



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 made to those Persons to whom they may relate and are to be obeyed accordingly.

By His Excellency's Command,
C. W. RICHMOND, Colonial Secretary.

VOL. IV.] AUCKLAND, FRIDAY, JUNE 20, 1856. [No. 22.

Colonial Secretary's Office, Auckland,
17th June, 1856.

HIS Excellency the Governor directs it to be notified for general information, that

EDMUND HOOKER WILSON BELLAIRS, Esq.,

having for two successive sessions of the General Assembly, without the permission of Her Majesty or of the Governor, signified by the Governor to the Legislative Council failed to give his attendance in the said Legislative Council, his seat in the said Council has thereby become vacant.

By His Excellency's command,
C. W. RICHMOND,
Colonial Secretary.

Colonial Secretary's Office,
Auckland, June 13, 1856.

HIS Excellency the Governor has been pleased to appoint

READER GILSON WOOD, Esq.,

to be the Officer to receive moneys arising from the sale of Waste Lands of the Crown within the Province of Auckland, under the Auckland Land Regulations which come into operation on the 15th instant.

By his Excellency's command,
C. W. RICHMOND,
Colonial Secretary.

Colonial Secretary's Office, Auckland
16th June, 1856.

HIS Excellency the Governor has been pleased to direct that the following Despatches from Her Majesty's principal Secretary of State for the Colonies should be published for general information.

By His Excellency's command,
C. W. RICHMOND,
Colonial Secretary.

Downing-street,
23rd January, 1856.

SIR,—Referring to the late Sir W. Molesworth's Circular Instruction of the 20th of September last, and to the abstract which accompanied that Instruction, of the Passengers Act of 1855, I have to desire that you will expunge from the sixth article of that abstract the following words, viz: "Nor without the Master having given a Bond to the Crown."

I have &c.,
(Signed) H. LABOUCHERE.

Downing-street,
1st February, 1856.

SIR,—I herewith transmit six printed copies of a Convention between Great Britain and Japan, which was signed at Nagasaki on the 14th of October, 1854, and the Ratifications of which were exchanged at the same place on the 9th October, 1855.

An exposition of the Articles of the Convention which was agreed upon between Rear Admiral Sir James Stirling and the Japanese

Authorities, and also the Regulations for the Port of Nagasaki, are printed at the end of the Convention.

You will be pleased to cause this Convention to be published and circulated for general information.

I have &c.,
(Signed) H. LABOUCHERE.

CONVENTION BETWEEN HER MAJESTY AND THE EMPEROR OF JAPAN.

Signed at Nagasaki, in the English and Japanese languages, October 14, 1854.

[RATIFICATIONS EXCHANGED AT NAGASAKI OCTOBER 9, 1855.]

CONVENTION FOR REGULATING THE ADMISSION OF BRITISH SHIPS INTO THE PORTS OF JAPAN.

It is agreed between Sir James Stirling, Knight, Rear-Admiral, and Commander-in-chief of the ships and vessels of Her Britannic Majesty in the East Indies and seas adjacent, and Mezi-no Chekfu-no Kami, Obunyo of Nagasaki, and Nagai Evan Ocho, Omedski of Nagasaki, ordered by His Imperial Highness the Emperor of Japan to act herein, that:—

1st. The ports of Nagasaki (Fisen) and Hakodadi (Matsmai) shall be open to British ships for the purposes of effecting repairs, and obtaining fresh water, provisions, and other supplies of any sort they may absolutely want for the use of the ships.

2nd. Nagasaki shall be open for the purposes aforesaid from and after the present date, and Hakodadi from and after the end of fifty days from the Admiral's departure from this port. The rules and regulations of each of these ports are to be complied with.

3rd. Only ships in distress from weather, or unmanageable, will be permitted to enter other ports than those specified in the foregoing Articles, without permission from the Imperial Government.

4th. British ships in Japanese ports shall conform to the laws of Japan. If high officers or commanders of ships shall break any such laws, it will lead to the ports being closed. Should inferior persons break them, they are to be delivered over to the commanders of their ships for punishment.

