CALIFORNIA.

SAN DIEGO BAY ENTRANCE.—DREDGING-BUOYS ESTABLISHED.—On 19th February, 1914, temporary dredging-buoys were established by the War Department at the entrance to San Diego Bay, California. These buoys are unpainted spars, each carrying a *fixed white* lantern light. Four of these lighted buoys are moored on the eastern and four on the western edge of the Outer Bar Channel and three on the eastern edge of the cut through the Middle Ground.

A *fixed white* lantern light is also maintained on Gammon Shoal buoy, and a similar light on San Diego Bay Cut buoy No. 5.

COLOUR OF RANGE-LIGHTS CHANGED.—On 1st March, 1914, the colour of San Diego entrance range-lights, San Diego Bay, California, was changed from white to *red*, of about 60 candle-power, without other change.

Approximate position of front light: Latitude 32° 41′ 22″ N., longitude 117° 13′ 40″ W.

SAN FRANCISCO BAY APPROACH.—SAN FRANCISCO LIGHT-VESSEL.—STATON BUOY ESTABLISHED.—On 2nd March, 1914, San Francisco Light-vessel Station buoy, a first-class can, painted red and marked LV/SF, was established in 21 fathoms of water about 335 yards 250° from San Francisco Light-vessel, San Francisco Bay approach, California.

H.O. Charts Nos. 527 and 1006.

U.S. Coast Survey Charts Nos. U, 5052, 5002, 5502, 5500, 5530, and 5532.

U.S. Coast Pilot, Pacific Coast, 1909, pages 35, 39, 67, and 75.

SAN FRANCISCO BAY.—SAN PABLO BAY.—CARQUINEZ STRAIT.—PORT COSTA FERRY SLIP.—LIGHT AND FOG-SIGNAL TO BE ESTABLISHED.—About 25th March, 1914, a *fixed red* electric light of about 80 candle-power will be established 25 ft. above the water on the outer end of the upper wing of the Southern Pacific Co.'s Ferry Slip at Port Costa, Carquinez Strait, San Pablo Bay, California, on the bearings—

Mare Island Light-station	295° 00′
Cable Tower	318° 30′
Bull's Head Point, tangent	100° 30′

On the same date a fog-bell will be established at the station, which will sound *2 strokes* in quick succession every *15 seconds*.

Approximate position of Port Costa: Latitude 38° 3′ N., longitude 122° 11′ W.

WASHINGTON.

ADMIRALTY INLET.—POINT WILSON LIGHT-STATION.—LIGHT MOVED.—On 1st March, 1914, Point Wilson light, Admiralty Inlet, Washington, was moved 45 yards 72° and re-established in a tower attached to the western face of a one-story fog-signal building recently completed. The new tower is octagonal and is surmounted by a cylindrical lantern from which the light is shown without change in height or characteristic.

PUGET SOUND.—ADMIRALTY INLET.—MARROWSTONE POINT LIGHT.—CHANGE IN CHARACTERISTIC POSTPONED.—Notice is given that the proposed change in the characteristic of Marrowstone Point light, Admiralty Inlet, Washington, has been postponed until April, 1914.

Approx. position: Lat. 48° 6′ 5″ N., long. 122° 41′ 9″ W.

BRITISH COLUMBIA.

VANCOUVER ISLAND.—SOUTH-WEST COAST.—CAPE BEALE.—SUBMARINE BELL BUOY TO BE ESTABLISHED.—About 1st May, 1914, a submarine bell buoy will be established off Cape Beale, south-west coast of Vancouver Island, British Columbia.

The buoy will be cylindrical, and the submarine bell will be actuated by the motion of the buoy on the waves.

Further notice will be given of the exact position when the buoy is established.

Approximate position of Cape Beale Light: Latitude 48° 47′ 30″ N., longitude 125° 13′ 14″ W.

VICTORIA HARBOUR ENTRANCE.—BREAKWATER BUILDING.—LIGHTS MOVED.—The Canadian Government has given further notice that the two *fixed red* lights, 6 ft. apart vertically, maintained by the contractors about 1,000 ft. out from Ogden Point, Victoria Harbour entrance, British Columbia, to mark the extremity of the breakwater under construction, have been moved and re-established about 700 ft. farther out and to the southward.

The lights are unwatched, but every precaution will be taken by the contractors to maintain them until the breakwater is completed.

H.O. Charts Nos. 527, 903, 1769, and 1775.

STRAIT OF GEORGIA.—ACTIVE PASS.—GOSSIP SHOALS.—SUBMARINE BELL BUOY TO BE ESTABLISHED.—About 1st May, 1914, a submarine bell buoy will be established off Gossip Shoals, Active Pass, Strait of Georgia, British Columbia.

