



# 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.

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VOL IV.] AUCKLAND, FRIDAY, AUGUST 22, 1856. [No. 31

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Colonial Secretary's Office, Auckland,  
August 20th, 1856.

**H**IS Excellency the Governor has been pleased to appoint  
DAVID ROUGH, Esq.,  
to be Collector of Customs at the Port of Nelson.

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

IN THE SUPREME COURT OF NEW  
ZEALAND.

*In the Estate of SAMUEL YOUNG, of Auckland, deceased Intestate.*

**P**URSUANT to the Rule of this Honorable Court, the Creditors of the above named Intestate, are, on or before the 10th day of November next, to come in and prove their Debts before Laughlin O'Brien, Esq., Receiver of Intestate Estates, at his Office, in the Court House, Queen Street, Auckland, or, in default thereof, they will be peremptorily excluded from all benefit arising from the said Estate.

L. O'BRIEN,  
Receiver of Intestate Estates.  
Supreme Court Office, Auckland,  
14th August, 1856.

Registrar-General's Office, Auckland,  
August 20th, 1856.

**P**URSUANT to the provisions of an Act of the General Assembly of New Zealand, entitled "The Marriage Act, 1854," the following name of an OFFICIATING MINISTER within the meaning of the said Act, is published for general information:—

*United Church of England and Ireland.*

The Reverend Thomas Adolphus Bowden,  
(Spring Grove, Nelson.)

I, JOHN B. BENNETT, Registrar-General of Births, Deaths and Marriages for New Zealand, do hereby certify that the foregoing Name of an OFFICIATING MINISTER for 1856 has been duly sent in to me, in addition to the names in the lists published respectively on the 25th of January, the 19th of March, the 1st of May, the 9th of June, and the 15th of July of the present year, in the *New Zealand Government Gazette*.

Given under my hand, at Auckland, this 20th day of August 1856.

JOHN B. BENNETT,  
Registrar-General.

### COLONIAL BANK OF ISSUE.

TOTAL Amount of Notes in circulation at the Offices of the Colonial Bank of Issue, at Auckland and Wellington, on the 12th day of July, 1856, being the close of the preceding four weeks.

5l. and upwards .....	£23,665
Under 5l. ....	22,508
Total.....	46,173

Total Amount of Coin held by the same offices on the same day:—

Gold .....	£14,534
Silver.....	639
Total.....	15,173

I, Henry Sewell, the Colonial Treasurer, do hereby certify that the above is a true account, as required by the Ordinance, No. 16, Session 8.

HENRY SEWELL,  
Colonial Treasurer.

Dated at Auckland, this 5th  
day of August, 1856.

The sum of £31,000 has been invested under the Warrant of His Excellency the Governor in the purchase of £33,066 11s. 11d. 3 per cent.—Consols, by arrangements made through the Lords Commissioners of Her Majesty's Treasury.

Colonial Secretary's Office, Auckland,  
18th August, 1856.

HIS Excellency the Governor has been pleased to direct that the following "Notice to Mariners" from the Government Gazette of Western Australia, should be published for general information.

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

### NOTICE TO MARINERS.

Colonial Secretary's Office, Perth,  
May 16, 1856.

THE following report on Pollock Reef, is published for general information:

By his Excellency's command,  
FRED. P. BARLEE,  
Colonial Secretary.

### POLLOCK REEF.

The above dangerous reef was seen by me whilst on a voyage from Adelaide to Swan River in the brigantine "Robert Clive" on 21st April, 1856, and by favourable observations was found to lie 14 miles in direction South half East (magnetic) from the nearest part of the South East Isles of the Recherche rchipelago.

This position on Flinder's Chart will be in lat., 34° 35' South; longitude, 123° 28½' East.

Passing 3½ miles Southward of the Reef at 10½ hours a.m., the weather being fine, and a long swell rolling in from the S.W., the shoal water was observed from aloft to extend about one mile in an East and West direction, and to be 200 yards in width, but breakers extended over only one-third of that space, in probably 2 or 3 fathoms water. The shoalest part was near the centre, where the sea broke abruptly against a small rock which had apparently not more than 6 or 8 feet water on it.

As this reef lies in the direct track of vessels rounding the South East Isles, and is entirely under water, it is dangerous to approach in the night or in thick weather, for the soundings are deep close up to it, and give no warning of its vicinity.

The third South East Isle mentioned in the note upon Flinders Chart does not exist.

J. S. ROE,  
Surveyor General.

Colonial Secretary's Office, Auckland,  
18th August, 1856.

HIS Excellency the Governor has been pleased to direct that the following Circular 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.

[CIRCULAR.]

Downing-street,

18th April, 1856.

SIR.—I transmit to you enclosed, a printed Copy of an Order made by the Queen in Council, under date of the 9th instant, revoking Her Majesty's Order of the 29th day of March, 1854, by which it was directed that no Vessels belonging to Her Majesty's subjects should be permitted to clear out for Russian Ports; and that a general embargo should be made of all Russian Vessels, together with the persons and effects on board the said Vessels in the ports of Her Majesty's Dominions.

