

deposited in the office of the Minister of Public Works at Wellington, in the Wellington Land District, and thereon coloured as above mentioned.

As witness my hand, at Wellington, this 25th day of September, 1919.

W. FRASER,
Minister of Public Works.

Letters of Naturalization issued.

Department of Internal Affairs,
Wellington, 8th September, 1919.

HIS Excellency the Governor-General has been pleased to issue letters of naturalization, under the Aliens Act, 1908, in favour of the undermentioned person:—

HENRICK PETER HANSEN, Labourer, Kawarau Gorge.

F. H. D. BELL,
For Minister of Internal Affairs.

Unclaimed Property.

Police Department,
Wellington, 24th September, 1919.

NOTICE is hereby given that the undermentioned property in the possession of the police at Wellington will, unless claimed on or before the 18th October, 1919, be sold thereafter by public auction:—

Thirty-one cakes of five plugs each Richmond Navy tobacco (approximately 30 lb.).

J. O'DONOVAN,
Commissioner of Police.

Officiating Ministers for 1919.—Notice No. 35.

Registrar-General's Office,
Wellington, 7th October, 1919.

PURSUANT to the provisions of the Marriage Act, 1908, the following name of an Officiating Minister within the meaning of the said Act is published for general information:—

Presbyterian Church of New Zealand.

Mr. WALTER W. FRENCH.

W. W. COOK,
Registrar-General.

Export of Hides and Calf-skins.—Permits for Export.

Customs Department,
Wellington, 6th October, 1919.

WHEREAS by notification made and gazetted on the 2nd October, 1919, the conditions were set forth on which the consent of the Minister of Customs may be obtained for the export of hides and calf-skins: And whereas it is deemed expedient to amend such notification:

Now, therefore, it is publicly notified that the aforesaid notification is hereby amended by adding to the Schedule thereto the following clauses:—

Where hides are sold otherwise than free on board at the nearest port, prices equivalent as regards the seller to the foregoing prices.

The tare allowances shall be as follows,—

On all hides up to the best freezing-works standard, which have been properly washed before salting, 4 per cent.

On all other hides the tare to be as under,—

Per hide, 6 lb. to 16 lb.	..	..	1 lb.
„ 17 lb. to 32 lb.	..	..	2 lb.
„ 33 lb. to 69 lb.	..	..	4 lb.
„ 70 lb. and over	..	..	6 lb.

W. B. MONTGOMERY,
Comptroller of Customs.

Notice to Mariners.—No. 71 of 1919.

NAPIER HARBOUR.

Marine Department,
Wellington, N.Z., 4th October, 1919.

THE Napier Harbour Board have notified that the black conical buoy 200 ft. from end of breakwater has been

changed to a black can buoy, and the red can buoy south of Auckland Rock has been changed to a red conical buoy.

Charts, &c., affected.—Admiralty Chart No. 2513; "New Zealand Pilot," eighth edition, 1908, Chapter iv, page 133; "New Zealand Nautical Almanac," plan facing page 276.

GEORGE ALLPORT,
Secretary.

Notice to Mariners.—No. 72 of 1919.

Marine Department,
Wellington, N.Z., 7th October, 1919.

THE following Notices to Mariners, which have been received from the Hydrographic Office, London; the Hydrographic Office, Washington; the Department of Trade and Customs, Melbourne; the Treasury, Suva; and the Minister of State for Communications, Tokyo, are published for general information.

GEORGE ALLPORT,
Secretary.

ENGLAND.

EAST COAST.—RIVER THAMES APPROACH.—ALEXANDRA CHANNEL.—ALTERATIONS IN BUOYAGE.

Former Notice.—No. 1090 of 1919; hereby cancelled.

1. Alteration in position and description of North-west Shingles buoy:—

New Position.—At a distance of about one cable south-westward from former charted position and one mile, $7\frac{3}{4}$ cables, 248° (S. 82° W. mag.), from North-west Shingles beacon.

North-west Shingles beacon, lat. $51^\circ 31\frac{1}{2}'$ N., long. $1^\circ 11\frac{1}{2}'$ E.

Details.—The former buoy has been replaced by a can buoy painted in black and white chequers and fitted with a staff and cage.

2. North Girdler buoy re-established and description altered:—

Position.—At a distance of 2 miles, 6 cables, 239° (S. 73° W. mag.), from North-west Shingles beacon.

Details.—This can buoy, which was withdrawn for war purposes, has been replaced in position, but is painted in black and white vertical stripes instead of as formerly.

3. West Mid Shingles buoy re-established:—

Position.—At a distance of 9.6 cables, 255° (S. 89° W. mag.), from North-west Shingles beacon.

Details.—This can buoy, painted in black and white vertical stripes, which was withdrawn for war purposes, has been replaced in position.

Caution.—The undermentioned buoys, which were withdrawn for war purposes, have been permanently discontinued and will not be replaced in position:—

Girdler Elbow, East Girdler Elbow, Girdler Spit, Shingles Elbow, Mid Girdler, North-east Girdler, East Girdler, South-west Shingles, and West Shingles.

Variation.— 14° W.

SHEERNESS APPROACH.—THE GREAT NORE APPROACH.—DEPTH OVER WRECK.

Former Notices.—Nos. 808 and 1183 of 1919.

Position.—Lat. $51^\circ 29' 27''$ N., long. $0^\circ 50' 54''$ E.

Details.—There is a depth of 37 ft. over the wreck of the "Dovenby," situated in the above position.

NEW YORK.

TIDAL AND CURRENT SURVEY.—CAUTION.

Beginning 11th August, 1919, a United States Coast and Geodetic Survey party will be engaged in making a tidal and current survey in New York Harbour and vicinity. The first work will be done in the Hudson River between Yonkers and the Battery.

The 60 ft. motor-launch "Elsie III" will be used in this work. The "Elsie III" is a cabin launch with gray hull, and will carry the national ensign and the Coast and Geodetic Survey flag, consisting of a red triangle in a white disk on a blue field.

When observing currents this launch will be anchored, and will display, during the day, three shapes in a vertical line 3 ft. apart. The upper and lower will be globular in shape and green in colour, and the middle shape will be a white diamond. At night three lights will be displayed in the same manner, the highest and lowest of which will be green and the middle white.

The work is being done in the interest of navigation, and masters of vessels are requested to co-operate in the work by giving the launch, when anchored, as wide a berth as possible.