

FOR REGISTRATION AS TEMPORARY BOY
MESSENGERS.

Ernest James Fitness, John Henry Joyce.

December 20, 1889.

AFTER OPEN COMPETITION.

Post Office: Female Clerk, London, Mary Duncan Henderson.

AFTER LIMITED COMPETITION.

Royal Irish Constabulary: Cadets, Robert Alexander Thompson, Charles Cecil Yeldham.

WITHOUT COMPETITION.

Registrar-General's Office, England: Search Room Attendant, William Songhurst.

Post Office: Postmen, London, Arthur Edward Beale, Henry Maud Hartnell, James Gover Pond.

Sorting Clerks and Telegraph Learners, John Lord (Manchester), Lilian Mary Matty (Bristol), Frederick Charles Oldland (Gloucester), George Please Waldron (Ware), Percy Wilson (Malvern).

Postmen, Thomas Cox (Hereford), Robert McDowell (Portadown), James Nelmes (Hereford).

December 21, 1889.

AFTER OPEN COMPETITION.

Post Office: Telegraph Learner, London, John William French.

WITHOUT COMPETITION.

Admiralty: Black Cooper, Royal Victoria Victualling Yard, Deptford, George John Gibbons.

Day Cooper, Royal Victoria Victualling Yard, Deptford, Harry Thomas Dadley.

Post Office: Sorter, London, George James Phillips.

Postman, London, Harry Wickham.

Tube Attendant, London, Frank Freeman.

Skilled Telegraphists, Edinburgh, Hector Aird, John Campbell Anderson, Robert Syme Anderson, Henry McLachlan.

FOR REGISTRATION AS TEMPORARY BOY
MESSENGERS.

Edward Charles Hickman.

NOTICE TO MARINERS.

(No. 447 of the year 1889.)

NEWFOUNDLAND.

STRAIT OF BELLE ISLE—SOUTH SHORE.

(1.) Cape Norman Lighthouse—Delay in Establishment of Fog Signal:

WITH reference to Notice to Mariners, No. 390 (1), of 5th November, 1889, that about 31st October, 1889, or as soon after as the machinery could be erected, it was intended to establish a fog signal at Cape Norman Lighthouse, south shore of Strait of Belle Isle:—

The Government of the Dominion of Canada has given further notice, dated 6th November, 1889, that it has been found impossible to establish the signal this season, and that probably it will not be established before July, 1890.

The signal will be a steam horn, giving blasts of five seconds duration, with intervals of five seconds between the blasts.

Position, lat. $51^{\circ} 38' 5''$ N., long. $55^{\circ} 54' 5''$ W.

Further notice will be given as to the establishment of the signal.

LABRADOR.

STRAIT OF BELLE ISLE—NORTH SHORE.

(2.) Greenly Island Fog Signal—Alteration in the Interval Between the Blasts.

Also, has given notice, of the same date, that the following alteration has been made in the

interval between the blasts of the fog horn on Greenly Island, north shore of Strait of Belle Isle:—

The horn now gives blasts of ten seconds duration, with intervals of eighty seconds between the blasts.

Position, lat. $51^{\circ} 22' 35''$ N., long. $57^{\circ} 10' 50''$ W.

This alteration has been made to further mark the difference between this fog horn and the fog whistle near Amour Point Lighthouse.

BAY OF FUNDY—SOUTH SHORE.

(3.) Harbour Light at Annapolis.

Also, that on 30th July, 1889, a harbour light was exhibited from a lighthouse erected at Annapolis, south shore of Bay of Fundy:—

The light is a fixed red light, elevated 30 feet above high water, and should be visible in clear weather from a distance of seven miles.

The lighthouse, 28 feet high, is a square wooden building, painted white. It is situated near the shore, on a piece of land locally known as the Engineer's Lot, a short distance north-eastward of the Old Government Pier.

Position, approximate, lat. $44^{\circ} 44' 50''$ N., long. $65^{\circ} 31' 5''$ W.

By command of their Lordships,

W. J. L. Wharton, Hydrographer.

Hydrographic Office, Admiralty, London,

11th December, 1889.

This Notice affects the following Admiralty Charts:—Gulf of St. Lawrence, No. 2516 (1, 2); Newfoundland, No. 2326 (1, 2); Ste. Geneviève Bay to Orange Bay, No. 282 (1); Cape Norman Bay and Cook Harbour, No. 703 (1); Cow Head Harbour to Ste. Geneviève Bay, with plan of Blanc Sablon Bay, No. 284 (2); Bay of Fundy, Nos. 352, 353 (3); Gullivers Hole to St. Croix Bay, No. 2561 (3). Also, Admiralty List of Lights on the Eastern Coasts of North America, 1889, Nos. 6, 4, page 52; Newfoundland and Labrador Pilot, 1887, pages 341, 377; and Sailing Directions for S.E. Coast of Nova Scotia and Bay of Fundy, 1885, page 185.

NOTICE TO MARINERS.

(No. 448 of the year 1889.)

IRELAND—SOUTH COAST.—CORK HARBOUR.

Intended Leading Lights at Queenstown.

THE Cork Harbour Commissioners have given notice, that on 1st January, 1890, two leading lights will be exhibited in the western part of Queenstown, which, kept in line, will indicate the channel fairway from Bar Rock to abreast the Admiralty Pier, leading clear of Bar Rock and No. 4 Fairway Buoys:—

The lights will be fixed green lights.

1. The eastern light will be shown from the east end of Deep Water Quay, near the Railway Terminus.

2. The western light will be shown from Upper Rushbrooke-road, and will bear W. by N. $\frac{3}{4}$ N. from the eastern light, distant 360 yards.

[The bearing is magnetic. Variation 22° Westerly in 1889.]

By command of their Lordships,

W. J. L. Wharton, Hydrographer.

Hydrographic Office, Admiralty, London,

11th December, 1889.

This Notice affects the following Admiralty Plans:—Cork Harbour, No. 1765; Queenstown and Cork Outer Harbour, No. 1777. Also, Admiralty List of Lights in the British Islands, 1889, page 144; Sailing Directions for the Coast of Ireland, Part I, 1885, pages 30, 37; and Hydrographic Notice, No. 8 of 1888, relating to Sailing Directions for the Coast of Ireland, Part I, page 4.