5th. In the ports of Japan, either now open, or which may hereafter be opened, to the ships or subjects of any foreign nation, British ships and subjects shall be entitled to admission, and to the enjoyment of an equality of advantages with those of the most favoured nation, always excepting the advantages accruing to the Dutch and Chinese from their existing relations with Japan.

6th. This Convention shall be ratified, and the ratifications shall be exchanged at Nagasaki on behalf of Her Majesty the Queen of Great Britain, and on behalf of His Highness the Emperor of Japan, within twelve months from the present date.

7th. When this Convention shall be ratified, no high officer coming to Japan shall alter it.

In witness whereof we have signed the same, and have affixed our seals thereunto, at Nagasaki, this fourteenth day of October, 1854.

(L.S.) JAMES STIRLING.

N.B.—The Japanese text was signed by the Japanese Plenipotentiaries.

Exposition of the Articles of the Convention of Nagasaki of the 14th of October, 1854, agreed to on the 18th of October, 1855, by their Excellencies the Rear-Admiral Commanding-in-chief and the Japanese Commissioners.

Exposition.

1st. "The ports of Nagasaki (Fisen) and Hakodadi (Matsmai) shall be open to British ships for the purposes of effecting repairs, and obtaining

The first Article of the Convention opens the ports of Nagasaki and Hakodadi to British ships for repairs and supplies. It opens the whole and every

fresh water, provisions, and other supplies of any sort they may absolutely want for the use of the ships."

Exposition.

part of those ports; but ships must be guided in anchoring by the directions of the local Government. Safe and convenient places will be assigned where ships may be repaired. Workmen, materials, and supplies will be provided by the Local Government according to a tariff to be agreed upon, by which also the modes of payment will be regulated. All official communications will hereafter, when Japanese shall have time to learn English, be made in that language. A British burial-ground shall be set apart on Medsume Sima, fenced in by a stone wall, and properly protected.

2nd. "Nagasaki shall be open for the purposes aforesaid from and after the present date; and Hakodadi from and after the end of fifty days from the Admiral's departure from this port. The rules and regulations of each of these ports are to be complied with."

The second Article provides that at each of the ports of Nagasaki & Hakodadi the Port Regulations shall be obeyed; but the Japanese Government will take care that they shall not be of a nature to create embarrassment, nor to contradict in any other way the general tenour and intent of the Treaty, the main object of which is to promote a friendly intercourse between Great Britain and Japan.

3. "Only ships in distress from weather, or unmanageable, will be permitted to enter other ports than those specified in the foregoing Articles, without permission from the Imperial Government."

The third Article declares that only ships in distress from weather, or unmanageable, shall enter other ports than Nagasaki and Hakodadi without permission from the Imperial Government; but ships of war have a general right to enter the ports of friendly Powers in the unavoidable performance of public duties, which right can neither be waived nor restricted; but Her Majesty's ships will not enter any other than open ports without necessity, or without offering proper explanations to the Imperial authorities.

4. "British ships in Japanese ports shall conform to the laws of Japan. If high officers or commanders of ships shall break any such laws, it will lead to the ports being closed. Should inferior persons break them, they are to be delivered over to the commanders of their ships for punishment."

The fourth Article provides that British ships and subjects in Japanese ports shall conform to the laws of Japan; and that if any subordinate British subjects commit offences against the laws, they shall be handed over to their own officers for punishment; and that if high officers or commanders of ships shall break the laws, it will lead to the closing of the ports specified. All this is as it should be; but it is not intended by this Article that any acts of individuals, whether high or low, previously unauthorised or subsequently disapproved of by Her

Exposition.
Majesty the Queen of Great Britain, can set aside the Convention entered into with Her Majesty alone by His Imperial Highness the Emperor of Japan.

5. "In the ports of Japan either now open, or which may hereafter be opened, to the ships or subjects of any foreign nation, British ships and subjects shall be entitled to admission, and to the enjoyment of an equality of advantages with those of the most favoured nation, always excepting the advantages accruing to the Dutch and Chinese from their existing relations with Japan."

6. This convention shall be ratified, and the ratifications shall be exchanged at Nagasaki on behalf of Her Majesty the Queen of Great Britain, and on behalf of His Highness the Emperor of Japan, within twelve months from the present date."

7. "When this Convention shall be ratified, no high officer coming to Japan shall alter it."

