

of 19th February, 1878, on the temporary discontinuance of Sandy Point Lights:—

The Chilian Government has given further notice, that the fixed white light is re-exhibited:—

The light, elevated 41 feet above the ground and 79 feet above the sea, should be visible in clear weather between the bearings N. by W. $\frac{3}{4}$ W. (through west) to S. $\frac{1}{4}$ W., from a distance of 10 miles.

[The bearings are magnetic. Variation $21\frac{1}{2}^{\circ}$ Easterly in 1879.]

By command of their Lordships,

Fredk. J. Evans, Hydrographer.

Hydrographic Office, Admiralty, London,
8th July, 1879.

This Notice affects the following Admiralty Charts:—

Magellan Strait, No. 554; Second Narrows to Cape Pillar, No. 21, First Narrows to Sandy Point, No. 1337; Harbours and Anchorages in Magellan Strait, No. 545. Also, Admiralty List of Lights in South America, 1879, No. 63; and South American Pilot, Part II, 1875, page 69.

NOTICE TO MARINERS.

(No. 100).—CANADA.—RIVER ST. LAWRENCE.—PILLARS ROCKS.

(1.) *Temporary Discontinuance of Algernon Rock Light.*

THE Government of the Dominion of Canada has given notice, that in consequence of the destruction by fire of the auxiliary tower on Pillars Rocks, the light shown from Algernon Rock is temporarily discontinued.

Further notice will be given of the re-exhibition of this light.

GULF OF ST. LAWRENCE.—CHALEUR BAY.

(2.) *Fixed Light on Elm Tree Point.*

Also, that on 24th May, 1879, a light was exhibited from a lighthouse (named Petit Rocher), recently erected on Elm Tree Point, west side of Nipisighit Bay.

The light is a fixed white light, elevated 36 feet above high water, and should be visible between the bearings of N.N.E. and S. by E., from a distance of 12 miles.

The lighthouse, 31 feet high, is square, constructed of wood, and painted white.

Position, lat. $47^{\circ} 48' 40''$ N., lon. $65^{\circ} 43' 15''$ W.

(3.) *Leading Lights at Richibucto River Entrance.*

Also, that on 1st June, 1879, two leading lights would be exhibited from lighthouses recently erected near the day beacons on South Beach, Richibucto River Entrance.

The low light is a fixed white light, elevated 40 feet above high water, and should be visible in clear weather from a distance of 12 miles.

The lighthouse, 33 feet high, square, constructed of wood and painted white, with dwelling attached, is situated on the outside of the river bank.

Position, latitude $46^{\circ} 42' 45''$ N., longitude $61^{\circ} 46' 10''$ W.

The light is a fixed red light, elevated 44 feet above high water, and should be visible in clear weather from a distance of 12 miles; it bears W. by S. $\frac{1}{2}$ S. from the low light, distant 102 yards.

The lighthouse, 43 feet high, is an open frame square tower, painted white.

The illuminating apparatus of each of these lights is catoptric, or by reflectors.

NOTE.—These lights kept in line bearing W. by S. $\frac{1}{2}$ S., lead through the channel over the bar at the river entrance, and are intended to replace the day beacons.

NOVA SCOTIA—SOUTH-EAST COAST.

LUNENBURG BAY.

(1.) *Fog Signal near Cross Island Lighthouse.*

Also, that on 12th June, 1879, a fog signal would be established near Cross Island Lighthouse, entrance to Lunenburg Bay.

The signal is a steam horn, which during thick weather, fogs, and snowstorms, will sound a blast of ten seconds' duration every minute and a-half; the interval between the blasts being eighty seconds.

[The bearings are magnetic. Variation, Nipisighit Bay, $23\frac{1}{4}^{\circ}$, Richibucto River, $22\frac{3}{4}^{\circ}$ Westerly in 1879.]

By command of their Lordships,

Fredk. J. Evans, Hydrographer.

Hydrographic Office, Admiralty, London,
8th July, 1879.

This Notice affects the following Admiralty Charts:—

(1.) Temporarily—Bic Island to Quebec, No. 310; Ouelle Point to Seal Island, No. 315. Also, Admiralty List of Lights in British North America, 1879, No. 55a; and St. Lawrence Pilot, Vol. I, 1860, page 273.

(2.) St. Lawrence Gulf, No. 2516; Chaleur Bay, &c., No. 1715. Also, Admiralty List of Lights in British North America, 1879, page 26; and St. Lawrence Pilot, Vol. II, 1860, page 13.

(3.) St. Lawrence Gulf, No. 2516; Northumberland Strait, western part, No. 1747; Richibucto River, No. 2199. Also, Admiralty List of Lights in British North America, 1879, page 28; and St. Lawrence Pilot, Vol. II, 1860, pages 43-46.

(4.) Cape Sable to Sambro Island, No. 730; Metway Port to Lunenburg, No. 342. Also, Admiralty List of Lights in British North America, 1879, No. 249; and Sailing Directions for S.E. coast of Nova Scotia and Bay of Fundy, 1875, page 112.

NOTICE TO MARINERS.

(No. 101).—IRELAND—EAST COAST.

Withdrawal of Light-vessel marking Wreck of H.M.S. "Vanguard" off Kish Bank.

NOTICE is hereby given, that the masts of H.M.S. "Vanguard" having been destroyed sufficiently to prevent obstruction to navigation—there being now a clear depth of 10 fathoms at low water spring tides over all portions of the wreck—the Light-vessel that has been employed to mark the wreck will be withdrawn on the 1st August, 1879.

It is the intention of the Commissioners of Irish Lights, when the light-vessel marking the wreck has been withdrawn, to remove the buoys now indicating the locality.

From the wreck, the Kish Light-vessel bears N. 24° W., distant $8\frac{3}{10}$ miles.

From the wreck, the Codling Light-vessel bears S. $19\frac{3}{4}^{\circ}$ W., distant $9\frac{1}{10}$ miles.

From the wreck, the Bray Head Light-vessel bears N. 80° W., distant $10\frac{8}{10}$ miles.

These bearings and distances place the wreck in lat. $53^{\circ} 13' 10''$ N., long. $5^{\circ} 46' 40''$ W.

[The bearings are magnetic. Variation 22° Westerly in 1879.]

By command of their Lordships,

Fredk. J. Evans, Hydrographer.

Hydrographic Office, Admiralty, London,
12th July, 1879.

This Notice affects the following Admiralty Charts:—

Ireland, general, No. 1824a; Irish Channel, No. 1825b; Wicklow to Dublin, No. 1467. Also, Admiralty List of Lights in the British Islands,