



NEW ZEALAND GOVERNMENT GAZETTE. PROVINCE OF NEW ULSTER.

Published by Authority.

All Public Notifications which appear in this Gazette, with any Official Signature thereunto annexed, are to be considered as Official Communications made to those Persons to whom they may relate.

By His Excellency's Command,

ANDREW SINCLAIR, Colonial Secretary.

VOL. IV. AUCKLAND, THURSDAY, JUNE 26, 1851. No. 19.

PROCLAMATION.

By His Excellency Lieutenant-Colonel
ROBERT HENRY WYNYARD, C.B.,
Lieutenant-Governor of the Pro-
vince of New Ulster, &c., &c.

I THE LIEUTENANT-GOVERNOR of the Pro-
vince of New Ulster, do hereby proclaim
that at eleven o'clock on **MONDAY**, the 28th day
day of July, one thousand eight hundred and
fifty-one, the Colonial Treasurer will put up
to Auction, at Auckland, the undermentioned
Allotments of Land, hereby declared to be
within the limits of settlement.

Immediate payment in cash to be an indis-
pensable condition of sale.

Section	Lot	Contents.			Upset price per Lot.		
		A.	R.	P.	£	s.	D.
ONEHUNGA.							
48	2	1	0	0	5	0	0
VILLAGE OF ONEHUNGA, Adjacent to the Bason Ko Pua.							
17	12	0	1	0	12	10	0
"	13	0	1	0	12	10	0
"	14	0	1	0	12	10	0
"	15	0	1	0	12	10	0
"	16	0	1	0	12	10	0
"	18	0	1	0	12	10	0
"	19	0	1	0	12	10	0
"	20	0	1	0	12	10	0
"	21	0	1	0	12	10	0
"	22	0	1	0	12	10	0
"	23	0	1	0	12	10	0
20	12	0	1	0	12	10	0
"	13	0	1	0	12	10	0
"	14	0	1	0	12	10	0
"	15	0	1	0	12	10	0

Section	Lot	Contents.			Upset price per Lot.		
		A.	R.	P.	£	s.	D.
21	12	0	1	21	19	1	3
"	13	0	1	21	19	1	3
"	14	0	1	0	12	10	0
"	15	0	1	0	12	10	0
"	21	0	1	0	12	10	0
"	22	0	1	10	15	12	6
"	23	0	1	0	12	10	0
"	25	0	1	0	12	10	0
SUBURBS OF AUCKLAND, Near the Three Kings.							
10	95	20	0	0	40	0	0
VILLAGE OF OTAHUHU.							
11	5	1	0	0	3	0	0
NEAR ONEHUNGA.							
..	21	3	0	0	15	0	0
PARISH OF PAKAPURA,—County of Eden.							
Lot.							
17	176	0	0	0	176	0	0
18	182	0	0	0	182	0	0
19	144	0	0	0	144	0	0
23	160	0	0	0	160	0	0
24	160	0	0	0	160	0	0
25	124	0	0	0	124	0	0
29	212	0	0	0	212	0	0
30	212	0	0	0	212	0	0
31	212	0	0	0	212	0	0
32	212	0	0	0	212	0	0
36	212	0	0	0	212	0	0
37	212	0	0	0	212	0	0
38	212	0	0	0	212	0	0
39	212	0	0	0	212	0	0
43	220	0	0	0	220	0	0
44	220	0	0	0	220	0	0

PARISH OF KARAKA,—County of Eden.

