

Francis Peake, Henry Shave, William Herbert Wat's.

Male Learners, Alfred Best (Birmingham), Albert Henry Bowles (Birmingham), William Neale Higham (Manchester), William Jones (Glasgow).

WITHOUT COMPETITION.

Admiralty: Devonport Dockyard, Messenger, William Smith.

Mal'a Dockyard, Smith, Giuseppe Briccio.

High Court of Justice, Ireland: Writing Clerk in the Probate and Matrimonial Department of the King's Bench Division, Aidan Healy.

Prisons Department, England: Subordinate Officer, Division I, William Henry Robotham.

Post Office: Tube Assistant and Night Collector in the Central Telegraph Office, London, Henry Herbert Basil Sterenson.

Postmen, London, William Norman H ckin, George Freeman Rowley.

Temporary Assistant Postmen, London, David John Andrew Edwards, Jeremiah McCarthy, Frank Frederick Mansell.

Learners, Annie Agnes Charteris (Castle Douglas), Edgar Charles Southern (Wolverhampton).

Postmen, Dickson McArthur Brash (Edinburgh), Ernest Edward Coleman (Birmingham), Thomas Arthur Denton (Manchester), Lewis Doncaster (Crieff), William Halls (Ilford), John Harrison (Wigan), Charles John Irlam (Manchester), Richard James (Llanely), Timothy Kerin (Tralee), Christopher McRae (Bathgate), Christopher Murley (Southampton), Charles William Staniforth (Nottingham), David Williams (Welshpool).

Temporary Assistant Postmen, Alexander Hornall (Glasgow), William George James (Tenbury), Alfred Edwin Kirk (Lincoln), John Parker Maguire (Halifax), Harold Nunn (Tunbridge Wells).

FOR REGISTRATION AS TEMPORARY BOY COPYIST (NEW CLASS).

George Bailly Turner, otherwise George Bailly.

FOR REGISTRATION AS TEMPORARY BOY MESSENGER.

Frederic Joseph Foy.

NOTICES TO MARINERS.

(Nos. 548 to 549 of the year 1901.)

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

No. 548.—BURMA—RANGOON RIVER.
Devil's Hole, Choki Point and Western Channel—Leading Lights Established.

THE Indian Government has given notice, dated 22nd February, 1901, that the under-mentioned leading lights have been established in the following positions in Rangoon River:—

(a.) Devil's Hole leading lights consist of one rear and two front lights, each exhibiting a white fixed light. The rear light is situated at a distance of 9 cables, S. 36° E. from Shafraz House, Choki Village, the south front light three-quarters of a cable S. 11° W., and the east front light half a cable N. 61° W. from the rear light respectively.

Approximate position, lat. 16° 39' N., long. 96° 16' E.

The south front light, in line with the rear light N. 11° E., clears Hmawwun Lumps and Da Silva Shoal; the east front light, in line with the

rear light S. 61° E., leads between Da Silva Point and the shoal to the northward.

(b.) Choki Point lights are two white fixed lights N. 33° W. and S. 33° E., 1 cable apart. The rear light is situated 1 $\frac{1}{8}$ miles N. 44° W. from Shafraz House; in line N. 33° W. they lead between Da Silva Shoal and the eastern river bank.

(c.) Western Channel leading lights, erected to the westward of Da Silva Point, are two white fixed lights about three-quarters of a cable apart, N. 7° W. and S. 7° E.; the rear light is situated at a distance of 1 $\frac{1}{16}$ miles N. 88° W. from Shafraz House; in line S. 7° E. they lead between Liffey Sand and the eastern river bank.

[Variation 1° Easterly in 1901.]

This Notice affects the following Admiralty Chart:—Rangoon River, No. 833. Also, List of Lights, Part VI, 1901, page 62; and Bay of Bengal Pilot, 1892, page 329; Hydrographic Notice, No. 4 of 1895, page 27.

No. 544.—BALTIC ENTRANCE—THE KATTEGAT.

Læsø Rende Light-Vessel—Fog Signal, Interval Altered.

THE Danish Government has given notice, that on 1st August, 1901, the fog siren on board Læsø Rende Light-vessel will give during thick or foggy weather one blast of four seconds duration every minute, instead of every two minutes as at present.

Approximate position, lat. 57° 13' N., long. 10° 42' E.

This Notice affects the following Admiralty Chart:—The Kattegat, No. 2114. Also, List of Lights, Part III, 1901, No. 13; and Baltic Pilot, Part I, 1895, page 102.

No. 545.—BALTIC ENTRANCE—THE KATTEGAT.

Frederikshaven—Rock in Approach.

THE Danish Government has given notice, dated 10th July, 1901, of the existence of a rock, with a depth of 3 $\frac{1}{2}$ fathoms over it, just to the northward of the leading line of lights into Frederikshaven Harbour; it is situated with the front leading light on the southern pier head bearing N. 49° W., distant 1 mile.

Approximate position, lat. 57° 25' N., long. 10° 36' E.

[Variation 11° Westerly in 1901.]

This Notice affects the following Admiralty Chart:—The Kattegat, No. 2114. Also, Baltic Pilot, Part I, 1895, page 98.

No. 546.—SEA OF AZOV.

Wrecks Disappeared.

WITH reference to Notices to Mariners Nos. 311 of 1897 and 504 of 1898:—

The Russian Government has given notice, dated 21st June, 1901, that an examination of the positions in which the following wrecks sank, shows that they have disappeared:—

a. A wreck which sank at the entrance to the Gulf of Taganrog, with Bielosarai Lighthouse bearing west, distant 6 miles.

Approximate position, lat. 46° 53' N., long. 37° 30' E.

b. A wreck which sank at the entrance to Kertch Strait with Cape Yenikale Lighthouse bearing S. 22° E., distant 5 miles.

c. A wreck which sank with Cape Yenikale Lighthouse bearing S. 33° W., distant 2 miles.

Approximate position, lat. 45° 25' N., long. 36° 39 $\frac{1}{2}$ ' E.