



NEW ZEALAND GOVERNMENT GAZETTE.

Published by Authority.

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

By His Excellency's Command,
ANDREW SINCLAIR, Colonial Secretary.

VOL. IV.] AUCKLAND, FRIDAY, JAN. 4, 1856. [No. 1.

Colonial Secretary's Office,
Auckland, 4th January, 1856.

IN conformity with the directions of His Excellency the Governor, it is hereby notified for general information, that a Writ for the Election of a Member of the House of Representatives for the undermentioned District in the Islands of New Zealand having been issued, in accordance with the provisions of an Act to grant a Representative Constitution to the Colony of New Zealand, the Returning Officer for the said District, has returned the said Writ, with a certificate, to the effect that the undermentioned gentleman has been duly elected to serve as a Member of the said House of Representatives for the said district:—

WELLINGTON.

For the Whanganui District.

WILLIAM FOX, Esq.

By His Excellency's command,

ANDREW SINCLAIR,
Colonial Secretary.

Colonial Secretary's Office,
Auckland, 4th January, 1856.

BY direction of His Excellency the Governor the following letter which has been received from Captain Drury, of H.M.S. *Pandora*, is published for general information.

By His Excellency's command,

ANDREW SINCLAIR,
Colonial Secretary.

Her Majesty's Surveying Vessel, *Pandora*,
December 17th, 1855.
Auckland Harbour.

Sir,—

I beg to submit to His Excellency, for the informa-

tion of the maritime public, the following positions of dangers, &c., as well as remarks upon the anchorages in Hawke's Bay district, the survey of which is just completed.

From Poverty Bay to the neck of the Mahia Peninsula, the coast is bold, and may be approached as near as convenient; twenty four fathoms at two miles distant, and ten fathoms at one mile; but there is no landing until reaching Mahanga, which is within half-a-mile of the neck.

On the north coast of the Peninsula there is a good roadstead at Wangawai, three miles west of Table Cape, anchorage in ten fathoms mud, one mile north of the river, Table Cape bearing E. half S., affording shelter in south and west winds, and safe during the ordinary sea-breeze; but care must be taken to leave on the approach of easterly winds. The *Governor Hobson*, schooner, was swamped, and all hands lost, in 1845; by holding on too long she was driven upon a patch of shifting sand, on which the sea broke in five fathoms, one and a-half miles north-west of Wangawai, and about three quarters of a mile from the shore. Small coasters can enter Wangawai, it affords anchorage in six feet.

Between Wangawai and Table Cape the ground is foul,—rocks extend north of the Cape, awash for near a mile, and the east coast of Mahia to Portland Island is studded with off-laying dangers.

We first come to a reef three miles south of the Table Cape, extending three quarters of a mile off Taiporutu. One mile farther south is a detached reef three and a half miles long; the outer ledge two miles from the shore, and leaving a channel within, half a mile broad, sometimes taken by coasters, but not recommended; the Northern extreme of the rocks are six feet above water, the rest covered and only occasionally breaking. Three miles south-easterly of this ledge is a rock seen by Captain Cook.* We ascertained the true position of this isolated danger; it is $3\frac{3}{4}$ miles N., 78 E. of the south point of the Mahia, and $4\frac{1}{2}$ miles N. 45 E. of the south extreme of Portland, we found 20 fathoms within one-third of a mile round it. We came across another reef midway between it and the extreme of Mahia. The

* Cook thought its distance was only two miles from Portland. The coasters call it six.

latter appears to be a narrow ledge extending a cable north and south, a channel within, its centre is 2 miles N. 70 E. from the south of Mahia, these rocks have at least eight feet of water on them, and only break when there is a swell. We sounded a channel between Portland and the Mahia of six fathoms, and a quarter of a mile in width. The rocks extending from Portland and the Mahia shew, and the channel is more on the Mahia shore.

If a vessel is caught in a souther, and cannot weather Portland, this route is available, but as it leads among the rocks before-mentioned, it is not to be recommended. The tide sets through with a force of two knots, ebbs to the south-east across the Portland reef.

The south extreme of Portland is foul, but not above half a mile from the shore.

We found a shoal patch in Long Point Bay, with 2½ fathoms on it, N.N.E. from Long Point and S.W. by W. from Moemoto Head three cables. The ground off Mohaka is foul, and the covered rock two miles N.N.E. of Ahuriri Bluff, are all the dangers we found or heard of in and about Hawkes' Bay.

† We found considerable change in the entrance to Ahuriri since March last, but not less water; the Rangitara bank is now connected with a low spit extending from the south shore, about one-third of a mile north of the mouth.

The anchorages in Hawkes' Bay are Ahuriri, Long Point, and Cape Kidnappers.

