

FOR REGISTRATION AS TEMPORARY BOY  
COPYISTS.

Ernest Bacon, Frederick Charles Bailey,  
Arthur William Cunningham, Donald Dunton,  
Harry Lush, Archibald McAuley, Charles  
Leonard Norman, Percy Henry Wright.

FOR REGISTRATION AS TEMPORARY BOY  
MESSENGER.

Herbert Warren.

March 6, 1896.

AFTER OPEN COMPETITION.

*Boy Clerks*, Joseph Forbes Duncan, Basil  
McLaughlin.

*Inland Revenue: Assistants of Excise*, William  
Arthur Howell Fisher, Patrick Martin Leahy  
O'Sullivan.

WITHOUT COMPETITION.

*Home Office: Factory Inspector's Assistant*, Albert  
George Hendy Thatcher.

*Post Office: Postmen, London*, Charles William  
Bye, Frederick James Charlott.

*Skilled Lineman*, Tom Longden.

*Sorting Clerks and Telegraph Learners*, Mary  
Jackson Gill (Newcastle-on-Tyne), Henry  
McKendrick (Perth), Frederick Spencer Naylor  
(Gainsborough).

*Postman, Ashford, Kent*, Edward William  
Paine.

FOR REGISTRATION AS TEMPORARY BOY  
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Edgar John Dowty, George Ernest Harris,  
Alfred Edward Shareman, Harry William  
John Wilkinson.

FOR REGISTRATION AS TEMPORARY BOY  
MESSENGER.

Daniel Bosson.

March 7, 1896.

AFTER OPEN COMPETITION.

*Post Office: Female Clerk, London*, Angela  
Elizabeth Mary Arrigoni.

*Female Telegraph Learner in the Central  
Office, London*, Edith Georgiana Troughton.

WITHOUT COMPETITION.

*Prisons Department, England: Assistant Matron*,  
Alice Maude Blakey.

*Supreme Court of Judicature, England: Third  
Class Clerk in the Office of the Masters in  
Lunacy*, John Nicolas Addison Phillips.

*Post Office: Postmen, London*, Thomas Beach,  
Edward Arthur Bullock, Charles John Hinton,  
Thomas Read, William Wells.

*Sorting Clerk and Telegraph Learner, Derby*,  
William Campbell.

*Postmen*, Thomas Dalling (Dalbeattie),  
Daniel John James (Llanely), James Wyer  
(Tenbury).

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George William Ayerst, Nevill William  
Thomas Frost, Leonard Marchant.

NOTICES TO MARINERS.

(Nos. 125 to 129 of the year 1896.)

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

No. 125.—NORTH ATLANTIC OCEAN.

*Derelict South-Westward of Ushant.*

INFORMATION has been published in the  
Shipping Gazette, that the Master of the steam-  
vessel "Ras Rowa" reports having passed on  
26th February, 1896, in lat. 48° 16' N., long.  
5° 38' W., a metal-bottomed vessel, apparently of

about 300 tons, floating bottom up, just awash,  
with her bows stove in, and no name visible.

A quantity of wreckage, supposed to be from  
this derelict, was passed about 2 miles north-east  
of the above position.

This wreck presents a danger to navigation,  
being in the track of vessels rounding Ushant.

This Notice temporarily affects the Sailing  
Directions for the West Coasts of France, Spain,  
and Portugal, 1891, pages 17, 18.

No. 126.—CUBA.

*Havana Harbour—Sunken Wreck Marked by  
Buoys.*

INFORMATION has been received, dated  
15th February, 1896, that the wreck of a  
Spanish vessel-of-war lies sunk in the fairway of  
the entrance to Havana Harbour, with Castillo  
del Morro Lighthouse bearing N. by E.  $\frac{1}{2}$  E.  
(N. 17° E.), distant  $1\frac{1}{10}$  cables.

Two cubical, wooden buoys, painted red, each  
surmounted by a pyramidal framework, have  
been moored near the wreck.

A red light would probably be shown from  
each of these buoys.

Approximate position lat. 23° 9' 15" N., long.  
82° 21' 35" W.

[Variation 3° Easterly in 1896.]

This Notice affects the following Admiralty  
Plan:—Havana Harbour, No. 414. Also, West  
India Pilot, Vol. II, 1887, pages 431–435.

No. 127.—UNITED STATES—MAINE.

*Booth Bay—Sunken Rock North-Eastward of  
Ram Island.*

THE United States Government has given  
notice of the existence of a rock, with a depth of  
10 feet on it at low water, lying with Ram Island  
Lighthouse bearing S.W. by W.  $\frac{3}{4}$  W. (S. 65° W.),  
distant  $1\frac{4}{10}$  cables; and north-east extreme of  
Fisherman Island S.S.E.  $\frac{1}{2}$  E. (S. 28° E.).

A black, spar buoy, No. 1, has been placed on  
the north-east side of the rock.

Approximate position, lat. 43° 48' 20" N.,  
long. 69° 35' 45" W.

Vessels should not pass between the buoy and  
Ram Island.

The rock, with a depth of 9 feet on it, pre-  
viously shown in a position N. by E.  $\frac{1}{4}$  E. (N. 14°  
E.), distant one cable, from Ram Island Light-  
house, does not exist, and it has been expunged  
from the charts.

[Variation 15° Westerly in 1896.]

This Notice affects the following Admiralty  
Chart:—Pemaquid Point to Fletcher's Neck,  
No. 2490. Also, Sailing Directions for the Prin-  
cipal Ports on the East Coast of the United  
States, 1882, page 25.

No. 128.—ENGLAND—EAST COAST.

*Outer Gabbard Light-vessel—Alteration in  
Fog Signal.*

WITH reference to Notice to Mariners, No.  
451 of 1895:—

The Trinity House, London, has given further  
notice, dated 2nd March, 1896, that the fog signal  
on board the Outer Gabbard Light-vessel has  
been altered from a hand trumpet to a reed horn,  
which, during thick or foggy weather, will give  
four blasts in quick succession every forty-five  
seconds; thus:—blast, three seconds; silence,  
four seconds; blast, three seconds; silence, four  
seconds; blast, three seconds; silence, four  
seconds; blast, three seconds; silence, twenty-  
one seconds.

Approximate position, lat. 51° 59' 50" N., long.  
2° 4' 15" E.