

Sorting Clerks and Telegraph Learners, Walter William Brice (Margate), James Dallas (Glasgow), James Henry Deeble (St. Austell), Samuel James McKinnie (Glasgow), Annie O'Neill (Monaghan), Cairns Palmer (Newcastle-on-Tyne).

Postmen, George Dilworth (Dungannon), Frederick Arthur Hopkin (Hull), John Henry Kellett (Windermere).

UNDER CLAUSE VII OF THE ORDER IN COUNCIL OF 4TH JUNE, 1870.

Office of Woods: Abstractor, George Lee.

June 15, 1895.

AFTER OPEN COMPETITION.

Post Office: Female Sorter, London, Alice Meacock.

Female Telegraph Learner, London Postal Districts, Ruth Barton.

WITHOUT COMPETITION.

Admiralty: Portsmouth Dockyard, Blockmaker, Charles Frederick Restall.

Printers, Harry Bunce, Alfred George Cole, William Guard, Peter William Hearl otherwise Harll, George Bevan Mockford.

Customs: Boatman, James Flynn.

Prisons Department, England: Assistant Matron, Christina Fotheringham Bruce.

Prisons Service, Ireland: Assistant Matron, Margaret Mary Byrne.

Post Office: Sorting Clerks and Telegraph Learners, Henry Horwood (Tredegar), Mary Ramsey McGilvray (Newcastle-on-Tyne), Marion Kate Messum (Newport, Monmouthshire), John Barlow Raistrick (Doncaster), Elizabeth Eleanor Sharp (Newcastle-on-Tyne).

Postman, Claremorris, Martin Joseph Roland.

FOR REGISTRATION AS TEMPORARY BOY COPYISTS.

Leonard Samuel Roseman Beaumont, William Stringer Bell.

NOTICES TO MARINERS.

(Nos. 300 to 308 of the year 1895.)

[The bearings are magnetic, and those concerning the visibility of lights are given from seaward.]

No. 300.—NORTH SEA AND BALTIC STATIONS.

NORTH SEA.

Sunken Wrecks in Approach to Elbe and Weser Rivers.

INFORMATION relating to the undermentioned sunken wrecks in the approach to the Elbe and Weser Rivers has been published in the Shipping Gazette:—

1. The Master of the steam-vessel "Moss Brow" reports that, on 23rd May, 1895, he passed two sunken wrecks, each with a mast showing about 2 feet above water, apparently sunk after being in collision, and lying respectively N. by W. $\frac{1}{4}$ W., distant 16 miles, and N. by W. $\frac{1}{4}$ W., distant 2 $\frac{1}{2}$ miles, from Weser Light-vessel; or approximately in lat. 54° 12' N., long. 7° 34' E.; and lat. 54° 30' N., long. 7° 37' E.

2. The Master of the steam-vessel "Ayre" reports that, on 24th May at 4 a.m., in lat. 53° 57' N., long. 7° 38' E., or about seven miles north-westward from Weser Light-vessel, he passed a broken mast, standing upright, and showing about 8 feet above water.

[Variation 14° Westerly in 1895.]

This Notice temporarily affects the following Admiralty Charts:—North Sea, No. 2182a; Elbe,

No. 26635.

B

Weser, and Jade Rivers, No. 1875; Also, North Sea Pilot, Part IV, 1892, page 33.

No. 301.—SOUTH-EAST AMERICA, AND NORTH AMERICA AND WEST INDIES STATIONS.

UNITED STATES—ALABAMA.

Mobile Bay—Light Buoys and Lights in Dredged Channel.

THE United States Government has given notice, dated 16th May, 1895, that the undermentioned light-buoys are moored between Mobile Point and the entrance to the dredged channel leading to Mobile:—

1. A gas buoy, painted red, and showing a fixed white light, is moored with Mobile Point Lighthouse bearing S.S.E. $\frac{3}{4}$ E., distant 1 $\frac{5}{16}$ miles; and Fort Gaines Point Pier W. by S. $\frac{1}{2}$ S. also with the beacons on the east side of the dredged channel in line, bearing N. 2° E.

Approximate position, lat. 30° 15' 30" N., long. 88° 2' 15" W.

2. A gas buoy, painted red, and showing a fixed white light, is moored with Mobile Point Lighthouse bearing S. by E. $\frac{1}{4}$ E., distant 2 $\frac{1}{4}$ miles; and Fort Gaines Point Pier S.W. $\frac{1}{2}$ W.; also with the beacons on the east side of the dredged channel in line, bearing N. 2° E.

3. Also, that the dredged channel to Mobile is lighted by fixed white lights, shown from the Lower Channel Beacon at the entrance, and thence on every alternate beacon, on the eastern, or starboard side of the channel, entering from seaward; and by fixed red lights at each bend of the channel, on the western, or port side entering from seaward.

Approximate position, Lower Channel Beacon, lat. 30° 17' 25" N., long. 88° 1' 50" W.

Vessels navigating the dredged channel, should keep about 120 feet westward of the white lights, and pass midway between the white and red lights at the bends.

[Variation 5° Easterly in 1895.]

This Notice affects the following Admiralty Plan:—Mobile Bay, No. 2344. Also, List of Lights, Part VIII, 1895, page 148; and West India Pilot, Vol. I, 1893, pages 542, 543.

No. 302.—BALTIC STATION.

BALTIC—GULF OF FINLAND.

Kronstadt North Channel Closed to Navigation.

THE Russian Government has given notice, dated 12th May, 1895, that Kronstadt North Channel is closed to navigation for merchant vessels.

This Notice affects the following Admiralty Plan:—Kronstadt North and South Channels, No. 2215. Also, Baltic Pilot, 1888, page 252.

No. 303.—ALL STATIONS.

ENGLAND—EAST COAST.

Sheerness—Time Signal at Garrison Point.

NOTICE is given that a time signal has been established at the Fort Flagstaff, Garrison Point. Sheerness Time Signal consists of a bull, which is dropped daily (by telegraphic wire from the Royal Observatory, Greenwich) at 1h. 0m. 0s. p.m. Greenwich mean time.

Position, lat. 51° 26' 45" N., long. 0° 44' 45" E.

NOTE.—Officers desirous of obtaining the errors of their chronometers at other hours can do so by comparing them with the clock kept at the Chart Office in the Dockyard, during working hours in the yard.

This Notice affects the following Admiralty Plan:—Sheerness Bar to Bishops Ness, No. 1833. Also, List of Time Signals, 1895, page 4; and North Sea Pilot, Part III, 1889, page 390.