

passage east of Escombrera Islet, Cartagena Approach, Mariners are warned that the use of that passage is prohibited as it is blocked by tunny nets.

Approximate position, lat. $37^{\circ} 33'$ N., long. $0^{\circ} 58'$ W.

This Notice affects the following Admiralty Charts:—Mediterranean, Western Portion, No. 2717; Adra to Cartagena, No. 774; Cartagena to Cape San Antonio, No. 1372; Cartagena Harbour, No. 1191. Also, Mediterranean Pilot, Vol. I, 1894, page 110.

No. 945.—ENGLAND, EAST COAST—
THE DOWNS.

Deal—Wreck off, Marked by Buoy.

THE Trinity House, London, has given notice that on or about 5th January, 1902, the wreck of the steamship "Patria," which lies about $11\frac{1}{2}$ cables from the shore, off Deal, in 48 feet of water, with about 30 feet of water over her, and which is at present marked by the usual wreck-marking vessel, will be marked by a conical gas-and-bell buoy painted green and marked "wreck," exhibiting a fixed white light, moored about 1 cable E.S.E. of the wreck, with Deal Pier Light bearing N. 54° W., distant $10\frac{1}{2}$ cables, and Ripple Mill bearing S. 69° W.

At the same time the wreck-marking vessel will be withdrawn.

Mariners are cautioned to pass to the eastward of this gas-and-bell buoy, and not to anchor in the vicinity of the wreck, the bottom being foul.

Approximate position, lat. $51^{\circ} 13'$ N., long. $1^{\circ} 26'$ E.

[Variation 15° Westerly in 1901.]

This Notice affects the following Admiralty Chart:—The Downs, No. 1828. Also, Channel Pilot, Part I, 1900, pages 342, 344.

No. 946.—ITALY—EAST COAST.

Brindisi Harbour—Regulations.

THE Italian Government has given notice, dated 27th November, 1901, that during the construction of the East Quay (Pigionati) at the entrance to the inner port of Brindisi, and whilst dredging operations are in progress in the channel, the following regulations are to be observed:—

1. A vessel approaching the channel shall, before entering, if a steamer, give three blasts of the whistle; or if a sailing vessel, three blasts on her fog horn. She must then await the signal referred to in paragraph 3.

2. Vessels shall proceed through the channel as slowly as possible.

3. The use of the channel is absolutely prohibited when a black ball is hoisted either on the dredger or any of the vessels in connection with the works, or from a staff 33 feet high on shore.

When the passage is clear a red flag will be hoisted in the place of the black ball, the flag being inclined towards the clear side of the channel.

4. Should it be necessary to close the channel at night, the red and green lights on either side will not be lighted, leaving the Romana Column Light only exhibited.

Approximate position, lat. $40^{\circ} 39'$ N., long. $17^{\circ} 58'$ E.

This Notice affects the following Admiralty Chart:—Brindisi Harbour, No. 1492. Also, List of Lights, Part V, 1901, Nos. 566, 567, 569, 570; and Mediterranean Pilot, Vol. III, 1899, pages 56, 59, 60, 61.

No. 947.—SPAIN, SOUTH COAST.

Gibraltar—Light-Vessel to be Removed. Lights to be Exhibited.

INFORMATION has been received from the Captain in Charge of Naval Establishments, Gibraltar, that, on the 15th January, 1902, the light-ship off the New Mole will be removed, and the two vertical fixed red lights now shown from here will on and after that date be exhibited from the end of the New Mole itself.

Approximate position, lat. $36^{\circ} 7\frac{1}{2}'$ N., long. $5^{\circ} 21\frac{1}{2}'$ W.

This Notice affects the following Admiralty Charts:—Gibraltar Strait, No. 142; Gibraltar, Nos. 1448, 144, 689. Also, List of Lights, Part IV, 1901, No. 633; Part V, No. 15; West Coasts of France, Spain, and Portugal, 1900, page 561; Mediterranean Pilot, Part I, 1891, page 53; and Supplement, 1898, to that work, page 5.

ERRATUM.—In Notice to Mariners No. 914 of 1901, the bearing of Massique Point from A buoy should be N. 45° W.; and from B buoy, N. 57° W.

By command of their Lordships,
W. J. L. Wharton, Hydrographer.
Hydrographic Office, Admiralty, London,
12th to 13th December, 1901.

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 late Majesty, intituled "The Births and Deaths Registration Act, 1874," I, Reginald MacLeod, C.B., 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 January next—

(1.) Castleton Further and Castleton Nearer Sub-Districts of Rochdale Registration District shall cease to be separate Sub-Districts; the part of Castleton Further Sub-District now situated in Milnrow Civil Parish and Urban District shall be transferred to Butterworth Sub-District of Rochdale Registration District; and the remaining area (all situated within Rochdale Civil Parish and County Borough) be created two new Sub-Districts, viz.:—

(a.) A Sub-District to be called and known as Castleton No. 1 Sub-District to be co-extensive with Castleton East and Castleton South Municipal Wards of Rochdale County Borough; and

(b.) A Sub-District to be called and known as Castleton No. 2 Sub-District to be co-extensive with Castleton North, Castleton West, and Castleton Moor Municipal Wards of Rochdale County Borough.

(2.) The parts of Butterworth Sub-District now situated in Rochdale County Borough and in Wardle Urban District respectively shall be transferred to Whitworth and Wardle Sub-District of Rochdale Registration District; the part of Butterworth Sub-District now situated within Littleborough Urban District shall be transferred to Blatchinworth Sub-District of Rochdale Registration District; and the remainder of Butterworth Sub-District, together with that part of Castleton Further Sub-District now situated in the Milnrow Civil Parish and Urban District which will be co-extensive with Milnrow Urban District, be re-named Milnrow Sub-District.

(3.) The part of Whitworth and Wardle Sub-District now situated in Littleborough Urban