, and will be

visible over the same arc as that covered by the high light.

The building from which the light is exhibited is situated S.S.E. $\frac{1}{2}$ E. 225 yards from Dungeness high light tower.

The fog signal (blasts of trumpet at intervals of *one minute*) is placed in this building.

Alteration in Dungeness High Light.

Also, that on and after the 1st of October, 1875, the high light of Dungeness will be altered from an electric light to the most powerful form of oil light, and the *red* light to the westward will then be shown from the lantern instead of, as now, from a window beneath it. There will then, consequently, be no white light in a westerly direction between the bearing of west from the lighthouse and the land.

[All bearings are magnetic. Variation $18\frac{1}{4}^{\circ}$ Westerly in 1875.]

By command of their Lordships,

Fredk. J. Evans, Hydrographer.

Hydrographic Office, Admiralty, London,
23rd September, 1875.

This Notice will affect the following Admiralty Charts:—English Channel, Nos. 1598 and 2675 a; North Sea, No. 2182 a; Beachy Head to Dungeness, No. 2452; and Dover Strait, No. 1895. Also, Admiralty List of Lights in the British Islands, 1875, No. 77; and the Channel Pilot, Part I, 4th Edition, page 226.

NOTICE TO MARINERS.

(No. 139.)—SCOTLAND—WEST COAST.

LOCH HOURN.

Shoal Ground in Entrance.

INFORMATION has been received from Rear-Admiral H. C. Otter, R.N., C.B., of the existence of a sunken rock, as also shoal ground, on which the steam-ship *Clansman* recently struck, in the entrance of Loch Hourn.

The shoal ground is an uneven ridge of rock lying in mid-channel between the beacon on Skeir Ulibhe and the north shore of the loch; it is 470 yards long in a south-east and north-west direction, and at low water has a depth of 9 feet on its north-west end, and about 30 feet on its south-east end, with 6 to 8 fathoms water between.

From the 9-foot rock (*Clansman Rock*) the beacon on Skeir Ulibhe bears S.W. $\frac{1}{2}$ W. distant $2\frac{1}{2}$ cables, and is nearly in line with a wooded burn on the south shore of the loch.

NOTE.—East Raasay Island just shut in with Ru Camas na Ceann (the northern entrance point) bearing S.E. by E. $\frac{3}{4}$ E. leads to the northward of Clansman Rock.

[All bearings are magnetic. Variation $23\frac{3}{4}^{\circ}$ Westerly in 1875.]

By command of their Lordships,

Fredk. J. Evans, Hydrographer.

Hydrographic Office, Admiralty, London,
27th September, 1875.

This Notice affects the following Admiralty Charts:—Scotland, West Coast, No. 2635; Ardnamuirchan to Summer Islands, No. 2475; Sleat Sound, No. 2496; Loch Hourn, No. 2497: Also, Sailing Directions for the West Coast of Scotland, Part II, page 70.

INCOME TAX.

WHEREAS it has become necessary to renew the list of persons to supply vacancies amongst the Commissioners appointed to act in the division of Castle Ward, in the county of North-