

not apply to movement along, over or across any street in the borough of Leigh.



In witness whereof the Board of Agriculture and Fisheries have hereunto set their Official Seal this first day of September, nineteen hundred and eight.

A. W. Anstruther,
Assistant-Secretary.

Copies of the above Order can be obtained on application to the Secretary, Board of Agriculture and Fisheries, 4, Whitehall Place, London, S.W.

NOTICES TO MARINERS.

(Nos. 1338 and 1343 to 1363 of the year 1908.)

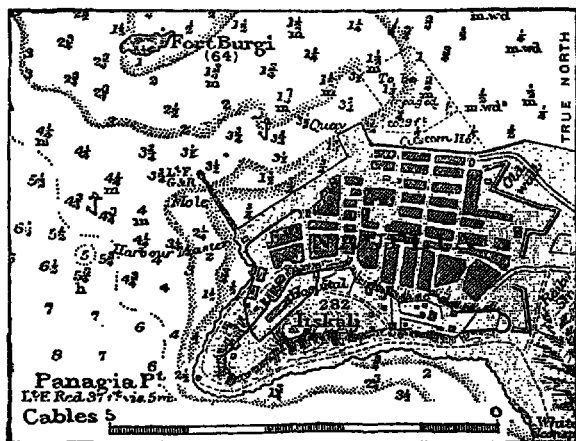
[The Astronomical positions are only approximate unless seconds are given. The bearings are Magnetic, and those relating to lights are given from seaward. The visibility of lights is that in clear weather. Fog signals are sounded only during thick or foggy weather unless otherwise stated. The depths given are at low-water ordinary springs. The heights given are above high water.]

No. 1338.—MEDITERRANEAN—GREECE,
GULF OF NAUPLIA.

Nauplia—Mole Lengthened; Dredged Channel.

Subject.—The mole at Nauplia has been lengthened, and a channel leading to the quay has been dredged to a depth of about 21 feet, as shown on the accompanying reproduction of a portion of Admiralty Chart No. 1308.

Position.—Mole Head Light, lat. 37° 34' N., long. 22° 48' E.



Charts affected.—No. 1308, Head of the Gulf of Nauplia; No. 1518, Gulf of Nauplia.

Publications.—Mediterranean Pilot, Vol. IV, 1900, page 37; and Supplement, 1904.

Authority.—H.M. Chargé d'Affaires, Athens, 21st July, 1908.

No. 1343.—CANADA, BRITISH COLUMBIA—
VANCOUVER ISLAND.

Esquimalt Harbour—Non-Existence of Buoy.

Subject.—The undermentioned buoy in Esquimalt is no longer in existence.

Position.—Moored at a distance of $1\frac{7}{10}$ cables, N 61° E., from the crane on Naval Coal Wharf,

and marking Village Rocks; lat. 48° 26' N., long. 123° 25' W.

Description.—Red, conical.

Variation.—24° E.

Charts affected.—No. 572, Constance Cove; No. 576, Esquimalt and Victoria Harbours; No. 1897a, Esquimalt Harbour.

Publication.—British Columbia Pilot, 1905, page 74.

Authority.—His Majesty's ship *Algerine*, Hydrographic Note, No. 2 of 1908.

No. 1344.—FRANCE, WEST COAST—CHENAL
DU FOUR.

Le Four Lighthouse—Fog Signal in Working Order.

Subject.—The fog trumpet at Le Four Lighthouse, which was temporarily discontinued, is again working.

Position.—Lat. 48° 31½' N., long. 4° 48¼' W.

Charts affected.—No. 2691, Channels between Ile d'Ouessant and the Mainland; No. 2643, Ras de Sein to Goulven; No. 2644, Ile d'Ouessant to Plateau des Roches Douvres; No. 2675a, English Channel; No. 1598, English Channel.

Publications.—List of Lights, Part IV, 1908, No. 239; Channel Pilot, Part II, 1906, page 37; Sailing Directions for the West Coast of France, &c., 1900, page 48; Notice to Mariners, No. 1273 of 1908.

Authority.—Paris Notice, No. 1466 of 1908.

No. 1345.—ENGLAND, SOUTH COAST—
PLYMOUTH SOUND.

Mill Bay, Great Western Docks—Regulations; Caution.

Subject.—On and after 10th August, blasting and dredging operations will be carried on between the Pontoon Pier and Mill Bay Pier at the eastern end of the latter pier.

Position.—Mill Bay, lat. 50° 22' N., long. 4° 9' W.

Regulations.—No vessel must enter the above-mentioned area without first obtaining the sanction of the Piermaster, who will point out the position in which such vessel can lie. Care must be taken to avoid fouling the dredging and rock-boring plant employed in the work, which will be marked by a red flag by day and two red vertical lights, 3 feet apart, at night.

Caution.—No vessel must approach within 50 yards of the explosives boat moored at the eastern side of the Outer Harbour. This boat is painted red, and lettered "Explosives—Dangerous," and will fly a red flag by day and exhibit a blue light by night.

Chart affected.—No. 1967, Plymouth Sound, &c.

Publications.—Channel Pilot, Part I, 1900, page 117; and Supplement, 1903.

Authority.—Great Western Railway Company, 10th August, 1908.

No. 1346.—SCOTLAND, WEST COAST—LOCH
NEVIS.

Bogha Cas Struth—Beacon Destroyed.

Subject.—The iron tripod on the Bogha Cas Struth on the northern side of the entrance to Loch Nevis has been washed away. It will be