

each painted white, with brown roofs, are situated close south-eastward of the light staff.

Approximate position on Chart No. 2689, lat. $48^{\circ} 41' 20''$ N., long. $123^{\circ} 14' 30''$ W.

Turn Point Fog signal (to be established on the same date) will consist of a Daboll trumpet which, during thick or foggy weather, will give blasts of five seconds duration, separated by silent intervals of twenty-five seconds.

This Notice affects the following Admiralty Charts:—Haro and Rosario Straits, No. 2689; Haro Strait and Middle Channel, No. 2840. Also, List of Lights, Part VI, 1893, page 52; and British Columbia Pilot, 1888, pages 102, 57.

No. 585.—NORTH AMERICA AND WEST INDIES STATION.

UNITED STATES—CONNECTICUT.—LONG ISLAND SOUND.

Cornfield Point Light-vessel Replaced in Position.

WITH reference to Notice to Mariners, No. 543 of 1893:—

The United States Government has given notice, that on 1st November, 1893, Cornfield Point Light-vessel No. 51, would be replaced in position, and on the same date Light-vessel No. 23, temporarily placed in this position, would be withdrawn.

The character of the light and fog signal in Light-vessel No. 51 remain as given in the Admiralty List of Lights, Part VII, 1893, No. 670.

Approximate position, lat. $41^{\circ} 13'$ N., long. $72^{\circ} 22\frac{1}{2}'$ W.

This Notice affects the following Admiralty Charts:—Halifax to the Delaware, No. 2670; Block Island to Great Egg Harbour, No. 2480; Long Island Sound, Sheet I, No. 2754. Also, List of Lights, Part VII, 1893, No. 670; and Sailing Directions for the East Coast of the United States, 1882, page 106.

No. 586.—MEDITERRANEAN STATION. BLACK SEA—KRIMEA.

Sevastopol Harbour—Experimental Light Buoy at Entrance.

THE Russian Government has given notice, dated 12th October, 1893, that a red buoy, showing a red light, has been experimentally placed for the winter near the shoal off old Fort Konstantine, northern side of entrance to Sevastopol harbour.

Approximate position, lat. $44^{\circ} 37\frac{1}{2}'$ N., long. $33^{\circ} 30\frac{1}{2}'$ E.

This Notice affects the following Admiralty Chart:—Sevastopol Harbour, No. 963. Also, Sailing Directions for Dardanelles, Sea of Morra, &c., 1893, page 242.

No. 587.—CHINA, AUSTRALIA, AND PACIFIC STATIONS.

PACIFIC OCEAN.—CAROLINE ISLANDS.

Helene Shoal—Foul Ground to the Westward.

INFORMATION has been received that the master of the steamer "Angers" reports that at 2h. 30m. p.m., 16th September, 1893, in lat. $5^{\circ} 33'$ N., long. $149^{\circ} 3'$ E., or westward of the reported position of Helene Shoal, the vessel passed over a narrow patch of shoal water, with apparently depths of 5 to 6 fathoms on it; no soundings were taken, but the bottom was distinctly visible. This shoal is probably connected with Helene Shoal, as green water was observed from the "Angers" stretching far to the eastward of the above position.

This Notice affects the following Admiralty Charts:—Pacific Ocean, north-west sheet, No.

781; and Caroline Islands, No. 980. Also, Sailing Directions for Pacific Islands, Vol. I, 1890, page 502.

No. 588.—NORTH AMERICA AND WEST INDIES STATION.

GULF OF ST. LAWRENCE.
CHALEUR BAY APPROACH.

(1.) *Miscou Island—Intended Alteration in Birch Point Light.*

THE Government of the Dominion of Canada has given notice, that on the opening of navigation in the spring of 1894, the fixed red light now shown from the lighthouse on Birch Point, southern side of entrance to Chaleur Bay, will be replaced by a revolving white light:—

Birch Point Light will be a catoptric revolving white light, showing four bright rays every seventy-five seconds, with intervals of fifteen seconds between their points of greatest brilliancy, followed by an interval of thirty seconds, during the greater part of which the light will be eclipsed. It will be visible from a distance of 14 miles.

Approximate position, lat. $48^{\circ} 1'$ N., long. $64^{\circ} 29\frac{1}{4}'$ W.

(2.) *Alterations in North Tracadie Lights.*

Also, that in consequence of the encroachment of the sea on the north side of Tracadie North Gully, the following alterations have been made in the positions, elevations, and visibility of the leading lights shown at the entrance to that gully:—

North Tracadie rear light is a catoptric fixed white light, elevated 30 feet above high water, and visible in clear weather from a distance of 10 miles. The lighthouse, 33 feet high, is a square wooden building, painted white, situated on the point on the south side of Tracadie North Gully Entrance.

Approximate position, lat. $47^{\circ} 33'$ N., long. $64^{\circ} 51\frac{1}{2}'$ W.

North Tracadie front light is a catoptric fixed white light, elevated 23 feet above high water and visible from a distance of 8 miles over a small arc on either side of the bearing of the lights in line, N.W. $\frac{1}{4}$ W. (N. 48° W.). It is shown from a mast, 23 feet high, with a small shed at its base, both painted red, and situated S.E. $\frac{1}{4}$ E. (S. 48° E.), 450 feet from the rear light.

NOTE.—The front light is moved as changes occur in the channel over the bar.

[Variation 25° Westerly in 1893.]

This Notice affects the following Admiralty Charts:—Gulf of St. Lawrence, No. 2516; Chaleur Bay, No. 1715. Also, List of Lights, Part VII, 1893, Nos. 192, 193; and St. Lawrence Pilot, Vol. II, 1881, pages 25, 26, 29.

No. 589.—CAPE, EAST INDIES, CHINA, AUSTRALIA, AND PACIFIC STATIONS.

CHINA—SOUTH-EAST COAST.—HONG KONG APPROACH.

Gap Rock Light Apparatus Damaged and Exhibition of Temporary Light.

THE Government of Hong Kong has given notice, dated 5th October, 1893, that a recent typhoon has damaged the light apparatus in Gap Rock Lighthouse; and that a temporary light has been exhibited from the lighthouse; but Mariners are warned that this light cannot be implicitly relied on.

Approximate position, lat. $21^{\circ} 48' 50''$ N., long. $113^{\circ} 56' 20''$ E.

Further notice will be given when the permanent light is re-exhibited.

The Notice affects the following Admiralty