Arrangement regarding Stamps.

An arrangement made subsequently to the Convention requires that British ships intending to visit Japan, shall be provided with a document in proof of their nationality, and as a check upon the conduct of vessels in Japanese ports; and Her Majesty's Government has directed a form of certificate of registration to be adopted which has been accepted as satisfactory by the Japanese authorities; and merchant ships arriving in Japanese ports are to submit their certificate of registration to the officers to be appointed by the Japanese authorities, and to permit them to make such extracts from it as may seem good to them, before such ships can be admitted to obtain repairs and supplies. Her Majesty's ships of war will not be provided with such documents; but the officers in command, upon proper application, will afford all reasonable information regarding their ships.

REGULATIONS for the Port of Nagasaki, communicated to Rear Admiral Sir James Stirling, by the Governor of Nagasaki, October 1854.

Standing Port Regulations.

Article I. Ships shall anchor within Two-sima, and there await the directions of the Governor.

Article II. No firearms to be discharged.

Article III. No person to land on any of the islands.

Article IV. No soundings to be taken, nor boats to be pulling about.

Article V. Should any communication be desired, a boat of the upper officers shall be called; but no communication shall be held with merchant-boats, and no exchange of articles take place, or trading of any sort.

The above being according to the law of Great Japan all commanders and other officers shall obey the same, and orders shall be given to the crew that the aforesaid law shall not be broken.

No Regulations for the Port of Hakodadi have yet been communicated.

* The Form of Register issued to British vessels at the Custom-house.

Land Claims' Office, New Plymouth,
17th May, 1856.

I, WILLIAM HALSE, a Commissioner duly appointed by virtue of the Ordinance No. 15, Session 11, of the Legislative Council of the Islands of New Zealand, to hear and decide claims to land, by persons claiming title thereto, from, through, or under the New Zealand Company, report that the claims of the persons whose names appear in the Schedule hereunder, having been duly referred to me for investigation, I do hereby decide that the said persons are respectively entitled to the Crown Grants set against their names in the said Schedule.

SCHEDULE REFERRED TO.

No. of Report.	No. of Claim.	Name of Claimant.	Commissioner's decision
284	184	Charles Everett	Entitled to a grant of Rural Section 14, in the Bell District, New Plymouth.
285	386	Charles Bulkeley	Entitled to a grant of Rural Section 17, in the Bell District, New Plymouth.
286	70	William Cutfield King	Entitled to a grant of the Storehouse Reserves 1 & 12, in the town of New Plymouth, FitzRoy District.
287	71	Do.	Entitled to a grant of the Storehouse Reserve 11, in the town of New Plymouth, FitzRoy District.
288	451	Josias Hoskin	Entitled to a grant of the Storehouse Reserve 2, in the town of New Plymouth, FitzRoy District.
289	524	Henry Lancelot Redhead	Entitled to a grant of Section 112, in the town of New Plymouth, FitzRoy District.
290	527	Peter Facey Hoskin	Entitled to a grant of the Storehouse Reserve 4, in the town of New Plymouth, FitzRoy District.
291	528	Do.	Entitled to a grant of the Storehouse Reserve 13, in the town of New Plymouth, FitzRoy District.
292	531	Elizabeth Hellier	Entitled to a grant of Section 1037, in the town of New Plymouth, FitzRoy District.
293	532	George Weston	Entitled to a grant of Section 612, in the town of New Plymouth, FitzRoy District.
294	533	John Prout	Entitled to a grant of Section 1062, in the town of New Plymouth, FitzRoy District.
295	534	Do.	Entitled to a grant of Section 1266, in the town of New Plymouth, FitzRoy District.
296	535	Do.	Entitled to a grant of Section 1265, in the town of New Plymouth, FitzRoy District.

WM. HALSE,
Commissioner.

Colonial Secretary's Office, Auckland, 16th June, 1856.

HIS Excellency the Governor has been pleased to direct that the following Return should be published for general information.

By His Excellency's command,
C. W. RICHMOND, Colonial Secretary.

LIST of FLOUR MILLS, the property of Maories, erected or in process of erection, according to the reports of Mr. Boyton, Inspector of Mills.