Lot	Contents.			Upset price per Lot.		
	A.	R.	P.	£	s.	D.
1	365	0	0	365	0	0
6	358	0	0	358	0	0
7	320	0	0	320	0	0
8	310	0	0	310	0	0
10	95	0	0	95	0	0
16	105	0	0	105	0	0
17	160	0	0	160	0	0
18	160	0	0	160	0	0
22	300	0	0	300	0	0
23	225	0	0	225	0	0
26	250	0	0	250	0	0
27	160	0	0	160	0	0
29	156	0	0	156	0	0
30	160	0	0	160	0	0
31	160	0	0	160	0	0
32	160	0	0	160	0	0
35	160	0	0	160	0	0
36	160	0	0	160	0	0
37	300	0	0	300	0	0
38	160	0	0	160	0	0
39	160	0	0	160	0	0
40	160	0	0	160	0	0
41	160	0	0	160	0	0
47	320	0	0	320	0	0
48	320	0	0	320	0	0
49	320	0	0	320	0	0
50	320	0	0	320	0	0
51	320	0	0	320	0	0
52	320	0	0	320	0	0
53	320	0	0	320	0	0
56	430	0	0	430	0	0
57	320	0	0	320	0	0
58	320	0	0	320	0	0
59	320	0	0	320	0	0
60	320	0	0	320	0	0
61	320	0	0	320	0	0
62	320	0	0	320	0	0
63	320	0	0	320	0	0
64	320	0	0	320	0	0
65	320	0	0	320	0	0
66	320	0	0	320	0	0
67	405	0	0	405	0	0
68	320	0	0	320	0	0
69	320	0	0	320	0	0
70	320	0	0	320	0	0
71	320	0	0	320	0	0
72	320	0	0	320	0	0
73	320	0	0	320	0	0
74	320	0	0	320	0	0
75	320	0	0	320	0	0
76	320	0	0	320	0	0
77	320	0	0	320	0	0
78	290	0	0	290	0	0

PARISH OF PAKURANGA,—County of Eden.

102	79	2	0	79	10	0
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Given under my hand, and issued under the Public Seal of the Province of New Ulster, at Auckland, this twenty-fourth day of June, in the Year of our Lord one thousand eight hundred and fifty-one.

R. H. WYNYARD,
Lieutenant-Governor.

By His Excellency's command,
For the Colonial Secretary,
J. COATES.
God Save the Queen!

PROCLAMATION.

By His Excellency Sir GEORGE GREY, K.C.B., Governor-in-Chief in and over the Islands of New Zealand, and Governor of the Provinces of New Ulster and New Munster, and Vice Admiral of the same, &c., &c., &c.

WHEREAS the undermentioned Ordinance, enacted by the Governor-in-Chief of New Zealand, with the advice and consent of the Legislative Council thereof, was passed in the thirteenth year of the Reign of Her Majesty Queen Victoria, viz.:—

“An Ordinance to authorize the payment of Pensions to certain persons in consideration of the injuries received by them while acting with or in aid of Her Majesty's Forces,” Session 10, No. 3 (1849);

which Ordinance having been laid before the Queen by the Right Honourable Earl Grey, one of Her Majesty's Principal Secretaries of State, Her Majesty has been pleased to confirm and allow the same:

Now, therefore, I, the Governor-in-Chief of New Zealand, do hereby proclaim and make known to all whom it may concern, that Her Majesty has been graciously pleased to confirm and allow the before-mentioned Ordinance.

Given under my hand, and issued under the Public Seal of the Islands of New Zealand, at Government House, at Wellington, in the Province of New Munster, in the Islands aforesaid, this tenth day of May, in the Year of Our Lord one thousand eight hundred and fifty-one.

G. GREY,
Governor-in-Chief.

By His Excellency's command,
ALFRED DOMETT,
Colonial Secretary.

GOD SAVE THE QUEEN!

Colonial Secretary's Office,
Auckland, 25th June, 1851.

HIS EXCELLENCY the LIEUTENANT-GOVERNOR has been pleased to direct that the following Notice be published for general information.

By His Excellency's command,
For the Colonial Secretary,
J. COATES.

GOVERNMENT NOTICE.

Colonial Office, Cape of Good Hope,
1st March, 1851.

A LIGHT HOUSE having been erected on Cape Receife (Algoa Bay,) the following Sailing Instructions for Vessels approaching that Light and Algoa Bay, which have been drawn up by Commander FISHBOURNE, R.N., of H.M.S. *Hermes*, are, by direction of His Excellency the Governor, published for general information.

His Excellency has further desired it to be notified that, the works being now completed, the Lantern will

be lighted on the 1st of April next; and will, there-
after, continue to be lighted every evening at sunset.

By His Excellency's command,
(Signed) JOHN MONTAGU,
Secretary to Government.

SAILING DIRECTIONS FOR RECEIFE LIGHTS AND ALGOA BAY.

