

Exchequer Bills issued under the authority of the Act 29 Vic., c. 25, and dated the 11th June, 1881, that the Interest thereon for the half-year ending on the 11th June, 1882, will be payable at the Bank of England, on and after the 10th June next; and that the Interest of such Exchequer Bills for the following half-year, to 11th December, 1882, will be at the rate of two and a half per centum per annum.

All holders of Exchequer Bills dated the 11th June, 1881, who intend to demand payment of the principal sums therein contained at the expiration of the first year of their currency, must leave the said Bills at the Bank of England for examination not later than the 8th June next, between the hours of ten and two; and payment of the said principal sums will be made at the Bank on and after the 10th day of June next.

Treasury Chambers, Whitehall,
May 26, 1882.

NOTICE TO MARINERS.

(No. 89.)—IRELAND—SOUTH COAST.
CORK HARBOUR.

*Light-Vessel Marking Wreck in the Entrance
Withdrawn.*

WITH reference to Notice to Mariners, No. 13, of 20th January, 1882, on placing a light-vessel and buoy to mark the wreck of the iron barque "H-lenslea," sunk by collision in the entrance of Cork Harbour, and then lying in 8 fathoms, S.W., 480 yards from the Western Harbour Rock Buoy.

Information has been received from the Rear-Admiral, Senior Officer on the Coast of Ireland, that the wreck has been destroyed by explosives, and that there is now a minimum depth of 41 feet, at low water spring tides, over the remains of the vessel—the wreck-marking vessel has therefore been withdrawn.

The buoy originally placed 20 fathoms west of the wreck is retained in position, and a second wreck buoy is now moored about 50 fathoms E.N.E. of it, in order to mark the eastern portion of the remains. Between these buoys the ground is foul—mariners should avoid anchoring in the vicinity.

[The bearings are magnetic. Variation $22\frac{1}{2}^{\circ}$ Westerly in 1882.]

By command of their Lordships,
Fredk. J. Evans, Hydrographer,
Hydrographic Office, Admiralty, London,
16th May, 1882.

This Notice temporarily affects the following Admiralty Charts:—Kinsale to Brattin Head, No. 2336; Cork Harbour, No. 1765; Queenstown and Cork Outer Harbour, No. 1777. Also, Admiralty List of Lights in the British Islands, 1882, page 36; and Sailing Directions for the coast of Ireland, Part I, 1877, page 28.

NOTICE TO MARINERS.

(No. 90.)—ENGLAND—EAST COAST.
HUMBER RIVER ENTRANCE.

(1.)—*Buoy marking Wreck near Spurn Point.*

THE Trinity House, Hull, has given notice, that on 8th May, 1882, a buoy, painted green and marked wreck, was placed about 15 fathoms southward of the fishing smack "Pearl," sunk in middle-channel off Spurn Point, Humber River Entrance.

The wreck lies in 7 fathoms at low water ordinary spring tides, with the following bearings:—Spurn Point High Lighthouse, E. by N. Bull Light-Vessel, S.S.W.

IRELAND—SOUTH COAST.

CORK HARBOUR APPROACH.

(2.) *Daunt Rock Light-Vessel temporarily replaced.*

The Commissioners of Irish Lights have given notice, dated 9th May, 1882, that Daunt Rock Light-Vessel, southern approach to Cork Harbour, having to be withdrawn for repairs, would be temporarily replaced by a light-vessel with one mast and jigger mast, instead of three masts.

[The bearings are magnetic. Variation $18\frac{1}{4}^{\circ}$ Westerly in 1882.]

By command of their Lordships,
Fredk. J. Evans, Hydrographer,
Hydrographic Office, Admiralty, London,
16th May, 1882.

This Notice temporarily affects the following Admiralty Charts:—

(1.) Trusthorpe to Flamhorough Head, No. 1190; Humber River Entrance, No. 109. Also, North Sea Pilot, Part III, 1874, page 92.

(2.) Admiralty List of Lights in the British Islands, 1882, No. 509. Also, Sailing Directions for the Coast of Ireland, Part I, 1877, page 26.

NOTICE TO MARINERS.

(No. 91.)—SPAIN—WEST COAST.

(1.) *Vigo Bay—Position of Monteferro Shoal Buoy.*

WITH reference to Notice to Mariners, No. 67, of 13th April, 1882, on alterations in the buoyage of Vigo Bay:—

The Spanish Government has given further notice, dated 24th March, 1882, that Monteferro Shoal Buoy, conical, painted red, and surmounted by a white globe, is moored in 8 fathoms water, about three-quarters of a cable northward of Monteferro Shoal, southern side of entrance to Vigo Bay.

NORTH ATLANTIC OCEAN.

CAPE VERDE ISLANDS—ST. JAGO ISLAND.

(2.) *Porto Praya—Discontinuance of Quail Island Light.*

Information has been received, dated 1st April, 1882, that the light on the south point of Quail Island, Porto Praya, is discontinued.

NOTE.—The light (fixed red) shown from the the Custom House Mole at Porto Praya, should be visible in clear weather from a distance of 10 miles.

By command of their Lordships,
Fredk. J. Evans, Hydrographer,
Hydrographic Office, Admiralty, London,
19th May, 1882.

This Notice affects the following Admiralty Charts:—

(1.) Cape Finisterre to Cape St. Vincent, No. 87; Bayonne to Oporto Harbour, No. 2728; Cape Finisterre to Vigo Bay, No. 1756; Vigo Bay, No. 2548. Also, Sailing Directions for the West Coasts of France, Spain, and Portugal, 1881, page 250.

(2.) Cape Verde Islands, No. 366; St. Jago Island, No. 383; Porto Praya, No. 384. Also, Admiralty List of Lights on the West, South, and South-East Coasts of Africa, &c., 1882, No. 12; and Africa Pilot, Part I, 1880, page 151.

NOTICE TO MARINERS.

(No. 92.)—ENGLAND—SOUTH COAST.

Etdystone New Lighthouse.

WITH reference to Notice to Mariners, No. 60, of 6th April, 1882, on intended alteration about