

Sorting Clerks and Telegraph Learners, Sidney Peary Cogdon (Sunderland), William Davey (Croydon), Ethel Goodliffe (Wakefield), George James Henderson (Rochdale), Mary Howard (Sheffield), Mary Jane Johnstone (Sheffield), Anna Elizabeth Lindsay (Belfast), George Pamplin (Nottingham), Amy Parker (Wakefield), William George Pratt (Kingston-on-Thames), Leonora Whitehead (Chorley).

Postmen, John Thomas Arblaster (Rugeley), George Joseph Bradbury (Stockport), Ernest Albert Cutler (Wimborne), Richard Kendall Dent (Kendal), John McAreavey (Belfast).

FOR REGISTRATION AS TEMPORARY BOY
COPYISTS.

Percy Raynes Andrews, George Brook Brown, Charles Henry Court, Arthur William Burt Grimwade, Albert Victor Rogerson Hardy, Albert Edward Jennings, Edward Charles Lowton, Walter Martin, Charles Edward Ries, Ernest George Morris Roberts, Marmaduke Smith, Alfred John Steer, Herbert Harry Trimming.

NOTICES TO MARINERS.
(Nos. 174 to 181 of the year 1895.)

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

No. 174.—CHANNEL AND WESTERN
AND ALL FOREIGN STATIONS.

AZORES.

San Miguel—Ponta Delgada Light Re-Exhibited.
WITH reference to Notice to Mariners No. 683 of 1894 :—

The Portuguese Government has given further notice that, on 2nd March, 1895, the fixed red light (particulars as given at No. 520, List of Lights, Part IV, 1895) was re-exhibited from its former position at the extremity of Ponta Delgada Breakwater.

Approximate position, lat. $37^{\circ} 44' N.$, long. $25^{\circ} 40\frac{1}{2}' W.$

This Notice affects the following Admiralty Charts :—Azores or Western Islands, No. 1950 ; San Miguel, with Plan of Ponta Delgada, No. 1854. Also List of Lights, Part IV, 1895, No. 520 ; Africa Pilot, Part I, 1890, page 53 ; and Hydrographic Notice, No. 1 of 1893, relating to Africa Pilot, Part I, page 4.

No. 175.—ALL STATIONS.

FRANCE—WEST COAST.

Ile D'Yeu—Alteration in Principal Light, and Fog Signal Established.

WITH reference to Notice to Mariners, No. 816 of 1894 :—

THE French Government has given further notice that, on 24th March, 1895, the provisional light (fixed white) shown from Ile D'Yeu Principal Lighthouse would be discontinued, and the permanent light altered as given :—

Ile D'Yeu Principal Light is an electric flashing light every five seconds, the duration of the flash being only one tenth of second ; illuminating power 1,100,000 to 2,250,000 becs. Carcel or 11,000,000 to 22,500,000 candles. It is elevated 177 feet above high water and visible from a distance of 20 miles in clear weather.

Approximate position, lat. $46^{\circ} 43' 10'' N.$, long. $2^{\circ} 23' W.$

Also, that a fog signal is established in a building constructed of masonry, erected near the semaphore, and about 4,900 feet N. $37^{\circ} W.$ from Ile D'Yeu Principal Lighthouse :—

Ile D'Yeu fog signal consists of a siren, worked

by compressed air, which, during thick or foggy weather, will give one blast of about three seconds duration every minute.

[Variation 17° Westerly in 1895.]

This Notice affects the following Admiralty Charts :—British Islands to Mediterranean Sea, No. 1 ; Bay of Biscay, No. 1104 ; Les Sables D'Olonne to Bourgneuf, No. 2647. Also, List of Lights, Part IV, 1895, No. 274 ; and Sailing Directions for the West Coasts of France, Spain, and Portugal, 1891, page 1^o 0.

No. 176.—NORTH AMERICA AND WEST
INDIES STATION.

UNITED STATES.—MARYLAND.

Chesapeake Bay—Solomon Lump Light discontinued.

THE United States Government has given notice, dated 7th March, 1895, that the structure from which Solomon Lump Light (fixed white) was shown, having been carried away by ice, the permanent light and the temporary light have been discontinued.

Approximate position, lat. $38^{\circ} 2' 50'' N.$, long. $76^{\circ} 0' 30'' W.$

This Notice affects the following Admiralty Charts :—Great Egg Harbour to Albemarle Sound, No. 286 ; Chesapeake Bay, No. 385a ; No. 2843c. Also, List of Lights, Part VIII, 1895, No. 790 ; and Sailing Directions for the Principal Ports on the East Coast of the United States, 1892, page 170.

No. 177.—CHANNEL AND WESTERN,
AND ALL FOREIGN STATIONS.

AFRICA—WEST COAST.

River Niger—Disappearance of Buoy at Entrance.

INFORMATION has been received from Lieutenant and Commander H. L. Tottenham, Her Majesty's Ship "Thrush," dated 11th February, 1895, that the buoy (conical, black and red in vertical stripes), previously moored outside the bar of Brass River, has disappeared, and is not likely to be replaced for some time.

Approximate position on Chart No. 1357, lat. $4^{\circ} 13' N.$, long. $6^{\circ} 16\frac{1}{2}' E.$

This Notice temporarily affects the following Admiralty Charts :—Badagry to Cape Formosa, No. 2768a ; River Benin to River Cameroon, No. 1857 ; Mouths of the Kwara or Niger River, No. 146. Also, Africa Pilot, Part I, 1890, page 376.

No. 178.—BALTIC STATION.

GULF OF BOTHNIA.—RUSSIAN SHORE.

INSHORE TRACK FROM NYSTAD TO BJÖRNEBORG.
Shoals between Lökö and Re'andersgrund Light-vessel.

A NEW chart, recently received from the Russian Government, shows that in a survey of the locality between Lökö and Relandersgrund Light-vessel a great number of new shoals have been found on and near the track given on the Admiralty chart.

These shoals are too numerous to particularize in a Notice to Mariners, but they have all been placed on Admiralty Chart, Gulf of Bothnia, sheet III, Nystad Light to Stor Fiärd, No. 2298 ; and Mariners are recommended to obtain a copy of that Chart, with large corrections to March, 1895, on which all the shoals will be found.

Approximate position, Lökö, lat. $60^{\circ} 56' N.$, long. $21^{\circ} 8\frac{1}{2}' E.$

This Notice also affects Baltic Pilot, 1888, pages 345, 346.