Light House:—

Latitude of, 34° 01' 0" S.
Longitude, East of Greenwich 25 40 7 E.
Longitude, East of Cape Obser-
vatory 0 28 46

Heights above mean water level:—

The Foundation 10 feet.
The Top of Cornice 80 "
The Height of Light 90 "
The Lantern Wall 4 " 6 inches.
The Height of Lantern 20 "

Colour:—

The Light House will show alternate horizontal
bands of White and Red, two of each.

Light—

Is fixed, with brilliant flashes at intervals of a
minute.

The Colour—Is White.

In clear weather the Light may be seen from
seaward on any point from S. by W. (that is, the
ship bearing from the Light N. by E. round by
S., to East, or 23 points, and at a distance of 12
miles, should the height of the observer's eye be 12
feet above the sea level. All the bearings are
magnetic, and all the distances are expressed in
nautical miles.

Magnetic Variation—Is 30° 07' W.

St. Croix.—The Large Island:

Latitude of, 33° 47' 36" S.
Longitude of, East of Greenwich, 25 47 0 E.

Bird Island.—The Easternmost island:

Latitude of, 33° 52' 0" N.
Longitude, East of Greenwich, 26 18 30 E.

Approach:—

In approaching Algoa Bay from the Southward,
in clear weather, the first land that will appear will
be the mountains in the interior; the most remark-
able of these can be seen from 50 to 60 miles, and
~~sketches of them are given on the chart~~ of the
survey made by the officers of H.M.St.-vl. *Hermes*.

From Cape Receife:—

The bearing of Cockscomb is N.N.W. $\frac{1}{2}$ W. 37
miles, and that of the mountain with a rugged top,
to the Eastward of it, N. 18°, W. 29 miles.

From Cape St. Frances:—

(Sometimes mistaken for Cape Receife,) the bear-
ing of the Cockscomb is N.E. $\frac{1}{2}$ N. 30 miles. The
above bearings will be sufficient guide in steering
for the two Capes respectively, when they may not
be seen. Continuing to steer for Receife, the next
land that will appear will be the high land in its
immediate vicinity, on which is a horizontal line of
sand, looking much like the beach; but which is not
so; afterwards Receife itself will appear a little
further to the Eastward, showing low but distinct
as a Cape, with one hummock near the extreme
point; but the Light House will not be seen till
after a further approach of about 4 miles.

Dangers:—

No vessel should approach the Cape 4 miles to
the Westward of Receife, or Receife itself nearer
than 2 miles, and then only with a commanding
breeze or in a steamer, as the reefs extend nearly a
mile and a half from the shore, and because there
is a very decided and dangerous indraught towards
them. When the height of the Light House sub-
tends an angle of 23 minutes, the distance from it
will be $2\frac{1}{2}$ miles,—therefore no greater angle
should be got. Neither should any one be
tempted, by the absence of break, to approach
nearer the East side of Receife Light House, as it
often occurs that it does not break upon a 7 foot
patch a mile from the Light House, and yet it will,
without previous warning, break in 7 fathoms and
even in 10 fathoms. It is seldom prudent to get
less than 13 fathoms water while still outside of
Receife,

Marks for entering Algoa Bay:—

When rounding Receife, or before a white stone
beacon will be seen to the North-Eastward of the
Light House, which when in one with it, or, more
accurately, when its top is in one with the centre
line of the Light House, points to the 8 foot patch
of the Roman Rock, and is the leading mark up to
it, on a course about N.N.E. $\frac{1}{2}$ E. This patch bears
from the Light House, N.N.E. $\frac{1}{2}$ E., $2\frac{1}{2}$ miles. After
picking up these leading marks with the eye, it
should be carried along the side of the hill, and
to the Northward, opposite to where the Roman
Rock lies, where will be seen two wooden bea-
cons, about 2 miles N. of the Light House,
which when in one with each other, point to the 8
foot patch of the Roman, and from which, these bea-
cons, when in one, bear W. by N.

