

Directions for the Principal Ports in the United States, 1882, page 22; and Hydrographic Notice, No. 7, of 1888, page 7.

No. 353.—CAPE, EAST INDIES, CHINA, AUSTRALIA, AND PACIFIC STATIONS.

CHINA SEA.—*STRAIT OF MAKASSAR.*

Coral Banks Eastward of Pulo Laut.

THE Government of Batavia has given notice, dated 25th June, 1892, that the Commander of H.N.M. surveying-vessel "Banda" reports the existence of two coral banks eastward of Pulo Laut, eastern coast of Borneo:—

1. A bank, with a least depth of 6 fathoms and 20 fathoms, mud bottom around, lies with Sembargélap Islands about W. $\frac{3}{4}$ N., 8 miles.

Approximate position, latitude $3^{\circ} 41'$ S., longitude $116^{\circ} 44\frac{1}{2}'$ E.

2. A bank, with a least depth of 7 fathoms and 30 fathoms, mud bottom around, lies approximately 36 miles southward of Bank No. 1.

Approximate position, latitude $4^{\circ} 18'$ S., longitude $116^{\circ} 42\frac{1}{2}'$ E.

[Variation 3° Easterly in 1892.]

This Notice affects the following Admiralty Charts:—Indian Ocean, northern portion, No. 7486; Australia, northern portion, No. 2759a; Eastern Archipelago, western portion, No. 9416; South part of the Strait of Makassar, No. 2637.

By command of their Lordships,

W. J. L. Wharton, Hydrographer.

Hydrographic Office, Admiralty, London,
6th to 13th August, 1892.

Registration of Births and Deaths.

NOTICE is hereby given, that in pursuance of the provisions of the twenty-first section of an Act passed in the thirty-eighth year of the reign of Her present Majesty, intituled "The Births and Deaths Registration Act, 1874," I, Sir Brydges Powell Henniker, Bart., Registrar-General of Births, Deaths, and Marriages in England, have, with the sanction of the Local Government Board, ordered and declared that on and after the 1st day of October next, the existing Sub-Districts in the Registration District of Wycombe shall be re-arranged as follows:—That the parishes of Wycombe Borough, Chipping Wycombe, West Wycombe, Hughenden, and Little Missenden should form the Sub-District of "Wycombe;" that the parishes of Great Marlow, Little Marlow, Wooburn, Hedsor, Fingest, Turville, and part of Stokenchurch, should form the Sub-District of "Marlow;" that the parishes of Princes Risborough, Monks Risborough, Wendover, Stoke Mandeville, Great and Little Hampden, Ellesborough, and Great and Little Kimble, should form the Sub-District of "Princes Risborough;" that the parishes of Bradenham, Ipstone, Bledlow, Chinnor, Horsendon Ilmire, Radnage, Saunderton, and part of Stokenchurch, should form the Sub-District of "Stokenchurch."—Witness my hand this 5th day of August, 1892.

Brydges P. Henniker, Registrar-General.

General Register Office,
Somerset House, London.

THE RAILWAY AND CANAL TRAFFIC ACT, 1888.

Proposed Revision of Tolls and Charges for
Merchandise Traffic.

The River Avon.

NOTICE is hereby given that, pursuant to the Railway and Canal Traffic Act, 1888, the Proprietors of the Lower Avon Navigation,

have submitted to the Board of Trade a proposed revised classification of merchandise traffic, and revised schedule of maximum tolls and charges applicable thereto, proposed to be charged by the Proprietors; and that in such proposed classification and schedule there are stated the nature and amounts of all terminal charges proposed to be charged in respect of each class of traffic, and the circumstances under which the terminal charges are proposed to be made.

Printed copies of the proposed classification and schedule can be obtained, at the price of one shilling, from Alfred Ricketts Hudson, Pershore, Albert William Byrch, Evesham, or on application to the toll collector at, or persons in charge of, any toll collection office.

Anyone wishing to raise any objection to the proposed classification and schedule may forward, by post, a notice of objection to the Board of Trade, marked on the outside of the cover inclosing it, "Railway and Canal Traffic Act, 1888."

Notice of objection must be transmitted to the Board of Trade so as to reach there on or before the expiration of eight weeks from the 30th day of July, 1892.

Every objector must at the same time transmit to the said Alfred Ricketts Hudson, at Pershore, a copy of the notice of objection, otherwise the objection will be liable to be dismissed without being heard.

Due notice will be given of the time appointed for hearing and disposing of notices of objection.

Dated the 25th day of July, 1892.

A. R. HUDSON, Solicitor for the Proprietors of the Lower Avon Navigation.

In the High Court of Justice.—Companies (Winding-up).

Mr. Justice Vaughan Williams.

In the Matter of the Companies Acts, 1862 to 1890, and in the Matter of the Combination Lock and Chain Stitch Sewing Machine and Attachment Syndicate Limited.

NOTICE is hereby given, that a petition for the winding up of the abovenamed Company by the High Court of Justice, was, on the 19th day of August, 1892, presented to the said Court by Lyne and Smith, of 9, Bread-street-hill, in the city of London, Builders and Contractors, creditors of the said Company; and that the said petition is directed to be heard before the Court sitting at the Royal Courts of Justice, Strand, London, on the 25th day of October, 1892, and any creditor or contributory of the said Company desirous to support or oppose the making of an Order on the said petition may appear at the time of hearing by himself, or his Counsel, for that purpose; and a copy of the petition will be furnished to any creditor or contributory of the said Company requiring the same by the undersigned, on payment of the regulated charge for the same.

HENSHALL FEREDAY, 9, Old Broad-street, E.C., Solicitor for the Petitioners.

NOTE.—Any person who intends to appear on the hearing of the said petition must serve on or send by post to the abovenamed, notice in writing of his intention so to do. The notice must state the name and address of the person, or, if a firm, the name and address of the firm, and must be signed by the person or firm, or his or their Solicitor (if any), and must be served, or, if posted, must be sent by post in sufficient time to reach the abovenamed not later than six o'clock in the afternoon of the 24th October, 1892.