

in La Have River and Mahone Bay, as follows:—

1. La Have River.—A red conical buoy has been moored on the western side of Oxners Rock in approximately lat.  $44^{\circ} 16' 5''$  N., long.  $64^{\circ} 20' 10''$  W.

2. Mahone Bay.—A red conical buoy has been moored in a depth of 7 fathoms off the south-western end of South-west Ledge in approximately lat.  $44^{\circ} 25' 50''$  N., long.  $64^{\circ} 16' 15''$  W.

This Notice affects the following Admiralty Chart:—Port Medway to Lunenburg, No. 342; Lunenburg to Mars Head, No. 343. Also, Sailing Directions for the South-east Coast of Nova Scotia, &c., 1903, pages 174, 165.

No. 750.—CANADA, NOVA SCOTIA—  
SOUTH COAST.

*Whitehaven Approach—Buoy Replaced by Bell Buoy.*

The Government of the Dominion of Canada has given notice, dated 26th June, 1905, that the black can buoy, marking the S.W. Bull Rock in the approach to Whitehaven, and situated at a distance of 6 cables S.  $38^{\circ}$  W. from Whitehaven light, has been replaced by a black bell buoy.

Approximate position, lat.  $45^{\circ} 11' 20''$  N., long.  $61^{\circ} 8' 15''$  W.

[Variation  $24^{\circ}$  Westerly in 1905.]

This Notice affects the following Admiralty Charts:—Green Island to Cape Causo, No. 2517; Whitehaven, No. 2560. Also, Sailing Directions for the South-east Coast of Nova Scotia, &c., page 52.

No. 751.—CANADA—PRINCE EDWARD  
ISLAND, SOUTH COAST.

*Hillsborough Bay Approach—Buoy Established.*

The Government of the Dominion of Canada has given notice, dated 26th June, 1905, that a black can buoy has been established in the western approach to Hillsborough Bay, moored in a depth of  $4\frac{1}{2}$  fathoms in a position from which the western extremity of St. Peter's Island bears N.  $59^{\circ}$  E., distant  $1\frac{1}{2}$  miles, and Rice Point N.  $24^{\circ}$  E.

Approximate position, lat.  $46^{\circ} 5\frac{1}{2}'$  N., long.  $63^{\circ} 13'$  W.

[Variation  $24^{\circ}$  Westerly in 1905.]

This Notice affects the following Admiralty Charts:—Northumberland Strait, No. 2034; Hillsborough Bay, No. 1738. Also, St. Lawrence Pilot, Vol. II, 1895, page 148.

No. 752.—ARGENTINA—RIO DE LA PLATA.

*Buenos Aires Approach—Additional Buoyage Intended.*

With reference to Notice to Mariners No. 447 of 1905:—

The Argentine Government has given further notice, dated May, 1905, that it is intended to mark the channel between the Recalada and Indio Point Light-vessels in the approach to Buenos Aires by 6 light-buoys, painted red, exhibiting red fixed lights on one side of the channel, and 6 light-buoys, painted green, exhibiting green fixed lights on the other side of the channel, placed

at distances of  $1\frac{1}{2}$  cables apart, and each pair of buoys about 6 cables apart along the line of the channel.

A note to this effect has been placed on the Chart.

The buoys and spar-buoys given in the above mentioned notice will be withdrawn when the survey of this locality is completed.

Approximate position, Recalada Light-vessel, lat.  $35^{\circ} 10'$  S., long.  $56^{\circ} 46'$  W.

Further notice will be given when the position of the buoys marking this channel is received.

[Variation  $7^{\circ}$  Easterly in 1905.]

This Notice affects the following Admiralty Chart:—Monte Video to Buenos Aires, No. 1743. Also, South America Pilot, Part I, 1902, pages 283, 284.

No. 753.—CHINA SEA—GULF OF SIAM.

*Bangkok River Entrance—Outer Beacon Light Established, Light-Vessel Withdrawn.*

With reference to Notices to Mariners Nos. 1040 of 1904 and 518 of 1905:—

The German Government has given further notice, dated 22nd July, 1905, that information has been received that the Outer Beacon, at the entrance to the Bangkok River, has been erected in a position from which the Bar Light (white occulting) bears N.  $32^{\circ}$  W., distant  $1\frac{1}{2}$  miles, and the Inner Beacon N.  $17^{\circ}$  E. On this beacon, which is painted black, a white flashing light is experimentally exhibited.

The light exhibited from the Inner Beacon, which is painted white, has been altered from fixed to white flashing.

The Light-vessel, three-quarters of a mile to the northward of the Outer Beacon, from which red and white lights were exhibited, has been withdrawn.

Approximate position, Outer Beacon, lat.  $13^{\circ} 27\frac{1}{2}'$  N., long.  $100^{\circ} 34\frac{1}{2}'$  E.

[Variation  $2^{\circ}$  Easterly in 1905.]

This Notice affects the following Admiralty Charts:—Koh Ta Kut to Cape Liant, No. 2720; Menam Chau Fya, No. 999. Also, List of Lights, Part VI, 1905, Nos. 644a, b, c; China Sea Directory, Vol. II, 1899, page 368; and Supplement, 1901, page 14.

No. 754.—ENGLAND—EAST COAST.

*Covehithe Channel—Decreased Depths in.*

The Trinity House, London, has given notice, dated 25th July, 1905, that the depths in Covehithe Channel have decreased considerably, there being now only a depth of 9 feet at low water, about one cable to the southward of S.W. Barnard Buoy.

Approximate position, S.W. Barnard Buoy, lat.  $52^{\circ} 22\frac{1}{2}'$  N., long.  $1^{\circ} 44'$  E.

This Notice affects the following Admiralty Charts:—Yarmouth and Lowestoft Roads, No. 1543; Pakefield Gateway to Orfordness, No. 102. Also, North Sea Pilot, Part III, 1897, page 255

No. 755.—UNITED STATES, ALABAMA—  
GULF OF MEXICO.

*Mobile Bay, Dredged Channel—Beacons Discontinued.*

The United States Government has given notice, dated June, 1905, that the undermen-