Passage between the Roman and the main land:—

When the Light House has been brought to bear
N. W. $\frac{1}{2}$ W. and the soundings are from 10 to 13
fathoms, the course may be altered to North.
After running about 2 miles from the time of
bringing Receife Light House to bear N.W. $\frac{1}{2}$ W.,
and yet before the wooden beacons have come in
one, or when Beacon Point, which is a low sandy
point, terminated by brown-coloured rugged rocks,
is N. N. W., the white stone beacon must be
opened, and kept open to the Eastward of the
Light House; this will take the vessel to the
Westward of the Roman in about 7 or 8 fathoms,
with exception of one or two casts of 6 fathoms
before coming up to the wooden beacons. When
the wooden beacons have been brought in one, and
are again opened on the other side some distance,
the anchorage off the town may be steered for,
always giving Beacon Point a berth of a full $\frac{1}{2}$ of
a mile.

Passage to the Eastward or outside the Roman:—

After having brought the Light House to bear
N.W. $\frac{1}{2}$ W., the course, N.E. $\frac{1}{2}$ E. may be steered,
or any course more to the Northward that will
admit of the stone beacon being kept open to the
Westward of the Light House; then when the
wooden beacons have been brought in one, or when
the Staff and Point of the Diamond on Fort Fred-
erick have been brought in one with the centre of
the remarkable hill behind it (a sketch of which is
given in the Chart), or, if these should not be seen,
when Beacon Point bears W.N.W., the anchorage
off the Town may be steered for.

Anchorage:—

The Captain of the Port will indicate where
merchant vessels are to anchor; but a sandy bottom
and good holding ground will be found anywhere
in 7 fathoms. In taking up a berth, however,
room should be left to admit of veering to 100 and
even 130 fathoms, as less than this quantity should,
as a rule, in this bay, never be tried;—and, indeed,
it is seldom judicious to use less than this quantity
anywhere, unless the harbour is land-locked, and
the water much less than 7 fathoms in depth.
There is a little foul ground in the S.W. part of
the bay.

Roman Rock:—

There is a Red Buoy moored in 9 fathoms N.E.
by compass from the 8 foot patch of the Roman,
outside of which vessels going to the Eastward of
the rock should go. Going to the Westward of
the rock, they should not approach the buoy on its
West or S.W. sides nearer than one cable's length;
—the Roman not being, as has been supposed, a
single rock, but several, rising above a bed of rocks
full 500 feet long.

At night:—

Directions for entering Algoa Bay.—In coming
from the Westward no vessel should make the
Light on a bearing to the Southward of East; and
should she from any cause have fallen to the North-
ward, and have thus brought the Light to the
Southward, she must, without fail, before she arrives
within five miles of the Light, haul out till the
Light bears East, or if in doubt about the amount
of deviation of her compasses, to E. $\frac{1}{2}$ N., after which
she may steer E.S.E. till the Light bears N. by W.,

then E.N.E. till it bears N.W., after which she may alter course to N.N.E.

Soundings:—

Until the Light is brought on the latter bearing, viz., N.W., she should not get less than 12 fathoms water, and she should go sufficiently slow to obtain soundings.

Dangers:—

The Current sets in strong towards the Reef, so, should she find herself, from the altered bearings, dropping in towards them, she must haul to the Southward. While steering N.N.E. going to the Eastward of the Roman Rock, the Light must not, on any account, be brought to the Southward of S.W. $\frac{1}{2}$ S. or S.W., or less water than 10 fathoms to be gone into, till she have run 3 miles at least after having brought the Light to bear N.W., but when 3 miles shall have been so run, a N.W. course may be steered to the anchorage.

Precaution:—

But should the vessel have got into less water than 10 fathoms, they must haul to the Eastward immediately. It is better to adhere to the above directions, even though lights should be seen, apparently, amongst the shipping or in the town, as these might occur in a part of the Bay North of the town, and so deceive. The town and vessels will appear from under the shadow of the land, as the anchorage is approached, even though no light should be seen. During moonlight nights it will sometimes occur that the Beacon Point cannot be made out, the only thing distinctly visible being a long line of white sand,—the Northern extremity of this may be steered for, on any course to the westward of N.W. $\frac{1}{2}$ W.

Danger of Roman:—

I would strongly recommend that no vessel should attempt to go to the Westward of the Roman Rock at night, as the soundings are irregular, and the winds, on that side of it, are baffling; the currents also set in towards the mainland.

Redwing:—

The Redwing Rock has been most carefully sought after, without success in finding it; coupling which with the fact that there is no break in the place it is represented to be, leaves no doubt in my mind but that whatever was taken for a rock has disappeared.