The buoy will be cylindrical in shape, and the submarine bell will be actuated by the motion of the buoy on the waves.

Further notice will be given of the exact position when the buoy is established.

Approximate position of Gossip Shoals: Latitude 48° 53′ 20″ N., longitude 123°.

BURRARD INLET.—SPANISH BANK.—SUBMARINE BELL BUOY TO BE ESTABLISHED.—About 1st May, 1914, a submarine bell buoy will be established off Spanish Bank, entrance to Burrard Inlet, Strait of Georgia, British Columbia.

The buoy will be cylindrical in shape, and the submarine bell will be actuated by the motion of the buoy on the waves.

Further notice will be given of the exact position when the buoy is established.

Approximate position of Spanish Bank: Latitude 49° 17′ N., longitude 123° 15′ W.

WASHINGTON.

PUGET SOUND.—ADMIRALTY INLET.—MARROWSTONE POINT LIGHT-STATION.—INTENDED CHANGE IN FOG-SIGNAL.—About 1st April, 1914, the fog-signal at Marrowstone Point Light-station, Admiralty Inlet, Puget Sound, Washington, will be changed from a bell to an acetylene gun, which will be placed on a small structure about 13 yards 0° from the present signal.

The gun will give *1 detonation* every *30 seconds*.

This change will be experimental, and should the gun become disabled the fog-bell will be operated as heretofore.

Mariners are requested to report to the lighthouse Inspector, Portland, Oregon, as to the efficiency of the acetylene gun as a fog-signal.

Approx. position: Lat. 48° 6′ 5″ N., long. 122° 41′ 9″ W.

MADAGASCAR.

STORM-WARNING SIGNALS BY RADIO.—A radio storm-warning service has been organized for experimental use to give notice of the passage of cyclones along the east, north-west, and west coasts of Madagascar.

The warning telegram for cyclones traversing the north-west coast of Madagascar or the Mozambique Channel coming from the observatory of Tananarive will be emitted every even hour from 6 to 24, both inclusive, alternately by the stations at Mayotta and Majunga.

The warning telegram for cyclones traversing the north-east and east coasts of Madagascar will be emitted every even hour from 6 to 24, both inclusive, alternately by the stations of Mayotta and Diego Suarez.

In both cases the warning telegram will be preceded and followed by the attention signal, — — — — .. — — — —, repeated at short intervals. This specially reserved signal, in the absence of further details, will indicate that a cyclone is expected.

Vessels equipped with radio apparatus are invited to communicate directly with the radio telegraphic stations of the colony the cyclonic disturbances which they experience, with the view of increasing as much as possible the value of the service.

CHINA.

YANGTZE RIVER.—NORTH CHANNEL.—BEACON MOVED.—The Chinese Government has given notice that the Liuchiao beacon, southern shore of Tsungming Island, North Channel, Yangtze River entrance, China, has been moved 1,111 ft. 49° 30′ owing to the erosion of the shore in the vicinity.

Approx. position: Lat. 31° 30′ N., long. 121° 42′ E.

SOUTH PACIFIC OCEAN.

NEW CALEDONIA.—PUME POINT.—SHOAL TO SOUTHWARD.—Capt. Thomas Baillie, of the steamship "Baron Tweedmouth," reports a shoal with a least depth of 3½ fathoms over it 3½ miles 192° from Pume Point, New Caledonia.

Approx. position: Lat. 20° 18′ 30″ S., long. 163° 59′ 30″ E.

GILBERT ISLANDS.—NONUTI (SYDENHAM) ISLAND.—NON-EXISTENCE OF ROCK SOUTH-EASTWARD.—Information has been received that the rock marked "E.D." on the charts, about 11 miles 148° from the south extreme of Temotu Islet, Gilbert Islands, South Pacific Ocean, reported to have been struck by the schooner "Caluna," does not exist.

Approximate position on H.O. Chart No. 119: Latitude 0° 56′ S., longitude 174° 37′ E.

TONGA ISLANDS.—NIUAFU (GOOD HOPE) ISLAND NOT DISAPPEARED.—Information has been received from Capt. J. H. Trask, of the steamer "Sonoma," that neither Niuafu (Good Hope) Island nor Honga Hapai Island, Tonga Islands, has disappeared, the former report of the captain in this respect having been in error.

LORD HOWE ISLAND.—NON-EXISTENCE OF REEF NORTH-EASTWARD.—Capt. J. H. Trask, of the steamer "Sonoma," reports that on his last voyage to Sydney, at about 5.30 a.m., on a bright clear morning, he steamed over or very close to the assigned position of the reef reported in November, 1900, by Capt. C. G. F. Peterson, of the American schooner "James H. Bruce," in (approximately) latitude 30° 46′ S., longitude 160° E., without seeing any indication of shoal water.