

PUBLIC WORKS DEPARTMENT.

No. S. 402.—It is hereby notified that the following Sale of Crown Land by Public Auction will be held at the Offices of the Public Works Department on Wednesday, the 27th day of December, 1922, at 3 p.m.

Full Particulars and Conditions may be obtained at this Office.

PARTICULARS OF THE LOT.

No. of Sale.	Registry No.	Locality.	Boundary Measurements.				Contents in sq. feet.	Annual Rental.	Upset Price.
			N.W.	S.E.	N.E.	S.W.			
			feet.	feet.	feet.	feet.		\$	\$
1	Shaukiwan Inland Lot No. 493.	Adjoining Shaukiwan Inland Lot No. 479, Shaukiwan.	38'6"	38'6"	15	15	About 577	6	433

The Purchaser of the Lot will also have to pay the sum of \$25 for boundary stones required to define the Lot and \$30 for the Crown Lease.

H. T. JACKMAN,
p. Director of Public Works.

15th December, 1922.

No. S. 403.

NOTICES TO MARINERS.

NOTIFICATION.

CHINA SEA, HONGKONG HARBOUR.

The white conical Buoy, marking the Proserpine Rocks, situated in Lat. 22° 16 $\frac{3}{4}$ ' N., Long. 114° 10 $\frac{1}{2}$ ' E. bearing 224° distant 3·8 cables from the Flagstaff on Kellet Island has been withdrawn, this buoy will not be replaced owing to reclamation work.

C. W. BECKWITH, Commander, R.N.,
Harbour Master, &c.

HARBOUR DEPARTMENT,
HONGKONG, 7th December, 1922.

LOCAL NOTICE TO MARINERS.

No. 5 of 1922.

KONGMOON DISTRICT.

Notice is hereby given that reports have been received that the S.S. *Hoi Sang* lies as a sunken wreck at Kerr Point, at the lower entrance of Sailam Channel.

Two vertical red lights are reported to have been exhibited at night.

Steps are being taken to ascertain the exact position of the wreck, in the meantime, mariners are warned to navigate this vicinity with caution.

No. 6 of 1922.

With reference to Local Notice to Mariners No. 5, notice is hereby given that the S.S. *Hoi Sang* lies a sunken wreck in the Sailam Channel one-half mile (approx.) above the junction of Kerr Channel and Sailam Channel.

The wreck is on the south side of the fairway, in 9 feet at low water, with upper structure and deck houses visible at all stages of the tide; vessels bound up should keep the wreck on their port hand.

Salvage operations will commence on the 8th of December, and mariners are warned to pass the wreck at the lowest possible speed.

Two vertical red lights are exhibited between sunset and sunrise.

KONGMOON, 7th December, 1922.

No. 7 of 1922.

Notice is hereby given that tide-poles have been placed temporarily at the Wangmoon Entrance and the Wangmoon Beacon Lights.

The poles are marked in feet and tenths of a foot, and are intended to indicate the least water in the channel between the two Lights.

T. H. SMITH,
Harbour Master.

Approved :

H. D. HILLIARD,
Acting Commissioner of Customs.

CUSTOM HOUSE,
KONGMOON, 13th December, 1922.

SPECIAL NOTICE TO MARINERS, No. 651.

CHINA SEA.

SHANGHAI DISTRICT.

Yangtze River—South Channel Entrance.

Fairway Bell Light-Buoy Replaced in Position.

Referring to Special Notice to Mariners No. 648, notice is hereby given that the Fairway Bell Light-buoy, South Channel Entrance to the Yangtze River, has been replaced on its station and retains its normal characteristics.

No further information has been received regarding the buoy which was cut adrift.

SHANGHAI, 30th November, 1922.

NOTICE TO MARINERS, No. 763.

Yangtze River—Tungchow Channel.

Buoys Moved.

Referring to Special Notice to Mariners No. 647, notice is hereby given that the buoyage of the Tungchow Channel, Yangtze River, has been readjusted as follows:—

Corner Buoy has been moved, and from the new position of the buoy Plover Point Beacon bears S. $43\frac{1}{2}^{\circ}$ W., distant 1.99 miles.

Edge Buoy has been moved, and from the new position of the buoy Plover Point Beacon bears S. $0\frac{1}{4}^{\circ}$ E., distant 2.68 miles.

Bend Buoy has been moved, and from the new position of the buoy Plover Point Beacon bears S. $18\frac{1}{4}^{\circ}$ E., distant 4.15 miles.

Reach Buoy has been moved, and from the new position of the buoy Plover Point Beacon bears S. $36\frac{3}{4}^{\circ}$ E., distant 5.45 miles.

Central Buoy has been moved, and from the new position of the buoy Fushan Pagoda bears S. $82\frac{1}{2}^{\circ}$ W., distant 6.67 miles.

Bank Buoy has been moved, and from the new position of the buoy Fushan Pagoda bears S. $70\frac{1}{2}^{\circ}$ W., distant 5.36 miles.

Turning Buoy has been moved, and from the new position of the buoy Fushan Pagoda bears S. $50\frac{1}{2}^{\circ}$ W., distant 5.11 miles.

