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FREDERICTON, N. B., WEDNESDAY, FEBRUARY 22, 1865.

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Official Notifications appearing in this Paper, duly authenticated, are to be received as such by the persons whom they may concern.



BY AUTHORITY.



By His Excellency The Honorable ARTHUR HAMILTON GORDON, C.M.G., Lieut. Governor and Commander in Chief of the Province of New Brunswick, &c. &c. &c.

ARTHUR H. GORDON.

A PROCLAMATION.

WHEREAS the General Assembly of this Province stands prorogued to Thursday the ninth day of February instant, I have thought fit to dissolve the said General Assembly, and the same is hereby accordingly dissolved; whereof all persons whom it may concern will take due notice.

And I have further thought fit to order and direct that Writs for calling a new General Assembly be forthwith issued in due form, returnable on Wednesday the twenty ninth day of March next.

Given under my Hand and Seal at Fredericton, the eighth day of February, in the year of our Lord one thousand eight hundred and sixty five, and in the twenty eighth year of Her Majesty's Reign.

By His Excellency's Command.

S. L. TILLEY.

GOVERNMENT NOTICE.

HIS Excellency the Lieutenant Governor, in accordance with instructions received from Her Majesty's Government, will recognize RICHARD HUTCHISON, Esquire, as Vice-Consul for Sweden and Norway at Miramichi.

S. L. TILLEY.

Secretary's Office, 21st February, 1865.

HIS Excellency the Lieutenant Governor has received, and now publishes for general information, the following Notice concerning Lighthouses near Portland Harbour, Maine.

Government House, 20th February, 1865.

The substance of this Notice, as soon as it is received on board, is to be inserted in red ink on the Charts affected by it; and introduced into the margin, or otherwise in the page, of the Sailing Directions to which it relates. See Instructions, Navigation and Pilotage, page 172.

NOTICE TO MARINERS.

[No. 5.]

NORTH AMERICA—EAST COAST.
PORTLAND HARBOUR, MAINE.

The United States Lighthouse Board has given Notice, that the light on Portland Head has been raised to 101 feet above the level of the sea, and a second-order light substituted for the former one of the fourth order, visible in clear weather from a distance of 17 miles. The following directions have in consequence been given:—

DIRECTIONS.

Channel between West Cod Ledge and Corwin Rock.—On Cape Elizabeth are two lights, placed N. E. and S. W., 280 yards apart, which can be seen 18 miles; the N. E. light is revolving, and the S. W. fixed. If from the eastward, bring Cape Elizabeth lights to bear W. by N. $\frac{1}{2}$ N., and steer for them until Portland Head light bears N. N. W. $\frac{1}{2}$ W., when the vessel will be about three-quarters of a mile S. W. by S. from West Cod Ledge (4 $\frac{1}{2}$ fathoms), and the same distance E. by N. from Corwin Rock (3 $\frac{1}{2}$ fathoms); then steer on for Portland Head light bearing N. N. W. $\frac{1}{2}$ W. for about 2 $\frac{1}{2}$ miles, until Cape Elizabeth lights are in line; then stand N. by E. nearly half a mile, until Portland Head light bears N. W. $\frac{1}{2}$ N., when run for it until within half a mile.

These courses leave Willards rock (5 $\frac{1}{2}$ fathoms) a quarter of a mile to the southward and westward; Pinetree ledge (3 $\frac{1}{2}$ fathoms) a quarter of a mile, and Jordan ledge (3 $\frac{1}{2}$ fathoms) one third of a mile to the northward and eastward. The course with Portland Head light bearing N. N. W. $\frac{1}{2}$ W. leads close to Willards rock, and is safe with a smooth sea; but with a swell on, the courses given above should be followed. When within half a mile of Portland Head light, steer N. by W. for the harbour.

If from the southward, keep 5 miles from Cape Elizabeth lights. This distance clears all dangers, with the lights between the bearings of N. E. by E. and W. $\frac{1}{2}$ N. Bring Portland Head light to bear N. N. W. $\frac{1}{2}$ W., and steer in as above.

Channel between West Cod Ledge and Bache Rock.—With Cape Elizabeth lights bearing W. by N. $\frac{1}{2}$ N., bring Portland Head light to bear N. W. $\frac{1}{2}$ W. Run in on this last bearing, leaving West Cod ledge a mile to the southward and westward, and Bache rock (4 $\frac{1}{2}$ fathoms) a mile to the northward and eastward, until Cape Elizabeth lights are in line; then steer N. W. by W. $\frac{1}{2}$ W. about 1 $\frac{1}{2}$ miles, until Portland Head light bears N. W. $\frac{1}{2}$ N., when steer on this bearing (leaving Willards rock one-third of a mile to the southward and westward; Pine-tree ledge a quarter of a mile, and Jordan reef (3 $\frac{1}{2}$ fathoms) one-third of a mile to the northward and eastward,) until within half a mile of the light, when follow the directions given above.

To pass Northward of Bulwark and Round Shoals.—Run in with Portland Head light bearing W. by N. $\frac{1}{2}$ N., leaving Round Shoal (4 $\frac{1}{2}$ fathoms) half a mile, and Bulwark shoal (14 feet) two-thirds of a mile to the southward, and passing between, and a quarter of a mile from Jordan reef to the southward and westward, and Witch rock (4 fathoms) to the northward and eastward.

Along the Coast from the Eastward.—When 2 miles south of Small point, if the weather is clear, Portland Head light should be seen bearing W. $\frac{1}{2}$ N., distant 16 $\frac{1}{2}$ miles. This bearing leads southward of Temple ledge (5 fathoms), nearly 1 $\frac{1}{2}$ miles; Lumbo ledge (4 $\frac{1}{2}$ fathoms), nearly 1 $\frac{1}{2}$ miles; Half-way rock, three-quarters of a mile; Junk of Pork and Outer Green Island three-quarters of a mile; to the northward of Witch rock (4 fathoms), a quarter of a mile; and to the southward of Ram Island ledge, one-third of a mile.

Cape Elizabeth lights bearing S. W. by W. leads clear of all dangers between Mitchell and Willards rocks, to the eastward of Junk of Pork, between Jewell Island and Half-way rock, up to the entrance of Harpswell sound.