I also transmit to you herewith, for your information, a further printed Copy of an Order made by the Queen in Council on the 9th instant, directing that the several prohibitions, be taken off which now subsist on the exportation out of the United Kingdom, or upon the carrying coastwise, of arms, ammunition, gunpowder, saltpetre, brimstone, marine engines, and boilers, and the component parts thereof, lead, nitrate of soda, sulphate and muriate of potash, certain descriptions of iron, and other articles mentioned in Her Majesty's Proclamation of the 18th February, 1854, and in divers subsequent Orders in Council.

I have, &c., &c.

H. LABOUCHERE.

Governor Gore Browne,

## XXVIII.

AT THE COURT AT BUCKINGHAM PALACE, THE 9TH DAY OF APRIL 1856; PRESENT, THE QUEEN'S MOST EXCELLENT MAJESTY IN COUNCIL.

9th April, 1856.

*Order revoking an Order of 29th March 1854, preventing Vessels clearing out for Russia, and laying an Embargo on Russian Vessels.*

WHEREAS a Treaty of Peace and Friendship has been signed between Her Majesty and Her Allies and the Emperor of all the Russias, it is this Day ordered by Her Majesty, by and with the Advice of Her Privy Council, That the Order made by Her Majesty in Council bearing Date the 29th Day of March 1854, by which it is directed "that no Ships or Vessels belonging to any " of Her Majesty's Subjects be permitted to enter " and clear out for any of the Ports of Russia " until further Order, and that a General Embargo or Stop be made of all Russian Ships " and Vessels whatsoever now within or which " shall hereafter come into any of the Ports, Harbours, or Roads within any of Her Majesty's " Dominions, together with all Persons and Effects on board the said Ships or Vessels," and " such Parts of any other Orders in Council as prohibit Trade with Russia, be henceforth revoked and discharged.

And the Right Honourable the Lords Commissioners of Her Majesty's Treasury, the Lords Commissioners of the Admiralty, and the Lord Warden of the Cinque Ports are to give the necessary Directions herein, as to them may respectively appertain.

C. C. GREVILLE.

## XXX.

AT THE COURT AT BUCKINGHAM PALACE, THE 9TH DAY OF APRIL, 1856; PRESENT, THE QUEEN'S MOST EXCELLENT MAJESTY IN COUNCIL.

9th April, 1856.

*Order taking off all Prohibitions on the Exportation of Arms, Ammunition, etc.*

It is this Day ordered by Her Majesty in Council that the Prohibitions now subsisting under Her Majesty's Royal Proclamation of the 18th Day of February 1854, and under divers subsequent Orders of Council on the Exportation out of the United Kingdom or carrying Coastwise of Arms, Ammunition, Gunpowder, Saltpetre, and Brimstone, Marine Engines and Boilers, and the component parts thereof, Lead, Nitrate of Soda, Sulphate and Muriate of Potash, certain Descriptions of Iron, and other articles mentioned in such Proclamation and Orders, be and the said several Prohibitions are hereby taken off.

And the Right Honourable the Lords Commissioners of Her Majesty's Treasury, the Commissioners for executing the Office of Lord High Admiral of Great Britain, and the Right Honourable Lord Panmure, One of Her Majesty's Principal Secretaries of State, are to give the necessary Directions herein as to them may respectively appertain.

C. C. GREVILLE.

## [ C I R C U L A R . ]

Downing-street,  
15th March, 1856.

SIR,—I transmit to you herewith a Copy of an Order of the Queen in Council, which has been made in pursuance of the 59th Section of the Passengers Act, for enforcing order and cleanliness, and securing proper ventilation on board of Passenger-ships, in substitution for the Order issued in October, 1852, under the Passengers Act of that year.

You will cause Her Majesty's Order to be affixed in the several Customs' Houses, in the Police Offices, and in the Offices of Captains of the Ports; and you will otherwise give every publicity to the same.

I have, &c., &c.

W. LABOCHERE,

Governor Gore Browne.

AT THE COURT AT BUCKINGHAM PALACE, THE 25TH DAY OF FEBRUARY 1856; PRESENT, THE QUEEN'S MOST EXCELLENT MAJESTY IN COUNCIL.

WHEREAS by the "Passengers Act, 1855," it is amongst other things enacted, that it shall be lawful for Her Majesty, by any order in Council, to prescribe such rules and regulations as to Her Majesty may seem fit for preserving order, promoting health, and securing cleanliness and ventilation on board of passenger ships proceeding from the United Kingdom to any port or place in Her Majesty's possessions abroad, and the said rules and regulations from time to time in like manner to alter, amend, and revoke, as occasion may require:

And whereas it is expedient to revoke an order in Council made at a Court held at Windsor, on the sixteenth day of October one thousand eight hundred and fifty-two, in virtue of the provisions of the "Passengers Act, 1852," (now repealed,) and to make a new Order in Council:

Now, therefore, Her Majesty doth, by and with the advice of Her Privy Council, and in pursuance and exercise of the authority vested in her by the said "Passengers Act, 1855," order, and it is hereby ordered, that the said Order in Council of the sixteenth day of October one thousand eight hundred and fifty-two be and the same is hereby revoked; and that the following shall henceforth be the rules for preserving order, for promoting health, and for securing cleanliness and ventilation, to be observed on board of every passenger ship proceeding from the United Kingdom to any port or place in Her Majesty's possessions abroad out of Europe, and not being within the Mediterranean Sea.