District.	Name of Mill.	Date of commencement or completion.	Date of last inspection.	Size and No. of Stones.	Remarks.
Waikato	Tuakau	Completed Nov., 1854	May, 1856	1 pr., 3 6 F.B.	Good working mill; in good order.
	Kohanga	Commenced April, 1856	Nov., 1855	1 pr., 3 6 F.B.	In course of erection.
	Kaitolehe		Oct., 1855	1 pr., 3 0 F.B.	Dam now completed; small mill badly constructed.
	Kirikiroa		Feb., 1855	1 pr., 3 0 F.B.	Never worked; acted so badly when first built that the natives are [allowing it to decay.
	Tireke	Completed April, 1856	April, 1856	1 pr., 3 6 F.B.	Very good mill.
Waipa	Karakariki	Commenced Feb., 1856	March, 1856	1 pr., 3 6 F.B.	In course of erection.
	Whatawhata		Ditto	1 pr., 3 0 Scoria	Undergoing slight alteration, otherwise in good working order.
	Waihakari	Completed Oct., 1855	Feb., 1856	1 pr., 3 0 F.B.	Very good mill, in good working order.
	Mangarewarewa	Completed Jan., 1856	Ditto	1 pr., 4 0 Eng. granite	Ditto
	Mōhoanui		Ditto	1 pr., 3 6 F.B.	Undergoing slight alterations, otherwise in good working order.
Rangiawhia	Old Mill		Oct., 1855	1 pr., 3 0 Scoria	Lately repaired; old, but still capable of grinding.
	Pekapekarau	Completed March, 1854	Ditto	1 pr., 3 6 F.B.	Good mill, in good working order.
	Kihikihi		Ditto	1 pr., 3 0 Scoria	Very small mill; old, but still capable of grinding.
	Mangatea	Commenced 1854	Ditto	1 pr., 3 3 F.B.	In process of erection, has been some time standing for want of funds
	Maungatautari		April, 1856	1 pr., 3 6 F.B.	Undergoing slight repairs, otherwise in good order.
Rotorua	Ditto Old Mill		Ditto	1 pr., 2 10 Scoria	Unfit for work, proposed to be rebuilt.
	Maungakawa		Feb., 1855	1 pr., 3 0 Scoria	This mill has been standing a long time unfinished.
	Otorokai	Completed July, 1855	July, 1855	1 pr., 3 0 F.B.	In very good working order.
	Patetere	Ditto	Ditto	1 pr., 3 6 F.B.	Very good mill, in good working order.
	Ohinemutu	Ditto	Ditto	1 pr., 2 9 F.B.	Very good mill, but the dam is not finished.
Kawhia	Tengae	Commenced July, 1855	Ditto	1 pr., 3 6 F.B.	Timber preparing.
	Tauranga		March, 1855	1 pr., 3 6 F.B.	Has been standing a long time unfinished, the millwright having died
	Coromandel	Commenced May, 1855	May, 1855	1 pr., 3 6 F.B.	In course of erection.
	Wairoa		June, 1854	1 pr., 4 0 F.B.	A badly constructed mill, has lately undergone some alterations
	Mangapapa	Completed April, 1855	Feb., 1856	2 pr., 3 8 Scoria	Badly arranged, and makes inferior work.
Kawhia	Rangataiki	Completed Nov., 1855	Ditto	1 pr., 3 6 F.B.	Similar to the last, left by the millwright before it was quite finished.
	Mahoe		March, 1856		In course of erection.
	Whaingaroa Waitetuna		Ditto	1 pr., 3 0 Taranaki stones	Small mill, badly arranged, the dressing machine of no service.

134

List of Mills about to be constructed—Waiuku, Tarawera, Aotea, Whaingaroa.

Native Secretary's Office,
June 5, 1856.

F. D. FENTON,
Native Secretary.

Colonial Secretary's Office, Auckland,
12th June, 1856.

HIS Excellency the Governor has been pleased to direct that the following Returns should be published for general information.

By His Excellency's command,
C. W. RICHMOND,
Colonial Secretary.

PORT OF AUCKLAND.

AN ACCOUNT of the Number and Tonnage of Vessels entered INWARDS from each Country in the Quarter ended 31st March, 1856, with the number of men employed in navigating the same, distinguishing the Vessels with Cargoes from those in Ballast, and distinguishing British from Foreign Ships.

