

erected in a depth of 18 feet with Fort Augusta Light bearing N. 1° E., distant  $2\frac{1}{2}$  cables.

4. St. Albans Beacon.—A red fixed light, elevated 10 feet above high water, is shown from St. Alban's Beacon, situated S. 89° E., distant  $3\frac{1}{10}$  cables from Fort Augusta Light.

5. Mammee Beacon.—A white fixed light, elevated 10 feet above high water, is shown from Mammee Beacon, situated S. 70° E., distant  $3\frac{1}{2}$  cables from Fort Augusta Light.

6. East Horse Shoe Beacon.—A white fixed light, elevated 10 feet above high water, is shown from East Horse Shoe Beacon, situated S. 87° E., distant  $8\frac{1}{10}$  cables from Fort Augusta Light.

#### KINGSTON HARBOUR.

7. Pond Mouth Beacon.—A red fixed light, elevated 10 feet above high water, is shown from Pond Mouth Beacon, situated S. 88° E., distant  $2\frac{1}{10}$  miles from Fort Augusta Light.

Fort Augusta Light.—The white sector of this light has been discontinued, and the light is now red fixed, but in other respects remains as before, though its visibility will probably not be so great.

Approximate position, Fort Augusta Light, lat.  $17^{\circ} 57' 50''$  N., long.  $76^{\circ} 50' 50''$  W.

[Variation  $2^{\circ}$  Easterly in 1903.]

This Notice affects the following Admiralty Charts:—Port Royal and Kingston Harbours, No. 456. Also, List of Lights, Part VIII, 1903, page 236, No. 1467; and West India Pilot, Vol. II, 1899, pages 353, 356.

#### No. 240.—GULF OF MEXICO.

##### Port of Vera Cruz—Lights Established.

The Mexican Government has given notice, dated 6th January, 1903, that the following lights have been established in the Port of Vera Cruz, in the undermentioned positions:—

a. On the passenger landing stage, Promenade Wharf. A red fixed light, elevated 30 feet above high water, and having a light power of 76 candles, is shown from an iron support erected on the north-western extremity of the stages.

b. On the extremity of the Fiscal Mole. A red fixed electric light, having a light power of 660 candles, and elevated 34 feet above high water, is shown from the centre of the Mole Head.

c. On the Vera Cruz Wharf. A green fixed light, elevated 28 feet above high water, is shown from a wooden post, painted white, erected on the south-eastern corner of the wharf; and a red fixed light, elevated 28 feet above the sea, is shown from a wooden post, painted red, on the north-western corner of the wharf. The green light has a light power of 10 candles, and the red 20 candles.

Approximate position, lat.  $19^{\circ} 12'$  N., long.  $96^{\circ} 8'$  W.

This Notice affects the following Admiralty Chart:—Port of Vera Cruz on Chart No. 2854. Also, List of Lights, Part VIII, 1903, page 215; West India Pilot, Vol. I, 1893, page 483; and Hydrographic Notice, No. 2, 1896, page 28.

#### No. 241.—CANADA, BRITISH COLUMBIA—VANCOUVER ISLAND.

##### Esquimalt Roads—Prohibited Anchorage.

The Government of the Dominion of Canada has given notice, dated 12th February, 1903, that an Order in Council has been passed to the following effect:—

“For the purpose of allowing a clear space to practise the heavy guns established on Rodd Hill, and in His Majesty's Dockyard at the entrance to

Esquimalt Harbour, Vancouver Island, British Columbia, vessels arriving in Royal Roads, between the 15th May and the 15th September each year, must anchor to the westward of a line drawn from Duntze Head to Race Rocks Lighthouse, and not less than one nautical mile distant from Duntze Head. Vessels anchored to the eastward of this limit will be given twenty-four hours' notice to move out of the danger zone, and any charges incurred in moving such vessels shall be borne by the vessel.”

Mariners are therefore cautioned not to anchor in Esquimalt Roads, or Royal Bay, between the above-mentioned dates, within one mile of Duntze Head, or with it bearing northward or westward of N.  $2^{\circ}$  E. the direction of the line joining Duntze Head and Race Rocks Lighthouse.

Approximate position, Duntze Head, lat.  $48^{\circ} 25\frac{1}{2}'$  N., long.  $123^{\circ} 26\frac{1}{2}'$  W.

[Variation  $23^{\circ}$  Easterly in 1903.]

This Notice affects the following Admiralty Charts:—Esquimalt and Victoria Harbours, No. 576; Esquimalt Harbour, No. 1897a. Also, British Columbia Pilot, 1898, page 75.

#### No. 242.—CANADA, QUEBEC—GULF OF ST. LAWRENCE.

##### Cape Rosier Light—Intended Alteration in Character.

The Government of the Dominion of Canada has given notice dated 20th February, 1903, that soon after the opening of navigation it is intended to alter the character of Cape Rosier Light, Gaspé Bay approach, from white fixed to a white occulting light every twenty seconds, thus:—light, fifteen seconds; eclipse, five seconds. The new light will be dioptric of the 1st order.

Approximate position, lat.  $48^{\circ} 51\frac{1}{2}'$  N., long.  $64^{\circ} 11\frac{1}{2}'$  W.

Further notice will be given when this alteration has been made.

This Notice affects the following Admiralty Charts:—Gulf of St. Lawrence, No. 2516; River St. Lawrence, No. 1621; Gaspé and Mal Bays, No. 1163. Also, List of Lights, Part VIII, 1903, No. 298; St. Lawrence Pilot, Vol. I, 1894, page 82; and Supplement, 1901, page 12.

#### No. 243.—CANADA—RIVER ST. LAWRENCE, BELOW QUEBEC.

##### Bellechasse Island Light—Character Altered.

The Government of the Dominion of Canada has given notice, dated 20th February, 1903, that Bellechasse Light will, on the opening of navigation, and without further notice, be altered from white fixed to a white occulting light every eight and a half seconds, thus:—light five and a half seconds, eclipse three seconds. The light is dioptric of the 4th order; in other respects it remains unchanged.

Approximate position, lat.  $46^{\circ} 56\frac{1}{4}'$  N., long.  $70^{\circ} 46'$  W.

This Notice affects the following Admiralty Charts:—Goose Island to Quebec, No. 315; The Traverses, No. 318. Also, List of Lights, Part VIII, 1903, No. 348; and St. Lawrence Pilot, Vol. I, 1894, page 297.

#### No. 244.—SOUTH AMERICA, DUTCH GUIANA—SURINAM RIVER.

Fort New Amsterdam—Shoal to the Southward of. The Director of the Colonial Navigation and Pilotage, Paramaribo, has given notice, dated 27th November, 1902, that, in consequence of the washing away of the river bank to the southward of Fort New Amsterdam, a shoal dangerous to navigation has formed and extends into the