

PRIMROSE HILL ROAD,  
Fellowes Road.

BLenheim GROVE,  
Peckham.

UPPER CHAPMAN STREET,

LAMBETH ROAD.  
Pratt Street.

kerbstone under the boundary wall of the National Agricultural Hall, with horses' heads in a Southerly direction.

Four Carriages.

On the West side of Primrose Hill Road, between Eton Avenue and Fellowes Road, extending a sufficient distance for four cabs, close to kerb and under dead wall; horses' heads towards the North.

Six Carriages.

In Blenheim Grove, Peckham, two on East side of Messrs. Scales' premises, and four West of same; all with horses' heads towards Rye Lane.

Three Carriages.

At Upper Chapman Street.

Four Carriages.

At Pratt Street, Lambeth Road.

### NOTICES TO MARINERS.

(Nos. 269 to 272 of the year 1891.)

[The bearings are magnetic, and those concerning the visibility of lights are given from seaward.]

#### No. 269.—NORTH SEA, AND BALTIC STATIONS.

[NORTH SEA—GERMAN COAST.—ELBE RIVER.

*Light-vessel with Fog Signal on Oste Reef.*

THE German Government has given notice, that on 8th June, 1891, in consequence of alterations in the channel, a light-vessel would be placed, in about four fathoms at ordinary low water, on the north-west edge of Oste Reef, South shore of Elbe River:—

The light shown from Oste Reef Light-vessel is a fixed white light, elevated 41 feet above the water, and should be visible in clear weather from a distance of five miles. A riding light is carried at the forestay.

The light-vessel has one mast, and is painted red, with the words "Oste Reef" in white letters on her sides; during the day a black ball is carried at the masthead. The vessel is moored with Belum Church bearing S. 24° W., distant 2 $\frac{1}{2}$  miles.

Approximate position, lat. 53° 51' 20" N., long. 9° 0' 40" E.

Also, that during thick or foggy weather, a gong will be sounded on board Oste Reef Light-vessel.

NOTE.—The buoys marking the north-west edge of Oste Reef have been moved slightly to the southward in consequence of the alterations in the channel.

[Variation 13° Westerly in 1891.]

This Notice affects the following Admiralty Chart:—Elbe, Weser, and Jade Rivers, No. 1875. Also, Admiralty List of Lists on the Eastern Shores of the North Sea, &c., 1891, page 62; and North Sea Pilot, Part IV, 1887, page 235.

#### No. 270.—EAST INDIES, CHINA, AUSTRALIA, AND PACIFIC STATIONS.

MALACCA STRAIT—MALAY PENINSULA.

DINDING CHANNEL—RIVER PASSAGE.

*East Bank—Fixed Red Light on North Extreme.*

THE Harbour Authorities at Penang have given notice, that on 7th May, 1891, a light would be exhibited from a screw pile beacon erected on the north extreme of east bank, south side of river passage, Dinding Channel:—

East Bank Light is a fixed red light, visible in clear weather from a distance of about five miles.

The beacon is situated with Table Rock bearing S. by W.  $\frac{3}{4}$  W., distant 8 $\frac{1}{2}$  cables, and Scorpion Rock W.  $\frac{1}{4}$  N.

Approximate position, lat. 4° 15' N., long. 100° 33' E.

[Variation 3° Easterly in 1891.]

This Notice affects the following Admiralty Charts:—Acheh Head to Tyngkok Bay, No. 2760; Malacca Strait, No. 1353; Pulo Penang to Parcelar Hill, No. 793a; Dinding Islands and Channel, No. 792. Also, Admiralty List of Lights in South Africa, &c., 1891, page 52; and Supplement, 1890, relating to China Sea Directory, Vol. I, page 100.

#### No. 271.—NORTH SEA, AND BALTIC STATIONS.

NORTH SEA—GERMAN COAST.

*Sunken Wreck Westward of Weser Light-vessel.*

WITH reference to Notice to Mariners, No. 244 of 1891, and previous Notices, that the light-vessel placed about 1 $\frac{1}{2}$  cables northward of a steam-vessel lying sunk in approximately lat. 53° 54' 25" N., long. 7° 18' 50" E., had been withdrawn:—

Information has been received from the German Government, dated 3rd June, 1891, that the above mentioned wreck has been blown up, and the wreck-marking vessel therefore withdrawn; but as fragments of wreckage still remain which are impediments to navigation, the wreck buoy (see Note in Notice to Mariners, No. 135 of 1891) still marks the position. This wreck therefore is not removed from the Admiralty Charts.

Also, that the wreck charted as lying in lat. 53° 56' N., long. 7° 22' E., no longer exists: it has therefore been removed from the Admiralty Charts.

This Notice affects the following Admiralty Charts:—North Sea, Nos. 2339, 2182a; Ameland to Jade River, No. 2593.

#### No. 272.—CHANNEL AND WESTERN STATION.

ENGLAND—WEST COAST.—FIRTH OF SOLWAY.

*English Channel—Intended Alterations in Buoyage.*

THE North British Railway Company has given notice, that on or about 30th June, 1891, weather permitting, the following alterations will be made in the buoyage of English Channel, Firth of Solway:—

1. A pillar buoy, painted black and white in vertical stripes, and marked "S.F.W.," will be placed in the fairway of English Channel, in six fathoms water, with Solway Light-vessel bearing N.E.  $\frac{1}{4}$  N., distant two miles.

Approximate position, lat. 54° 45' 45" N., long. 3° 33' W.

2. The port hand can buoy, S. 1, surmounted, with staff and cage, in English Channel, will be