1. All passengers who shall not be prevented by sickness or other sufficient cause, to be determined by the surgeon, or in ships carrying no surgeon, by the master, shall rise not later than seven o'clock, A.M., at which hour the fires shall be lighted.
2. It shall be the duty of the cook or cooks, appointed under the thirty-ninth section of the said "Passengers Act, 1855," to light the fires, and to take care that they be kept alight during the day; and also to take care that each passenger or family of passengers shall have the use of the fireplace at proper hours, in an order to be fixed by the master.
3. When the passengers are dressed, their beds shall be rolled up.

4. The decks, including the space under the bottom of the berths, shall be swept before breakfast, and all dirt thrown overboard.
5. The breakfast hour shall be from eight to nine o'clock A.M. Before the commencement of breakfast, all the emigrants, except as hereinbefore excepted, are to be out of bed and dressed, and the beds rolled up, and the deck on which the emigrants live properly swept.
6. The deck shall further be swept after every meal, and after breakfast is concluded shall be also dry holystoned or scraped. This duty, as well as that of cleaning the ladders, hospitals and round houses, shall be performed by a party who shall be taken in rotation from the adult males above fourteen, in the proportion of five to every one hundred emigrants, and shall be considered as sweepers for the day. But the single women shall perform this duty in their own compartment, where a separate compartment is allotted to them, and the occupant of each berth shall see that his own berth is well brushed out.
7. Dinner shall commence at one o'clock P.M., and supper at six P.M.
8. The fires shall be extinguished at seven P.M., unless otherwise directed by the master or required for the use of the sick; and the emigrants shall be in their berths at ten o'clock P.M., except under the permission or authority of the surgeon, or if there be no surgeon, of the master.
9. On each passenger deck there shall be lit at dusk and kept burning till daylight, three safety lamps, and such further number as shall allow one to be placed at each of the hatchways used by passengers.
10. No naked light shall be allowed between decks or in the hold, at any time or on any account.
11. The scuttles and stern ports, if any, shall, weather permitting, be opened at seven o'clock A.M. and kept open till ten o'clock P.M.; and the hatches shall be kept open whenever the weather permits.
12. The coppers and cooking utensils shall be cleaned every day, and the cisterns kept filled with water.
13. The beds shall be well shaken and aired on deck, weather permitting, at least twice a week.
14. The bottom boards of the berths, if not fixtures, shall be removed and dry-scrubbed, and, weather permitting, taken on deck, at least twice a week.
15. Two days in the week shall be appointed by the master as washing days; but no washing or drying of clothes shall on any account be permitted between decks.
16. On Sunday mornings the passengers shall be mustered at ten o'clock A.M., and will be expected to appear in clean and decent apparel. The Lord's Day shall be observed as religiously as circumstances will admit.
17. No spirits or gunpowder shall be taken on board by any passenger; and if either of those articles be discovered in the possession of a passenger, it shall be taken into the custody of the master during the voyage, and not returned to the passenger until he has landed or is on the point of landing.
18. No loose hay or straw shall be allowed below for any purpose.
19. No smoking shall be allowed between decks.
20. All gambling, fighting, riotous, disorderly, or quarrelsome conduct, swearing, and violent or indecent language, are strictly prohibited.

21. Fire-arms, swords, and other offensive weapons shall, as soon as the passengers embark, be placed in the custody of the master.
22. No sailor shall be allowed to remain on the passenger deck among the passengers, except on duty.
23. No passenger shall go to the ship's cook-house without special permission from the master, nor remain in the fore-castle among the sailors on any account.
24. In vessels not expressly required by the said "Passengers Act, 1855," to have on board such ventilating apparatus as therein mentioned, such other provision shall be made for ventilation as shall be required by the Emigration Officer at the port of embarkation, or, in his absence, by the officers of Customs.
25. And to prevent all doubts in the construction of this Order in Council it is hereby further ordered, that the terms "United Kingdom," "Passenger," "Passenger Ship," "Passenger Deck," and "Master" shall herein have the same significations as are assigned to them respectively in the said "Passengers Act, 1855."

And the Right Honourable Henry Labouchere, one of Her Majesty's Principal Secretaries of State, is to give the necessary directions herein accordingly.

WM. L. BATHURST.

[CIRCULAR.]

Downing-street,  
April 1st, 1856.

