

the Commander of their steam-vessel "Benin" reports that, on 24th March, 1898, that vessel touched on a shoal, with a depth of $3\frac{1}{2}$ fathoms on it at low water, situated in a position with St. Anthony Fort, Axim, bearing E. $\frac{1}{2}$ N., distant $7\frac{1}{2}$ cables; and south-western extreme of Pepré Point S.S.E. $\frac{3}{4}$ E.

Approximate position, lat. $4^{\circ} 52' 5''$ N., long. $2^{\circ} 15' 25''$ W.

CAUTION.—Several shoals have recently been reported in Axim Bay (see Notice to Mariners, 217 of 1898). As others may exist, the bay should be used with great caution.

[Variation 17° Westerly in 1898.]

This Notice affects the following Admiralty Plan:—Axim Bay on Sheet No. 1713. Also, Africa Pilot, Part I, 1890, page 297.

No. 247.—UNITED STATES—NEW JERSEY.

Sunken Wreck South-Eastward of Absecon Lighthouse.

THE United States Government has given notice that the wreck of a barque lies sunk, in a depth of 15 fathoms, with the masts showing about 20 feet above water, in a position with Absecon Lighthouse bearing N.W. $\frac{1}{4}$ W., distant about 13 miles; or approximately in latitude $39^{\circ} 14' 20''$ N., longitude $74^{\circ} 11' 15''$ W.

[Variation 8° Westerly in 1898.]

This Notice temporarily affects the following Admiralty Charts:—Halifax to the Delaware, No. 2670; Nantucket Island to Great Egg Harbour, No. 2480. Also, Sailing Directions for the Principal Ports on the East Coast of the United States, 1882, page 142.

No. 248.—UNITED STATES—CALIFORNIA.

San Francisco Approach—Alteration in Duxbury Reef Buoy.

THE United States Government has given notice, dated 23rd April, 1898, that the buoy (can, black) hitherto marking Duxbury Reef has been withdrawn and replaced by a whistle buoy, painted black, with the words "Duxbury Reef" on it in white letters, moored in a depth of 12 fathoms, in a position with Duxbury Point bearing N.N.W. $\frac{1}{4}$ W., distant nearly $1\frac{2}{3}$ miles.

Approximate position, latitude $37^{\circ} 51' 40''$ N., longitude $122^{\circ} 41' 45''$ W.

[Variation 17° Easterly in 1898.]

This Notice affects the following Admiralty Charts:—Point Pinos to Bodega Head, No. 229; San Francisco Harbour, No. 591. Also, Sailing Directions for the West Coasts of Central America and the United States, 1896, page 347.

No. 249.—SCOTLAND—WEST COAST.

River Clyde—Light on Garrison Beacon.

THE Trustees of the Clyde Navigation have given notice, that on 3rd May, 1898, an occulting white light every ten seconds, thus:—light, five seconds; eclipse, five seconds; will be shown from Garrison Beacon, southern side of the River Clyde, opposite Dumbarton.

Approximate position, lat. $55^{\circ} 55' 50''$ N., long. $4^{\circ} 34' 10''$ W.

This Notice affects the following Admiralty Charts:—Firth of Clyde, No. 2159; Greenock to Dumbarton, No. 2006; Dumbarton to Glasgow, No. 2007. Also, List of Lights, Part I, 1898, No. 705; and Sailing Directions for the West Coast of Scotland, 1894, page 84.

No. 250.—PERSIAN GULF.

Kuweit Harbour—Shoal North-Eastward of Ras Al Ajúza.

INFORMATION has been received from Commander C. J. Baker, Her Majesty's ship "Sphinx," dated 30th March, 1898, of the existence of a patch, with a depth of 3 fathoms on it, situated in a position with the north-eastern extremity of Ras al Ajúza, bearing S.W. by W. $\frac{1}{4}$ W., distant $2\frac{1}{10}$ miles; and extremity of Ras al Arz S.E. $\frac{3}{4}$ S.

Approximate position, lat. $29^{\circ} 24' 50''$ N., long. $48^{\circ} 4' 0''$ E.

Also, that, from the entrance of Kuweit Harbour up to the anchorage, considerably less water was found than shown on the plan, and a note to that effect has been placed on the plan.

[Variation nil in 1898.]

This Notice affects the following Admiralty Charts:—Persian Gulf, No. 2837b; Kuweit Harbour, No. 22. Also, Persian Gulf Pilot, 1890, pages 159, 161, 162.

No. 251.—NORTH SEA—NETHERLANDS SHORE.

Bar formed at Entrance of Akkepolle Gat and Withdrawal of Buoys.

THE Netherlands Government has given notice, dated 27th April, 1898, that a bar, with a depth of only 5 feet on it at low water, has formed at the entrance of Akkepolle Gat, and the channel must therefore be considered dangerous.

Also that the fairway buoy of the West Gat (red, nun, &c.), previously moored westward of the gat, in approximately lat. $53^{\circ} 28' 55''$ N., long. $5^{\circ} 28' 25''$ E., and the can buoy about three-quarters of a mile south-eastward of it, would be withdrawn as soon as possible.

The words "only 5 feet on bar in 1898" have been placed on the chart at the entrance of Akkepolle Gat.

This Notice affects the following Admiralty Charts:—North Sea, No. 2182a; Scheveningen to Ameland, No. 2322. Also, North Sea Pilot, Part IV, 1892, page 167.

By command of their Lordships,

W. J. L. Wharton, Hydrographer.
Hydrographic Office, Admiralty, London,
5th to 7th May, 1898.

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 June next, in order to make Wycombe and Aylesbury Registration Districts co-extensive with the Poor Law Unions of the same names, as altered by Local Government Board Orders Nos. 37495 and 37647, dated respectively the 22nd and 23rd of February last, Stoke Mandeville Civil Parish shall be transferred from Princes Risborough Sub-District of Wycombe Registration District to Aylesbury Sub-District of Aylesbury Registration District.—Witness my hand this 6th day of May, 1898.

Brydges P. Henniker, Registrar-General.
General Register Office,
Somerset House, London.