

(2.) Chaleur Bay, No. 1715: Also, St. Lawrence Pilot, Vol. II, 4th Edition, page 23.

(3.) Chaleur Bay, No. 1715: Also, St. Lawrence Pilot, Vol. II, 4th Edition, page 25.

(4.) Chaleur Bay, No. 1715; and Northumberland Strait, No. 1747: Also, St. Lawrence Pilot, Vol. II, 4th Edition, page 26.

(5.) Northumberland Strait, No. 1747: Also, St. Lawrence Pilot, Vol. II, 4th Edition, page 27.

(6.) Northumberland Strait, No. 1747; and Shediac Bay and Harbour, No. 1943: Also, St. Lawrence Pilot, Vol. II, 4th Edition, page 51.

NOTICE TO MARINERS.

(No. 2.)—BASS STRAIT—REPORTED SUNKEN ROCK—KING ISLAND—EAST COAST.)

THE Colonial Government of Victoria has given notice, that on enquiry into the cause of the wreck of the barque "Flying Squirrel" off the east coast of King Island, Bass Strait, it was stated that a sunken rock existed about 5 miles from the shore.

This danger (Squirrel Rock) is reported to extend about 100 yards in a north and south direction, to be 30 yards wide, and to have 8 feet of water on its shoalest part.

Squirrel Rock bears from Sea Elephant Rock N.E. by N. distant about four miles. This bearing and distance places the danger in lat. $39^{\circ} 47' S.$, long. $144^{\circ} 14' E.$

[The bearing is magnetic. Variation $8\frac{1}{2}^{\circ}$ Easterly in 1876.]

By command of their Lordships,
Fredk. J. Evans, Hydrographer.

Hydrographic Office, Admiralty, London,
12th January, 1876.

This Notice affects the following Admiralty Charts:—Australia, General, No. 2759 *b*; and Bass Strait, No. 1695 *b*; Also, Australia Directory, Vol. I., 6th Edition, page 207.

NOTICE TO MARINERS.

(No. 3.)—CAPE BRETON ISLAND—LITTLE BRAS D'OR LAKE.

(1.) *Fixed Red Light on Kidston Island.*

THE Government of the Dominion of Canada has given notice that a light is now exhibited from a lighthouse recently erected on the north-east point of Kidston Island, entrance to Baddeck Harbour, north side of Little Bras d'Or Lake.

The light is a *fixed red* light, elevated 31 feet above the level of high water, and in clear weather should be seen from a distance of 7 miles.

The illuminating apparatus is catoptric, or by reflectors.

The tower is a square wooden building, painted white. Position, latitude, $46^{\circ} 6' N.$, longitude $63^{\circ} 44' 20'' W.$

NOVA SCOTIA—ST. MARY BAY.

(2.) *Fixed Green Light at Meteghan River.*

Also, that from the 15th November, 1875, a light would be exhibited from a lighthouse recently erected on the extreme end of the breakwater at Meteghan River, St. Mary Bay.

The light is a *fixed green* light, elevated 21 feet above the level of high water, and in clear weather should be seen from a distance of 6 miles.

The beacon is painted with vertical red stripes on the seaward side. Position, lat. $44^{\circ} 13' 10'' N.$, long. $66^{\circ} 8' 40'' W.$

NOTE.—Vessels entering the river must pass close to the lighthouse, leaving it on the starboard hand.

BAY OF FUNDY—PETIT-COUDIAC RIVER.

(3.) *Beacon Light at Hillsborough.*

Also, that a beacon light is now exhibited from a lighthouse 22 feet high, on the end of the public wharf at Hillsborough, Petit-Coudiac River.

The light is elevated 14 feet above the level of high water, and should be seen from a distance of 4 to 5 miles.

The illuminating apparatus is catoptric, or by reflectors.

Position, latitude $45^{\circ} 55' 15'' N.$, longitude $64^{\circ} 37' 50'' W.$

PASSAMAQUODDY BAY—PORT ST. ANDREW.

(4.) *Fixed Light on Tongue Shoal.*

Also, that from the 1st January, 1876, a light would be exhibited from a lighthouse recently erected on Tongue Shoal, eastern entrance to Port St. Andrew, Passamaquoddy Bay.

The light is a *fixed white* light, elevated 40 feet above high water, and in clear weather should be seen from a distance of 10 miles.

The tower is erected on a frame pier, about 10 feet above high water, is a square wooden building, painted white, and attached to the keeper's dwelling.

From the Tongue Lighthouse, the lighthouse in Port St. Andrew bears N.W. by W., distant $1\frac{1}{2}$ miles.

[The bearing is magnetic. Variation 19° Westerly in 1876.]

By command of their Lordships,
Fredk. J. Evans, Hydrographer.

Hydrographic Office, Admiralty, London,
12th January, 1876.

This Notice affects the following Admiralty Charts:—(1.) Cape Breton Island, No. 2727; and Little Bras d'Or Lake, No. 2687: Also, St. Lawrence Pilot, Vol. II, 4th Edition, page 216.

(2.) Halifax to Delaware, No. 2670; Bay of Fundy, No. 352; Yarmouth to Petit Passage, No. 2538; and Bryer Island to Gulliver Hole, No. 2656: Also, Sailing Directions for the South-east Coast of Nova Scotia and Bay of Fundy, 2nd Edition, page 171.

(3.) Bay of Fundy, No. 353; and Petit-Coudiac River, No. 354: Also, Sailing Directions for the South-east Coast of Nova Scotia and Bay of Fundy, 2nd Edition, page 226.

(4.) Halifax to Delaware, No. 2670; Quoddy Head to Cape Lepreau, No. 2013; Bay of Fundy, No. 352; and St. Andrew Port, No. 1743: Also, Sailing Directions for the South-east Coast of Nova Scotia and Bay of Fundy, 2nd Edition, page 204.

NOTICE TO MARINERS.

(No. 4.)—UNITED STATES—DELAWARE RIVER.

Leading Lights, Schuylkill River.

THE United States Government has given notice that from the 15th December, 1875, two leading lights would be exhibited from lighthouses recently erected at the entrance of Schuylkill