SIR,—I transmit to you herewith copies of two General Orders, which the Commissioners of Customs, have issued to their Officers in the United Kingdom, with regard to the carrying into effect certain provisions of the Merchant Shipping Act, of 1854; and I have to instruct you to cause these General Orders to be delivered to the Registrars of Shipping in the Colony of New Zealand, for the guidance of those Officers in all cases similar to those in which the Orders are applicable.

I have, &c., &c.

W. LABOUCHERE.

Governor Gore Browne.

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1855.

*By the Commissioners for managing and causing to be levied and collected Her Majesty's Customs and other Duties.*

17th December, 1855.

READ the Reports of the Solicitor, the Chief Registrar of Shipping, and the Surveyor-General for Tonnage, suggesting that further instructions may be issued to the Registrars on the following points, for their guidance in carrying out the provisions of the Act 17th and 18th Victoria, chap. 104, and 18th and 19th Victoria, chap. 91, in regard to the registry of British Ships, viz.:

That an application to the Board from the Owners, requiring a vessel to be re-measured, under the 27th sec. of the Merchant Shipping Act, be dispensed with, and that upon a written application from the Owner, the Registrar may cause the vessel to be re-measured under the Regulations of the said section, transmitting to the Board a quarterly account of the Vessels re-

measured; the charge for measurement to be made in accordance with the General Order, No. 65, 1855, at the rate of 7s. 6d. for each area, but to be paid only for the number of areas *actually* measured.

That whenever a ship has been measured under the 27th section, or when any alteration has taken place at a port other than that at which the ship has been registered, the Registrar do transmit the Certificate of Survey and Formula to the Registrar at the Port of Registry, apprizing that officer that he has altered the Certificate of Registry in accordance therewith; that the Registrar at the Port of Registry, do thereupon alter the Register Book, and advise the Chief Registrar of such alteration having been made.

That with reference to the 12th section of the Merchant Shipping Amendment Act, 18th and 19th Victoria, chapter 91, the Registrar on advising the particulars for the transfer of registry to another Port, do state whether the Certificate of Registry has been delivered up to him.

That the maximum charge of 7s. 6d. for each transverse section be made for ships measured under the provisions of the 14th section of the Merchant Shipping Amendment Act.

That the Certificates of all cancelled Registries be forwarded when cancelled to the Chief Registrar of Shipping, with a memorandum noted thereon of the grounds upon which the Registry has been cancelled or closed.

That the instruction to the Measuring Officers in the General Order No. 64, 1855; which requires "the official number" to be shown on the form of the particulars of measurement of a vessel, be rescinded, and that in future the Registrar do not give an official number to a vessel prior to the registry thereof.

The Board approve of the additional instructions proposed, and the several Registrars are to govern themselves accordingly.

CUSTOM HOUSE, LONDON.  
20th December, 1855.

THE foregoing Copy of the Board's Minute of the 17th instant, is transmitted to the Collector and Comptroller at  
for their information and guidance.

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

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No. \_\_\_\_\_  
1855.

CUSTOM HOUSE, LONDON.  
15th May, 1855.

GENTLEMEN,

In consequence of the numerous Letters which have been received from the Out Ports, requesting information relating to the Registry of Vessels under the Merchant Shipping Act, 1854,

I am directed by the Board to acquaint you, for the information of yourselves and all parties concerned,

That the Old Law having been repealed, no operation under its provisions is intended for the future;

That it is not now requisite, as formerly, that Ships should be registered anew on change of property unless the Owners desire it;

That ships registered prior to the 1st May, 1855, may retain their old Registries:

That ships may, with the sanction of the Board, and on payment of the expenses, be re-measured under the New Law if the Owners desire it, and retain their old Registries, the same being marked with any alteration of *Tonnage* such re-measurement may result in, but that

Ships required to be registered a-new must of necessity be re-measured under the New Law; and Ships registered prior to the 1st May, 1855, transferred from one Port to another, must in like manner be re-measured.

That in cases where Ships are registered under the Old Law, and the Certificate of Registry may have been lost or obliterated, the Certificate given in lieu should be on the Old Form as being that alone applicable to the particulars found in the Registry;

And whenever ships have been once measured under the New Law, that it is not requisite they should be again measured on Registry a-new, except under the circumstances enumerated in the 26th Section of the Merchant Shipping Act.

I am, &c., &c.,  
C. CLARIDGE,  
Pro Assistant Secretary.

Colonial Secretary's Office, Auckland  
18th August, 1856.

HIS Excellency the Governor has been pleased to direct that the following letters from Captain Denham, R.N. to the Hydrographer of the Admiralty, respecting Islands and Reefs in the South Western Pacific Ocean, should be published for general information.

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

#### NOTICE TO MARINERS.

Hydrographic Notice.

[No. 2.]

#### ISLANDS AND REEFS IN THE SOUTH-WESTERN PACIFIC OCEAN.

H.M.S. *Herald*, Norfolk Island,  
12th June, 1855.

