

CANADA.

CAUTION WITH REGARD TO SWEEPING OPERATIONS.—Canadian Government vessels are frequently engaged in sweeping operations. When so engaged they work in pairs, connected by a wire hawser, and are consequently hampered to a considerable extent in their manœuvring powers.

With a view to indicating the nature of the work on which these vessels are engaged they will show the following signals: A black ball at the foremast head and a similar ball at the yardarm, or where it can best be seen, on that side on which it is dangerous for vessels to pass.

For mutual safety other vessels, whether steamers or sailing craft, should endeavour, without violating the rule of the road, to keep out of the way of vessels displaying this signal, and should especially remember that it is dangerous to pass between the vessels of a pair.

NOVA SCOTIA.

SOUTH-EAST COAST.—OWLS HEAD HARBOUR ENTRANCE.—BELL-BUOY ESTABLISHED.—The Canadian Government has given notice that on 15th September, 1914, or as soon thereafter as possible, and without further notice, a bell-buoy, painted black and white in perpendicular stripes, will be established 2½ miles 139° from the eastern extremity of Owls Head, Owls Head Harbour entrance, south-east coast of Nova Scotia.

Approx. position: Lat. 44° 41' 19" N., long. 62° 45' 43" W. H.O. Charts Nos. 21A, 1411, 1412, 981, 525, 2128, and 1135. H.O. Publication No. 99, Bay of Fundy, South-east Coast of Nova Scotia, &c., 1906, page 250.

BAY OF FUNDY.

NOVA SCOTIA.—BRIER ISLAND.—NORTH-WEST LEDGE.—CHANGE IN POSITION OF GAS AND WHISTLE BUOY.—SUBMARINE BELL-BUOY TO BE ESTABLISHED.—The Canadian Government has given notice that on 5th September, 1914, North-west Ledge gas and whistle buoy, off Brier Island, Nova Scotia, would be moved without further notice 1-82 miles 232° 30', and re-established westward of Beatson Rocks.

Approx. position: Lat. 44° 18' 20" N., long. 66° 26' 15" W. The Government has also given notice that on the same date a submarine bell-buoy would be established 600 ft. 104° 30' from the new position of the gas and whistle buoy. This buoy is cylindrical, steel, surmounted by a pyramidal steel frame with an open frame, bell-shaped topmark, and has dependant from it a submarine bell actuated by the motion of the buoy on the waves.

NEW BRUNSWICK.—CHIGNECTO BAY.—ST. MARTIN HEAD.—LIGHT ESTABLISHED.—The Canadian Government has given notice that on 15th August, 1914, and without further notice, a 4th-order dioptric *intermittent white* light of 1,800 candle-power every 30 seconds—thus, light 18 seconds, eclipsed 3 seconds; light 6 seconds, eclipsed 3 seconds—will be established on the southern extremity of St. Martin Head, New Brunswick, Bay of Fundy.

The light will be exhibited 137 ft. above high water from a square white wooden building with a red octagonal iron lantern rising from the middle of a hip roof, and will be visible 17 miles from all points of approach by water.

The height of the structure from its base to the top of the ventilator on the lantern is 38 ft.

The illuminant will be petroleum vapour burned under an incandescent mantle.

Approx. position: Lat. 45° 29' 8" N., long. 65° 11' 30" E.

PASSAMAQUODDY BAY ENTRANCE.—CAMPOBELLO ISLAND.—EAST QUODDY HEAD.—FOG-SIGNAL TO BE CHANGED.—The Canadian Government has given notice that the fog-bell near the lighthouse on the outermost rock off East Quoddy Head, Passamaquoddy Bay entrance, will shortly be discontinued without further notice. It is further intended to discontinue the steam fog-horn on the north-eastern end of Campobello Island, and to replace this by a compressed-air diaphone established at the present site of the fog-bell near the lighthouse.

Further notice of this change will be published.

Approximate position of lighthouse: Latitude 44° 57' 30" N., longitude 66° 54' 3" W.

NOVA SCOTIA.—SOUTH-WEST COAST.—YARMOUTH APPROACH.—SUBMARINE BELL-BUOY DISCONTINUED.—The Canadian Government has given notice that the submarine bell-buoy moored 2 miles 232° from Cape Fourchu Lighthouse, south-west coast of Nova Scotia, has been discontinued.

Approx. position: Lat. 43° 46' 16" N., long. 66° 11' 45" W.

SOUTH-WEST COAST.—YARMOUTH APPROACH.—SUBMARINE BELL-BUOY ESTABLISHED.—The Canadian Government has given notice that about 30th September, 1914, a submarine bell-buoy will be established without further notice 200 yards 4° from Yarmouth Fairway gas and whistle buoy, south-west coast of Nova Scotia.

