

The following is the description and position of the buoys marking the bank, viz. :—

*No. 1 Buoy.*—A large conical iron buoy, painted red, marks the extreme S.E. end of the middle bank. It is moored in 24 ft. of water at M.L.W.S., the east end of the Railway Wharf bearing 180° (S. 18° E. magnetic). The west end of the wharf bears 260° (S. 62° W. magnetic), and distant from the face of the wharf 320 yards. The local marks for this buoy are the middle bank beacons in line and the back red leading-light tower in line with the south end of the Quarantine Station building.

*No. 2 Buoy.*—A small red cask buoy, surmounted by a staff 3 ft. high, carrying a diamond shape, is moored near the south edge of the bank in 23 ft. of water M.L.S.W., the east end of the wharf bearing 155° (S. 43° E. magnetic) and the west end of the wharf 242° (S. 44° W. magnetic), and distant from the face of the wharf 300 yards.

A line drawn through the position of these two buoys extending westward, and the west end of the wharf bearing 208° (S. 10° W. magnetic), defines the south side of the middle bank, giving a depth of water of not less than 22 ft. at M.L.W.S. between that line and the northern face of the wharf.

Charts, &c., affected: Admiralty Charts Nos. 2540 and 3484; "New Zealand Pilot," eighth edition, 1908, Chapter 9, page 272; "New Zealand Nautical Almanac," 1915, page 365, and plan facing page 362.

GEORGE ALLPORT,  
Secretary.

*Notice to Mariners No. 42 of 1915.*

**NAPIER HARBOUR.—LIGHT ON AUCKLAND ROCK BUOY.**

Marine Department,  
Wellington, N.Z., 7th May, 1915.

**T**HE Napier Harbour Board have notified that on and after Tuesday, 18th May, 1915, a red flashing light showing 0.3 second flash and 2.7 seconds eclipse, and visible for four miles, will be exhibited from the western buoy marking Auckland Rock Shoal; also that the red gas-light (S. 56° W. magnetic) from north extreme of Glasgow Wharf will be discontinued on that date.

Charts, &c., affected: Admiralty Charts Nos. 2513 and 2528; "New Zealand Pilot," eighth edition, 1908, Chapter iv, page 133; "New Zealand Nautical Almanac," 1915, pages 273 and 434, and plan facing page 272.

GEORGE ALLPORT,  
Secretary.

*Notice to Mariners No. 43 of 1915.*

**HAURAKI GULF.—CHANNEL ISLAND.—CHARACTERISTIC OF LIGHT CHANGED.**

Marine Department,  
Wellington, N.Z., 11th May, 1915.

**N**OTICE is hereby given that the characteristic of the light on Channel Island (see N.M. No. 11 of 1915) has been temporarily altered from light flashing  $\frac{1}{2}$  second, eclipse 2 seconds; light flashing  $\frac{1}{2}$  second, eclipse 10 seconds; to light flashing  $\frac{1}{2}$  second, followed by eclipse of 8 seconds.

Charts, &c., affected: Admiralty Charts Nos. 2543, 3565, and 1212; "New Zealand Pilot," eighth edition, 1908, Chapter 4, page 98.

GEORGE ALLPORT,  
Secretary.

*By-law No. 73.—Regulating the Traffic over the Combined Road and Railway Bridge at Boatman's Creek.*

**P**URSUANT to and in exercise of the powers conferred by the Government Railways Act, 1908, and the amendments thereof, I, William Herbert Herries, do hereby make the by-laws set out in the Schedule hereto for the regulation of the traffic on and over the railway-bridge at Boatman's Creek, which said bridge forms part of the railway between Cronadun and Rotokohu, and is used both for ordinary and railway traffic; and I do hereby declare that such by-laws shall come into force from the date of publication thereof in the *New Zealand Gazette*.