Countries from which the Vessels entered Inwards, according to the regulated arrangement of Countries.	With Cargoes.						In Ballast.					
	British.			Foreign.			British.			Foreign.		
	No.	Tons	Men.	No.	Tons	Men	No.	Tons	Men	No.	Tons	Men
EUROPE.												
<i>British Possessions, viz. :—</i>												
Great Britain	2	1013	52	0	0	0	0	0	0	0	0	0
ASIA.												
<i>British Possessions, viz. :—</i>												
New South Wales	12	3260	195	0	0	0	1	33	2	0	0	0
Victoria	3	263	19	1	149	9	2	135	10	0	0	0
<i>Foreign States, viz. :—</i>												
Hawaii	0	0	0	1	542	30	0	0	0	0	0	0
Southern Whale Fishery ..	0	0	0	3	1035	89	0	0	0	0	0	0
Total	17	4536	266	5	1726	128	3	168	12	0	0	0

WM. YOUNG,
Collector.

PORT OF AUCKLAND.

AN ACCOUNT of the Number and Tonnage of Vessels cleared OUTWARDS from each Country, in the Quarter ended 31st March, 1856, with the Number of Men employed in navigating the same, distinguishing Vessels with Cargoes from those in Ballast, and distinguishing British from Foreign Ships.

Countries from which the Vessels cleared Outwards, according to the regulated arrangement of Countries.	With Cargoes.						In Ballast.					
	British.			Foreign.			British.			Foreign.		
	No.	Tons	Men	No.	Tons	Men	No.	Tons	Men	No.	Tons	Men
ASIA.												
<i>British Possessions, viz. :—</i>												
New South Wales	9	2804	161	0	0	0	0	0	0	0	0	0
Victoria	10	1123	73	1	149	7	0	0	0	0	0	0
<i>Foreign States, viz. :—</i>												
China	2	1358	75	0	0	0	0	0	0	0	0	0
AMERICA.												
<i>Foreign States, viz. :—</i>												
United States	0	0	0	1	542	26	0	0	0	0	0	0
Whaling Voyages	0	0	0	3	1035	92	0	0	0	0	0	0
Total	21	5285	309	5	1726	125	0	0	0	0	0	0

WM. YOUNG,
Collector.

A RETURN showing the Total Value of IMPORTS, with the value of the principal kinds of Goods imported into the Port of AUCKLAND, from each Country, according to their regulated order, in the Quarter ended 31st March, 1856.

	In British Ships.			In Foreign Ships.		
	£	s.	d.	£	s.	d.
Total value of Imports from Great Britain	30,371	11	6	0	0	0
Do. do. Asia, B.P., viz., New South Wales	41,162	18	7	0	0	0
Do. do. Victoria	1,044	12	0	626	18	0
Do. do. Van Diemen's Land (Tasmania)	773	0	0	0	0	0
Do. do. Southern Whale Fishery	0	0	0	562	0	0
	£ 73,352	2	1	1188	18	0
Total	£74,541 0 1					

