

QUEENSLAND.

Illuminated Gas-buoy, Entrance Channel, Townsville Harbour.

NOTICE is hereby given that, on or about 1st May next, an illuminated gas-buoy, painted black, with iron skeleton superstructure, will be moored at the outer end of the entrance channel to Townsville Harbour, in the following position:—

Bremner Point bearing N. 8° E., distant 3 miles 8 cables,
Bay Rock N. 51° W., and Cape Cleveland light N. 71° E.

Character of light: White, flashing, 4 seconds bright, 4 seconds dark. Visible 8 miles in clear weather. Focal plane 11 ft. 6 in. above water. Illuminant, acetylene gas.

The buoy will be moored in 21 ft. at low water and 60 ft. to the eastward of the present line of beacons.

When entering the channel keep the line of lights open to the westward until the gas-buoy is passed, then bring them into line and proceed as before.

Charts affected: Nos. 1102, 348, and 2349; "Australia Directory," Vol. ii.

Sunken Wreck, Entrance to Moreton Bay.

Notice is hereby given that the wreck of the steamer "St. Paul" lies in the vicinity of Smith Rock, at the entrance to Moreton Bay. When the position of the wreck has been located steps will be taken to mark same by a green buoy, but owing to the turbulent nature of the sea experienced in that locality it is not practicable to show the usual wreck-marks. It is anticipated that the wreck lies within the zone of the buoy marking Smith Rock, and meantime mariners are warned to exercise every caution when approaching the port.

"Australia Directory," Vol. ii. Charts affected: 1670A, 1029, and 1068.

Uncharted Rock, Inner Route, Torres Strait.

Referring to Notice to Mariners No. 18 of 1911, *re* uncharted pinnacle rock discovered by H.M. "Sea Lark," notice is hereby given that a cask buoy, painted red, has been moored on the S.E. side of the rock.

The rock referred to is in the following position:—

North Barnard Island S. 17° E. 6.7 miles.
Hall Point, Mourilyan S. 28° W. 2.6 miles.

Chart affected: No. 2350; "Australia Directory," Vol. ii.

Wreck of S.s. "St. Paul," Smith Rock, Entrance to Moreton Bay.

Notice is hereby given that the foul ground in the vicinity of Smith Rock, entrance to Moreton Bay, has been found to extend three cables in an east-south-easterly direction from the 1½ fathom patch.

It carries various depths, the least of which is 3 fathoms at L.W.O.S.

At the eastern extreme there is a large boulder, on which it is evident the steamer "St. Paul" struck. This rock is in 18 ft. of water L.W.O.S.

The wreck of the "St. Paul" has been located, and lies in 21 fathoms, with Cape Moreton Lighthouse bearing S. 39° W. distant 2 miles and 3 cables.

A green wreck-buoy has been moored close on the east side of this position.

The following directions are issued to clear these dangers:—

By Day.—Vessels approaching from seaward should not bring Cape Moreton Lighthouse to bear southward of S. 45° W. until North Point Lighthouse bears S. 63° W., then proceed with the lighthouse on that bearing until Smith Rock buoy is passed, then proceed as before directed.

By Night.—Cape Moreton light should not be brought to bear southward of S. 45° W. until North Point light bears S. 63° W., then proceed, keeping this light on that bearing until across the line indicated by the main and secondary lights at Cape Moreton, which is directed over Smith Rock, then proceed as before directed.

Charts affected: Nos. 1670A, 1029, and 1068; "Australia Directory," Vol. ii.

V. FORRESTER,
Portmaster.

Marine Department, Brisbane, 6th April, 1914.

Notice to Mariners No. 47 of 1914.

AKAROA HARBOUR.—LIGHT ON BALCONY OF BOATHOUSE.

Marine Department,
Wellington, N.Z., 20th April, 1914.

NOTICE is hereby given that the Akaroa Boating Club have established a light from the balcony of boat-house facing the harbour 100 yards south of the wharf. The

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light is an electric *white* light of 32 c.p., and is visible seaward all round the harbour for a distance of about two miles.

Charts, &c., affected: Admiralty Chart No. 1575; "New Zealand Pilot," eighth edition, 1908, Chapter viii, page 244.

GEORGE ALLPORT,
Secretary.

Surveyors licensed.

The Surveyors' Board of New Zealand,
Wellington, 21st April, 1914.

IT is hereby notified for general information that licenses under the Surveyors' Institute and Board of Examiners Act, 1908, have been issued by the Surveyors' Board to the following surveyors:—

Surveyor.	Address.
WILLIAM AUGUSTUS HUTTON	Greytown.
FRITZ LANGBEIN	Otira.
CHARLES BARNETT STEPHENSON	Dunedin.

C. E. ADAMS,
Secretary, Surveyors' Board.

Notice of Date of Examinations under the Control of the Inspector-General of Schools.

Education Department,
Wellington, 17th April, 1914.

NOTICE is hereby given that the undermentioned examinations will be held on the dates specified in each case:—

Intermediate Competitive (Education Board Senior Scholarship Examination): On or about 17th November, 1914, and following days.

Intermediate Non-competitive, for Senior Free Places in Secondary Schools and District High Schools and for the First Examination of Pupil-teachers: On or about 17th November, 1914, and following days.

Junior National Scholarship: On or about the 26th and 27th November, 1914.

Junior Free Place (including the examination for Junior Free Places in Technical Schools): On or about the 26th and 27th November, 1914.

Teachers' Certificate Examinations, Class C and Class D: On or about the 5th January, 1915, and following days.

NOTE.—The Public Service Entrance Examination (heretofore known as the Civil Service Junior Examination) being now confined exclusively to candidates desirous of entering the Public Service, Scholarship candidates who are required by the various scholarship regulations to take this examination will now enter as Intermediate Competitive candidates.

Entries for Junior National Scholarships and Junior Free Places, and for the First Examination of Pupil-teachers, must be made through the principals or head teachers of the schools attended, and will be received by Secretaries of Education Boards not later than the 15th September, 1914. Junior Scholarship and Junior Free Place entries received after that date can be accepted only with the consent of the Education Department, which, if satisfied in any special case that there has been reasonable ground for the delay, may allow not more than seven days of grace.

Entries for the Senior Board Scholarship Examination and for the First Examination of Pupil-teachers will be received by Secretaries of Education Boards until the 15th September, 1914. For all other Intermediate Examinations (Senior Free Place, Drawing only, &c.) entries must be sent direct to the Inspector-General of Schools, Wellington, so as to reach his office by the same date. The time for recognizing entries for these examinations will be extended to 22nd September, 1914, on payment of a late fee of £1; otherwise, no entrance fee is payable in respect of these examinations.

The provision heretofore existing whereby candidates other than those for Education Board Senior Scholarships were permitted to take Scholarship papers in the Intermediate Examinations is abolished.

Entries for the Teachers' C and D Certificate Examinations will be received by the Inspector-General of Schools, Wellington, until the 15th October, 1914, or, with a late fee of £1 in addition to the ordinary fee, until the 31st October, 1914.

All entries must be made on the proper forms, which may be obtained after 1st July from the office of any Education Board or of the Education Department.

GEORGE HOGBEN,
Inspector-General of Schools,