The buoy is cylindrical, painted black and white in vertical stripes, and surmounted by a pyramidal steel frame, with an open-framed bell-shaped topmark, and has dependant from it a submarine bell, rung by the motion of the buoy on the waves.

Approx. position: Lat. 43° 40' 16" N., long. 66° 18' 55" W.

NEW YORK LOWER BAY.

AMBROSE CHANNEL.—WRECK.—GAS AND BELL BUOY ESTABLISHED.—On 11th July, 1914, a conical gas and bell buoy, with pyramidal skeleton superstructure, painted red and black in horizontal bands, and showing a *fixed red* light of 3 candle-power 10 ft. above the water, was established in 8½ fathoms of water to mark the wreck of the pilot boat "New Jersey," sunk in the approach to Ambrose Channel, New York Lower Bay, on the bearings—

Navesink Lighthouse	217° 30'	☐
Sandy Hook Rear Lighthouse .. .	256°	☐
Romer Shoal Lighthouse	290° 30'	☐

The illuminating apparatus is a 200-millimeter lens lantern burning oil-gas.

The buoy is moored 85 yards south-westward of the wreck. Approx. position: Lat. 40° 28' 51" N., long. 73° 54' 17" W.

WASHINGTON.

PUGET SOUND.—SEATTLE HARBOUR.—COLMAN DOCK LIGHT AND FOG-SIGNAL DESTROYED.—On 30th July, 1914, Colman Dock light and fog-signal, Seattle Harbour, Puget Sound, Washington, were destroyed by fire.

URUGUAY.

MONTEVIDEO APPROACH.—LIGHT-BUOY ESTABLISHED.—A red light-buoy exhibiting a *flashing red* light has been established to mark the dumping ground in the approach to Montevideo, Uruguay, on the bearings—

Brava Point light	90°
East Breakwater light	313°

CHILE.

VALPARAISO.—A breakwater is being constr. in a direction 80° (N. 65° E. mag.) from Duprat Pt. (33° 1¼' S., 71° 38¼' W.), and will have a length above water of about 320 yards, and of about 400 yards below water. The works are marked by 4 red buoys on the N. and S. sides respectively, the 2 on each side being cyl. and the 2 wrn. on each side square in shape. Within this buoyed area nav. is prohibited. *Note.*—The following cautionary note has been inserted on Chart No. 1314: "A breakwater is in course of constr. off Duprat Pt., the works being marked by eight buoys. Nav. within the buoyed area is prohibited (1914)." Aug.

ARGENTINE.

BUENOS AIRES.—DETAILS OF WIRELESS TIME-SIG.—North Basin Sig.-station (34° 35¼' S., 58° 22' W.) transmits wireless time-sigs. at 23 h. 56 m. 0 s., 23 h. 58 m. 0 s., and 0 h. 0 m. 0 s., Cordova M.T., corresponding to 4 h. 12 m. 48-2 s., 4 h. 14 m. 48-2 s., and 4 h. 16 m. 48-2 s. G.M.T. respectively, thus:—

H. M. S.	H. M. S.	
23 55 0	to 23 55 50	----- &c.
23 56 0		-----
23 57 0	to 23 57 50	----- &c.
23 58 0		-----
23 59 0	to 23 59 50	----- &c.
0 0 0		-----

ENGLAND, EAST COAST.—RIVER THAMES ENTRANCE.

GUNFLEET SAND.—EXTENSION TO THE SOUTHWARD.—TEMPORARY ALTERATION IN POSITION OF S.W. BUOY.—*Position:* Gunfleet Lighthouse, lat. 51° 46' N., long. 1° 20¼' E. *Details:* In consequence of the extension of Gunfleet Sand to the southward, the S.W. Gunfleet buoy has been moved temporarily a distance of about 1 cable 67 yards south-eastward from its former position, and is now situated 2 miles half a cable, 228° (S. 63° W. mag.), from Gunfleet Lighthouse. *Variation:* 15° W.

THE MOUSE, BARROW LIGHT-BUOY NO. 17.—CORRECTION TO FORMER NOTICE.—*Position:* Lat. 51° 31¼' N., long. 1° 24' E. *Correction:* The light exhibited from Barrow light-buoy No. 17 was incorrectly shown on the reproductions of Charts Nos. 1607 and 1610, accompanying the above-mentioned notice, as a flashing white light. It is an *occulting green* light every five seconds, as described in Notice No. 908 of 1914, and the publications are to be corrected accordingly.

BAY OF BENGAL, INDIA.—RIVER HUGLI APPROACH.

THE SANDHEADS.—PILOTAGE.—On and after the 1st September, 1914, vessels arriving at the Sandheads and requiring a pilot should, as soon as possible, signal their names and gross tonnage to the pilot vessel.