My letter of the 18th of May will have apprized you of my intended route to resume the Fiji survey, viz., by Lord Howe island, there to test a position assigned to an island, N. 79° E. 84 miles from Lord Howe island, in a published chart by Laurie; then to Norfolk island, and then to the only position (of the several assigned to the Rosaretta reef,) which I had not been able to examine during my last season's work, and which latter position would place it about 300 miles S. 72° E. of Norfolk island, and whereon it is asserted that a prize vessel in charge of a naval officer was wrecked last war.

2. Accordingly I landed at our former observatory site on Lord Howe island on the 27th May, and verified its longitude, the meridian distance coming out so close as to confirm the character of our thirteen chronometers in a way which rendered it quite unnecessary to wait the usual interval for fresh rates. The mean of our meridian distances between Garden island, Sydney, and Lord Howe island in 1853 and 1854 amounted to 0h 31m 22s E.; the result of our late four days run gave 0h 31m 21s E. I therefore do not disturb the longitude 159° 6' 0" E. of Greenwich, which I transmitted for Middle Beach, Lord Howe island, on the 19th of March, 1854.

3. With so excellent a departure I shaped a course the same evening that should place me on the parallel of the reported island by day break; and, after traversing in beautifully clear weather over a space that would have detected anything on the horizon within a degree of longitude and half a degree of latitude of the spot assigned, viz. 31° 17' S. 160° 42' E., and dropping the lead around in 200 fathoms, and on the given spot in 235 fathoms, no bottom, I felt authorized to enter in my journal that no such island exists, and

that its reported existence must have arisen from some voyager seeing Lord Howe island when his longitude was out a degree, and his relative position with the supposed new island not very skillfully determined. It will be seen that the difference in latitude is no more than a loose bearing and distance might impart. I could only account in this way for the two islands I in vain searched for last year, almost in sight of Sunday island, as laid down in the same chart, but which I submitted in my report of last cruise dated 24th February, 1855, might be expunged.

4. The passage to Norfolk island occupied eight days; light baffling winds kept us four days within fifty miles of it. Our track all the way from Port Jackson was rendered as fruitful as possible in regard to noting the current demarcation signs of the trade and variables on this route at this season of the year, together with such birds and fishes as present themselves; and by frequent casts of the lead to 200 fathoms, with a vigilant mast-head lookout, satisfying ourselves that the way is clear of islands, or even growing-up dangers, over an ample radius upon every mile of the ship's track, and which our track-charts will display, the extent of night vision being distinguished from that of day.

5. Bearing in mind the interest to science, and your particular notice of the deep-sea soundings I obtained last year between Lord Howe island and New Zealand, bringing up the bottom in 755 fathoms, I seized an interval to lower boats at sea for such operations, and obtained an up and down cast, but without striking soundings in 1,112 fathoms, at which depth the temperature proved to be 40° of Fahrenheit, while the surface water stood at a temperature of 68°. This cast was taken when Norfolk island bore N. 40° E., distance 54'. Again, the next day (June 3rd), I tried for bottom in 500 fathoms, when the island was only twenty-two miles distant on the bearing of N. 71° E., but did not ground the lead. The temperature at 500 fathoms was found to be 44°, while that of the surface and the air showed 48°. These submarine temperatures corroborated those obtained and transmitted in 1852-3 and 4, in very distant positions, and when the temperature of air and surface water differed ten and eleven degrees from that at the present test, the minimum temperature is 40°, whether the depth be 1,500, 1,200, 1,000, 900, or 800 fathoms. At less than the latter depth, the submarine temperature gradually rises, being only 11° and 10° lower than the surface in 300 and 200 fathoms, until at 30 fathoms it is the same, observing that all our tests have been between the parallels of 30° north, 42° south. By these deep sea casts in proximity with Norfolk island, it appears that its base or bank of soundings rises much more abruptly than that of New Zealand. I should not have been content with my 1,112 fathoms, but that the opportunity was brief, the wind springing up and the swell embarrassing the boats.

6. It had been published in the Sydney papers, as resulting from a cruise of the *Torch*, that the longitude of Norfolk island was in error in some charts 68'; and on my consulting the published books and charts during my passage thither, I found discrepancies which made me unusually anxious to clear up the point, otherwise it was my intention to have passed well southward of the island to avoid the skirt of the southeasters, and so direct for the Rosaretta reef, and then take the start for Fiji, experience having taught me that this detour from Sydney to the Friendly islands makes the best passage.

