

S. 67° E. from Helen Rock, or $\frac{2}{5}$ cables S. 48° E. from the Barstone.

b. A red conical buoy has been moored in a depth of 6 fathoms on the south side of Mad Dick Shoal, in a position situated at a distance of $9\frac{1}{4}$ cables N. 16° W. from Barstone.

Approximate position, Barstone, lat. 45° 59 $\frac{1}{2}$ ' N., long. 59° 48' W.

c. A bell buoy, painted red, and marked "Cow Reef," has been moored in a depth of 8 fathoms at a distance of 2 cables S. 22° E. from Cow Reef.

Approximate position, lat. 46° 9 $\frac{3}{4}$ ' N., long. 59° 48 $\frac{3}{4}$ ' W.

NOTE.—The above buoys will be maintained during the season of navigation.

[Variation 26° Westerly in 1906.]

This Notice affects the following Admiralty Charts:—St. Johns to Halifax, No. 2666; Gulf of St. Lawrence, No. 2516; Nova Scotia, &c., No. 1651; Cape Breton Island, No. 2727; Scatarie Island, &c., No. 2730. Also, St. Lawrence Pilot, 1906, pages 576, 575, 573.

No. 879.—CANADA—CAPE BRETON ISLAND.

Mainadieu (Menadou) Passage—Wreck in Northern Approach.

The Government of the Dominion of Canada has given notice, dated 5th July, 1906, that the wreck of the steamship Baines Hawkins, with one mast above water, is reported to have sunk in a depth of about 10 fathoms in the northern approach to Mainadieu (Menadou) Passage in a position from which Mainadieu Passage Lighthouse bears S. 45° W., distant $2\frac{4}{5}$ miles, and Scatarie Lighthouse, S. 56° E.

Approximate position, lat. 46° 8' N., long. 59° 46' W.

[Variation 26° Westerly in 1906.]

This Notice affects the following Admiralty Charts:—Nova Scotia, &c., No. 1651; Cape Breton Island, No. 2727. Also, St. Lawrence Pilot, 1906, page 575.

No. 880.—CANADA—NOVA SCOTIA, SOUTH COAST.

St. Margaret's Bay—Buoys Established.

The Government of the Dominion of Canada has given notice, dated 29th June, 1906, that buoys have been established to mark the under-mentioned shoals in St. Margaret's Bay in the following positions:—

1. Slaunwhites Ledge.

a. A bell buoy, painted red, and marked "Slaunwhite Ledge," has been moored about 3 cables to the southward of the large rock in the centre of Slaunwhites Ledge in lat. 44° 36' 55" N., long. 64° 2' 10" W.

b. A red spar buoy has been moored close to the north-western end of the same ledge in approximately lat. 44° 37' 25" N., long. 64° 2' 40" W.

2. Ringdove Shoal.

A red conical buoy marked "Ringdove" has been moored in a depth of 10 fathoms two cables

to the westward of Ringdove Shoal in approximately lat. 44° 35' 50" N., long. 63° 57' 50" W.

This Notice affects the following Admiralty Charts:—Nova Scotia, &c., No. 1651; Cape Sable to Sambro Island, No. 730; Lunenburg to Port Marshead, No. 343. Also, Sailing Directions for the South-East Coast of Nova Scotia, 1903, pages 151, 147.

No. 881.—CANADA—NOVA SCOTIA, SOUTH-EAST COAST, DOVER HARBOUR APPROACH.

White Point Ledge—Whistle Buoy Established.

The Government of the Dominion of Canada has given notice, dated 29th June, 1906, that a whistle-buoy, painted black and marked "White Pt.," has been moored a depth of 26 fathoms in a position situated at a distance of half a mile south from White Rock, or $1\frac{1}{2}$ miles S. 8° E. from White Point.

Approximate position, lat. 45° 13 $\frac{3}{4}$ ' N., long. 60° 58' W.

[Variation 23° Westerly in 1906.]

This Notice affects the following Admiralty Charts:—St. John's to Halifax, No. 2666; Nova Scotia, &c., No. 1651; Sambro Island to Cape Canso, No. 729; Green Island to Cape Canso, No. 2517; Cape Canso to Dover Head, No. 2518. Also, Sailing Directions for the South-east of Nova Scotia, 1903, page 49.

No. 882.—NORWAY—BERGEN APPROACH.

Skjelieboskaget—Light Re-established.

With reference to Notice to Mariners No. 270 of 1906:—

The Norwegian Government has given further notice, dated July 1906, that the white occulting light shown at Skjelieboskaget, Great Kallso Island, which had been destroyed by the sea, has been re-established. The light now shows white from the bearing of S. 63° W. to S. 79° W., an increase of 4°, but in other respects its character is as described in the Admiralty List of Lights, Part II, 1906, No. 922.

Approximate position, lat. 60° 8' N., long. 5° 2 $\frac{1}{2}$ ' E.

[Variation 14° Westerly in 1906.]

This Notice affects the following Admiralty Charts:—Karmo to Bergen, No. 2304; Hisken to Tofto, No. 510; Approaches to Bergen, No. 2303. Also, List of Lights, Part II, 1906, No. 922; and Norway Pilot, Part II, 1905, pages 177.

No. 883.—YELLOW SEA—MANCHURIA.

Port Arthur or Lushun Kau—Buoys Marking Wrecks in Approach.

With reference to Notice to Mariners No. 783 of 1906:—

The Japanese Government has given further notice, dated 29th June, 1906, that the wreck, with a depth of 10 fathoms over the hull, which sank in the approach to Port Arthur, in a position from which the 515-foot hill south-westward of