

*Exempted Goods (Control of Prices) Notice 1950, No. 15*

PURSUANT to the Control of Prices Act, 1947, the Price Tribunal, acting with the authority of the Minister of Industries and Commerce, hereby makes the following Order:—

1. Every Price Order and every approval given under section 16 of the Control of Prices Act, 1947, is hereby revoked so far as any such Price Order or approval relates to the sale of the goods referred to in the Schedule hereto.

2. The provisions of clause 1 hereof shall be deemed to have come into force prior to the coming into force of clause 3 hereof.

3. Pursuant to section 18 of the Control of Prices Act, 1947, the Price Tribunal hereby gives notice that the goods specified in the Schedule hereto are exempt from the provisions of Part III of the Control of Prices Act, 1947.

## SCHEDULE

Apples. Pears. Stearine. Olein Oil.

Dated at Wellington, this 20th day of December, 1950.

The Seal of the Price Tribunal was affixed hereto in the presence of—

[L.S.]

P. B. MARSHALL, President.  
G. LAURENCE, Member.

*Notice of Adoptions Under Part IX of the Maori Land Act, 1931*

Tokerau District Maori Land Court Office,  
Auckland, 13th December, 1950.

IT is hereby notified that the orders of adoption as set out in the Schedule hereunder have been made by the Maori Land Court under the provisions of the Maori Land Act, 1931.

J. H. ROBERTSON, Registrar.

*Whakaatu tangohanga Tamaiti Whangai i raro o Wahi IX o te Ture Whenua Maori, 1931*

Tari Kooti Whenua Maori, Tokerau,  
Akarana, 13 o Tihema, 1950.

HE whakaaturanga tenei kia mohiotia ai kua hangaia e te Kooti Whenua Maori i raro i nga tikanga o te Ture Whenua Maori, 1931, etahi ota whakamana i te tangohanga o etahi tamaiti whangai, e whakaaturia nei e te Kupu Apiti i raro nei.

TE RAPIHANA, Kai-rehita.

## SCHEDULE (KUPU APITI)

Nama (No.).	Nga Matua Whangai (Adopting Parents).	Tamariki Whangai (Adopted Children).
1492/BI	Marcellus Waha and Mona Waha <i>nee</i> Mona Pita Paora	Clancey Michael Johnny Strongman.
1491/BI	Mita Herewini Pickering and Iwa Pickering <i>nee</i> Iwa Hou Poti	Phino Eva Pickering.
356/A	William Edwards and Ivy Edwards	Desmond Keith Kauhoa.
1493/BI	Apiata Apiata and Tene-para Apiata <i>nee</i> Tene-para Heihei	Daphne Richards.
1490/BI	Miriama Puna Toe	Denny Pine Ruawhare.
1496/BI	Pua Arapata Maihi and Te Rauamoia Maihi <i>nee</i> Te Rauamoia te Ngoo Ngarangi Patitia	Annie Pua.

*Notice to Mariners No. 69 of 1950*

Marine Department,  
Wellington, N.Z., 15th December, 1950.

NEW ZEALAND.—SOUTH ISLAND.—MAPUA

*Leading Lights—Alteration in Colour*

(1) *Position*: Lat., 41° 15' 08S.; long., 173° 07' E. (approx.).

*Details*: As from 27th December, 1950, the lights on the outer leading beacons will be changed to fixed red.

(2) The light on the cage beacon situated on the Rabbit Island side of the channel will be changed to fixed white.

*Chart affected*: No. 2616.

*Publications*: New Zealand Pilot, 1946, page 251; Admiralty List of Lights, Vol. 10, pages 4220 and 4222; New Zealand Nautical Almanac and Tide Tables, 1950 and 1951 editions, pages 146, No. 104, and 259 and plan.

*Authority*: Nelson Harbour Board, 12th December, 1950.

W. C. SMITH, Secretary.

(M. 3/3/256.)

*Notice to Mariners No. 70 of 1950*

Marine Department,  
Wellington, N.Z., 18th December, 1950.

