Post Office: Porter, London, William Edward Denby.

Postmen, Leeds, William Claude Atkinson, Bernard Baldwin, Ralph Baxter, Walter Cawood, Joseph Constantine, Henry Goldthorp, Arthur Goom, Louis Edward Hargraves, John Hennessey, Joseph Mawman, Mark Newsome, Thomas Peet, William Reader, Fred Robinson, Henry Sedgwick, John Robinson Smith, Walker Whitaker.

Postmen, John George Gibson (Hexham), William Grainger (Newcastle-on-Tyne), Joseph Lomas (Birmingham), Joseph Malcolm Moreton (Manchester), William Peebles Murray (Edinburgh), Bertie Robert Preston (Colne), John Williamson Robertson (Edinburgh), Anthony Roe (Accrington), Reuben Walker (Manchester), John Whitlow (Chester), Walter Wilson (Glasgow).

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

Supreme Court of Judicature (England): Third Class Clerk, Chancery Division, Thomas Henry Christmas.

FOR REGISTRATION AS TEMPORARY BOY COPYISTS (NEW CLASS).

Percy Harold Fearnside, Philip Bradley, John Leyden.

NOTICES TO MARINERS.

(Nos. 775 to 787 of the year 1897.)

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

No. 775.—BALTIC—SWEDISH SHORE.

(1) *Sunken Wreck South-Westward of Kåseberg Head.*

THE Swedish Government has given notice, dated 1st December, 1897, that the wreck of the Danish steam-vessel "Scotia" lies sunk in a depth of 10 fathoms, with the mast-heads showing above water, in a position about 3½ miles south-westward from Kåseberg Head.

Approximate position, lat. 55° 20′ N., long. 14° 0¼′ E.

(2) *Vestervik Approach—Shoal North-Eastward of Idö Lighthouse.*

Also, that a shoal, with a depth of 16 feet on it, has been recently found in approximately lat. 57° 43′ 55″ N., long. 16° 49′ 25″ E.

This Notice affects the following Admiralty Charts:—Femern to Bornholm, No. 2150 (1); Falsterbo Point to Kalmar Sound, No. 2360 (1); Oland to Landsort, No. 2361 (2). Also, Baltic Pilot, Part II, 1896, pages 33, 121.

No. 776.—SCOTLAND—EAST COAST.

River Forth—Alterations in Buoyage above Grangemouth.

THE Commissioners of Northern Lighthouses have given notice that, in December, 1897, the undermentioned alterations will be made in the buoyage of River Forth:—

1. The red, conical buoy, moored on the northern side of the channel opposite the entrance to Grangemouth, will be replaced by a gas-lighted boat, with a conical superstructure, painted red, and showing an occulting light every six seconds, thus:—light, three seconds; eclipse, three seconds.

Approximate position, lat. 56° 2¾′ N., long. 3° 40¾′ W.

2. Inch brake buoy (spherical, red and white, &c.) on the eastern side of the channel below Kincardine, will be replaced by a gas-lighted boat, with a spherical superstructure, painted in white horizontal stripes, and showing an occulting white light every six seconds, thus:—light, three seconds; eclipse, three seconds.

3. East buoy of Middle Bank (can, black), above Kincardine, will be replaced by a can, light-buoy, painted black, and showing a flashing white light, every eleven seconds, thus:—light, three seconds; eclipse, eight seconds.

4. The buoy on the northern side of the entrance to Clackmannan Pool, Alloa, will be replaced by a conical light-buoy, painted red, and showing an occulting white light every six seconds, thus:—light, three seconds; eclipse, three seconds.

This Notice affects the following Admiralty Plan:—River Forth, No. 114*c*. Also, North Sea Pilot, Part II, 1895, pages 326 to 328.

No. 777.—CHINA.

Typhoon and Storm Warnings—Codes for Signals.

WITH reference to Notice to Mariners No. 704 of 1897:—

Further information has been received from the Chinese Government that, in making the typhoon and storm warning signals at the semaphores of the several ports, the flags of Marryat's Code will be used for the numbers, and those of the International Code for the letters only.

This Notice affects the China Sea Directory, Vol. III, 1894, page 17.

No. 778.—BALTIC—SWEDISH SHORE.

Ahus Approach—Leading Lights and Buoys.

THE Swedish Government has given notice that, on 12th November, 1897, the undermentioned leading lights were exhibited at Ahus:—

1. Ahus front light is a catoptric, fixed red light, elevated 29 feet above the sea and visible in clear weather from a distance of about 6 miles. It is shown from an iron framework, painted white, situated on the northern jetty at the entrance to the River Helge, about 220 yards within the extremity.

Approximate position, lat. 55° 55′ 45″ N., long. 14° 19′ 40″ E.

2. Ahus rear light is a catoptric, fixed white light, elevated 46 feet above the sea and visible from a distance of about 8 miles in clear weather. It is shown from an iron framework, painted white, with a white, triangular board in the middle, situated in a position bearing N. 75° W., distant about 650 yards from the front light.

NOTE.—The above lights in line, bearing N. 75° W., lead through the undermentioned buoyed channel from sea to the entrance of the River Helge.

Also, that the undermentioned buoys were placed in the new channel to Ahus on 16th November, 1897:—

a. A light-buoy showing an irregularly alternating white and red light, moored on the southern side of the entrance to the channel, in a position with eastern extreme of Mellan Hammar bearing N. ⅛ W., distant 2 1/16 miles; and South Beacon W. by N. ⅜ N.

Approximate position, lat. 55° 55′ 25″ N., long. 14° 24′ 0″ E.

b. A light-buoy showing an irregularly alternating white and green light, moored on the southern side of the channel, in a position with South Beacon bearing W. by N. ⅛ N., distant 1¾ miles; and Mellan Hammar Point N. by E. ½ E.

c. A bell-buoy, moored on the northern side of the entrance to the channel, in a position bearing about N.E. by N., distant one cable, from light buoy (1) above.