Ahuriri Roads is safe in south, south-west, and north-west winds, and during the ordinary summer north-east sea breezes. The anchorage is after shutting in Cape Kidnappers, bringing the bluff to bear S.E. by E., and about one mile off the harbour, in six fathoms, good holding ground.

Cape Kidnappers anchorage is the shelter afforded by a reef extending from a point a mile westward of the Cape; the best anchorage is a mile south-west of the extreme. Here a vessel can ride out south-east and south winds, the anchorage has otherwise little to recommend it; the holding is bad, and no water or stock can be procured.

On the north-east extreme of Hawkes' Bay we find Long Point Roads, sheltered from all winds but westerly. The holding ground is not always good, but by anchoring a mile from the point, bringing Long Point to bear S.S.W., there is good protection from the black north-easter,† and ample room to weigh. To ride out a south wind, it is requisite to get well and close inside Long Point,‡ until an opening or cleft shews itself; bring the point to bear south-west, in seven fathoms blue clay, this is the best holding ground; the cliff within the point is steep to, but vessels should be prepared to take an outer berth when the gale abates, and if a south-west wind sets in proceed to Waingawai. In Hawkes' Bay there are three more minor anchorages for small vessels, under Black Reef Point, between Long Point and Portland Island, under Waikokopu, and under Whakaari, but their partial shelter is only adapted to those coasters who are accustomed to take up the berth. There is the Waipapa boat harbour between Whakaari and Waikare, it is under the highest white bluff.

The Rivers Wairoa, Mohaka, and Tukituki, are, besides Ahuriri, used for trade. The former river can take in a vessel of 30 to 40 tons; the Mohaka, vessels of 10 tons, but the entrances are difficult; the mouths shift, and a south swell detains them with the chance of being blocked up.

The anchorages off these rivers are fair in fine weather, but a heavy ground swell sets into the bight of the bay off Wairoa and Mohaka. On the approach of a south wind, on one occasion it appeared ready to break over us in 12 fathoms.

Hawkes' Bay has a fine climate, but the winds are very uncertain, and the sudden South-easters make it

† Ahuriri Harbour has been mentioned in a former Gazette.

‡ It frequently blows from the north-west in Hawkes' Bay, while it is north-east at Long Point; the neck of low land causing the in-draft. The black north-easter is so called as distinguished from the summer sea breeze from the same quarter.

§ Long Point affords an excellent supply of water.

necessary to be cautious when trading off Wairoa and Mohaka; the southers give more warning, by an over-cast sky, but they are violent, especially in the winter. The westerly winds occur chiefly in October and November, blowing very strong with a low barometer, but generally fine weather. The black north-easter may be expected about once a month; this gale comes on very gradually, but latterly blows very hard, accompanied by rain, veering to north-west and south-west.

The ordinary summer wind is a fine north-easter, with hazy weather, setting in at 10 a.m., and dying away at sunset, and succeeded by a land wind.

The Barometer rises to north-east, south-east, and south winds, and falls to north, north-west, and westerly.

Rainy weather may be expected with north winds, and the black north-easter, and often with south-east winds. Sometimes dry south-easters last for many days.

The tides in Hawkes' Bay are slack, but strong in the river mouths.

The Flood sets in from the south, Ebb from the north. High water, full and change and Long Point, 6h. 0m.

Rise and fall: Neap, 4 feet; Springs, 6 feet.

There are now eight Whaling Stations working on the west coast of Mahia, 22 Europeans, the crews Maories.

There are settlers at Wairoa and Mohaka, the former being the Mission station.

The Whaling stations at Whakaari and Cape Kidnappers are at present deserted; the trade is annually decreasing, the whales becoming scarce.

The aspect of the country in Hawkes' Bay is mountainous on the north, with fine valleys at Wairoa, Mohaka and Whakari, and these are the timbered districts.

South of Waikari we come to impassable white cliffs, backed with undulating downs of curious formation, from the extreme regularity of the rises and hollows.

Twelve miles from Ahuriri the cliff ends abruptly, when the sea grazing land and extensive plains of this district, face the sea until reaching Cape Kidnappers.

This Cape is broken agitated clay of peculiar whiteness.

In all these cliffs fossil shells are found identical with the present species—the *Terebratula*—in abundance, proving (Geologically speaking,) the recent upheaving of the coast.

I am, Sir,

Your most obedient servant,

BYRON DROWN,

Commander and Surveyor.

The Honorable
the Colonial Secretary,

N.B.—All distances are given in nautical miles, bearings magnetic, and depths low water spring tides.

Colonial Secretary's Office, Auckland,
29th December, 1855.