St. Croix Islands:—

In Algoa Bay, and at about 10 miles N.E. by E. from the anchorage off Port Elizabeth, are the St. Croix Islands, under which there is good anchorage for all winds; indeed it is a question whether the town should not have been in preference near them, and the anchorage in that part of the colony have been under them,—the open country and the Zwartkops River would have afforded no mean advantages, not possessed by Port Elizabeth.

Bird Islands:—

The Bird Islands, situated in the Eastern extremity of Algoa Bay, lie off Woody Cape, which is, as its name imports, covered with wood, except a small patch of sand at its summit, and is the only seaboard land that is so,—which gives it, in contrast with that for miles on either side, a dark appearance; the land on its West side, from near St. Croix up, rises into small numerous sandy hillocks, quite bare of vegetation, and that to the Eastward, up to Padrone Point, is similarly bare.

Woody Cape:—

Is high, rugged, and not prominent, scarcely determinable as a Cape, except when very near it; not so Padrone Point, which runs out into a low point of sand, forming a determinable Cape, without vegetation, from which breakers run out some distance, and the water breaks still further out at times, owing to the meeting of currents there and after strong winds.

Anchorage off, and dangers near, Bird Islands:

The innermost danger from these Islands is fully 5 miles from Woody Cape, and they afford

tolerable shelter behind them in winds from W. to S.S.E. in 13 fathoms, at rather better than $\frac{1}{2}$ a mile from the Northernmost breakers; closer would afford more shelter, but the ground is foul. They are very low, and proportionably dangerous, and though the main land will generally be seen before them, and the distance from them may be estimated by it, yet this is not entirely to be relied on; so, in shaping a course to go outside of them, allowance should be made for the fact that the eddy or return current sets in towards them, and then to the Eastward.

Doddington:—

The Doddington and Western reef should be considered as part of the Bird Island reef, and no vessel should go between them; the water does not always break on them, but in bad weather the breakers extend the whole way from them to the Islands; the Doddington lies about 11 miles from Woody Cape. In clear weather the rugged-topped mountain and the Cockscomb may be seen from these islands, or rather from abreast of them, for the latter would be shut in when on them; but in passing outside the Doddington it should be kept open to the west of the rugged-topped mountain, bearing about N. W., and the ship should steer N.W. by W. $\frac{1}{2}$ W.; having passed the Doddington, the high land at the back of Port Elizabeth will soon appear right a-head.

Erroneous Statements:—

There are many statements current about breakers being seen from time to time in different parts of Algoa Bay; but I believe others than those laid down in the chart, now transmitted, not to have any existence, and that that which has been mistaken for such has been the effect of *mirage*.

Appearances of Breakers:—

I have seen an appearance of breakers extending the greater part of the bay, but examination and patient attention showed it to be unreal—at least the effect of light and moisture. It may be the effect of the sudden changes of temperature which obtain after an Easterly wind. As air is supplied with or robbed of its heat by the sea-water, its capacity for moisture is increased or diminished, and this to a greater degree the more near to the surface of the sea. Consequently, the strata of air are of unequal densities, and possess, therefore, unequal refractive powers, which may produce the appearance by turns of broken water or sea-green, and irregularly, so as the particles are set in motion, intermingling by the passage of the sea-wave, (whose surface at the same time being smooth,) they would reflect the rays of light to different points as it passed along, and give it the appearance of a rolling over of the wave-crest, or of a roller breaking.

Anchorage during N. W. gales:

There may be a little sea at times, the effect of races and overfalls, where there are, as here, currents and irregular soundings, but nothing detrimental to navigation; while on the contrary, the palpable change from a considerable cross sea in N.W. gales to smooth water, which immediately follows, on passing into this bay, is quite remarkable, and renders it a good refuge in such gales, in any part, almost, of the bay, from Receife to Bird Islands.

E. GARDINER FISHBOURNE.

The following easy method of determining the distance may be of value:—

Suppose a ship to be steering any course,—observe the bearing of an object whose distance it is desired to ascertain; note the difference in points between this bearing and the ship's course, and call it (A); run a certain distance; observe again the bearing of the object, note the difference between this bearing and the ship's course, and subtract it from 16 points, call it (B). Then

$$\begin{aligned} \text{Log. of required distance (in miles)} &= \log \text{ran} \\ &+ \log. \sin (A.) \\ &- \log. \sin (A-\frac{1}{2}B.) \end{aligned}$$

Example.

