

Postmen, George Frederick Berry (Red Hill), Walter Ford (Sudbury, Suffolk), Thomas Eaves Holt (Oldham), John McCulloch (Maybole), John Duncan McDougall (Lochgilthead), Frederick Joseph Vines (Chippenham).

Temporary Assistant Postmen, John Stewart (Glasgow), Richard Watmough (Wigan).

June 8, 1898.

AFTER OPEN COMPETITION.

Post Office: Women Clerks, Emma Mabel Cooper, Margaret Jane Grievie, Ethel May Page, Christina Maria Pozzi, Margaret Gray Thomson, Helen James Wallace.

Girl Clerks in the Savings Bank Department, Lizzie Edith Andrews, Eunice Ellen Harris.

Male Sorters, London, Michael Boyle, James McCarthy, John Cronin Sullivan.

Male Learners, London, George James Allaway, Ernest Banwell.

Male Learners, Dublin, Michael Joseph Reid, Patrick Tubridy, Samuel Hayman Wilson, George Francis Woods.

Male Learners, Glasgow, William Anderson, John Knox, James Middleton, John Fowlie Stephen.

Male Learners, Liverpool, Patrick Joseph Howard, Christopher Metcalfe Jaggard.

AFTER LIMITED COMPETITION.

Admiralty: First Class Writer in the Chief Constructor's Departments of Her Majesty's Dockyards, Joshua Short.

WITHOUT COMPETITION.

Admiralty: Malta Dockyard, Shipwright, Antonio Scerri.

Inland Revenue: Messenger, Robert Chapman.

Post Office: Postmen, London, John Robert Gane, Yardley George Wilde.

Postman, Edinburgh, William Speed Lindsay.

Sub-Postmistress, Ditton Hill, Olive Wakeham.

Learners, Catherine Anne Burns (Haddington), Hannah Dyke (Keswick), Katie Mabel Hull (Horsham), Mary Reid (Inverness).

Postmen, Joseph Allen (Nottingham), Henry Campbell (Glasgow), Arthur Frederick Davies (Abergavenny), George Frederick Drummond (North Shields), John Garland Godfree (Eastbourne), George Godsall (Leominster), William Wadsworth Goodman (Luton), John Edward Kemp (Morpeth), Bernard Francis Lawlor (Nottingham), Alexander McRae (Portree), Ernest George Moon (Birmingham), William Williams (Swansea), Joseph Carlin Wright (Horncastle).

Temporary Assistant Postmen, William David Adkins (Leeds), John Frederick Jewes (Brierley Hill).

NOTICES TO MARINERS.

(Nos. 297 to 306 of the year 1898.)

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

No. 297.—IRELAND—LOUGH CARLINGFORD.

Haulbowline Rock—Intended Alteration in Fog Signal.

THE Commissioners of Irish Lights have given notice that, on or about 1st September, 1898, the fog bell now in use at Haulbowline Lighthouse will be replaced by an explosive signal, giving during thick or foggy weather one report every ten minutes.

Approximate position, lat. $54^{\circ} 1' 10''$ N., long. $6^{\circ} 4' 40''$ W.

This Notice affects the following Admiralty Charts:—East Coast of Ireland and Irish Channel, No. 1824a; Irish Channel, 2 Sheets, Nos. 1825a, b; Lough Carlingford, No. 2800; Lough Carlingford Entrance, No. 2810. Also; List of Lights, Part I, 1898, No. 1079; and Coast of Ireland Pilot, 1893, page 176.

No. 298.—IRELAND—RIVER SHANNON ENTRANCE.

Loophead—Intended Fog Signal.

THE Commissioners of Irish Lights have given notice that, on or about 1st October, 1898, a fog signal will be established at the Admiralty Signal House, 170 yards west of Loophead Lighthouse. Loophead fog signal will be an explosive, giving, during thick or foggy weather, one report every ten minutes.

Approximate position, latitude $52^{\circ} 33' 35''$ N., longitude $9^{\circ} 56' 5''$ W.

This Notice affects the following Admiralty Charts:—Ireland, West Coast, No. 1824b; Tralee Bay to Liscanor Bay, No. 2254; River Shannon, Sheet 1, No. 1819. Also, List of Lights, Part I, 1898, No. 1175; Coast of Ireland Pilot, 1893, page 307, and Hydrographic Notice, No. 4 of 1897, relating to that work, page 18.

No. 299.—UNITED STATES—CONNECTICUT.

Cornfield Point Light-vessel—Temporary Alteration.

THE United States Government has given notice, that on or about 25th May, 1898, Cornfield Point Light-vessel (flashing white light, &c.) would be temporarily withdrawn for repairs and replaced by Relief Light-vessel No. 20.

Relief Light-vessel No. 20 will show two catoptric fixed lights, the light on the foremast being white, that on the mainmast red. This light-vessel, which is schooner-rigged with two masts, without bowsprit or funnel, is dark gray in colour, with "Relief" on each side and "No. 20" on each quarter in black.

Also, that during thick or foggy weather a bell will be sounded by hand on board this light-vessel.

Approximate position, lat. $41^{\circ} 13' N.$, long. $72^{\circ} 22' W.$

This Notice temporarily affects the Admiralty List of Lights, Part VIII, 1898, No. 822. Also, Principal Ports on the East Coast of the United States, 1882, page 106.

No. 300.—UNITED STATES—FLORIDA.

Wreck Eastward of St. Augustine Inlet.

THE United States Government has given notice, dated 14th May, 1898, that a mast or spar, standing about 8 feet above water and apparently attached to a sunken wreck, lies in 14 fathoms of water with St. Augustine Lighthouse bearing N. $89^{\circ} W.$, distant $25\frac{1}{2}$ miles, or approximately in lat. $29^{\circ} 52' N.$, long. $80^{\circ} 48' W.$

[Variation 1° Easterly in 1898.]

This Notice temporarily affects the following Admiralty Charts:—The Gulf of Mexico, No. 392; Sapelo Sound to Little Bahama Bank, No. 259. Also, Sailing Directions for the Principal Ports of the East Coast of the United States, 1882, page 201.

No. 301.—GULF OF ST. LAWRENCE—GASPÉ BAY.

Cape Gaspé—No Fog Horn at Lighthouse.

THE Government of the Dominion of Canada has given notice, dated 10th May, 1898, that there is no fog horn at Cape Gaspé Lighthouse.

The words "fog horn" have therefore been removed from the Admiralty Charts.