HIS Excellency the Governor has been pleased to direct that the following enclosure to the Despatch of H.M. Secretary of State of the 31st May, 1855, published in the Government Gazette of the 14th Dec. 1855, No. 30, folio 257, should be published for general information.

By His Excellency's command

ANDREW SINCLAIR,

Colonial Secretary.

Office of Committee of Privy Council
for Trade, Marine Department,
25th May, 1855.

SIR,—

Various communications having been made to my Lords concerning the inconvenience sustained with respect to ships registered in the British Possessions abroad, in consequence

of the mode in which the changes effected by the Merchant Shipping Act have been brought into operation, I am directed to bring the subject to the notice of the Commissioners of Customs, and to request their attention to the following observations and suggestions.

The cases complained of are two-fold—

1.—Where a Ship being registered in a Colony, a Bill of Sale, or Power of Attorney to execute a Bill of Sale, have been sent by the Registered Owner to the United Kingdom.

2.—Where a Ship being registered in a Colony, the Registered Owner is in the United Kingdom, and wishes to sell her here.

In both these cases, the Registrars of Shipping would, before the 1st of May, have registered the Ship, *de novo*, without waiting to ascertain in the state of the Colonial Register, whilst, since the 1st of May, they have refused to register the Ship, *de novo*, in this Country and the Commissioners of Customs have supported them in such refusal.

This Board entirely concur with the view which the Commissioners have thus taken of the principles on which the system of Ship Registry should be carried into effect.

One of the most important objects of the system introduced by the recent Act, is to prevent a Ship from being disposed of in two places, to two different persons at the same time; and to effect this object, it is necessary that all dealings with the Registrar of the Ship should either be effected at her Port of Registry, or appear on the Register Book kept at that Port.

It is wished to sell or mortgage the Ship in any part of the Empire other than that in which the Ship is registered, Statutory Powers of Attorney for the purpose (called in the Act "Certificates of Sale or Mortgage") can be procured at the Port of Registry. These Certificates will confer a perfect title on those who take under them, whilst, as they will be entered on the Register Book at the Port of Registry, persons who might desire to purchase or lend Money on the Ship there, will have full notice of their existence.

My Lords consider it of very great importance for the interests of Shipping that these Certificates should be brought into use as quickly and as universally as possible, and that nothing should be done which would have the effect of permanently infringing the principles of the new system, or of inducing persons concerned in Shipping to believe that it will henceforward be possible to confer a Title to a Ship by any means except those which the Act, and the Regulations which have been issued under it, point out as necessary.

But, since it appears that it has, under former Acts, been the practice to register Colonial Ships *de novo* in this Country upon the production of duly executed Bills of Sale, without first ascertaining the state of the Colonial Register; and since it further appears that many Ships have lately been sent, and are now being sent from the Colonies, for the purpose of being sold in this Country, accord-

ing to the practice which has heretofore prevailed, and that considerable inconvenience would be caused if the new system were brought suddenly into stringent operation.

My Lords wish to suggest to the Commissioners the expediency of adopting the following relaxations, to take effect at once, and to last during such time only as may be necessary to bring the New System into complete operation.

1.—Ships registered in the Colonies may, for such time as hereinafter mentioned, be registered *de novo* in this Country, upon the production of such Documents or Evidence of Title as the Registrars have heretofore been in the habit of receiving as sufficient.

2.—In all such cases the Vendor or his Agent shall give to the Registrar security that the transaction shall be completed, and that the Registrar and the Commissioners shall be kept harmless from any loss or damage which they might incur if it were to happen that the Ship was in the meantime disposed of in the Colony. A suggested Form of Bond for this purpose is enclosed.

3.—The Vendor or his Agent must fill up and sign and deliver to the Registrar at the Port of Registry *de novo*, a form of application to the Registrar at the Port of original registry in the Colony, calling for a transfer of the registry under the provisions of the Act. This application, the Registrar at the Port of registry *de novo*, will forward with the old certificate of registry to the Colony. A suggested Form of application is enclosed, with Forms of Letters from the Registrar in this Country to the Colonial Registrar, and of the reply to be sent by the latter.

4.—On registering the Ship *de novo*, the Registrar will insert in his Book the words "Registry to be transferred from the Port of _____," and, on receiving the requisite information from the Colonial Registrar, he will write under those words "Registry completed by transfer from the Port of _____" with the date.

5.—The relaxation is to take effect at once, and to last, as to Ships Registered in the American Colonies, until the end of September, and as to Ships registered in more distant Colonies, until the end of February next.

The effect of the relaxation will be to place the persons who accept the title in this Country in as good a position, so far as regards registry, as they could have enjoyed under the former practice, whilst they will have the additional advantage (which they could not have had under former Acts) that their equitable title to the Ship, will, under the provisions of the New Act, be perfectly good.