Suppose the ship to be running on an E.S.E. course,—
 1st bearing of object to be N.E.
 2nd " " " " N.
 And ran " " " " 3 miles.
 Therefore difference between N.E. and E.S.E. is 6
 points, or A, and difference between N. and E.S.E. is 10
 points, which, subtracted from 16 points, leaves 6 points,
 or B.

∴ log. required dist. = log. 3 + log. sin 6 points
 —log. sin 12 points, or
 —log. sin 4 points, for

whenever an angle is more than 8 points or 90°, it must
 be taken from 16 points or 180°.

Log. 3 0.477121
 Log. sin 6 points .. 9.965615

10.442736

Log. sin 12 points .. 9.849485

0.593251 = 3.92 miles

or nearly four miles at the time of taking last bearing.

PLOUGHING, HARROWING, &c.

Colonial Secretary's Office,
 Auckland, June 20th, 1851.

TENDERS will be received at this Office
 until noon of **THURSDAY**, the 3rd of July, for
 Ploughing, Harrowing four times, and Sowing
 about Fifteen Acres of the Auckland Park.

Further particulars can be obtained upon
 application at the office of the Superintendent
 of Public Works.

By His Excellency's command,
 for the Colonial Secretary,
 J. COATES.

FENCING.

Colonial Secretary's Office,
 Auckland, June 20th, 1851.

TENDERS will be received at this Office
 until noon of **THURSDAY**, the 3rd of July,
 for enclosing with a Two Rail Puriri Post
 and Rail Fence and Ditch, about Fifteen Acres
 of the Auckland Park.

Further particulars can be obtained upon
 application at the office of the Superintendent
 of Public Works.

By His Excellency's command,
 For the Colonial Secretary,
 J. COATES.

Colonial Secretary's Office,
 Auckland, June 25th, 1851.

TENDERS will be received at this office,
 until noon on **TUESDAY**, the 8th of July
 next, for supplying the Colonial Government
 with the undermentioned articles, in such quan-
 tities as may be required during the six months
 commencing the 1st of July, 1851.

New Zealand Rope, of sizes, per cwt.
 European ditto, ditto "
 Canvas, per bolt
 Sail Twine, per lb.
 Blocks, per inch

Hooks and Thimbles, each
 Paints, black, white and red, per lb.
 Paint Brushes, each
 Deck-scrubbers, each
 Deck-scrapers, each
 Buckets, each
 Oars, per foot
 Paint Oil, per gallon
 Nails, of sizes, per lb.
 Plank, per 100 feet
 Tar, Pine and Coal, per gallon
 Pitch, per lb.
 Oakum, per lb.
 Compasses, each

Tenders to be in duplicate, sealed, and en-
 dorsed "Tender for Marine Stores."

Further particulars may be obtained on ap-
 plication at this office.

By His Excellency's command,
 For the Colonial Secretary,
 J. COATES.

IN THE SUPREME COURT OF NEW ZEALAND.

In the Estates of JOHN SMITH, JOHN THOMPSON,
 and JOHN FRODSHAM, deceased intestate.

PURSUANT to the Rule of this Honour-
 able Court, the Creditors of the above
 named Intestates are, on or before the 19th day
 of September next, to come in and prove their
 debts before THOMAS OUTHWAITE, Esq., Regis-
 trar of the said Court, at his Office, in the
 Court-house, Queen Street, Auckland, or, in
 default thereof, they will be peremptorily ex-
 cluded from all benefit arising from the said
 Estates.

THOS. OUTHWAITE,
 Registrar.

Supreme Court Office,
 Auckland, 19th June, 1851.

IMPOUNDED, at the Public Pound, Hun-
 dred of Auckland, near Hobson's Bridge,
 One Brindled Yearling Bull, white across
 loins, large white spot on forehead, no
 brand legible;
 Red Cow, branded like S. T., or 6 T., or
 B. T., with an illegible brand above on the
 off rump or hip.

The above cattle will be sold on Saturday,
 July 12th, 1851, if not released before that
 date.

DAVID G. SMALE,
 Poundkeeper.

Public Pound, June 19th, 1851.