7. Having effected a landing on Norfolk island on the 6th instant, a precarious process, but in our case without accident to any person or the instruments, a very satisfactory set of observations including circum-meridians for latitude, where

obtained. Looking, however, to the passage before me, and to dispel even a shadow of uncertainty regarding clinching the position of this island, I determined to test my rates by a sea day interval, which, being obtained yields:

	h	m	s
Meridian dist. from Lord Howe island, forward rates	0	35	28.02 E
" " by back rates	0	35	28.09 E
" " Mean	0	35	28.55 E
Longitude in time, Lord Howe island	10	36	23.09 E
" " Norfolk island	11	11	52.45 E

I am therefore enabled to inform you, that the geographic position of Norfolk island may be recorded as having its landing rock on the settlement on the south-west side in

	°	'	"
Latitude	29	3	45 S
Longitude	167	58	6 E
Magnetic variation (in June 1855)	12	34	E

while Mount Pitt, the highest point of the island towards its north-west end, as deduced trigonometrically, is in—

	°	'	"
Latitude	29	0	56 S
Longitude	167	57	0 E

elevated above the sea, 1,039 feet, and visible 36 miles.

The desirableness of such record will be obvious on reference to the following published positions—

	Lat. S.	Long. E.
Raper's Maritime positions, 1849	28 58	167 46
Findlay's List	29 2	167 48
Admiralty Chart, Captain Bradley, 1823	29 5	168 2
Laurie's chart, 1848	29 0	169 3

8. The very boisterous weather in this region at this, its winter season, occasioning the shifting of the ship from one side of the island to the other for shelter, has obstructed the surveying operations I designed; nevertheless by the assiduity of Lieutenant Hutchison and Mr. Smith, as well as Messrs. Howard and Wilds, I shall be enabled to improve Bradley's chart, in regard to anchorage soundings, the edge of soundings, and its direction of meridian.\*

9. I may remark, in conclusion, that I found the island no longer a penal settlement. The convict establishment was withdrawn on the 7th of May; and it is at present occupied by an assistant commissary storekeeper, with a few hands engaged in rendering into tallow the surplus sheep intended for the Pitcairn Islanders, who are daily expected to occupy the island, and whose hearts and minds, simple though they be, will not fail to adore the Queen and country which puts them in possession with fostering solicitude, of the most lovely island conceivable, with all the facilities for industry and comfort; comprising fifteen square miles of land capable of tillage, 800 acres cleared and fenced, beautiful roads intersecting it, eighty-one substantial buildings, including chapel, school-room, hospital, barracks, dwelling houses, cottages, mills, and workshops, together with household furniture, artisans' tools, and agricultural implements, the gardens stocked with seed, and the farms with 2,000 sheep, 300 cattle, horses, pigs, and poultry. A bounteous bestowal indeed. Mr. Wilson's drawings will convey a better idea of the settlement than can my pen.

H. M. DENHAM.

\* The new plan of Norfolk island is in the engraver's hands and will be published about the 1st April, 1856.—ED.

H.M.S. *Herald*, Ovalau, Fiji,  
24th July, 1855.

I avail myself of a vessel which I find here on the start for Valparaiso to acquaint you with my proceedings since I left Norfolk island on the 12th ult., and where I left a despatch (No. 2), a duplicate of which I now enclose.

2. Adverse east wind, with very boisterous weather, obliged me to sight the Three Kings of New Zealand before I could obtain as much southing in the wind as enabled me to lie up for the assigned positions of the Rosaretta reef. This was brought about on the 22nd June; and after obtaining most satisfactory departure bearings, which placed the ship seven miles N. 22° W. from the north-western King, in lat. 34° 1' 48" S, long. 172° 7' 17" E, where we had soundings 350 fathoms, pale grit and broken shells, we were in the group of assigned positions on the 24th, favoured by the sun and stars for the frequent determination of the ship's position, and hence we decidedly passed over each of the following given positions of that reef in 200 fathoms, no bottom, and without being able to trace a sign of such reef:

Raper, Maritime Positions, 1849 30 25 S 173 45 E  
Findlay's List, 1851 - 38 10 ,, 173 45 ,,  
Laurie's Chart, 1849 - 30 30 ,, 173 33 ,,

Our range of vision in the search can vouch for the non-existence of the reef in question within the space bounded by the meridians 173° and 174° E, between the parallels 29° 50' and 30° 40' S. Nevertheless I look to giving this terrible *vigia* another search, even to a full degree east and west of those negatived meridians in my next year's passage from Sydney to this region; and nothing but stress of weather, which drove me to leeward with loss of quarter davits carried by the *Herald*, twenty-two feet above the water line, prevented a search which should result in sighting it or afford reason for expunging it from the charts.

3. My next proceeding was to test the position of a reef thus quoted in my hydrographic instructions of the 14th of May, 1852, in paragraph 18:

"One of these (insulated reefs) in latitude 24° 40' S., 174° 43' E., is the most dangerous, from being level with the water. It was seen by Captain Bethune, in H.M.S. *Conway*, in 1838."

4. The wind, now in the S.E. trades, and the weather (as this 360 mile run linked me with the tropics) highly favoured the search for Conway Reef; but after exploring a space embracing thirty miles east and west of its assigned longitude, head and look out, indeed, being vigilantly exercised from longitude 174° 10' to 175° 20' E. between the parallels of 24° 14' and 24° 52' S without any indication, such as the usual presence of sea fowl and flying fish, which generally precede the discovery of breakers in this region, I was constrained to conclude that the latitude 24° 40' S. given, meant 21° 40'; for upon the meridian named I could trace in documents around me assigned positions of a reef 180 miles further north.

