

*Electrical Wiremen's Registration Act, 1925.—Lost and Destroyed Certificates.*

IT has been reported to the Electrical Wiremen's Registration Board that the undermentioned registration certificates have been lost or destroyed.

**ELECTRICAL WIREMAN.**

B 443. Reston, Roland Augustus. Issued 17/6/26.

**ELECTRICAL INSPECTOR.**

A 253. Barlow, Bertram Frederick. Issued 24/4/28.

Any person making illegal use of any registration certificate is liable to a penalty of £20.

P. H. GWYNN, Registrar.

*Officiating Ministers for 1932.—Notice No. 21.*

Registrar-General's Office,  
Wellington, 21st June, 1932.

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:—  
*The Church of Christ.*

Mr. Ernest Raymond Vickery.

R. P. WARD, Registrar-General.

*Regulating Vehicular Traffic at Greymouth Railway-station.*

PURSUANT to section 11 of the Government Railways Act, 1926, the Government Railways Board hereby resolves to make the by-law set forth in the Schedule hereto.

**SCHEDULE.**

101. (1) FOR the purpose of regulating vehicular traffic on the approach road to the Greymouth Railway-station (hereinafter referred to as "the station") the following provisions shall apply.

(2) For the purposes of this by-law the words "the approach road" mean the road approach to the station, which road is within the railway boundary on the north-west side of the station and connects the eastern end of MacKay Street with Mawhera Quay; and the words "authorized officer" mean any officer or servant of the Railway Department, any Police officer, and any Traffic Officer of the Greymouth Borough Council duly authorized by the Railway Station-master at Greymouth to exercise control over traffic on the approach road.

(3) No person shall drive or ride any motor-vehicle or other vehicle or any motor-cycle upon the approach road at a speed greater than fifteen miles per hour.

(4) No vehicle shall stand on any part of the approach road immediately in front of the station buildings longer than shall be necessary for passengers with their luggage to alight from or join the vehicle, as the case may be, or, where there are no passengers, longer than shall be necessary for the deposit of luggage or goods from the vehicle, or, as the case may be, the loading of luggage or goods into the vehicle: Provided that the driver or person in charge of any such vehicle shall not permit such vehicle to stand upon the approach road immediately in front of the station buildings if requested by an authorized officer to move such vehicle to any other part of the approach road.

(5) Every vehicle shall, when waiting for hire or for use, take up a position on a stand set apart for the particular class of vehicle in each case as indicated by marks on the approach road or on any footpath or by notices displayed.

(6) No driver or other person shall importune any person to hire any vehicle to the annoyance of such last-mentioned person, and no driver or other person shall (except as may be necessary for the purpose of giving warning) endeavour to attract notice by whistling, shouting, or calling, or by means of any horn, siren, bell, or other sound-producing device whatsoever.

(7) In any case where more than one vehicle is waiting for hire upon any appointed stand the first vehicle on such stand shall have the right to the hiring unless the person hailing shall select a particular vehicle.

(8) The approach road shall be closed to through vehicular traffic, including motor-cycles, during such period or periods as may be appointed from time to time by the Railway Station-master, and shall not during such periods be used by any person for such purpose. The fact that notices indicating the times during which the approach road will be closed to through traffic are exhibited at or near the entrances to the approach road or that any authorized officer shall direct the driver of

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any vehicle or motor-cycle to proceed by a route other than the approach road shall be sufficient evidence that the approach road has been closed to through traffic pursuant to this by-law. Nothing herein contained shall be deemed to require the exhibition of any such notice as is mentioned in this paragraph; nor shall the fact that any notice is exhibited be a bar to the closing of the approach road during any longer period than is shown on such notice or during any other period or periods.

(9) The driver or person in charge of any vehicle in or upon or entering the approach road shall at all times obey the orders of any authorized officer; and the provisions of the preceding paragraphs of this by-law shall be subject to the provisions of this paragraph.

(10) Any person who shall commit a breach of this by-law, or shall fail to do any act in this by-law directed to be done by him, or shall do any act which by this by-law is directed not to be done by him, shall be liable to a penalty not exceeding ten pounds (£10) for each such breach or the failure to do or the doing of each such act as aforesaid respectively.

Dated this 11th day of May, 1932.

The official seal of the Government Railways Board was hereunto affixed in the presence of—

[L.s.]

H. H. STERLING, Chairman.

*Notice to Mariners No. 26 of 1932.*

Marine Department,  
Wellington, N.Z., 16th June, 1932.

**DUMPING OF GOODS OFF THE COASTS OF NEW ZEALAND.**

NOTICE is hereby given that the practice of dumping goods off the coasts of New Zealand is prohibited, without permission of the Marine Department, as cases have occurred where such practice has proved dangerous to navigation, life, and property.

On such conditions as may be deemed necessary by the Department, permission may be granted to dump goods, such as motor-cars, machinery, large oil-drums, &c., or to scuttle old vessels, in specified places. Applications for such permission must be made to the Secretary, Marine Department, through the Government Shipping Office at the port of shipment, in sufficient time to enable it to be dealt with without delay to the ship.

B. W. MILLIER,  
Assistant Secretary.

(M. 6/1/152.)

*Notice to Mariners No. 27 of 1932.*

Marine Department,  
Wellington, N.Z., 20th June, 1932.

**ADMIRALTY PUBLICATIONS.**

*Supplement No. 9 to Pacific Islands Pilot, Vol. 1.*

SUPPLEMENT No. 9 to Pacific Islands Pilot, Vol. 1, corrected to 31st December, 1931, has been published, and may be obtained from Mercantile Marine Offices at the main ports, by persons who have purchased the volume in New Zealand.

Supplement No. 8, 1930, is hereby cancelled.  
Authority. Hydrographic Office.

B. W. MILLIER,  
Assistant Secretary.

(M. 7/6/87.)

*Notice to Mariners No. 28 of 1932.*

Marine Department,  
Wellington, N.Z., 21st June, 1932.

**NEW ZEALAND.—SOUTH ISLAND.—EAST COAST.**

*Godley Head: Alteration in Light.*

Previous Notice: No. 21 of 1932—hereby cancelled.  
Position: Lat. 43° 36' S.; long. 172° 49' E. (approx.).  
Abridged Description: Gp. Fl. (2) ev. 27 secs., 450 ft. 29 M.

[U].  
Alteration: On 12th July the character of the light will be altered from fixed to group flashing white, having two flashes every 27 seconds, thus: Flash 2.5 secs., eclipse 4 secs., flash 2.5 secs., eclipse 18 secs.

Charts affected: 2529—3629—1212—788.

Publications: Admiralty List of Lights, Part VI, 1930, No. 3524; New Zealand Nautical Almanac and Tide Tables, p. 160, No. 126, and page 281.

B. W. MILLIER, Assistant Secretary.

(M. 8/30/13.)