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Junior Town Postman, Manchester, James Wainwright.

FOR REGISTRATION AS TEMPORARY MESSENGER.
Man, John Murray.

NAVAL PRIZE MONEY.

Department of the Accountant-General of the Navy, Admiralty, January 31, 1887.

NOTICE is hereby given to all persons interested therein, that preparations are now being made for the intended distribution of the slave and tonnage bounties awarded for the slave dhow "Ushar Mismarine,"—two slaves,—and slave dhow "Dunea," captured by Her Majesty's ship "Woodlark," on the 18th and 29th January, and 6th March, 1885, respectively.

Agents or other persons having any just and legal demand, unliquidated, against the award, are required to transmit the particulars of any such demand to the Registrar of the Admiralty Division of Her Majesty's High Court of Justice, in order that the same may be examined, taxed, and allowed by that Officer, and paid under the sanction of the Judge of the said Court.

Due notice will be given, by future advertisement in the London Gazette, of the date proposed for the commencement of distribution; and, at the same time, the amount of an individual's share in the respective classes will be announced.

NOTICE TO MARINERS.

(No. 18 of the year 1887.)

SOUTH AMERICA—WEST COAST.

Port of Carrizal Bajo—Shoal Northward of Island.

INFORMATION has been received from Captain C. L. Oxley, Her Majesty's Ship "Conquest," of the existence of a shoal lying about 9 cables northward of island, and near the anchorage ground on the west side of the Port of Carrizal Bajo:—

This shoal (Conquest Shoal), on which the "Conquest" touched in swinging to her anchor, is small in extent, and has a depth of 19 feet at low water spring tides, with $4\frac{1}{2}$ fathoms close on the southern side, and 9 fathoms on the northern side; it lies with the following bearings and distance:—

Rock on east side of harbour, S. 69° E.

Outer end of landing place, S. 24° E.

Northernmost rock (above water) north of island, S. 29° W., distant 120 yards.

NOTE.—The soundings northward of island are stated to be unreliable, greater depths than those charted having been found,

[The bearings are magnetic. Variation $13\frac{1}{4}^{\circ}$ Easterly in 1887.]

By command of their Lordships,

W. J. L. Wharton, Hydrographer.

Hydrographic Office, Admiralty, London,
22nd January, 1887.

This Notice affects the following Admiralty Charts:—Herradura de Carrizal to Grande Point, with plan of Port of Carrizal Bajo, No. 1276. Also, South America Pilot, Part II, 1886, page 328.

NOTICE TO MARINERS.

(No. 19 of the year 1887.)

AUSTRALIA—EAST COAST.

(1.) *Capricorn Group—Breakers Northward of North Reef.*

THE Queensland Government has given notice—the report of the master of the steam-vessel "Guthrie"—of heavy breakers having been seen in passing northward of North Reef, Capricorn Group, during a south-east gale.

The estimated position of the breakers is as follows:—North Reef Lighthouse, S.S.E. $\frac{1}{4}$ E., distant $8\frac{1}{2}$ miles.

Position (approximate), latitude $23^{\circ} 2\frac{1}{2}'$ S., longitude $151^{\circ} 53\frac{3}{4}'$ E.

NOTE.—The break on the 6 fathoms coral rock had been previously distinctly made out.

AUSTRALIA—NORTH-EAST COAST.

INNER ROUTE.

(2.) *Non-Existence of Pioneer Reef.*

With reference to Notice to Mariners, No. 91 (1), of 19th May, 1884, on the existence of Pioneer Reef, reported as lying near the course recommended for the inner route, south-west of Half-way Island, and about two-thirds of a mile north-westward of Pearn Reef:—

Commander G. P. Heath, R.N., Postmaster at Brisbane, reports having passed nearly over the position assigned Pioneer Reef, and though it was blowing fresh with a heavy sea, there was no indication of any danger that could be awash at low water.

Pioneer Reef has therefore been removed from the Admiralty Charts.

AUSTRALIA—NORTH COAST.

(3.) *Bathurst Island—Shoal Ground Southward and South-Eastward of Cape Fourcroy.*

With reference to Notice to Mariners, No. 297 of 1886, on the existence of a shoal lying with Cape Fourcroy, bearing N. by W., distant 3 or 4 miles:—

Further information has been received from Captain J. F. L. P. Maclear, H.M., surveying vessel "Flying Fish," of the reported existence of other shoals, lying southward and south-eastward of Cape Fourcroy.

1. Very heavy breakers seen on the 9 fathoms shoal marked on the chart bearing S.E. by E., distant $5\frac{3}{4}$ miles from Cape Fourcroy.

2. A shoal patch passed over by the British steam-vessel "Afghan," situated with the following bearings:—

Peaked Sandy Hill, N. 20° E.

Hill to the eastward of the Cape, N. 2° W.

Cape Fourcroy, N. 41° W.

Consequent on the above information, and as other shoal ground may exist in the neighbourhood, vessels are recommended not to approach Cape Fourcroy within the distance of 8 miles, until it bears eastward of N. by E.