

of the prohibited anchorage in Balik Papan Bay has been altered so that it is now limited by a line extending S. 20° W. from the southern point of Tokong Island to No. 4 Buoy in the fairway. No. 4 Buoy has therefore been replaced by the black buoy formerly situated at a distance of 13 cables S. 88° W. from the south point of Tokong. The northern limit is now a line drawn from the cable house to the black buoy situated 14½ cables N. 80° W. from the south point of Tokong Island.

Approximate position, Tokong, lat. 1° 16' S., long. 116° 48' E.

[Variation 2° Easterly in 1906.]

This Notice affects the following Admiralty Plans:—Balik Papan Bay and anchorage off the East Point of Balik Papan Bay on No. 3031. Also, Eastern Archipelago, Part II, 1904, page 290.

No. 680.—ENGLAND—SOUTH-EAST COAST.

Dover Harbour Works—Cautionary Notice Respecting.

As several instances have recently occurred of large ships fouling the staging of the South Breakwater at Dover, when entering or leaving the port, and doing considerable damage, and also of their fouling the Admiralty Pier, mariners are warned that not only is great skill required, owing to the varying conditions of the tidal streams, to enter or leave Dover Harbour safely, but that if that skill and care is not observed, it is possible that they may so disturb the staging, when fouling it, as to bring down on their decks the "Titan," employed in laying the concrete blocks, which weigh 400 tons.

They thus not only risk doing the staging work damage, but also large damage to themselves, even to being sunk, should the "Titan" fall on them.

As the strength and direction of the tidal streams vary daily as the work progresses, it is impossible yet to give any directions which would be of use, and it is considered that until the works have approached nearer to completion it is unsafe for large vessels to enter the harbour.

Approximate position, lat. 51° 7' N., long. 1° 19' E.

This Notice affects the following Admiralty Chart:—Dover Bay, No. 1698. Also, Channel Pilot, Part I, 1900, page 331.

No. 681.—SOUTH PACIFIC—TUAMOTO ARCHIPELAGO, FAKARAVA ATOLL.

Rotoava Approach—Temporary Beacons Erected.

With reference to Notice to Mariners No. 504 of 1906:—

The French Government has given notice, dated 15th June, 1906, that the beacon on the western point of the entrance to North passage, and other beacons in the approach to Rotoava having been destroyed by a cyclone, the following temporary beacons have been erected in the undermentioned positions:—

a. Three white beacons on Poniu, near the entrance to the North passage; vessels must pass to the southward of these beacons.

b. A white beacon on Togamaitu i Tai, Togmaitu i Uta, Tapaeroa, and Kopoapiro Shoals.

c. A white beacon surmounted by a ball, on the shoal situated at a distance of 1¼ miles S. 58° W. from Rotoava Light.

d. A white beacon on the shoal situated about 7¼ cables S. 16° W. from Rotoava Light.

Approximate position, Rotoava Light, latitude 16° 2½' S., long. 145° 38½' W.

Mariners are warned that great care must be exercised in navigating these waters.

[Variation 8° Easterly in 1906.]

This Notice affects the following Admiralty Chart:—Plan of Rotoava on Chart No. 1175. Also, Pacific Islands, Vol. III, 1900, pages 133, 134; and Supplement, 1903, page 9.

By command of their Lordships,

A. Mostyn Field, Hydrographer.

Hydrographic Office, Admiralty, London,

3rd July, 1906.

BOROUGHES OF HASTINGS AND BEXHILL AND DISTRICT.

NOTICE is hereby given that the following Bye-laws and Regulations were made by the Hastings Tramways Company on the 26th day of June, 1906:—

HASTINGS TRAMWAYS COMPANY.

BYE-LAWS AND REGULATIONS made this 26th day of June, 1906, by the Hastings Tramways Company, under the powers conferred by the Hastings Tramways Acts, 1900 to 1905, and the Tramways Act of 1870.

1. The Bye-laws and Regulations hereinafter set forth shall extend and apply to all carriages of the Company, and to all places with respect to which the Company have power to make Bye-laws or Regulations.

2. For the purpose of these Bye-laws and Regulations the term "the Company" shall mean the Hastings Tramways Company, the term "carriage" shall mean any engine, car, or carriage using any tramway laid down within the said borough, and the terms "driver" and "conductor" shall respectively mean the driver and conductor or other person having charge of an engine, car, or carriage.

3. The driver or conductor of a carriage shall stop the same at any of the stopping-places which may from time to time be appointed by the Company for the purpose of setting down or taking up passengers when required by any passenger desiring to leave the carriage or by any person desirous of travelling by the carriage for whom there is room and to whose admission no valid objection can be made.

4. The driver of a carriage, on coming in sight of a vehicle standing or travelling on any part of the road so as not to leave sufficient space for the carriage to pass, shall sound his bell or whistle as a warning to the person in charge of such vehicle, and that person shall, with reasonable despatch, cause such vehicle to be removed so as not to obstruct the carriage.

5. No person shall in any way wilfully impede or interfere with the traffic on the tramway, nor