Articles.	From Great Britain.			From New South Wales.			From Victoria.			From Van Diemen's Land.			From Southern Whale Fisheries.			Total.		
	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.
Ale, Beer, &c.	1294	5	0	306	0	0	0	0	0	0	0	0	0	0	0	1600	5	0
Bags, Sacks, &c.	254	0	0	956	0	0	162	10	0	0	0	0	0	0	0	1372	19	0
Books, printed	646	15	0	177	5	0	30	0	0	0	0	0	0	0	0	854	0	0
Boots and Shoes	1721	17	6	207	10	0	0	0	0	0	0	0	0	0	0	1929	7	6
Candles, Wax and Composite Tallow	655	0	0	243	0	0	0	0	0	0	0	0	1	10	0	899	10	0
Drapery Goods, viz.—																		
Cottons and Calicoes	1374	12	0	1254	10	0	1	10	0	0	0	0	0	0	0	2630	12	0
Woollen Manufactures	4132	4	0	2230	10	0	38	17	0	0	0	0	0	0	0	6401	11	0
Slop Clothing	4739	17	0	2467	10	0	19	0	0	15	0	0	0	0	0	7241	7	0
Harness and Saddlery	270	0	0	370	0	0	55	10	0	0	0	0	0	0	0	695	10	0
Ironmongery	611	10	0	723	5	0	17	10	0	0	0	0	0	0	0	1352	5	0
Oilmen's Stores	1175	4	0	2247	0	0	3	0	0	0	0	0	0	0	0	3425	4	0
Provisions, viz.—																		
Beef and Mutton	0	0	0	959	0	0	0	0	0	0	0	0	0	0	0	959	0	0
Flour	20	0	0	3890	0	0	1	0	0	0	0	0	0	0	0	3911	0	0
Rice	0	0	0	655	0	0	0	0	0	0	0	0	0	0	0	655	0	0
Seeds—Grass, Clover, &c.	1617	0	0	154	10	0	0	0	0	0	0	0	0	0	0	1771	10	0
Ship Chandlery	302	6	0	614	0	0	1	0	0	0	0	0	0	0	0	1066	6	0
Soap	0	0	0	635	0	0	0	0	0	0	0	0	0	0	0	637	0	0
Spirits, viz.—																		
Brandy	445	0	0	1075	0	0	1	10	0	0	0	0	0	0	0	1521	10	0
Geneva	90	0	0	180	0	0	0	0	0	16	0	0	0	0	0	286	0	0
Rum	1019	0	0	510	0	0	0	0	0	30	0	0	0	0	0	1559	0	0
Stock, viz.—																		
Cattle	0	0	0	1485	0	0	0	0	0	0	0	0	0	0	0	1485	0	0
Horses	0	0	0	2472	0	0	0	0	0	0	0	0	0	0	0	2472	0	0
Sheep	0	0	0	2400	0	0	0	0	0	0	0	0	0	0	0	2400	0	0
Tea	142	0	0	1256	0	0	0	0	0	0	0	0	0	0	0	1398	0	0
Tobacco	200	0	0	1326	0	0	8	0	0	10	0	0	166	10	0	1710	10	0
Cigars and Snuff	17	0	0	230	0	0	0	0	0	0	0	0	0	0	0	297	0	0
Wine	1496	0	0	710	0	0	6	0	0	0	0	0	0	0	0	2212	0	0
Totals	£ 22,223	10	6	30,232	0	0	494	7	0	71	0	0	170	0	0	53,190	17	6

Custom House, Auckland,
June, 1856.

WILLIAM YOUNG,
Collector.

A RETURN showing the Total value of EXPORTS, with the value of the exports of New Zealand Produce from the Port of AUCKLAND to each Country, according to the regulated order, in the Quarter ended 31st March, 1856.

	In British Ships.			In Foreign Ships.		
	£	s.	d.	£	s.	d.
Total value of Exports to Asia, B. P., viz.—						
New South Wales	18,995	7	4	0	0	0
Victoria	5,918	0	0	1424	0	0
F.S., viz.—South Sea Islands	0	0	0	80	0	0
£	24,913	7	4	1504	0	0
Total .	£26,417 7 4					

Articles.	To New South Wales.			To Victoria.			Total.		
	£	s.	d.	£	s.	d.	£	s.	d.
Cheese	0	0	0	40	0	0	40	0	0
Copper Regulus	3950	0	0	0	0	0	3950	0	0
Flax	175	0	0	0	0	0	175	0	0
Gum, Kauri	1103	0	0	126	0	0	1229	0	0
Hides	85	0	0	0	0	0	85	0	0
Horse	50	0	0	0	0	0	50	0	0
Onions	61	0	0	5	0	0	66	0	0
Ore, Copper	1650	0	0	0	0	0	1650	0	0
Potatoes	2697	0	0	5749	0	0	8446	0	0
Sheep	200	0	0	0	0	0	200	0	0
Sheepskins	3	0	0	0	0	0	3	0	0
Slush	30	0	0	0	0	0	30	0	0
Tallow	25	0	0	0	0	0	25	0	0
Wool	2960	0	0	0	0	0	2960	0	0
Woollashing	232	0	0	0	0	0	232	0	0
BRITISH-CAUGHT IN NEW ZEALAND.									
Oil, Black	326	0	0	50	0	0	376	0	0
Sperm	0	0	0	1170	0	0	1170	0	0
Totals	£ 13,547	0	0	7140	0	0	20,687	0	0

Custom House, Auckland
June 1856.

