

approach to Port Arthur, situated in a position from which Lao Lui Chui bears N.  $36^{\circ}$  W., distant  $2\frac{4}{10}$  cables. At a distance of about four-tenths of a cable north-westward from this rock there is a rocky head with a depth of  $2\frac{1}{2}$  fathoms over it; there is a depth of 9 fathoms between them, and from 12 to 17 fathoms around both rocks.

Approximate position, lat.  $38^{\circ} 47'$  N., long.  $121^{\circ} 19\frac{1}{2}'$  E.

[Variation  $4^{\circ}$  Westerly in 1906.]

This Notice affects the following Admiralty Charts:—Pechili Strait, No. 1392; Kuangtung Peninsula, No. 1798. Also, China Sea Directory, Vol. III, 1904, pages 591, 592.

#### No. 783.—YELLOW SEA—MANCHURIA.

*Port Arthur or Lushun Kau—Wreck in Approach.*

The Japanese Government has given notice, dated 1st June, 1906, that a wreck, with a depth of 10 fathoms over the hull, lies sunk in the approach to Port Arthur, situated in a position from which the 515-foot hill south-westward of Chikwan Shan bears N.  $15^{\circ}$  W., distance  $1\frac{4}{10}$  miles, and the Port Arthur Light, western side of entrance, N.  $22^{\circ}$  E. There is no mention of masts projecting in the notice received.

Approximate position, lat.  $38^{\circ} 44\frac{1}{2}'$  N., long.  $121^{\circ} 14\frac{1}{2}'$  E.

[Variation  $4^{\circ}$  Westerly in 1906.]

This Notice affects the following Admiralty Charts:—Gulf of Pechili, No. 1798; Kwantung Peninsula, No. 1392; Port Arthur, No. 1236. Also, China Sea Directory, Vol. III, 1904, page 592.

#### No. 784.—JAPAN, GULF OF TARTARY—KARAFUTO (SAKHALIN) ISLAND, SOUTH COAST.

*Kushunkotan (Korsakovsk) Road—Light Established, Storm Signals.*

The Japanese Government has given notice, dated 1st June, 1906, that a white fixed light, elevated 201 feet above high water, and visible in clear weather from a distance of 12 miles, has been established on a white staff, 18 feet high, in place of the former light exhibited on the hill to the northward of Kushunkotan or Korsakovsk.

Approximate position, lat.  $46^{\circ} 38\frac{3}{4}'$  N., long.  $142^{\circ} 45\frac{1}{2}'$  E.

A storm signal station has been established at Kushunkotan. The church, the beacons, and the mill at Kushunkotan, and the beacons at Poroan Tomari (Ainskoe Settlement),  $1\frac{1}{2}$  miles to the southward, have all disappeared.

This Notice affects the following Admiralty Chart:—Plan of Korsakovsk Road on Chart No. 2192. Also, List of Lights, Part VI, 1906, No. 1165; and Sailing Directions for Japan, &c., 1904, pages 238, 239.

#### No. 785.—CANADA, NEW BRUNSWICK—GULF OF ST. LAWRENCE.

*Miramichi Bay—Light-Vessel's Light and Buoyage Altered.*

The Government of the Dominion of Canada has given notice, dated 15th June, 1906, that the undermentioned alterations have been made in the light-vessel and buoyage in Miramichi Bay:—

a. The red fixed light exhibited from the light-vessel on the Horseshoe Bar, now moored at a distance of  $1\frac{3}{10}$  miles S.  $56^{\circ}$  W. from Portage Island Light, has been replaced by two red fixed dioptric lights exhibited respectively from main-mast and foremast heads, at an elevation of 43 feet above the sea. The fog bell has also been replaced by a fog horn, which will be sounded by hand during thick or foggy weather in answer to a vessel's fog signals. In other respects this light-vessel remains as before.

Approximate position, lat.  $47^{\circ} 8\frac{1}{2}'$  N., long.  $65^{\circ} 4'$  W.

b. The red buoy shown on the chart as No. 5, about 6 cables east from the light-vessel, has been replaced by a light-buoy, painted red, exhibiting a white occulting light eclipsed at short intervals.

c. The red buoy shown on the chart as No. 7, about 2 cables S.  $83^{\circ}$  E. from the light-vessel, has been replaced by a similar light-buoy to that described in paragraph b. Buoys Nos. 6, 8, and 9 have been removed.

d. The three black buoys leading to Oak Channel, shown on the chart about  $4\frac{1}{2}$  miles N.  $72^{\circ}$  W. from the light-vessel, have been withdrawn.

[Variation  $23^{\circ}$  Westerly in 1906.]

This Notice affects the following Admiralty Charts:—Northumberland Strait, No. 2034; Miramichi Bay, No. 2187. Also, List of Lights, Part VIII, 1906, No. 249; and St. Lawrence Pilot, 1906, pages 506, 507, 508.

#### No. 786.—CANADA, RIVER ST. LAWRENCE—LAKE ST. PETER.

*Port St. Francis—Ship Channel Widened, Buoyage Altered.*

The Government of the Dominion of Canada has given notice, dated 13th June, 1906, that the ship channel to the westward of Port St. Francis has been widened, and the depth increased to 30 feet, and that on 15th June, the following alteration would be made in the buoyage:—

1. The red spar buoy, No. 6 L., would be moved about half a cable N.  $39^{\circ}$  E. from its former position to a position situated 8 cables S.  $81^{\circ}$  W. from St. Francis Rear Light.

2. The black spar buoy, No. 7 L., would be moved about  $3\frac{1}{2}$  cables N.  $69^{\circ}$  E. from its former position to a position situated 8 cables S.  $75^{\circ}$  W. from St. Francis Rear Light, and its number altered to 5 L.

3. The red conical buoy, No. 8 L., would be moved about  $1\frac{1}{2}$  cables N.  $59^{\circ}$  E. from its former