NEW ZEALAND.—NORTH ISLAND.—PORT NICHOLSON.—

EVANS BAY

*Water Aerodrome Established*

A WATER aerodrome has been established at Port Nicholson and is all that area enclosed by a line commencing at the northern extreme of Jerningham Point, thence 000° one mile, thence 090° two miles, thence 180° for half a mile, thence 270° to a point 000° of Halswell Point, thence 180° to the northern extreme of Halswell Point.

A licence for the operation of the above water aerodrome was issued by the Air Department to Tasman Empire Airways, Ltd., on the 27th September, 1950, for a period of 12 months, subject to the following conditions:—

- The licensing of the alighting area does not mean that the aerodrome is set aside solely for aviation purposes.
- The licence is to specify that the aerodrome is available for alighting, taking off, and manoeuvring of aircraft only on, at least, one hour's prior notice being given to the Harbour Master by Air Traffic Control and that the portion of the aerodrome required for use by aircraft shall not be cleared until 15 minutes before the actual expected time of arrival or actual departure.
- Air Traffic Control is required to keep the Harbour Master continually advised of variations in the expected time of arrival of aircraft as the advice comes to hand.
- Operations to be confined where reasonably practicable to the enclosed area of Evans Bay.
- The right to take over the licence at any time to be reserved to the Board.

*Aircraft Mooring Buoys Established*: Three mooring buoys in positions approximately 203° from the outer end of the south slipway wharf in Evans Bay at distances of approximately 600, 1,000, and 1,400 feet. Two mooring buoys in positions approximately 237° from the south-west corner of Miramar wharf at distances of approximately 700 and 1,100 feet.

*Lights on Buoys*: A fixed red light will be shown as required from the Red Spar buoy in a position 324°, distant 1,300 feet from the north-west corner of Miramar wharf.

A fixed red light on each of the two guide buoys in the vicinity of the Patent Slip Wharf.

When these lights are exhibited it is to be taken as a signal to all vessels that an aircraft is due to land or take off and during this period all vessels must obey the orders of the patrol launches.

*Flare Paths*: Flare paths may be laid for night air movements and all vessels must keep well clear of the flare path and not attempt to pass through the area.

*Signals during Air Operations*: Five minutes before an aircraft lands or takes off a white Verey cartridge will be fired from the control launch. This will indicate to all harbour traffic in the vicinity that an air movement is about to take place. All vessels will keep clear of the landing or taking off area as indicated by the positions of control launches. Any vessel having a red Aldis light signal U . . . directed at her will heave to or change course to avoid encroaching on the landing or taking off area. Vessels will be clear to proceed after the aircraft has taken off or landed and a green Verey cartridge has been fired from the control launch. A square red and yellow chequered flag will be flown from the flagstaff on the Evans Bay Yacht Club Building half an hour before landing or taking off of aircraft.

*Warning*: All persons are warned that no unauthorized vessel is permitted to go alongside or to moor to any aircraft or aircraft mooring buoy. All vessels must obey instructions from patrol boats when aircraft are due to arrive or take off.

*Charts affected*: Nos. 803 and 1423.

*Publications*: New Zealand Pilot, 1946, pages 111, 112; New Zealand Nautical Almanac and Tide Tables, 1950 and 1951 editions, page 225.

*Authority*: Harbour Board, Wellington, 2nd October, 1950.

W. C. SMITH, Secretary.

(M. 25/2953.)

*Notice to Persons Affected by Applications for Licences Under Part III of the Industrial Efficiency Act, 1936*

## Pharmacy Industry

A. E. Graham, 10 King Edward Avenue, Papakura, has applied for a licence to operate a new pharmacy at Great South Road, Papakura.

V. L. Castle, Chatsworth Road, Silverstream, Heretaunga, has applied for a licence to operate a new pharmacy at Kilm Street, Silverstream.

Applicants and other persons considering themselves to be materially affected by the decisions of the Bureau of Industry on these applications should, not later than 11th January, 1951, submit any written evidence and representations they may desire to tender. All communications should be addressed to Secretary, Bureau of Industry, C.P.O. Box 3025, Wellington.

J. D. KERR, Secretary.