

light every thirty seconds, elevated 182 feet above high water and visible from a distance of 20 miles in clear weather. It is obscured by San Lorenzo and Fronton Islands when bearing between about S.S.E., through south, to W.S.W.; but is visible through the channel between those Islands.

The lighthouse is constructed of masonry; lantern painted white, with red dome.

Approximate position, lat. $12^{\circ} 8' 10''$ S., long. $77^{\circ} 15' 0''$ W.

On the same date, San Lorenzo Light (fixed white) was discontinued.

[Variation 10° Easterly in 1897.]

This Notice affects the following Admiralty Charts:—Independencia Bay to Bequeta Bay, No. 1323; the Boqueron of Callao, No. 1853. Also, List of Lights, Part VII, 1897, No. 131; and South America Pilot, Part II, 1895, pages 497, 498.

No. 522.—CEYLON—WEST COAST.

Colombo—Intended Alteration in a Night Pilot Signal.

THE Government of Ceylon has given notice, that on 15th September, 1897, the night signal, hitherto made at the Pilot's Lookout Tower, Colombo, to indicate that the pilot is engaged with another vessel, viz.:—two blue lights in succession; will be discontinued; and, in lieu thereof, a red light will be shown, in answer to the blue light of a vessel in the offing, to signify that the pilot on night duty is engaged with another vessel and will go off as soon as possible.

This Notice affects the Bay of Bengal Pilot, 1892, page 46. Also, West Coast of Hindustan Pilot, 1891, page 10c.

No. 523.—UNITED STATES—VIRGINIA.

Chesapeake Bay Approach—Sunken Wreck Eastward of Cape Henry.

THE United States Government has given notice, dated 14th August, 1897, that the wreck of the schooner "A. D. Lamson" lies sunk, with two masts showing above water, in a position with Cape Henry lighthouse bearing about W. $\frac{3}{4}$ S., distant 6 miles; or approximately in lat. $36^{\circ} 56\frac{3}{4}'$ N., long. $75^{\circ} 52\frac{3}{4}'$ W.

NOTE.—As the position of this wreck is doubtful Mariners are warned to exercise caution when approaching the position given.

[Variation 4° Westerly in 1897.]

This Notice temporarily affects the following Admiralty Charts:—Great Egg Harbour to Albemarle Sound, No. 266; Chesapeake Bay, No. 355a; Sheet I, No. 2843a. Also, Sailing Directions for the Principal Ports on the East Coast of the United States, 1882, page 167.

No. 524.—BRITISH COLUMBIA.

FitzHugh Sound—Rocks at Entrances of Rivers Inlet.

INFORMATION has been received from the Government of the Dominion of Canada, dated 9th August, 1897, of the existence of the under-mentioned rocks:—

1. A rock, marked by kelp, with a depth of 4 fathoms on it, and deep water north-westward and south eastward, situated in a position with Zero Rock Centre bearing N. 46° E., distant 8 cables; and centre of Sharbau Island S. 72° E. Approximate position, lat. $51^{\circ} 25' 0''$ N., long. $127^{\circ} 43' 55''$ W.

2. A rocky patch, now named Swan Rock, not marked by kelp, about a quarter of a mile in length, W. by N. and E. by S., with depths of $1\frac{1}{2}$ to 2 fathoms on it, and deep water near,

No. 26888.

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except on its northern side where the depth is 4 fathoms, situated with its centre in a position with Lone Island Centre bearing N. 89° E., distant $1\frac{3}{8}$ miles; and Entry Cone (1,200) S. 22° W.

Approximate position, lat. $51^{\circ} 30' 35''$ N., long. $127^{\circ} 47' 50''$ W.

3. Also, that a reef extends in an E.N.E. direction, 4 cables, from the east end of Central Island, Smith Sound.

Approximate position, end of reef (to be considered doubtful), lat. $51^{\circ} 18' 50''$ N., long. $127^{\circ} 35' 45''$ W.

[Variation 25° Easterly in 1897.]

This Notice affects the following Admiralty Charts:—Cape Caution to Port Simpson, southern portion, No. 1923b; Approaches to FitzHugh and Smith Sounds, No. 2448. Also British Columbia Pilot, 1888, pages 357, 358, 355; and Supplement, 1895, relating to that work, page 27.

No. 525.—UNITED STATES—RHODE ISLAND.

Narragansett Bay—Alterations in Buoyage.

THE United States Government has given notice, dated 16th August, 1897, that Plum Beach Shoal Gas Buoy (black, fixed white light) has been withdrawn.

Approximate position, lat. $41^{\circ} 31' 20''$ N., long. $71^{\circ} 24' 20''$ W.

Also, that a gas buoy, painted red and showing a fixed white light, has been moored in the position previously occupied by the red, spar buoy, No. 4, westward of the northern end of Patience Island, that buoy having been withdrawn.

Approximate position, lat. $41^{\circ} 39' 30''$ N., long. $71^{\circ} 22' 25''$ W.

This Notice affects the following Admiralty Charts:—Nantucket Shoals to Block Island, No. 2890; Narragansett Bay, No. 2892. Also, Sailing Directions for the Principal Ports on the East Coast of the United States, 1882, page 94.

No. 526.—UNITED STATES—MASSACHUSETTS.

Nantucket Sound—Intended Alteration in Position of Pollock Rip Light-vessel.

THE United States Government has given notice, that on or about 10th September, 1897, Pollock Rip Light-vessel, No. 47 (fixed red light), will be moved S.E. by E. $\frac{1}{8}$ E., about $3\frac{3}{4}$ cables, from her present position.

Approximate new position, lat. $41^{\circ} 32' 10''$ N., long. $69^{\circ} 55' 0''$ W.

[Variation 13° Westerly in 1897.]

This Notice affects the following Admiralty Charts:—Nantucket Island to Great Egg Harbour, No. 2480; Nantucket Shoals to Block Island, No. 2890; Nantucket Sound, &c., No. 2489. Also, List of Lights, Part VIII, 1897, No. 594; and Sailing Directions for the Principal Ports on the East Coast of the United States, 1882, page 69.

By command of their Lordships,

W. J. L. Wharton, Hydrographer.

Hydrographic Office, Admiralty, London,
30th August to 1st September, 1897.

Registration of Births and Deaths.

NOTICE is hereby given that in pursuance of the provisions of the twenty-first section of an Act passed in the thirty-eighth year of the reign of Her present Majesty, intitled "The Births and Deaths Registration Act, 1874," I, Sir Brydges Powell Henniker, Bart., Registrar-General of