WM. YOUNG,
Collector.

Colonial Secretary's Office, Auckland,
13th June, 1856.

HIS Excellency the Governor has been pleased to direct that the following provision of the "Merchant Shipping Act," 1854, imposing a penalty of one hundred pounds on the Owners or Masters of Vessels in default of compliance with certain requirements of that Act, should be published for general information.

By His Excellency's command,

C. W. RICHMOND,
Colonial Secretary.

*Section 53 of The Merchant Shipping
Act, 1854.*

LIII. If any registered Ship is either actually or constructively lost, taken by the enemy, burnt, or broken up, or if by reason of a transfer to any persons not qualified to be owners of British Ships, or of any other matter or

thing, any such Ship as aforesaid ceases to be a British Ship, every person who at the time of the occurrence of any of the aforesaid events owns such ship or any share therein, shall immediately upon obtaining knowledge of any such occurrence, if no notice thereof has already been given to the Registrar of the Port of Registry of such ship, give such notice to him, and he shall make an entry thereof in his Register Book; and except in cases where the certificate of Registry is lost or destroyed, the masters of every ship so circumstanced as aforesaid shall immediately, if such event occurs in Port, but if the same occurs elsewhere, then within ten days after his arrival in Port, deliver the certificate of Registry of such ship to the Registrar, or, if there be no Registrar, to the British Consular officer at such Port, and such Registrar if he is not himself the Registrar of her Port of Registry, or such British Consular officer, shall forthwith forward the certificate delivered to him to the Registrar of the Port of Registry of the ship; and every Owner and Master who, without reasonable cause, makes default in obeying the Provisions of this Section shall for each offence incur a penalty not exceeding one hundred pounds.

Colonial Secretary's Office, Auckland,
19th June, 1856.

HIS Excellency the Governor has been pleased to direct that the following copy of a Letter from the Pilot at Kaipara, together with a notice to Masters of Vessels frequenting the Port of Kaipara, should be published for general information.

By His Excellency's command,
C. W. RICHMOND,
Colonial Secretary.

Kaipara, June 10th, 1856.

SIR,—Having succeeded in laying down both the buoys, with only the loss of the Globe Beacon of the outer one, I have the honor to enclose a Notice to Ship Masters for publication in the Provincial Gazette, and Newspapers, of their positions, and bearings of the best known land marks from them. I have turned the loss of the Globe Beacon to account for the purpose of distinguishing the respective buoys, in thick weather, when the land bearings cannot be had.

I have, &c.
(Signed) J. J. STANAWAY,
His Honor the Superintendent,
Auckland.

NOTICE TO MASTERS OF VESSELS
FREQUENTING THE PORT OF KAI-
PARA.

THE positions of and bearings from the two large buoys, laid down on the 5th instant in

the main channel entrance to this harbour are—

The buoy on the inner point of the outer spit to the northward of the main channel, may be seen in clear weather at a distance of 3 miles from sea; it is painted red, but without a globe beacon at top. The triangular tuft on the South Head, bears by compass from it S. E., and East $\frac{1}{4}$ East, distant about 5 miles; and the centre green patch on the North Head N. N. E., $\frac{1}{4}$ E., distant 6 miles. It is laid down in five fathoms water, the width of the channel on the N. E. being about $\frac{3}{4}$ of a mile. Vessels should pass on the north-east side if possible, but if obliged to do so on the south-west, not further than half a ship's length from the buoy. The Tory shoal buoy is visible on rounding the outer buoy at a distance of two miles, to which the course given in Captain Drury's directions will lead: it is in 7 fathoms and should be rounded only on the south-west side where the fairway is at least a mile in width. From this buoy the bearing by compass of the triangular tuft on the South Head is S. E. $\frac{1}{2}$ E., and of the centre green patch on the North Head at N. E. by E. This buoy is also red, but with a globe beacon on the top.

(Signed) J. J. STANAWAY,
Pilot.

Kaipara, June 10th, 1856.

Auckland: Printed by Williamson and Wilson, for
the New Zealand Government.