I am, &c.,
T. H. FARRER.

The Secretary of Customs.

Custom House, London,
30th May, 1855.

The foregoing extract of a Letter from Mr. Farrer, Secretary for the Marine Department at the Board of Trade, is, together with

a copy of a Form of Bond, and of the other Forms referred to, transmitted to the Collector and Comptroller at their guidance.

By Order of the Commissioners,
F. G. GARDNER.

Report of a Deserter from the 58th Regiment of Foot. Dated at Auckland, New Zealand, this 13th day of December, 1855.

Number, Rank, and Name, 2464, Private, James Nudd

Age, 25 years and 3 months

Size, 5 feet 9 $\frac{1}{4}$ inches

Colour of { Complexion, fresh (pale)
Hair, brown
Eyes, brown

Date of Desertion, 9th December, 1855

Place of Desertion, Auckland, New Zealand

Date of Enlistment, 13th November, 1848

At what Place Enlisted, Norwich

Parish and County in which Born, St. Martin's, Norfolk

Marks, Nil

Trade, a Labourer

Coat or Jacket, Red Shell Jacket

Waistcoat, None

Breeches or Trowsers, White Trowsers

Report of a Deserter from the 58th Regiment of Foot. Dated at Auckland, New Zealand, this 13th day of December, 1855.

Number, Rank, and Name, 2614, Private, Oliver Shelford

Age, 23 years and 2 months

Size, 5 feet 11 inches

Colour of { Complexion, fresh
Hair, brown
Eyes, fair

Date of Desertion, 9th December, 1855

Place of Desertion, Auckland, New Zealand

Date of Enlistment, 20th January, 1851

At what Place Enlisted, Cambridge

Parish and County in which born, Great Chesterford, Essex

Marks, None

Trade, a Labourer

Coat or Jacket, Red Shell Jacket

Waistcoat, None

Breeches or Trowsers, White Trowsers

Report of a Deserter from the 58th Regiment of Foot. Dated at Auckland, New Zealand, this 5th day of November, 1855.

Man's Name, William Crowe

Age, 24 years and 6 months

Time of Desertion, 4th November, 1855

Place of Desertion, Auckland, New Zealand

Date of Enlistment, 15th January, 1851

At what Place Enlisted, Westminster

Parish and County, Braintree, Essex

Marks, None

Trade, Labourer

Coat or Jacket

Breeches or Trowsers } Not known

Remarks.—Made away with part of his regimental necessaries.

Report of a Deserter from the 58th Regiment of Foot. Dated at Auckland, New Zealand, this 5th day of November, 1855.

Man's Name, Joseph Dunlop

Age, 25 years 11 months

Size, 5 feet ten inches

Colour of { Complexion, fresh
Hair, fair
Eyes, blue

Time of Desertion, 3rd November, 1853

Place of Desertion, Auckland, New Zealand

Date of Enlistment, 19th November, 1847

At what place Enlisted, Cavan, Ireland

Parish and County, Annaycliffe, Cavan

Marks, Wart in abdomen

Trade, Labourer

Plain Clothes

EXTRACT FROM MUTINY ACT, 1855.

PENALTY FOR INDUCING SOLDIERS TO DESERT.

88. "Any person who shall in any part of Her Majesty's dominions, by words or by any other means whatsoever, directly or indirectly procure any soldier to desert, or shall by words or by any other means whatsoever attempt to procure or persuade any soldier to desert, and any person who, knowing that any soldier is about to desert, shall aid or assist him in deserting, or knowing any soldier to be a deserter, shall conceal such deserter, or aid or assist such deserter, in concealing himself, shall be deemed guilty of a misdemeanor, and shall, on conviction thereof, be liable to be punished by fine or imprisonment, or both, as the Court before which such conviction shall take place may adjudge."

True Extract.

J. GREENWOOD,

Major of Brigade.

WE, Matthew Richmond and John Poynter, Commissioners duly appointed to hear and decide claims to Land by persons claiming title thereto, from, through, or under the New Zealand Company, do hereby decide that the person whose name is hereunder written, and whose claim has been referred to us, by his Honor the Superintendent, is duly entitled to the Crown Grants for Land, or to the Government Scrip, the particulars whereof are set opposite his name.

Name of Claimant.	No. of Claim.	No. of Report	Commissioners' Decision.
Mason Stanhope	494	494	Entitled to Government Scrip to the amount of three hundred pounds, being one hundred and fifty pounds in lieu of Section 105, Wairau, surrendered, and one hundred and fifty pounds compensation on one allotment.

M. RICHMOND, }
JOHN POYNTER, } Commissioners.

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