

May 16, 1900.

AFTER OPEN COMPETITION.

Post Office: Male Learners, Dublin, Reginald John Downs, Lawrence William Galbally, Edward Montgomery, William Frederick Wells. Male Learners, Aloysius Benjamin Cole (Bradford, Yorkshire), Thomas Speed (Hull). Female Learner, London, Mary Josephine Newman.

AFTER OPEN COMPETITION AND UNDER CLAUSE VII OF THE ORDER IN COUNCIL OF 4TH JUNE, 1870.

Second Division: Clerk, David James Halliday.

AFTER LIMITED COMPETITION.

House of Commons: Clerk in the Department of the Clerk of the House, Edward Arthur Watt Smyth.

Post Office: Male Learners, Liverpool, William Kewin Corrie, Robert Henry Irwin, John Matthew Ridley, Hubert William Taylor.

WITHOUT COMPETITION.

British Museum: Boy Attendant, Joseph Davies.

Prisons Department, England: Subordinate Officers, Division I, Harry Lewis Dow, Thomas Edwards, John Ferguson Gardner.

Post Office: Postmen, London, William Albert Brown, George Watts.

Temporary Assistant Postman, London, Arthur Leonard Fincham.

Sub-Postmaster, Haslemere, William Charman.

Learners, Olive Gertrude Asquith (Leeds), William John Baker (Cheltenham), Patrick Dunlevy (Strabane), John Roland Gutteridge (Burnley), Jane Macrae (Stornaway), Maurice Wilfrid Marlow (Hounslow), Frank Richardson (Northwich).

Postmen, Arthur Charles Harry Barker (Birmingham), William Brown (Glasgow), James William Thompson (Penrith).

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

War Office: Staff Clerks, Alexander Alfred Barge, Henry James Barlow, Arthur Beagley Beavis, Charles Francis Brown, Albert Butler, Richard James Coles, Leland Lewis Duncan, Martin Joseph Fenelon, John Alexander King.

FOR REGISTRATION AS TEMPORARY BOY COPYIST (NEW CLASS).

James Alfred Goodeen Goodenough.

FOR REGISTRATION AS TEMPORARY BOY MESSENGER.

Frederick Henry Turner.

NOTICES TO MARINERS.

(Nos. 270 to 274 of the year 1900.)

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

No. 270.—FRANCE—NORTH COAST.

Boulogne to Fécamp—Wrecks.

INFORMATION has been published in the Shipping Gazette of 2nd May, 1900, of the following wrecks off Boulogne and Fécamp:—

a. A wreck in a depth of about 19 fathoms lies sunk about 25 miles W. $\frac{1}{4}$ S. from Cape Alprech Lighthouse.

Approximate position, lat. 50° 34' N., long. 0° 56 $\frac{1}{2}$ ' E.

Two vessels have recently been damaged by striking on this wreck.

b. A wreck, with an iron boom projecting about 6 feet out of water, lies sunk about 15 miles northward of Fécamp.

Approximate position, lat. 50° 0' N., long. 0° 15' E.

[Variation 15° Westerly in 1900.]

This Notice affects the following Admiralty Charts:—English Channel, Nos. 1598, 2675c; Fécamp to Boulogne, No. 2612; Cape Levi to Fécamp, No. 2613. Also, Channel Pilot, Part II, 1897, pages 548, 517.

No. 271.—IRELAND—EAST COAST.

Wexford Approach—Light and Whistle Buoy Established.

WITH reference to Notice to Mariners No. 836 of 1899:—

The Commissioners of Irish Lights have given further notice, dated 1st May, 1900, that a whistle buoy, exhibiting a white fixed light, and painted in red and white horizontal bands, is moored in a depth of about 14 fathoms on the leading line to the entrance of the South Shear, Rosslare.

It is situated with Carrick Perch, bearing N. 67° W., distant 1 $\frac{3}{4}$ miles, and Tuskar Rock Lighthouse S. 18° E.

Approximate position, lat. 52° 14' 40" N., long. 6° 15' 50" W.

[Variation 20° Westerly in 1900.]

This Notice affects the following Admiralty Charts:—Irish Channel, No. 1825b; Kinsale to Wexford, No. 2049; Wexford to Wicklow, No. 1787; Approaches to Wexford, No. 1772. Also, Coast of Ireland Pilot, 1893, page 121.

No. 272.—FRANCE—NORTH COAST.

East Dyck—Wreck.

THE French Government has given notice, dated 27th April, 1900, that the wreck of a Norwegian vessel, with two masts and a yard above water, lies sunk on the south-western part of the East Dyck; it is situated with Dunkerque Lighthouse bearing S. 7° W., distant 6 $\frac{1}{10}$ miles.

Approximate position, lat. 51° 9' 45" N., long. 2° 20' 25" E.

There is a depth of 12 fathoms on the south side of the wreck, 7 fathoms to the westward, and 6 fathoms to the northward. The masts appear to be attached to the hull by the rigging only.

[Variation 15° Westerly in 1900.]

This Notice affects the following Admiralty Charts:—Dover and Calais, &c., No. 1406; Calais to River Schelde, No. 1872. Also, Channel Pilot, Part II, 1897, pages 591, 592; and North Sea Pilot, Part IV, 1892, page 45.

No. 273.—SUMATRA—NORTH-EAST COAST.

Deli River—Light Discontinued.

THE Netherlands Government has given notice, that on 1st May, 1900, the light (white fixed) exhibited on the south side of the entrance to the Deli River was discontinued; it has therefore been erased from the Chart.

Approximate position, lat. 3° 46 $\frac{1}{2}$ ' N., long. 98° 42 $\frac{1}{2}$ ' E.

This Notice affects the following Admiralty Chart:—Diamond Point to Pulo Berhala, No. 1353. Also, List of Lights, Part VI, 1900, No. 393; China Sea Directory, Vol. I., 1896, page 81; and Supplement, 1899, relating to that work, page 7.

No. 274.—UNITED STATES—FLORIDA.—CEDAR CAYS.

Sea-Horse Cay Light—Original Character Resumed.

WITH reference to Notice to Mariners No. 789 of 1899:—

The United States Government has given