

(S. & C. 1783.)

*Board of Trade, 1, Whitehall,
November 25, 1875.*

THE Board of Trade have received through the Secretary of State for Foreign Affairs a copy of a Report on the Silk Industry of Japan, from Messrs. Jaquemot, British Merchants at Yokohama. The report can be seen upon application at the Statistical and Commercial Department, Board of Trade.

Admiralty, 24th November, 1875.

In accordance with the provisions of Her Majesty's Order in Council of the 22nd February, 1870—

Lieutenant Francis Henry Keyser has been placed on the Retired List from the 16th instant, and has been allowed to assume the rank of Retired Commander from that date.

*Civil Service Commission,
November 25, 1875.*

THE Civil Service Commissioners hereby give notice, that the following Regulations have been approved by the Lords Commissioners of Her Majesty's Treasury:—

SPECIAL REGULATIONS (Supplementary to the General Regulations issued 8th April, 1872, and amended by subsequent Notices in the London Gazette), respecting Open Competitive Examinations for Clerkships of the Superior Class in the Accounts and Stores Branches of the India Office.

N.B.—*These Regulations are liable to alteration.*

1. The limits of age for these situations are 18 and 22, and Candidates must be of the prescribed age on the first day of the Examination.

2. The Examination will be in the following subjects only:—

1. Handwriting and Orthography.
2. Arithmetic (including Vulgar and Decimal Fractions).

N.B.—*Special importance will be attached to rapidity of working.*

3. English Composition.
4. Book-keeping.
5. The weights, measures, and currencies of the principal commercial nations of the world.
6. Geography (especially Asiatic Geography).
7. Latin (translation from and into).
8. Euclid, Books 1, 2, 3, 4, and 6.
9. Algebra up to and including the Binomial Theorem.

10. French or German (translation from and into, and speaking).

3. No Candidate will be eligible who does not satisfy the Civil Service Commissioners in the first six subjects.

4. Application for permission to attend an Examination must be made in the writing of the Candidate, at such times and in such manner as may be fixed by the Commissioners.

V. A fee of £3 will be required from every Candidate attending the Examination.

The Civil Service Commissioners further give notice, that an Open Competition for two situations in the Accounts Branch, and one in the Store Branch of the India Office, will be held in London,

on Tuesday, the 11th of January, 1876, and following days.

Persons wishing to be admitted to the Examination should apply at once for the necessary form to the Secretary, Civil Service Commission, London, S.W.

NOTICE TO MARINERS.

(No. 169.)—IRELAND, EAST COAST.

Light-Vessels and Buoys marking Wreck off Kish Bank.

WITH reference to Notice to Mariners, No. 125, dated 11th September, 1875, stating that a light-vessel had been moored half-a-mile E.S.E. from the wreck of H.M.S. "Vanguard":—

The Commissioners of Irish Lights have given further notice, that in order the better to mark the position of the "Vanguard," they have moved the light-vessel (of which notice, No. 125, was given) to a distance of two cables from the wreck, on the same bearing, namely, E.S.E.; and will place without delay another light-vessel inshore, on a W.N.W. bearing 2 cables from the wreck.

Both vessels will show the same character of light, viz., one *green revolving*.

The vessels will be distinguished by day in the following manner:—The eastern vessel by having *three* masts, and the western, one mast; and by night, the eastern vessel will carry *two* vertical riding lights on the fore-stay; the western vessel, one riding light.

Both vessels are marked *Wreck* in large white letters on their sides.

In thick or foggy weather a gong will be sounded on board the vessel to the eastward, and a bell on board the vessel to the westward of the wreck.

Two wreck buoys further mark the danger, one is placed half a cable S. by W., and the other half a cable N. by E. from it, or at right angles to the hull of the "Vanguard."

From the wreck, the Kish Light-vessel bears N. 24° W. distant $8\frac{3}{10}$ miles.

From the wreck, the Codling Light-vessel bears S. 19½° W. distant $9\frac{4}{10}$ miles.

From the wreck, the Bray Head Light-vessel bears N. 80° W. distant $10\frac{9}{10}$ miles.

These bearings and distances place the wreck in lat. 53° 13' 10" N., long 5° 46' 40" W.

The dangers of the wreck are as follows:—The mizenmast has 22 feet water over it at low water; the mainmast has 17 feet water over it at low water; the foretopmast has 8 feet water over it at low water. To the foretopmast a spar is lashed, having a globe on the top.

CAUTION.—Vessels are not to pass between the two light-vessels.

NOTICE.—The inshore, or western light-vessel, will be removed on the 1st February, 1876.

[All bearings are magnetic. Variation 22½° Westerly in 1875.]

By command of their Lordships,

Fredk. J. Evans, Hydrographer.

Hydrographic Office, Admiralty, London,
20th November, 1875.

This Notice affects the following Admiralty Charts:—

Ireland, General, No. 1824 a; Irish Channel, No. 1825 b; and Wicklow to Dublin; No. 1467: Also, Admiralty List of Lights in the British Islands, 1875, page 58; and Sailing Directions for the Coast of Ireland, Part I, page 91.