	Lat. S.	Long. E.
Cheyne's list, 1852, -	21 40	174 43
Findlay's list, 1851, -	21 40	174 40
Laurie's chart, (Bolger reef)	21 36	174 40
Samoan Gazette, 1854 (Rapid)	21 36	174 50

Aud in due course, guided by these positions and the usual indications, I was enabled to anchor the *Herald* alongside of a reef, on the 2nd of this month, July.

5. This reef, which I shall call Conway Reef, (until I hear that Captain Bethune's original figures really read 24° 40', when another search must be instituted on his parallel) afforded the most deliberate means of deciding its position of any reef of this Atoll character that I have fallen in with; inasmuch that it presents a sandbank in its centre, 300 yards long, by seventy-five yards

wide, elevated six and a half feet above high water level. The coral oval-formed rim of the reef is only awash at low water, subject to a tidal rise of five and a half feet, and trends east and west one and a half miles by half a mile in width. Equal altitudes and circum-meridian observations, upon the sandbank place, the centre of this reef in latitude 21° 44' 48" S., and by meridian distance with this well determined spot, after apportioning the back rates of thirteen chronometers to an eleven-day run thither, in longitude 174° 36' 55" E., The Magnetic variation came out 10° 34' E., and the time of high water at F. and C. VIII. 42m. So remarkably steep to is this reef that with our anchor in thirty fathoms at a quarter of a mile off, we had 101 fathoms under the ship's stern.

The accompanying paper, drawn up by assistant-surgeon J. Denis Macdonald, results from his indefatigable visit with me to the reef, and will describe its natural history, while the tracing of our projection, on the scale of one inch to a mile, will place its contour and proportions before you.

6. It was a gloomy fact that the Conway reef had, within the last six months, proved fatal to a fine ship, the bows and head-gear of which are still reared up on the windward margin of it, and visible for eight miles before the leaping breakers can be made out. There were, likewise, two bower anchors at another part of the direful weather margin of this reef. A rudely-carved bottom board of a boat lay upon the sandbank, thus lettered, "Ship Logan, wrecked 26th Jany. /55, bound to Fiji." She was evidently a whaler. There were no indications of prolonged occupation or sufferings upon the sandbank, and all her boats would, it seemed, have been extricated and so indeed it proved, for, on our arrival at Ovalau, the event was fully known. The master and crew, except four who were panic-struck and drowned at the instant, reached this place quickly; and subsequently, in a vessel bound to Sydney, they bore the intelligence of their disaster, and which, I learn, the master of this American whaler ascribes to the reef being laid down forty miles in error upon his chart. This, as a cause of such disasters, I may say is now obviated by the *Herald* visiting it; and further so, if my design of planting a grove of cocoa-nut trees upon the sandbank flourishes.

7. From Conway Reef I desired to test Underwood Reef, as exhibited in Laurie's chart at 140 miles to the N.E. in latitude 20° 20' S, 176° 48' E., but prevailing easterly winds prevented my doing so without incurring an undue accumulation of rates for back meridian distance, with regard to Levuka observatory spot of 1854, and Conway Reef.

8. It was on the evening of the 7th July that I fetched up under the lee of the Western extreme of Fiji (Viti Levu), and sighted the barrier reef of Malolo. From thence I worked round south-eastward to and through the Kandavu channel; in the centre of which, i.e., midway (fifteen miles from either shore) between Mbenga Island and Kandavu island, we brought the bottom up from a perpendicular sounding of 1,020 fathoms, the microscopic development of which is so novel and interesting that assistant-surgeon Macdonald will be as disappointed as myself if his paper and illustrations cannot be prepared for this enclosure. In this, we trace at once from thirty to forty distinct genera of *foraminifera*, most of which belong to existing forms, though only traceable as fossils in the northern hemisphere; besides the negative casts of lead to 200 fathoms, no bottom, at every ten miles from Conway reef. I availed myself of the light winds and smooth water after entering this Archipelago to carry soundings of 440 and 360 fathoms (light brown mud) to within four miles of the barrier reef of Mbau waters.

9. On resuming our former cordial commerce with our Fiji acquaintances it was gratifying

indeed to find the natives vying with our missionary friends of Mbau and Levuka to greet us.

10. The community at Levuka now comprises 30 British subjects, 470 converted natives, 29 school attendants; it is the central trading station in Fiji, with an accessible harbour for any sized ship, a plan of which and of the island (which numbers a population of 4,650) was forwarded on the 24th February, 1855.

11. You will congratulate me on having been able to convey from Sydney and Norfolk island to this place, in promising condition, one bull, three cows, two rams, four ewes, with geese and ducks, and a large supply of flower, fruit, and vegetable seeds, and plants, whereby our resident countrymen and future voyagers will be able to enjoy Christmas and Michaelmas fare, notwithstanding the temperature may never be below 70°.

