

Dates of Election of Members of the Balclutha Fire Board.

Department of Internal Affairs,
Wellington, 2nd October, 1917.

PURSUANT to section 18 of the Fire Brigades Act, 1908, I, George Warren Russell, Minister of Internal Affairs, and the Minister charged with the administration of the said Act, do hereby appoint Wednesday, the 17th day of October, 1917, to be the day for the holding of an election of three members of the Balclutha Fire Board by the contributing local authority; and I do further appoint Monday, the 15th day of October, 1917, to be the day for the holding of an election of three members of the Balclutha Fire Board by the fire-insurance companies which for the time being are carrying on business within the said Balclutha Fire District.

G. W. RUSSELL,
Minister of Internal Affairs.

Exportation of Tallow.

Customs Department,
Wellington, 1st October, 1917.

IT is hereby notified for public information that applications will now be considered for the exportation of limited quantities of tallow, other than mutton stock and oleo margarine, to the United States.

Applications should be addressed to the Comptroller of Customs, Wellington, and should state the name of the intended exporting vessel and probable date of departure, also the quantity of tallow and the port of shipment.

It must be understood that if circumstances should alter it may be necessary to withdraw permission to export at any time.

ARTHUR M. MYERS,
Minister of Customs.

Officiating Ministers for 1917.—Notice No. 31.

Registrar-General's Office,
Wellington, 2nd October, 1917.

PURSUANT to the provisions of the Marriage Act, 1908, the following names of Officiating Ministers within the meaning of the said Act are published for general information:—

Church of the Province of New Zealand, commonly called the Church of England.

The Reverend FRANK RUTHERFURD RAWLE.
" WILLIAM VENABLES.

W. W. COOK,
Registrar-General.

Notice to Mariners.—No. 85 of 1917.

WANGANUI HARBOUR.—CAUTION TO MARINERS.

Marine Department,
Wellington, N.Z., 2nd October, 1917.

THE Wanganui Harbourmaster notifies that masters of vessels trading to Wanganui are warned not to cut too closely round the end of mole, as the half-tide stone wall now extends 160 ft. out seaward from the red light, or extreme end of the woodwork of South Mole, owing to the auxiliary scow "Eunice" striking the end of this mole and carrying away about 160 ft. of the structure.

Charts, &c., affected.—Admiralty Chart No. 2054; "New Zealand Pilot," eighth edition, 1908, Chapter v, page 156; "New Zealand Nautical Almanac," 1917, page 292, and plan facing page 290.

GEORGE ALLPORT,
Secretary.

Notice to Mariners.—No. 86 of 1917.

Marine Department,
Wellington, N.Z., 2nd October, 1917.

THE following Notices to Mariners, which have been received from the Hydrographic Office, London; the Hydrographic Office, Washington; the Minister of State for Communications, Tokyo; and the Governor, Balboa Heights, are published for general information.

GEORGE ALLPORT,
Secretary.

ENGLAND, SOUTH COAST.

(1.) FALMOUTH HARBOUR APPROACH.—LIGHT-BUOYS ESTABLISHED.—TRAFFIC REGULATIONS.

Former Notice.—No. 687 of 1917; hereby cancelled.

Two light-buoys have been established to mark a gateway in the approach to Falmouth Harbour, as follows:—

(a.) Eastern light-buoy,—

Position.—At a distance of 3.1 miles, 198° (S. 35° W. mag.), from St. Anthony Point Lighthouse. Lat. 50° 5½' N., long. 5° 2¼' W.

Description.—A conical light-buoy, painted red, exhibiting a flashing green light every five seconds—thus, flash 2 secs., eclipse 3 secs.

(b.) Western light-buoy,—

Position.—At a distance of approximately 600 ft., 265° (N. 78° W. mag.), from the eastern light-buoy (a).

Description.—A can light-buoy, painted in red and white chequers, exhibiting an occulting red light every ten seconds—thus, light 7 secs., eclipse 3 secs.

All vessels bound to or from Falmouth Harbour must pass between the above light-buoys and maintain a course 0° (N. 17° E. mag.) and 180° (S. 17° W. mag.) respectively for a distance of a quarter of a mile from the light-buoys.

Vessels approaching from the eastward, after passing the meridian of Penare Head, must keep to the southward of the parallel of lat. 50° 3' N. before attempting to pass through the gateway.

Any instructions given by the patrol vessels should be strictly observed. Vessels proceeding eastward must obtain instructions as to the route to be followed before attempting to leave the anchorage.

Inward-bound vessels will have priority over outward-bound vessels in respect of passage through the gateway. Vessels entering Falmouth Harbour must close the drifter, stationed about half a mile to the southward of the two light-buoys defining the gateway.

This drifter regulates inward-bound and outward-bound traffic. When no signals are exhibited by day or night by this drifter, inward-bound traffic may proceed to pass through the gateway.

To indicate that the gateway is clear for outward-bound vessels the drifter will display by day a black shape and by night two horizontal white lights.

During fog three long blasts on the steam whistle, repeated at intervals of five minutes, will indicate that the gateway is clear for outward-bound traffic.

Vessels approaching Falmouth in foggy weather should be careful to sound the regulation fog-signal and to proceed with great caution when within a depth of 30 fathoms at all states of the tide.

When the gateway is clear for inward-bound traffic, no outward-bound vessel may approach within half a mile of the gateway; and when the signals indicate that outward-bound traffic may pass through the gateway, no inward-bound vessels may approach within half a mile of the gateway.

During the hours of darkness all vessels entering or leaving Falmouth Harbour must exhibit their sidelights.

(2.) PENZANCE BAY.—LIGHT-BUOYS ESTABLISHED.—TRAFFIC REGULATIONS.

Two light-buoys have been established to mark a gateway in the approach to Penzance Bay, as follows:—

(a.) Eastern light-buoy,—

Position.—At a distance of 14½ cables, 103° (S. 60° E. mag.), from St. Paul church. Lat. 50° 5' N., long. 5° 30½' W.

Description.—A conical light-buoy, painted red, exhibiting a flashing green light every five seconds.

(b.) Western light-buoy,—

Position.—At a distance of approximately 600 ft., 270° (N. 73° W. mag.), from the eastern light-buoy (a).

Description.—A can light-buoy, painted in red and white chequers, exhibiting an occulting red light every ten seconds.

All vessels bound to or from Penzance Bay must pass between the above light-buoys and maintain a course 0° (N. 17° E. mag.) and 180° (S. 17° W. mag.) respectively for a distance of a quarter of a mile from the light-buoys.

Vessels approaching from the eastward must keep to the southward of the parallel of lat. 50° 2' N. until reaching a position about 3 miles southward of the gateway, which should then be steered for. Any instructions given by the patrol vessels should be strictly observed.

Inward-bound vessels will have priority over outward-bound vessels in respect of passage through the gateway. Vessels entering Penzance Bay must close the drifter, stationed about half a mile to the southward of the two light-buoys defining the gateway.

This drifter regulates inward-bound and outward-bound traffic. When no signals are exhibited by day or night by