

No. S. 184.—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 Monday, the 17th day of June, 1912, 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 Rent.	Upset Price.
			N.E.	S.W.	S.E.	N.W.			
			feet.	feet.	feet.	feet.		\$	\$
3	Inland Lot No. 1921.	Adjoining Inland Lots 1912 & 1910, below Kennedy Road.	45	46	140	130'6"	6,017	42	903

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

W. CHATHAM,
Director of Public Works.

7th June, 1912.

No. S. 185.

NOTICES TO MARINERS.

HARBOUR MASTER'S DEPARTMENT.

SHANGHAI DISTRICT.

THE following telegram has been received :—

“Temporary Lightship will replace *Tungsha* on 15th June.”

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

HONGKONG, 31st May, 1912.

TRANSLATION.

Notification No. 476 of the Department of Communications.

TEMPORARY LIGHT ON SOYA-MISAKI ALTERED.

NOTICE is hereby given that, the temporary light which has been shown pending the reconstruction work of Soya-misaki lighthouse at the north end of Soya-misaki, Kitami province (see Notification No. 851 of Department of Communications, August 1911), has been altered on and after 13th May as undermentioned :—

Position :—104 ft. N. 71° 45' E. from the former temporary light.

Description :—Wooden lattice-work.

Hight of light :—24 ft. from the base, and 101 ft. above the water.

Distance visible :—16 nautical miles in clear weather.

No change as to character of light and others.

COUNT HAYASHI TADASU,
Minister of State for Communications.

TOKYO, May 13th, 1912.

SPECIAL NOTICE TO MARINERS, No. 374.

CHINA SEA.

SHANGHAI DISTRICT.

Temporary Withdrawal of the "Tungsha" Light-vessel.

NOTICE is hereby given that on or about the 15th June the *Tungsha* Light-vessel will be removed for repairs, and that the temporary Light-vessel *Samson* will take her place.

The *Samson* is a tug-boat, painted yellow, with one mast and a black funnel. Her mast, which will be surmounted by a *black* ball, will have a yard across, from each arm of which will be exhibited by night two sixth-order fixed *white* lights, one vertically over the other.

The upper light will be 45 feet above the water, and the distance between the upper and lower lights will be 15 feet. In clear weather these lights should be visible 10 miles.

A *white* light will also be exhibited by night at the fore end of the vessel, to show the direction in which the Light-vessel is heading.

During foggy or thick weather a gong will be sounded at intervals of 1 minute.

If the Light-vessel be driven from her proper position to one where she is of no use as a guide to shipping, the usual lights will not be exhibited, but a small fixed *red* light will be shown at each end of the vessel; by day, a *red* flag will be hoisted.

N.B.—It may possibly happen that one or both of the vertical lights on one yardarm of the temporary Light-vessel may be obscured by her own mast or funnel to a vessel that is approaching her.

W. FERD. TYLER,
Coast Inspector.

COAST INSPECTOR'S OFFICE,
SHANGHAI, 31st May, 1912.

HARBOUR NOTIFICATION.

No. 3 of 1912.

REFERRING to Harbour Notification No. 1 of 1912 declaring Hongkong infected, Notice is hereby given that the Superintendent of Customs and the Consular Body have agreed to the following Regulation for the prevention of the introduction of plague-infected rats:—

(A) Vessels from plague-infected ports after being admitted to pratique shall not be allowed to lie alongside wharves but must anchor in the stream and discharge and ship cargo by means of cargo boats, using rat guards on the lines by which the cargo boats are made fast, and they shall work cargo by daylight only, under the supervision of inspectors appointed by the Port Sanitary Authorities, Provided, however, that any vessel, for which is presented a certificate signed by the Harbour Master or other duly qualified Port Health Authority at the port concerned certifying that such vessel has been thoroughly fumigated in all parts, may be allowed to load and discharge at a wharf under the following conditions:—

- 1.—that the work of loading and discharging shall go on between the hours of sunrise and sunset only;
- 2.—that at sunset loading and discharging shall cease; all cargo ports and hatchways shall be closed, and gang-way planks between the vessel and the wharf withdrawn;
- 3.—that all ropes, etc., used for securing the vessel to a wharf or pontoon shall have rat guards, of a pattern approved by the Harbour Master, efficiently fixed thereto;
- 4.—that a sufficient number of floating fenders shall be placed between the vessel and the wharf, to keep her at least four feet clear of the wharf—fender ropes to be made fast to the wharf and not to the vessel.

On every arrival from an infected port a new certificate of fumigation must be presented in order to obtain the privileges of discharging at a wharf. Such fumigation in order to qualify vessels for this privilege must have taken place at the infected port during the vessel's last visit there.

- (B) No packages of cargo showing signs of having given shelter to rats or of having been attacked by them shall be allowed to leave the vessel until after being opened, in a place where escaping rats can be destroyed, and having their contents disinfected.

This Regulation will be enforced against vessels from Hongkong from the 1st of June, 1912.

J. DALTON,
Harbour Master.

Approved :

E. O. REIS,
Commissioner of Customs.

CUSTOM HOUSE, NEWCHWANG, 25th May, 1912.

HARBOUR NOTIFICATION.

No. 4 of 1912.

NOTICE is hereby given that the Commissioner for Trade and Foreign Affairs and the Consular Body hereby sanction the following amended form of the Regulations—laid down in Harbour Notification No. 5 of 1911 and thereby added to the “Sanitary Regulations for the Ports of Shanghai and Woosung” on the 10th February, 1911—for preventing the introduction of plague-infected rats :—

- A.—Vessels from plague-infected ports having been admitted to pratique, shall anchor in the stream and discharge and ship by means of cargo-boats, using rat-guards on the lines by which the cargo-boats are made fast.
- B.—Any vessel may, however, be allowed to lie alongside a wharf and to discharge and load cargo thereat subject to the following conditions :—
- 1.—Upon presentation of a certificate, signed by the Port Health Authority at the port where the fumigation takes place, that all Cargo-spaces, Crews' Quarters and Store-rooms of such vessel, and such other parts as the Port Health Officer may think necessary in each case, have been properly fumigated, *i.e.*, either (1) at Shanghai—immediately before departure for, or since her last arrival from the infected port—or (2) at the infected port during the vessel's last visit there, or (3) at an intermediate port touched at since leaving the infected port.
 - 2.—That a sufficient number of floating fenders be placed between the vessel and the wharf or pontoon to keep her at least Four feet clear of the wharf—fender ropes to be made fast to the wharf and not to the vessel.
 - 3.—That all ropes, etc., used for securing the vessel to a wharf or pontoon be efficiently fitted with rat-guards of a pattern approved by the Harbour Master.
 - 4.—That any package of cargo suspected of harbouring rats be examined on board and, if found to contain rats, be disinfected.
 - 5.—That, when a vessel is not engaged in loading or discharging, all cargo-ports and hatchways be closed and gangway planks withdrawn. One gangway will be allowed to remain provided that at night it be efficiently lighted at the ship end by two bright white lights—placed near deck level, one at each side of the gangway—and that a constant watch be kept at the head of the gangway.
- C.—Permission to work at night will be given on condition that such work shall take place only over the upper deck, by means of derricks, all cargo-ports being closed and gangway planks withdrawn ; except that one gangway will be allowed as provided in B.-5.
- D.—Vessels which have been fumigated immediately after discharge of their import cargo may ship cargo alongside wharves without any restrictions except those detailed under B.-2, 3 and 5.

H. G. MYHRE,
Deputy Harbour Master.

Approved :

H. F. MERRILL,
Commissioner of Customs.

CUSTOM HOUSE, SHANGHAI, 29th May, 1912.