12. The still waters of Levuka have been taken advantage of to swing ship again, so that our azimuths and amplitudes between this and Sydney will be properly corrected for local deviation.

13. I find I am enabled to forward herewith the following tracings:—1. Norfolk Island; 2. Its south aspect; 3. Plan of settlement; 4. Conway

reef; 5. Microscopic examination of soundings\*; 6. Surgeon Rayner's natural history of Norfolk Island\*; 7. Assistant Surgeon Macdonald's do. of Conway reef; and descriptive paper on sounding\*; 8. Mr. Milne (gardener), list of trees and vegetables at Norfolk Island.†

14. With our new rates under this our Fiji standard meridian, I purpose occupying the next six weeks of the sun being within measure by sextant and artificial horizon for circum-meridians (night observations not being always practicable amongst savages) to determine the relative positions of Mbau, the extremes of Kandavu, Matuka Totoia, and Turtle island, thence with the easterly slant to take the salient features of the Eastern Group, back to Ovalau, for test or verification, and then devote the remainder of the year to a detailed survey of Mbau Waters, &c. In this programme, with what we have already done, I anticipate a respectable annual progress.

H. M. DENHAM,  
Captain R.N. in charge of the Survey.

\* Forwarded to Sir Roderick I. Murchinson, Director-General of the Museum of Practical Geology.

† Forwarded to Sir William J. Hooker, Director of the Royal Botanical Gardens at Kew.—Ed.

LIST OF POSITIONS IN THE SOUTH-WESTERN PACIFIC OCEAN.

Name of Place.	Exact Spot.	Latitude.			Longitude.			Variation.	
		°	'	"	°	'	"	°	'
Port Jackson .. ..	Lighthouse ..	33	51	34 S	151	18	57 E	10	0 E
Lord Howe Island, Middle Beach .. ..	N.E. Bay .. ..	31	31	38 S	159	6	0 E	12	35 E
Balls Pyramid .. ..	Peak .. ..	31	45	10 S	159	16	11 E	12	30 E
Middleton Reef .. ..	W. Elbow .. ..	29	27	40 S	159	4	18 E	10	54 E
Elizabeth Reef .. ..	Centre .. ..	29	55	20 S	159	4	30 E	11	0 E
Port Albert, S. side, Isle of Pines .. ..	Observatory I. ..	22	42	30 S	167	28	35 E	11	0 E
Matthew Rock .. ..	Peak .. ..	22	20	12 S	171	21	0 E	10	4 E
<b>NEW HEBRIDES—</b>									
Aneiteum Harbour, S.W. side .. ..	Observatory I. ..	20	15	17 S	169	44	44 E	10	3 E
Eutuna .. ..	N.W. Point .. ..	19	31	20 S	170	11	13 E	9	45 E
Tanna .. ..	Port Resolution ..	19	31	17 S	169	28	10 E	10	0 E
Mari .. ..	South Point .. ..	21	42	0 S	168	2	9 E	10	5 E
<b>SOLOMON ISLAND—</b>									
San Christoval .. ..	Cape Phillip .. ..	10	31	23 S	161	26	35 E		
" .. ..	Makeira Harbour ..	10	25	23 S	161	26	39 E	8	40 E
Guadalcanar .. ..	Cape Hanslow .. ..	9	58	42 S	160	34	55 E		
" .. ..	Wanderer Bay .. ..	9	41	47 S	159	39	34 E	8	40 E
<b>NEW ZEALAND—</b>									
Auckland .. ..	Depôt Point .. ..	36	49	58 S	174	49	34 E	13	54 E
<b>KERMADEC GROUP—</b>									
Sunday Island .. ..	Centre of West Bay	29	15	30 S	177	54	52 W	11	18 E
<b>FRIENDLY ISLAND—</b>									
N. Minerva Reef .. ..	North Elbow .. ..	23	37	19 S	178	48	58 W	10	47 E
S. Minerva Reef .. ..	Centre .. ..	23	56	22 S	179	4	16 W		
<b>FJI GROUP—</b>									
Moala Island, N. Point .. ..	Harbour .. ..	18	32	45 S	179	57	38 E	9	0 E
Angau Harbour .. ..	Western Aspect ..	17	59	32 S	179	13	45 E	8	42 E
Mumbolithe Reef, 5 8-10 m. S. 18° W. from One Tree Islet, off S.E. end of Angau .. ..	.. ..	18	14	36 S	179	17	50 E		
Levuka, Ovalau .. ..	Missionary Sch. Ho.	17	40	45 S	178	49	45 E	10	17 E
<b>NEW CALEDONIA—</b>									
Fairway Reef, between Belona Shoals and New Caledonia .. ..	.. ..	21	0	13 S	161	45	9 E	10	7 E

H. M. DENHAM,  
Captain H.M.S. *Herald*, 9th April, 1855.