



# The Royal Gazette.

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FREDERICTON, N. B., WEDNESDAY, MAY 11, 1870.

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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 The Honorable LEMUEL ALLAN WILMOT,  
D. C. L., Lieutenant Governor of the Province of New Brunswick.

L. A. WILMOT.

## A PROCLAMATION.

**TUESDAY** the twenty fourth instant, being the Birthday of Her Most Gracious Majesty, I do hereby proclaim the same a Public Holiday throughout the Province.

Given under my Hand and Seal at Fredericton, the eleventh day of May, in the year of our Lord one thousand eight hundred and seventy, and in the thirty third year of Her Majesty's Reign.

By Command of the Lieutenant Governor.

JOHN A. BECKWITH.

## PROVINCIAL APPOINTMENTS.

Honorable DAVID WARK, Honorable John S. Saunders, and Boyle Travers, Esquire, M. D., to be Members of the Senate of the University of New Brunswick.

James A. Harding, Esquire, to be High Sheriff for the City and County of Saint John.

Thomas W. Bliss, Esquire, to be Stipendiary Magistrate for the County of Kent, under Act 33 Victoria, Chapter 52.

Isaac Newton, Judson Guptill, and Sylvanus Green Woodcock, to be Justices of the Peace for the County of Charlotte.

Archelaus Carpenter to be Commissioner of Sewers for the Parish of Lancaster, in the City and County of Saint John, instead of James Olive, Esquire, resigned.

Amasa E. Killam and George Flewelling, Esquires, to be Commissioners to examine and report as to proper site for a Bridge over the Kennebecasis River.

By Command of the Lieutenant Governor.

JOHN A. BECKWITH.

Secretary's Office, 7th May, 1870.

## ERRATUM.

In the Appointments of Justices of the Peace for the County of Victoria, in Gazette of 30th March last, for John Hughes, read Robert Hughes.

## NOTICE TO MARINERS.

[No. 31.]

### UNITED STATES—TEXAS.

#### LIGHT VESSEL, ENTRANCE TO GALVESTON BAY.

The United States Government has given notice, That a light vessel has been placed inside the bar at the entrance to Galveston bay, to guide vessels over the bar in the deepest water.

The vessel exhibits a *fixed* white light, elevated 47 feet above the sea, and in clear weather should be seen from a distance of 11 miles.

The vessel is moored in 3½ fathoms, is schooner rigged, painted yellow, with the word *Galveston* on her sides, and the number (28) on her stern, and carries, as a day mark at the masthead, one black cage of iron work.

In thick or foggy weather a bell and horn will be sounded alternately.

### NEW BRUNSWICK—BAY OF FUNDY.

#### FOG WHISTLE ON POINT LEPREAU.

The Colonial Government of Canada has given notice, That a steam fog whistle has been erected near the lighthouse on Point Lepreau, Bay of Fundy.

During thick and foggy weather and snowstorms, the whistle will be sounded in each minute as follows,—a blast of *five seconds* duration, an interval of *five seconds*, then a second blast of the same duration, and then an interval of *forty five seconds*.

The distance at which the whistle may be expected to be heard is:—

In calm or moderate weather,	...	...	15 miles.
In stormy weather,	...	...	5 to 8 "
Against the wind,	...	...	3 to 5 "
With the wind,	...	...	20 "

By Command of their Lordships.

GEO. HENRY RICHARDS,

Hydrographer.

Hydrographic Office, Admiralty, London,  
19th March, 1870.

## NOTICE TO MARINERS.

[No. 36.]

### GULF OF ST. LAWRENCE.

#### RICHIBUCTO RIVER.

With reference to notice to Mariners, No. 8, dated the 24th January, 1870, in which the depth of water on the bar of Richibucto river is stated to be 11 feet, the local pilotage authorities have more recently made public the following, viz:—That during the last season, vessels drawing from 14 to 15 feet water, and in a few cases more, passed over the bar in safety at spring tides.

Mariners are hereby informed that the information given in notice No. 8, was the depth at low water spring tides, to which level all soundings are reduced; and as the tidal range at springs is 4 feet, the depths on the bar at high water are thus confirmed.

The local pilotage authorities further state in reference to the removal of beacons:—That the buoys and landmarks are always taken up at the close of navigation, to prevent their being injured by the ice, and again put down in their proper places early in the spring, before the arrival of any vessels, and that there is no necessity for the continuance of the North beacon, as the lighthouse on Richibucto head serves the same purpose, and with much greater certainty.

They also state that the bar channel, instead of filling up, is gradually becoming deeper, with every prospect of continuing to do so.

By Command of their Lordships.

GEO. HENRY RICHARDS,

Hydrographer.

Hydrographic Office, Admiralty, London,  
31st March, 1870.