**SCHEDULE.**

**BY-LAWS.**

1. HORSES not driven in harness or led by bridle or halter, and cattle, sheep, pigs, goats, mules, and donkeys must have a man behind them; and cattle, sheep, and horses in mobs must also have a man before them.
2. Horsemen or vehicles shall not travel faster than six miles per hour.
3. No load shall be taken over the bridge greater than  $1\frac{1}{2}$  tons gross on any one wheel.

4. Any person who shall commit a breach of any of the foregoing by-laws, or shall fail to do any act in any such by-law directed to be done by him, or shall do any act which by any such by-law is directed not to be done by him, shall be liable to a penalty not exceeding £10 for each such breach or the failure to do or the doing of each such act as aforesaid respectively; but if any such person is employed on or about the railway, and the by-law relates to his conduct, he shall be liable to a penalty not exceeding £1 for each breach, failure, or act respectively.

Given under my hand this 4th day of May, 1915.

W. H. HERRIES,  
Minister of Railways.

*By-law No. 74.—Regulating the Traffic over the Combined Road and Railway Bridge at Larry's Creek.*

**P**URSUANT to and in exercise of the powers conferred by the Government Railways Act, 1908, and the amendments thereof, I, William Herbert Herries, do hereby make the by-laws set out in the Schedule hereto for the regulation of the traffic on and over the railway bridge at Larry's Creek, which said bridge forms part of the railway between Cronadun and Rotokohu, and is used both for ordinary and railway traffic; and I do hereby declare that such by-laws shall come into force from the date of publication thereof in the *New Zealand Gazette*.

**SCHEDULE.**

**BY-LAWS.**

1. HORSES not driven in harness or led by bridle, or halter, and cattle, sheep, pigs, goats, mules, and donkeys must have a man behind them; and cattle, sheep, and horses in mobs must also have a man before them.
2. Horsemen or vehicles shall not travel faster than six miles per hour.
3. No load shall be taken over the bridge greater than  $1\frac{1}{2}$  tons gross on any one wheel.
4. Any person who shall commit a breach of any of the foregoing by-laws, or shall fail to do any act in any such by-law directed to be done by him, or shall do any act which by any such by-law is directed not to be done by him, shall be liable to a penalty not exceeding £10 for each such breach or the failure to do or the doing of each such act as aforesaid respectively; but if any such person is employed on or about the railway, and the by-law relates to his conduct, he shall be liable to a penalty not exceeding £1 for each breach, failure, or act respectively.

Given under my hand this 4th day of May, 1915.

W. H. HERRIES,  
Minister of Railways.

*By-law No. 75.—Regulating the Traffic over the Combined Road and Railway Bridge at Inangahua Junction.*

**P**URSUANT to and in exercise of the powers conferred by the Government Railways Act, 1908, and the amendments thereof, I, William Herbert Herries, do hereby make the by-laws set out in the Schedule hereto for the regulation of the traffic on and over the railway-bridge at Inangahua Junction, which said bridge forms part of the railway between Landing and Inangahua Junction, and is used both for ordinary and railway traffic; and I do hereby declare that such by-laws shall come into force from the date of publication thereof in the *New Zealand Gazette*.

**SCHEDULE.**

**BY-LAWS.**

1. HORSES not driven in harness or led by bridle or halter, and cattle, sheep, pigs, goats, mules, and donkeys must have a man behind them; and cattle, sheep, and horses in mobs must also have a man before them.
2. Horsemen or vehicles shall not travel faster than six miles per hour.
3. No load shall be taken over the bridge greater than  $1\frac{1}{2}$  tons gross on any one wheel.
4. Any person who shall commit a breach of any of the foregoing by-laws, or shall fail to do any act in any such by-law directed to be done by him, or shall do any act which by any such by-law is directed not to be done by him, shall be liable to a penalty not exceeding £10 for each such breach or the failure to do or the doing of each such act as aforesaid respectively; but if any such person is employed on or about the railway, and the by-law relates to his conduct, he shall be liable to a penalty not exceeding £1 for each breach, failure, or act respectively.

Given under my hand this 4th day of May, 1915.

W. H. HERRIES,  
Minister of Railways.