

Post Office: Sorting Clerks and Telegraph Learners,
Donald McDonald (Liverpool), Bernard
McKeever (Dundalk), Cecilia Ann Wilson
(Carlisle), George Wiseman (Scarborough).
Postman, Hythe, Kent, Charles Herbert
Kemp.

Civil Service Commission, July 7, 1896.

NOTICE is hereby given, that upon a special recommendation from the Lords Commissioners of the Admiralty, and with the assent of the Treasury, Messrs. William Hogarth, Richard Jenkins, Uriah King, Frederick Clifton George Smith, Charles Frederick Almoth Stevens, and William Elisha Turner, having served as Clerks of the Lower (now Second) Division for upwards of eight years, have been promoted to Staff appointments as Assistant Victualling Storekeeper, with special certificates granted exceptionally by the Civil Service Commissioners.

Civil Service Commission, July 7, 1896.

NOTICE is hereby given, that upon a special recommendation from the Lords of the Admiralty, and with the assent of the Treasury, Messrs. George Henry Ashdown, Charles Eley, and George Worrall, having served as Clerks of the Lower (now Second) Division for upwards of eight years, have been promoted to Staff appointments as Assistant Naval Storekeeper, with special certificates granted exceptionally by the Civil Service Commissioners.

NOTICES TO MARINERS.

(Nos. 343 to 346 of the year 1896.)

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

No. 343.—BRITISH COLUMBIA.

JUAN DE FUCA STRAIT.

(1.) *Additional Signal for Communication in Fogs at Carmanah Lighthouse.*

THE Government of the Dominion of Canada has given notice that, on 1st July, 1896, a signal in addition to the fog horn for the purpose of enabling passing steam-vessels to communicate during fogs, would be established at Carmanah Lighthouse, north side of Juan de Fuca Strait:—

This signal will consist of a steam whistle, and passing vessels may communicate by whistle sounds, using the Morse or Continental Telegraphic Codes. Several steam-vessels have arranged a private code.

Approximate position, lat. 48° 36' 40" N., long. 124° 46' 30" W.

(2.) *Additional Signal at Race Islands Lighthouse.*

Also, that on the same date, an additional signal, to be given in answer to the fog signal of any steam-vessel enveloped in fog in Juan de Fuca Strait, and to indicate that the northern portion of that strait is free from fog, as is often the case, will be established at Race Islands Lighthouse, northern side of Juan de Fuca Strait:—

This fog signal will consist of a steam whistle, which, under the above circumstances, will give four short blasts.

Approximate position, lat. 48° 17' 35" N., long. 123° 32' 25" W.

This Notice affects the following Admiralty Charts:—Vancouver Island, &c., No. 1917; Juan de Fuca Strait, No. 1911; Haro Strait and Middle Channel, No. 2840 (2). Also, List of Lights, Part VII, 1896, Nos. 258, 259; and British Columbia Pilot, 1888, pages 29, 33.

No. 344.—CHINA SEA.

Singapore—Signal made when Time Signals Fail.
WITH reference to Notice to Mariners, No. 418 of 1893:—

The Government of the Straits Settlements has given notice, dated 1st June, 1896, that when the time signal ball at Fort Canning or at Pulo Brani, Singapore, fail to drop correctly, the flag "W" will be hoisted at the time ball mast, and the ball will be lowered slowly by hand a few minutes after 1h. p.m., but it will be again hoisted at 1h. 55m. p.m., and if it fails a second time, the flag "W" will be again hoisted.

Should the time ball be under repair, the flag "W" will be kept flying until the repairs are completed.

Masters of vessels, wishing to obtain correct time, may then, by applying at the Master Attendant's office, compare their chronometers with the standard clock in the Observatory.

This Notice affects the China Sea Directory, Vol. I, 1886, page 121. Also, List of Time Signals, 1895, Nos. 31, 32.

No. 345.—MEDITERRANEAN—TUNIS.

Jerba Island—Light Buoy Placed Northward of Humt Suk.

THE French Government has given notice that, on 12th June, 1896, a light buoy, showing a fixed white light at an elevation of 14 feet above the sea, painted black with white square top mark, and with the word "Djerba" on it in white letters, was moored in a depth of 4 fathoms, northward of Humt Suk, north coast of Jerba Island.

Approximate position, lat. 33° 57' 10" N., long. 10° 51' 15" E.

This Notice affects the following Admiralty Chart:—Mahedia to Ras Makhabez, No. 249. Also, Mediterranean Pilot, Vol. I, 1894, page 323.

No. 346.—CHINA SEA—TONG KING GULF.

Hainan Strait—Middle Channel Buoy Withdrawn.

THE Harbour Mater at Hoi Hau has given notice, dated 15th May, 1896, that Middle Channel Buoy (conical, &c.), previously moored south-eastward of North Bank, eastern entrance of Hainan Strait, disappeared in January, 1896, and will not be replaced.

Approximate position, lat. 20° 17½' N., long. 110° 58½' E.

This Notice affects the following Admiralty Charts:—Tong King Gulf, No. 2062; China Sea, No. 2661a; Hainan Strait, No. 876. Also, China Sea Directory, Vol. II, 1889, page 524; and Supplement, 1893, relating to that Work, page 43.

By command of their Lordships,
W. J. L. Wharton, Hydrographer.
Hydrographic Office, Admiralty, London,
4th July, 1896.

Registration of Births and Deaths.

NOTICE is hereby given that in pursuance of the provisions of the twenty-first section of an Act passed in the thirty-eighth year of the reign of Her present Majesty, intituled "The Births and Deaths Registration Act, 1874," I, Sir Brydges Powell Henniker, Bart., Registrar-General of Births, Deaths, and Marriages in England, have, with the sanction of the Local Government Board, ordered and declared that on and after the 1st day of August next, in order to make South Molton and Dulverton Registration Districts co-extensive with the Unions of the same names, as altered by the