

along the eastern side of a public road commonly called Hamilton's Road to a point where the southern boundary of Section 32, Block 2, Waihou Survey District, if projected, would intersect the eastern boundary of Horahia Drainage District; thence generally westerly to and across a public road along the northern boundary of Sections 33 and 16 of Block 2, Waihou Survey District, to and across a public road along the northern and north-western boundary of Horahia-Opou 2a 2 to its intersection with the right bank of the Piako River; thence generally in a northerly direction by the right bank of the Piako River to the point of commencement.

*Northern Subdivision.*

All that land in the Horahia Drainage District lying to the northward of the Central Subdivision hereinbefore described.

*Southern Subdivision.*

All that land in the Horahia Drainage District lying to the southward of the Central Subdivision hereinbefore described.

At a special meeting of the Horahia Drainage Board, held on 20th March, 1925, the above special order was carried unanimously, and at a meeting held on 15th May, 1925, the above resolution was confirmed.

*Result of Election of Trustee of a Drainage District.*

Department of Internal Affairs,  
Wellington, 29th May, 1925.

THE following result of the election of a trustee of a drainage district has been received from the Returning Officer, and is published in accordance with the provisions of the Land Drainage Act, 1908.

G. P. NEWTON, Assistant Under-Secretary.

Te Puke Land Drainage Board—County of Tauranga.  
James Crawford Stewart.

*Prohibition of Issue of Money-order and Transmission of Postal Correspondence in New Zealand for W. Tucker, 14, Marine Parade, St. Kilda, Melbourne.*

THE Postmaster-General of the Dominion of New Zealand having reasonable grounds for supposing that the person whose name and address are shown in the Schedule hereunder is engaged in promoting or carrying out a lottery or scheme of chance, it is hereby ordered, under section 28 of the Post and Telegraph Act, 1908, that no money-order in favour of the said person shall be issued, and that no postal packet addressed to the said person (either by his own or any fictitious or assumed name), or addressed to the address in the Schedule hereunder without a name, shall be either registered or forwarded by the Post Office of New Zealand.

SCHEDULE.

W. TUCKER, 14 Marine Parade, St. Kilda, Melbourne, Victoria.  
Dated this 30th day of May, 1925.

J. G. COATES, Postmaster-General.

*Officiating Ministers for 1925.—Notice No. 13.*

Registrar-General's Office,  
Wellington 2nd June, 1925.

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:—

*Presbyterian Church of New Zealand.*

Mr. William J. Berry.

*Methodist Church of New Zealand.*

Mr. Ernest Henry Pain.

*Congregational Independents.*

Mr. Daniel Benton.

ERRATUM.—In Notice No. 11, published in *New Zealand Gazette* on the 21st May, 1925, page 1570, under "Methodist Church of New Zealand," for "Mr. John William Parsons" read "Mr. Thomas William Parsons."

W. W. COOK, Registrar-General.

*Notice to Mariners No. 44 of 1925.*

SAMOA ISLANDS.—WESTERN SAMOA.—APOLIMA ISLAND.

Marine Department,  
Wellington, N.Z., 29th May, 1925.

*Light installed.*

THE External Affairs Department of New Zealand advises that an unwatched, automatic, flashing white light, 6 seconds, flash  $\frac{1}{4}$  second, visible 12 M. is exhibited from an unpainted square concrete structure surmounted by a red-painted lantern, at a height of 190 ft. on the north-western point of Apolima Island in latitude 13° 49' south, longitude 172° 7 $\frac{1}{2}$ ' west.

The light is visible from 052°, through south, to 265°.

Publications affected: Admiralty Charts Nos. 1730 and 1829: "Pacific Islands Pilot," Volume 2, 1918, page 553.

G. C. GODFREY, Secretary.

*Notice to Mariners No. 45 of 1925.*

NEW ZEALAND.—NORTH ISLAND.—WEST COAST.

Marine Department,  
Wellington, N.Z., 1st June, 1925.

*Dargaville Bridge.—Lighting and Flag Systems for Controlling the Passage of Vessels through Bridge-passage.*

INFORMATION is hereby given that the undermentioned lighting and flag systems will be established at the northern and southern entrances to the lifting bridge-span passage of the recently constructed bridge which crosses the Northern Waioa River at about three-quarters of a mile above Dargaville, and will come into operation during June, 1925, after the lifting bridge-span has been completed.

2. *Lighting System.*—Between sunset and sunrise the undermentioned fixed lights, so screened and placed that they can be seen only on their respective sides of the bridge-passage, will be exhibited at a height of 18 ft. above M.H.W.S.

At each side of the northern entrance—one green light.  
At each side of the southern entrance—one red light.

3. *Signal to denote the Bridge-span is about to be lifted.*—About thirty minutes prior to the time at which it is intended the bridge-span shall be lifted, a fixed white light will be exhibited at a position 3 ft. above each of the green lights at the northern entrance, and at a position 3 ft. above each of the red lights at the southern entrance. These four white lights will be removed immediately the vessel for which they were intended has passed through the bridge and the span has been lowered down.

4. *Signal to denote the Bridge-span has been lifted and that the Passage through the Bridge in one Direction may be undertaken.*—A white light will be waved from either corner of the entrance at that side of the bridge on which the vessel is approaching.

5. *Flag System: Between Sunrise and Sunset.*—When the bridge-span has been lifted and the bridge-passage is clear for navigation, a white flag will be waved to denote that passage through the bridge in one direction may be undertaken by a vessel approaching that side of the bridge from which the flag has been waved.

6. Vessels which are unable to use the bridge-passage without the bridge-span being lifted must not attempt to enter the bridge-passage unless the white light (by night) or the white flag (by day) is waved at that side on which they are approaching the bridge.

7. Vessels which are able to use the bridge-passage without the bridge-span being lifted are permitted to do so when the bridge-span is down; but such vessels, unless they are signalled to do so, shall not use the bridge-passage when the bridge-span has been lifted for the purpose of enabling another vessel to pass through.

8. "*Blocking*" Signal.—If on any occasion it is desired to stop all traffic through the bridge-passage, a red flag will be shown by day, or by night one each of the red and green lights will be removed, upon which any vessel shall not attempt to pass through the bridge-passage.

9. Owing to the restricted width of the bridge-passage great care must be exercised by vessels when passing through the bridge.

Publications affected: Admiralty Plan No. 2614; "New Zealand Pilot," ninth edition, 1919, page 63; "New Zealand Nautical Almanac," twenty-third edition, 1925, page 235 *et seq.*, and page 354.

G. C. GODFREY, Secretary.