Pagoda Buoy has been moved, and from the new position of the buoy Langshan Pagoda bears N. $44\frac{1}{2}^{\circ}$ E., distant 3.93 miles.

The characteristics of the buoys have not been changed.

All bearings given are magnetic.

By Order of the Inspector General of Customs,

T. J. ELDRIDGE,
Coast Inspector.

THE MARITIME CUSTOMS,
MARINE DEPARTMENT,
SHANGHAI, 29th November, 1922.

No. 77 of 1922.

INDIA—WEST COAST—CALICUT.

Demolition of the Old Lighthouse Tower.

It is notified for the information of the Mariners that the old Lighthouse tower standing on the beach situated $\frac{1}{4}$ mile south of the new Lighthouse tower is being demolished and that it no longer serves as a prominent land-mark.

Position.—11° 15' Latitude N ; 75° 46' Longitude E.

Colour of Lighthouse.—White column.

Height of building from base to vane.—98 feet.

E. W. HUDDLESTON, Captain, R.I.M.,
Presidency Port Officer.

PRESIDENCY PORT OFFICE,
MADRAS, 26th September, 1922.

TRANSLATION.

Notifications Nos. 2121 and 2165 of Department of Communications.

(No. 2121.) **N. COAST OF KYUSHU.**

Notice is hereby given that the report has been received from Aomori Prefecture regarding Aomori-ko Temporary No. 2 Beacon Light at the west end of N. Breakwater, under construction, in Aomori Harbour, will be temporarily withdrawn on the 25th of Nov., 1922.

TOKYO, 18th November, 1922.

(No. 2165.) **S. COAST OF HOKKAIDO.**

Notice is hereby given that the power and visibility of the light of Urakawa Lighthouse, Province of Hidaka, Hokkaido, have been changed as follows since the 18th of Nov., 1922.

Urakawa Lighthouse.

Power.—2,000 candles.

Visibility.—17·5 nautical miles in clear night.

N.B.—Positions, &c., remain unchanged.

VISCOUNT TOSHISADA MAEDA,
Minister of State for Communications.

Issued by the Lighthouse Bureau, Yokohama, Japan.

TOKYO, 24th November, 1922.

TRANSLATION.

CLOSING OF THE PORT OF VLADIVOSTOK.

(Published November 16, 1922.)

In addition to the Temporary Regulations with regard to the Entry of Commercial Vessels into the Port of Vladivostok, I hereby issue the following rules:—

1. Concerning the Closing of the Port. In the event of the port being closed for all commercial vessels without exception, the following signals will be hoisted on the guard-ship and a gun fired:

In the daytime—two cones apexes upwards and a cylinder between them.

At night-time—three lanterns: two white and a red one between them.

A similar signal will be hoisted on the signal post of the Naval Staff building.

After the above-mentioned signals have been hoisted no vessel or ship's boat shall be allowed to pass the line Cape Kleta-Koshka-Tokarevskavo.

2. In order that the guardship may be distinguished by vessels, it will have at night-time two lamps on the mast—a green one with a red one underneath it.

TOUCHKOFF,

Commander of the Siberian Flotilla.

V. OPARIN,
Commissar.

From:—The Commander of the National Revolutionary Fleet of the Far Eastern Republic, Vladivostok.

To:—H.B.M. Consul, Vladivostok.

No. 51/op.

November 18, 1922.

I acknowledge receipt of your letter dated 16th November with reference to the "Regulations relating to the closing of the Port", and inform you as follows:—

Under the words "the closing of the Port" is meant the suspension of entry and departure of commercial vessels from the harbour on account of some extraordinary circumstances.

The closing of the Port under such conditions clearly does not mean the suspension of its commercial activity, cannot be of long duration, and will be affected only as an exceptional measure, and not under normal conditions.

British vessels may be quite assured that, under normal conditions, in view of the desire expressed by the Republic to facilitate and develop commercial relations, the interests of commercial shipping will be fully guaranteed and taken into consideration.

ORLOFF,

Commander.

RAZIN,
Commissar.

The Government of the Philippine Islands
Department of Commerce and Communications

BUREAU OF COMMERCE AND INDUSTRY

MANILA

December 6, 1922.

No. 644.

The Master of the Steamer *Selangor* reports the existence of an uncharted dangerous shoal about $16\frac{1}{2}$ miles west of Kaludlud Island, Sulu Archipelago, Latitude $6^{\circ} 46' 00''$ N., Longitude $121^{\circ} 09' 00''$ E.

Mariners are warned accordingly.

Mindoro—North Coast—Escarceo Point—Light not burning.

The automatic acetylene flashing white light on Escarceo Point, north coast of Mindoro has been reported not burning. It will be relighted as soon as practicable and proper notice will then be issued. See No. 47, List of Lights, etc., 1922.

Negros—North-west Coast—Tomonton Acetylene Gas Buoy not burning.

The acetylene gas buoy on shoal westward of Tomonton Point, has been reported not burning. It will be relighted as soon as practicable and proper notice will then be issued. See No. 146, List of Buoys, etc., 1922.

FIDEL A. REYES,
Director.