

outer end of the south pier at the harbor of Holland, Michigan. The illuminating apparatus is a lens of the 5th order. The focal plane is at a height of 54 feet above the level of the lake, and in clear weather the light should be visible from the deck of a vessel at a distance of 11 statute miles.

The light at Beaver Island Harbor to a 4th order red.

The light at Point Peninsula to a 4th order revolving light.

The light at Escanaba to white.

Lake Superior.

The light at Point Iroquois to a 4th order revolving.

The light at Mendota Harbor, (La la Belle,) Lake Superior, has been discontinued.

The arc of illumination of the light at Marquette is increased from 100 to 170 degrees.

CHAMBERS' ISLAND LIGHT.—Green Bay.—The trees have been cut from the western side of Chambers' Island, so that the light may be seen from Green Island Lighthouse.

FORT CLINTON LIGHTHOUSE.—In obedience to instructions from the Department, the lighthouse at Fort Clinton has been discontinued and the apparatus removed.

FORT BUREWELL LIGHT.—On and after the 1st day of May, 1871, the lighthouse on the west pier at Fort Burwell Harbor will show a white light instead of a red one as heretofore. The light has been removed 10 feet within 30 feet of the end of the pier.

HOW TO RUN CHICAGO HARBOR.—Vessels entering the harbor should come in midway between the piers, or if anything a little closer to the north pier. By following these instructions, from 15½ to 16 feet of water will be found.

VESSELS IN DISTRESS.—According to the decision of Judge Drummond (Canada), delivered recently, vessels rendering assistance to craft in distress, and meeting disaster in so doing, can recover insurance, providing suit is brought within one year.

SIGNALS.—Day signals will be stationed at the following points on the upper lakes, viz: Thunder Bay Island; Whitefish Point;