

REGISTRATION OF BIRTHS AND DEATHS.

Order No. 22/1903.

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, William Cospatrick Dunbar, 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 first day of September next, in order that all of the constituent Civil Parishes of Cullompton Sub-District of Tiverton Registration District may be included within the Eastern Relief District of Tiverton Poor Law Union, that Butterleigh Civil Parish shall be transferred from Cullompton Sub-District of Tiverton Registration District to Silvertown Sub-District of the same Registration District.—Witness my hand this fourteenth day of August, one thousand nine hundred and three.

Wm. C. Dunbar, Registrar-General.
General Register Office,
Somerset House, London.

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Wm. C. Dunbar, Registrar-General.
General Register Office,
Somerset House, London.

India Office,
August 14, 1903.

The Secretary of State for India in Council has appointed Messrs. Nigel Raymond Lewis and Richard Magowan to be Assistant Lascar Transfer Officers to superintend the transfer of lascars, or other persons, at the Tilbury Docks, and to grant the certificate required under section 125 of the Merchant Shipping Act, 1894 (57 and 58 Vic., cap. 60).

The fee to be paid for every lascar, or other person, in respect of whom such certificate is applied for, is limited to three shillings, and in no case is the total amount of fees in respect of one crew to exceed five pounds.

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No. 27589.

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RAILWAY AND CANAL TRAFFIC ACT, 1888.

Proposed Amendment of Classification.

NOTICE is hereby given, that pursuant to the Railway and Canal Traffic Act, 1888, the various Railway Companies of Great Britain and Ireland, represented by the undersigned, have applied to the Board of Trade to amend the classification of merchandise traffic and schedule of maximum rates and charges applicable thereto charged by such Railway Companies by including Gramophone Records in Class 5 of the said classification.

Anyone wishing to raise any objection to the proposed amendment, may forward by post a notice of objection, addressed to the Assistant Secretary, Railway Department, Board of Trade, Whitehall, London, S.W.

Notices of objection must be transmitted to the Board of Trade so as to reach there on or before the expiration of 21 days from the twenty-first day of August, 1903, and every objector must at the same time transmit a copy of his notice of objection to the undersigned as below.

H. SMART.

Dated the 17th day of August, 1903.

Note.—Copies of objection must be forwarded to H. Smart, Railway Clearing House, Seymour-street, London, N.W.

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NOTICES TO MARINERS.

(Nos. 655 to 663 of the year 1903.)

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

No. 655.—BALTIC—DENMARK SIÆLLAND.

Bøge Strøm—Intended Lighting of.

The Danish Government has given notice, dated 29th July, 1903, that during the autumn of the present year the undermentioned lights will be established to mark the dredged channel into Bøge Strøm:—

1. Bøge Strøm Leading Lights will consist of one rear and two front lights. The rear light will be white fixed, elevated 45 feet above the sea, and visible in clear weather from a distance of 11 miles for about 5° on either side of the bearing of S. 68° W. The light which will be catoptric of 5th order will be shown from a brown wooden beacon 43 feet high, erected in a position from which Bogenakke bears S. 54° E., distant 4½ cables, and Stavereby Church S. 68° W.

Approximate position on Chart No. 2138, lat. 55° 5½' N., long. 12° 9' E.

The northern front light will be green fixed visible over an arc of 8°, and the southern front light will be red fixed visible over an arc of 10°, both lights will be elevated 15 feet above the sea and visible in clear weather from a distance of 9 miles; they will be 17 feet apart and shown from the same building, a brown wooden house 16 feet high, erected at a distance of 3½ cables N. 68° E. from the rear light. The northern light will be catoptric of 4th order, the southern catoptric of the 5th order.

The rear light in line with the green front light will indicate the north side of the dredged channel, and in line with the red front light, the south side of that channel. Red and white striped discs will be placed on the north and south gables of this building as daymarks, which, in line with the rear light beacon, will mark the sides of channel during the day corresponding to the lights at night.

2. Sandhage Light will be an occulting dioptric light every two seconds, showing the following