

[The bearings are magnetic. Variation $17\frac{1}{2}^{\circ}$ Westerly in 1888.]

By command of their Lordships,
W. J. L. Wharton, Hydrographer.
Hydrographic Office, Admiralty, London,
16th January, 1888.

This Notice affects the following Admiralty Charts:—River Congo, No. 625 (1, 2); River Congo and adjacent Creeks, No. 638 (1, 2). Also, Africa Pilot, Part II, 1884, pages 97, 102, 103.

NOTICE TO MARINERS.

(No. 14 of the year 1888.)

NORTH SEA.—JUTLAND.—WEST COAST.

(1.) *Horn Reefs—Intended Light-Vessel and Fog Signal South-westward of Vyl Shoal.*

THE Danish Government has given notice, that about the end of May, or beginning of June, 1888, a light will be exhibited from a light-vessel moored south-westward of Vyl Shoal, south extreme of Horn Reefs, west coast of Jutland:—

The light will be a double flashing white light, showing a double flash every thirty seconds in the following manner: a flash of two and one half seconds' duration, an eclipse of five seconds, then a flash of two and one half seconds' duration, followed by an eclipse of twenty seconds; it will be elevated 30 feet above the sea.

The light-vessel will be moored in about 12 fathoms, with Vyl Shoal buoy bearing about N.E. by E. $\frac{1}{4}$ E., distant 4 miles. She will have two masts, one amidships, the other a jigger mast; and will be painted red, with a white cross, on which will be the name Vyl. The light will be hoisted on the foremast, which will carry two cones, painted red, with their points next each other. A white riding light will be hoisted on the forestay, at a height of 6 feet above the rail.

The fog signal will be a siren (worked by a powerful engine), which, during thick or foggy weather, will give a double blast every two minutes.

Position, lat. $55^{\circ} 23' 30''$ N., long. $7^{\circ} 45'$ E.

(2.) *Intended Alteration in Fog Signal at Horn Reefs Light-Vessel.*

Also, on the same date that the above light is exhibited from the light-vessel south-westward of Vyl Shoal, the following alteration will be made in the fog signal at Horn Reefs Light-vessel, at the west extreme of Horn Reefs:—

The signal will be a siren, which, during thick or foggy weather, will give one blast every two minutes, instead of three blasts as heretofore.

Position, lat. $55^{\circ} 34' 10''$ N., long. $7^{\circ} 19' 30''$ E.

[The bearing is magnetic. Variation $13\frac{3}{4}^{\circ}$ Westerly in 1888.]

By command of their Lordships,
W. J. L. Wharton, Hydrographer.
Hydrographic Office, Admiralty, London,
17th January, 1888.

This Notice affects the following Admiralty Charts:—North Sea, No. 2339 (1, 2); the North Sea, No. 2182b (1, 2); Eider River to Blaavand Point, No. 1887 (1, 2). Also, Admiralty List of Lights in the North Sea, 1887, page 42, No. 243; and North Sea Pilot, Part IV, 1887, page 284.

NOTICE TO MARINERS.

(No. 15 of the year 1888.)

ENGLAND.—SOUTH COAST.—HASTINGS.

Night Storm Signals.

INFORMATION has been received through the Trinity House, London, that on 16th January, 1888, the following night storm signals would be shown from a staging 225 feet eastward

of Fishmarket Low Light at Hastings, for the information of fishermen at that port:—

The signals consist of three red lights, exhibited in the shape of a cone:

Three red lights, point downwards, indicate the same as South Cone, point downwards, by day, or that gales or strong winds are probable, first from the southward, viz., from S.E., round by South, to N.W. Should it appear probable that a gale, beginning West and N.W., is likely to veer towards North or N.E., the North Cone is hoisted in preference to the South Cone.

Three red lights, point upwards, indicate the same as North Cone, point upwards, by day, or that gales or strong winds are probable, first from the northward, viz., from N.W., round by North, to S.E. Should it appear probable that a gale, beginning between East and S.E., is likely to veer towards South or S.W., the South Cone is hoisted in preference to the North Cone.

By command of their Lordships,
W. J. L. Wharton, Hydrographer.
Hydrographic Office, Admiralty, London,
18th January, 1888.

This Notice affects the following Admiralty Charts:—Owers to Dungeness, No. 2451. Also, Admiralty List of Lights in the British Islands, 1887, page 12, and Channel Pilot, Part I, 1886, page 261.

NOTICE is hereby given, that the Chief Registrar of Friendly Societies has, pursuant to 38 and 39 Vic., c. 60, s. 12, by writing under his hand, dated the 19th day of January, 1888, suspended for three months the Registry of the General Funeral Society, Register No. 604, held at the Bellevue Inn, Tideswell, Sheffield, in the county of Derby, on the ground that the Society has wilfully and after notice from a Registrar, violated the provisions of the above-mentioned Act in respect of the valuation of its assets and liabilities. The Society ceases to enjoy during such suspension the privileges of a registered Society, but without prejudice to any liability incurred by the Society, which may be enforced against it as if such suspension had not taken place.

J. M. Ludlow, Chief Registrar.

In Parliament.—Session 1888.

London, Brighton, and South Coast Railway
(Various Powers.)

(Contribution Towards Sea Wall or Defence between Bexhill and St. Leonards-on-Sea.)

NOTICE is hereby given, that application will be made to Parliament in the ensuing session by the London, Brighton, and South Coast Railway Company by petition for additional provision for leave to insert in the London, Brighton, and South Coast Railway (Various Powers) Bill now pending in Parliament, a clause to empower the London, Brighton, and South Coast Railway Company to contribute funds towards the construction of a sea-wall, embankment, or other works for protecting from the sea that part of the foreshore between Bexhill and St. Leonards-on-Sea, in the county of Sussex, near which the railway of the said Company passes.

And notice is also hereby given, that the clause intended to be inserted in the said Bill, to give effect to the object aforesaid, will be submitted to the approval of the proprietors of the said Company, at the Special Meeting of that Company, to be held on the 25th day of January, 1888, at the Terminus Hotel, adjoining the London Bridge